

Welcome! Town of Renfrew



Renfrew

Renfrew East Development Area/Whitton Road Closure Environmental Assessment Study

Welcome to the second Public Consultation Centre for the Renfrew East Development Area/Whitton Road Closure Environmental Assessment (EA) Study.

There is an opportunity at any time during the process for interested persons to provide written input. Any comments received will be collected under the *Environmental Assessment Act*. Personal information you submit will become part of the public record that is available to the general public unless you request that your personal information remain confidential.

Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact either of the following:

Steve Taylor, P.Eng.
BT Engineering Inc., Consultant Project Manager
Email: steven.taylor@bteng.ca
Phone: 613-228-4813

Andrea Bishop, P.Eng.
Town of Renfrew, Project Manager
Email: abishop@renfrew.ca
Phone: 613-432-8166 ext. 306



Purpose of Public Consultation Centre No. 2

This Public Consultation Centre is the second of two in the EA Study. The purpose is to engage with the public and stakeholders on their perspectives and interests in the Study and provide an opportunity to comment on the evaluation and the Technically Preferred Alternative. The Study will proactively involve the public, stakeholders and Indigenous Peoples.

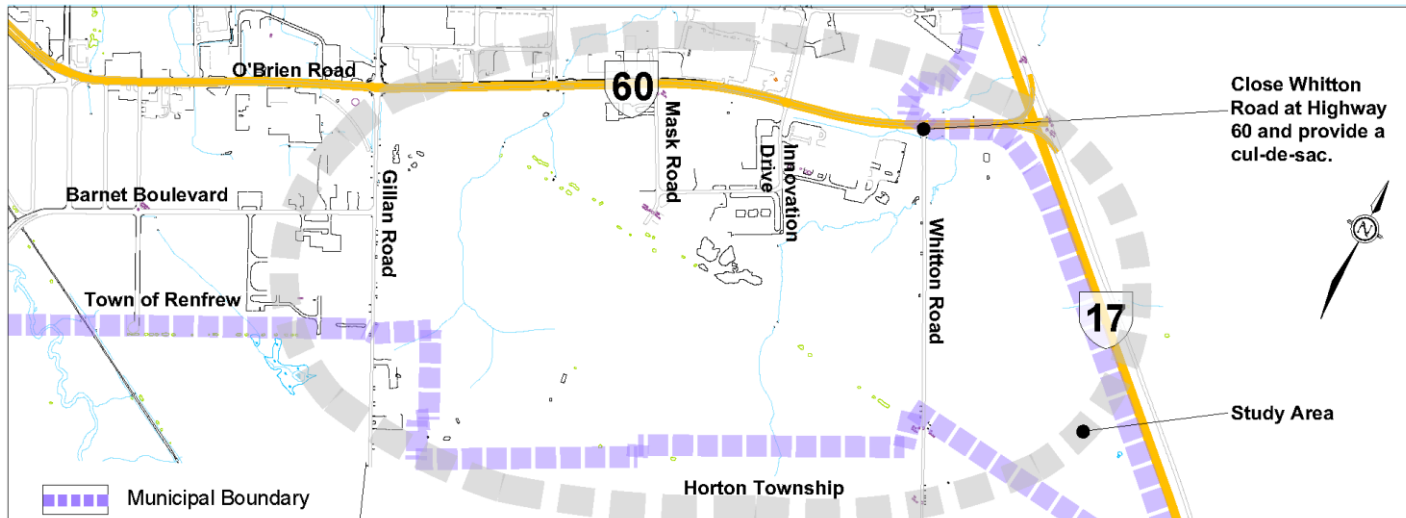
This Public Consultation Centre will present:

- A summary of the Study to date.
- Integration of the *Municipal Class Environmental Assessment* with the public meeting requirements of the *Planning Act*.
- A long list of Preliminary Design Alternatives.
- Evaluation Methodology.
- Analysis and Evaluation of Preliminary Design Alternatives and the Technically Preferred Alternatives (TPA).
- Effects and Mitigation Measures for the TPA.
- Next steps.

Introduction

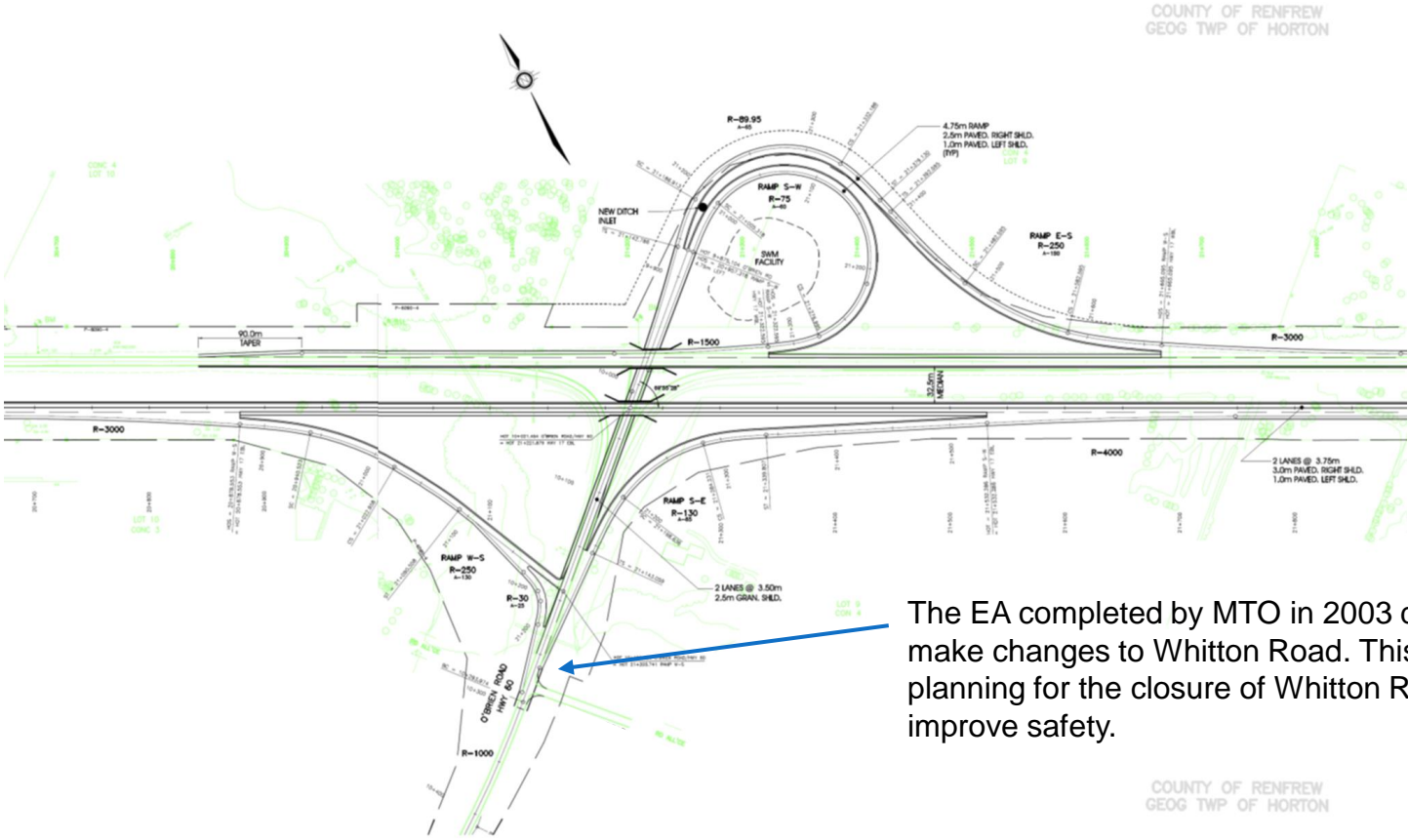
The Town of Renfrew has retained BT Engineering Inc. to undertake a Municipal (Schedule C) Class EA study for the closure of Whitton Road at O'Brien Road (Highway 60), due to the intersection's proximity to the future Highway 17/O'Brien Road interchange. The Study is being completed in parallel with the Master Transportation Plan. The Study will define the impacts of the closure and provide an alternative solution for traffic travelling on Whitton Road that wishes to access O'Brien Road. The closure of the Whitton Road intersection at O'Brien Road will provide operational and safety benefits for the future O'Brien Road interchange on Highway 17. This Study will meet municipal requirements under the Municipal Class EA (Amended 2023).

The Study Area is located in Renfrew, Ontario (see below).



Highway 17 Widening EA Study

MTO completed the EA for the widening of Highway 17 from Arnprior to Renfrew in 2003. The construction of the Highway 17 twinning is being completed in phases. The recommendations included a new interchange at Highway 17 / O'Brien Road, see below.



The EA completed by MTO in 2003 did not make changes to Whitton Road. This EA is planning for the closure of Whitton Road to improve safety.

Problem and Opportunity Statement

The closure of the Whitton Road intersection at O'Brien Road will require a new connection from Whitton Road to O'Brien Road. This change will provide operational and safety benefits for the new O'Brien Road interchange on Highway 17.

The Town is currently completing a Master Transportation Plan (MTP) to define land uses and development parcel size and the road network required to facilitate the employment growth. Planning for the closure of Whitton Road is being incorporated into the MTP for the Renfrew East Development Area. This MTP provides an opportunity for the Town to complete a Schedule C Municipal Class EA Study in parallel with the MTP to integrate the transportation network with a future land use plan in the Development Area. The EA study will address the need and justification for this intersection closure and new associated municipal road connections to O'Brien Road and includes consideration of a possible Barnet Boulevard extension.

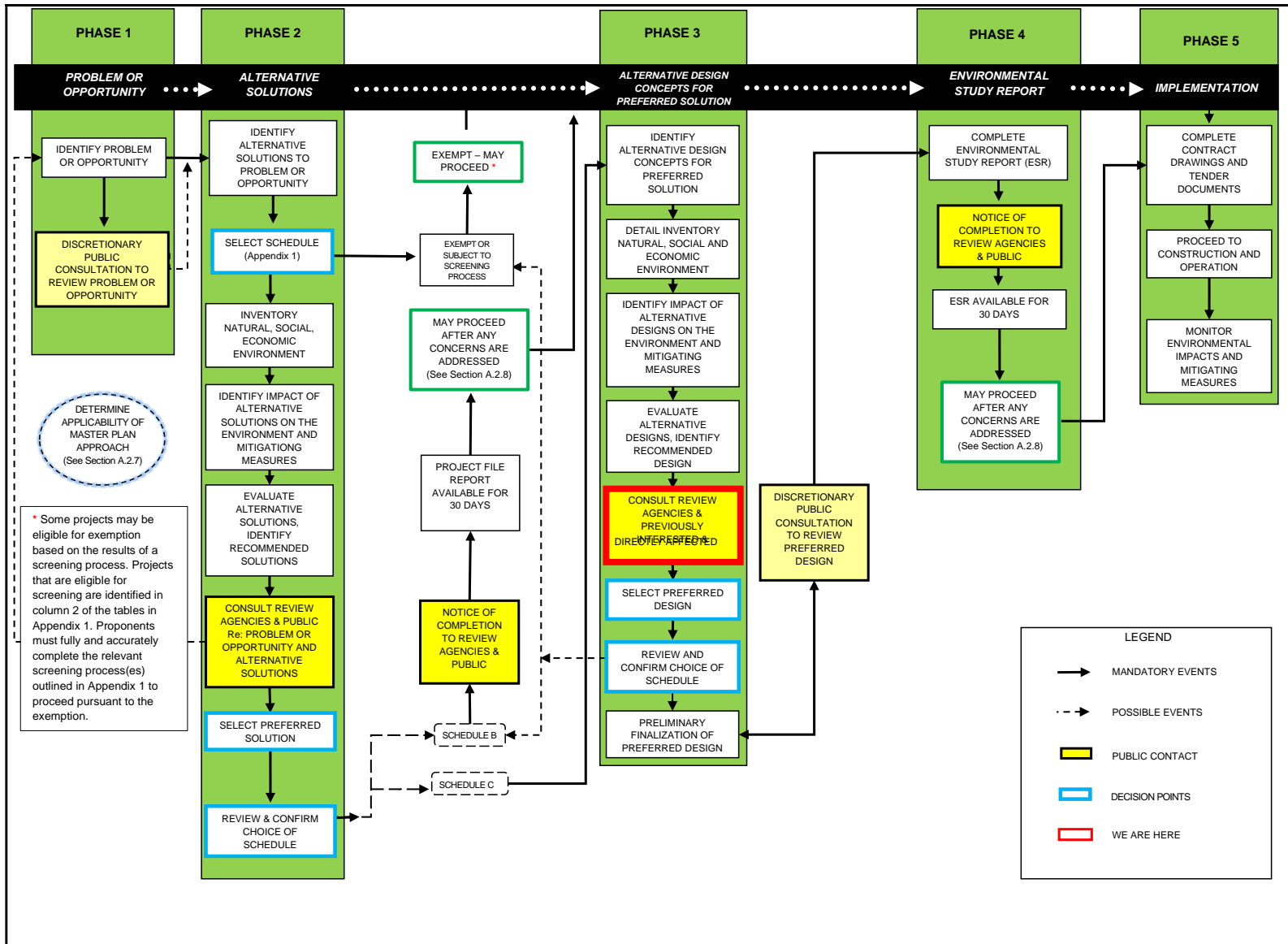
Integrated Class EA

This Study is being completed using the Integrated Approach to simultaneously complete the land use planning for the Renfrew East Development Lands under the *Planning Act* and the Whitton Road Closure under the Municipal Class EA (2023).

The Integrated Approach provides the Town an opportunity to reduce duplication by simultaneously complying with the *Planning Act* and the Municipal Class EA processes, including public and stakeholder notification, preparation of technical reports and analyses, and land use planning and environmental protection decisions.

The Integrated Approach still involves the completion of the procedural requirements for the Municipal Class EA for the Whitton Road Closure and associated road network modifications.

Municipal Class EA Process



Alternative Planning Solutions

Three (3) Alternative Planning Solutions for the **Whitton Road Closure** have been considered:

- X • Do Nothing: This alternative is being screened out due to the conflict with the future interchange.
- X • Closure of Whitton Road/ O'Brien Road Intersection: Whitton Road is only accessible from Algonquin Trail.
- ✓ • Closure of Whitton Road/ O'Brien Road Intersection and provide a new link to access O'Brien Road: This alternative involves closing Whitton Road at O'Brien Road and providing a new link to O'Brien Road.

Three (3) Alternative Planning Solutions for the **East Development Area** have been considered:

- X • Do Nothing: This alternative is being screened out as it does not conform with the Town's Official Plan.
- X • Limit Development: This alternative is being screened out as it does not conform with the Town's Official Plan.
- ✓ • Plan for Development including Road Network Modifications: This alternative is recommended in the Master Transportation Plan.

Legend: ✓ - **Carried Forward** X - **Not Carried Forward**

Whitton Road Closure Alternatives

Two (2) Preliminary Design Alternatives for the Whitton Road Closure have been considered:

- X** • **Alternative 1A** connects Whitton Road to a new east/west link through an intersection. Using an intersection connection at each end of the link reduces the capacity for north-south traffic. However, Alternative 1A prioritizes the area of development land by utilizing a road alignment that maintains, to the extent possible, larger rectangular shaped parcels of land between Whitton Road and the connection to Innovation Drive. It prioritizes land utilization over the efficiency of traffic movements.
- ✓** • **Alternative 1B** prioritizes the transportation link by creating a continuous route for the new connection that would link Whitton Road directly into the roundabout at O'Brien Road/Innovation Drive/Wrangler Road. This alignment provides a higher capacity link for service to the development lands to the south (including a possible future shopping centre/ commercial/ industrial area) along the freeway and allows the route to be used more efficiently as an emergency detour route for Highway 17 in the event of a future freeway closure.

The Analysis and Evaluation Report is available on the Resource Table.

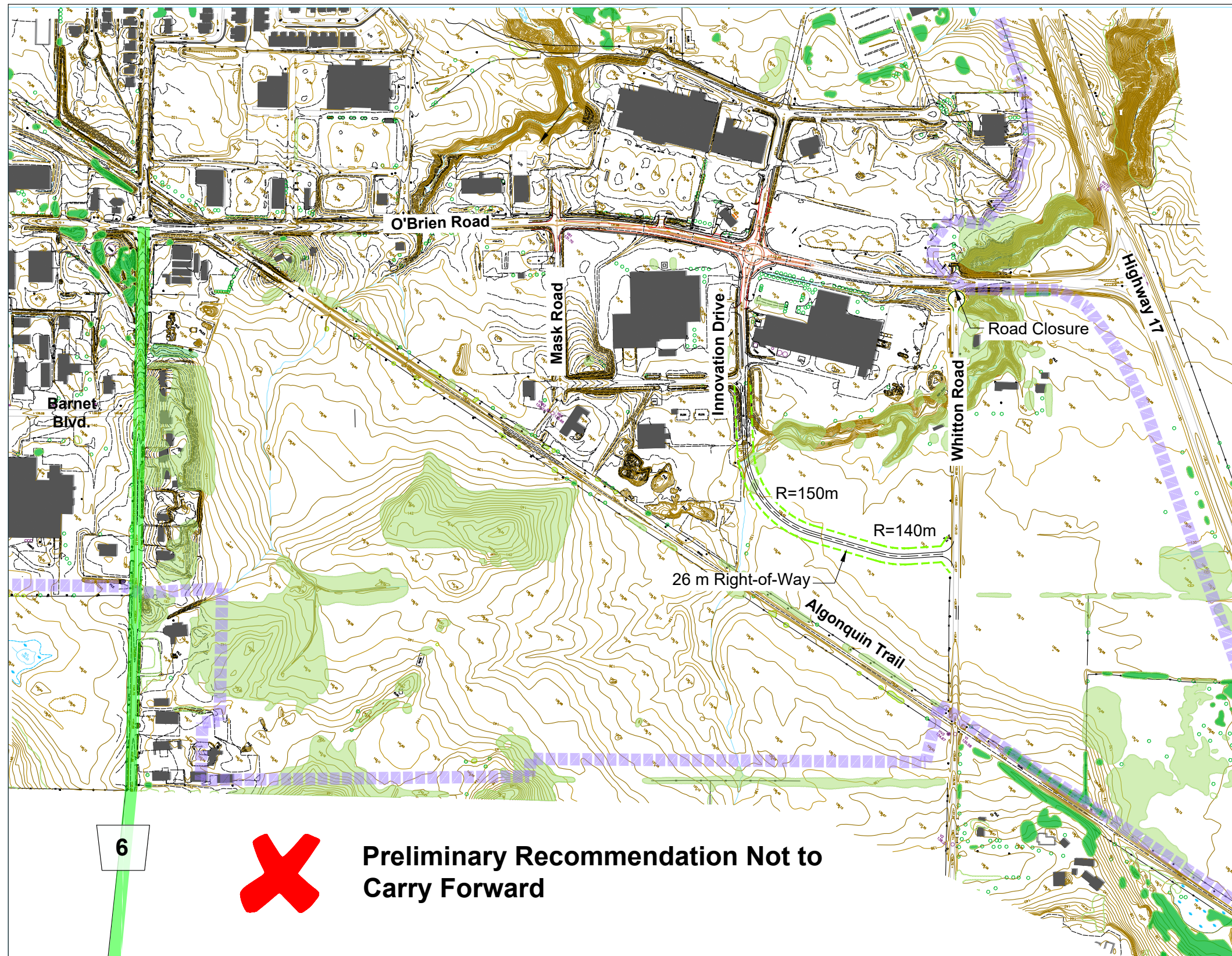
Legend: **✓ - Carried Forward** **X - Not Carried Forward**



Renfrew

East Development Lands/Whitton Road Realignment Environmental Assessment

Whitton Road Alternative



Legend

- New Roadway
- Trail
- County Road
- Contours (m)
- Buildings
- Vegetation/Wooded Area
- Watercourse
- Town Boundary

6



Preliminary Recommendation Not to Carry Forward

Alternative 1A - Connect Whitton Road to Innovation Drive

NTS
September 2024





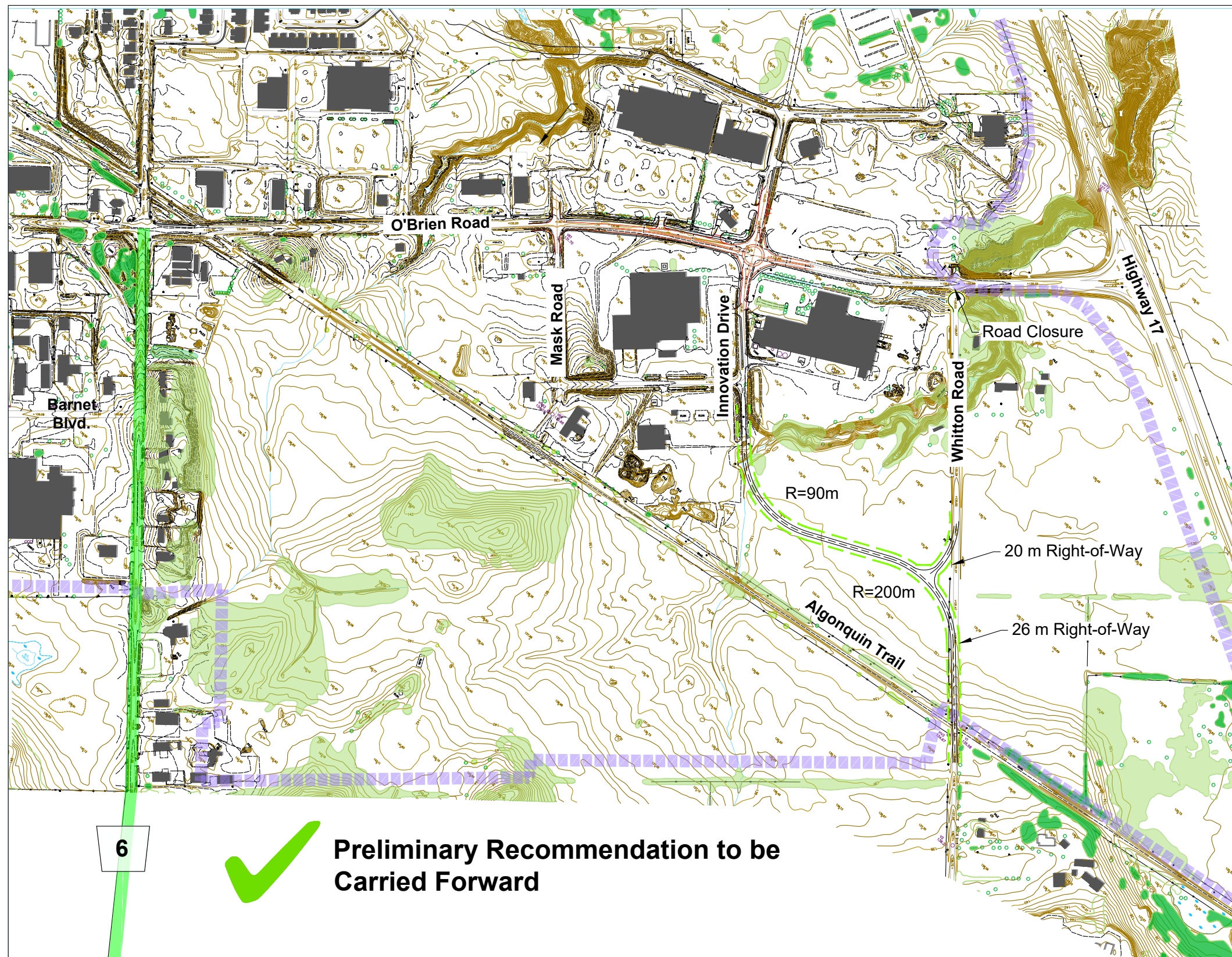
Renfrew

East Development Lands/Whitton Road Realignment Environmental Assessment

Whitton Road Alternative

Legend

- New Roadway
- Trail
- County Road
- Contours (m)
- Buildings
- Vegetation/Wooded Area
- Watercourse
- Town Boundary



6 Preliminary Recommendation to be Carried Forward

Alternative 1B - Connect Whitton Road to Innovation Drive

NTS
September 2024



Whitton Road Closure Alternatives

Criteria	Alternative 1A	Alternative 1B
Transportation: Possible Highway 17 detour route, allowing continuous flow of traffic between O'Brien Road and Gillan Road.	Not preferred. Intersections make this a less efficient detour route in the event of a freeway closure. X	Preferred. Allows continuous traffic flow. ✓
Transportation: Connects to O'Brien Road	Provides a connection to O'Brien Road via Innovation Drive through stopped controlled intersections. —	Provides a direct connection to O'Brien Road via Innovation Drive. North-south travel prioritized ✓
Land Use: Efficiency of Land Development	Creates more conventional shaped parcels for future recreational development and heavy industrial blocks by the Town. ✓	The recreational and heavy industrial lands will be less rectangular. The land use planning team considers the area acceptable for future development. —
Natural Environment:	Equal effects to the watercourse crossing. —	Equal effects to the watercourse crossing. —

Whitton Road Closure Alternatives

Criteria	Alternative 1A	Alternative 1B
Social Environment	<p>The property owners for the one residential house at the north end of Whitton Road which will be on the cul-de-sac attended the PCC and considered both options equal.</p> <p style="text-align: center;">—</p>	<p>The property owners for the one residential house at the north end of Whitton Road, which will be on the cul-de-sac, attended the PCC and considered both options equal.</p> <p style="text-align: center;">—</p>
Cost	<p>At this planning level of analysis each option is considered equal. The Town is responsible for road costs only to the Municipal Boundary.</p> <p style="text-align: center;">—</p>	<p>At this planning level of analysis each option is considered equal. The Town is responsible for road costs only to the Municipal Boundary.</p> <p style="text-align: center;">—</p>
Recommendation	X	✓

Preliminary Design Alternatives

Four (4) Preliminary Design Alternatives (Integrated Land Use/Transportation Alternatives) have been carried forward for evaluation to address the Preferred Alternative Planning Solutions:

- Alternative 2A: Connect Whitton Road to Gillan Road.
- Alternative 2B: Connect Whitton Road to Barnet Boulevard.
- Alternative 2C: Connect Gillan Road at Barnet Boulevard and Town Boundary to Whitton Road.
- Alternative 2D: Connect Gillan Road North and at Town Boundary to Whitton Road.

The Preliminary Design Alternatives being carried for evaluation are illustrated on the following exhibits. The Analysis and Evaluation Report is available on the Resource Table.

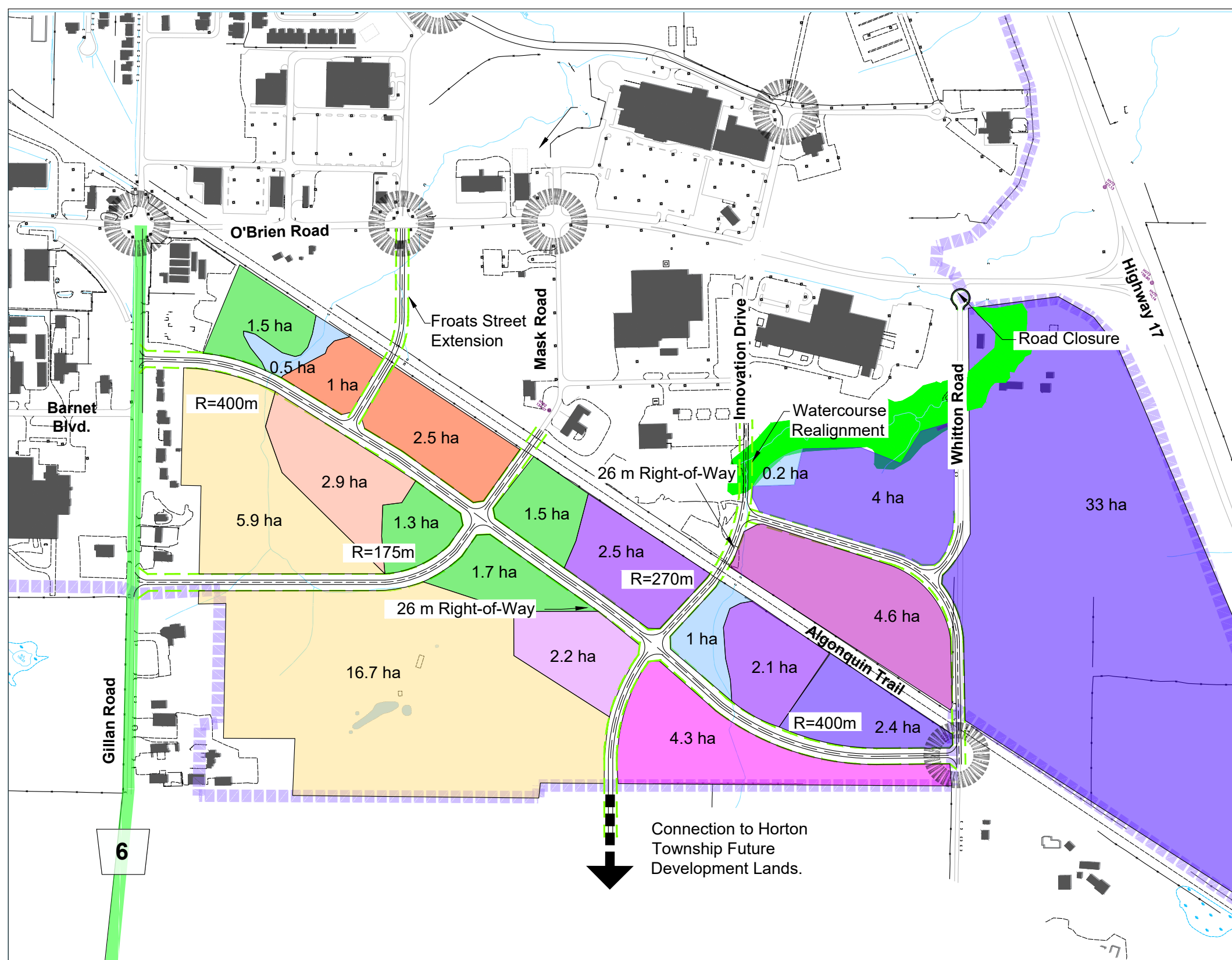


Renfrew

East Development Lands/Whitton Road Realignment Environmental Assessment

Future Land Uses

- Legend
- New Roadway
 - Trail
 - County Road
 - Lot Lines
 - Buildings
 - Low-Rise Residential
 - Mid-Rise Residential
 - High-Rise Residential
 - Stormwater Management Pond
 - Mixed Use - Commercial/Medium Density Residential
 - Mixed Use - Commercial/High Density Residential
 - General Industrial
 - Industrial/Commercial
 - Heavy Industrial
 - Parkland/Greenspace
 - Environmental Protection
 - Town Boundary
 - Possible Roundabout



Alternative 2A - Connect Gillan Road North and at Town Boundary to Whitton Road

NTS
October 2024






















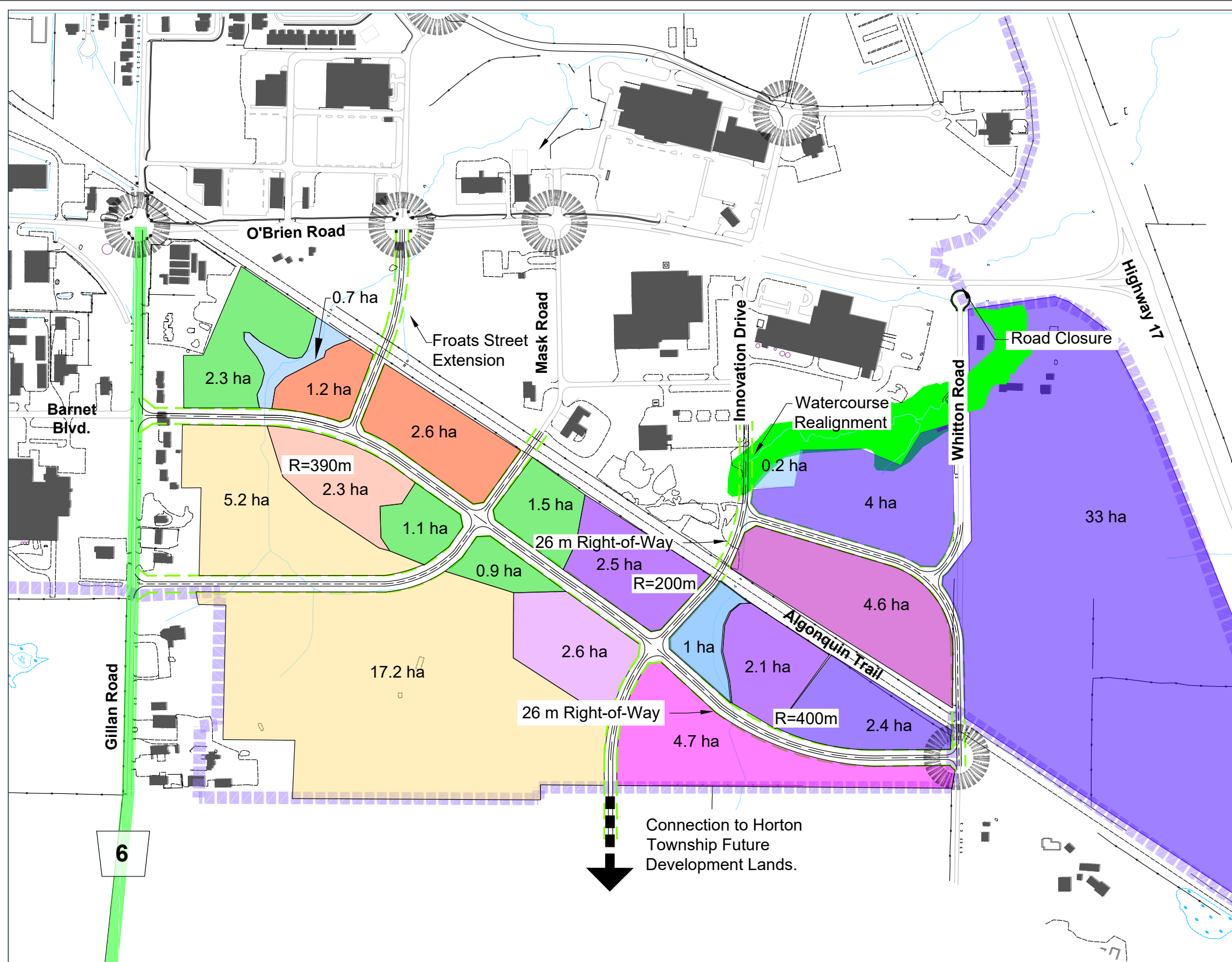
Renfrew

East Development Lands/Whitton Road Realignment Environmental Assessment

Future Land Uses

Legend

-  New Roadway
-  Trail
-  County Road
-  Lot Lines
-  Buildings
-  Low-Rise Residential
-  Mid-Rise Residential
-  High-Rise Residential
-  Stormwater Management Pond
-  Mixed Use - Commercial/Medium Density Residential
-  Mixed Use - Commercial/High Density Residential
-  General Industrial
-  Industrial/Commercial
-  Heavy Industrial
-  Parkland/Greenspace
-  Environmental Protection
-  Town Boundary
-  Possible Roundabout



Alternative 2B - Connect Gillan Road at Barnet Boulevard and at Town Boundary to Whitton Road

NTS
October 2024




















Renfrew

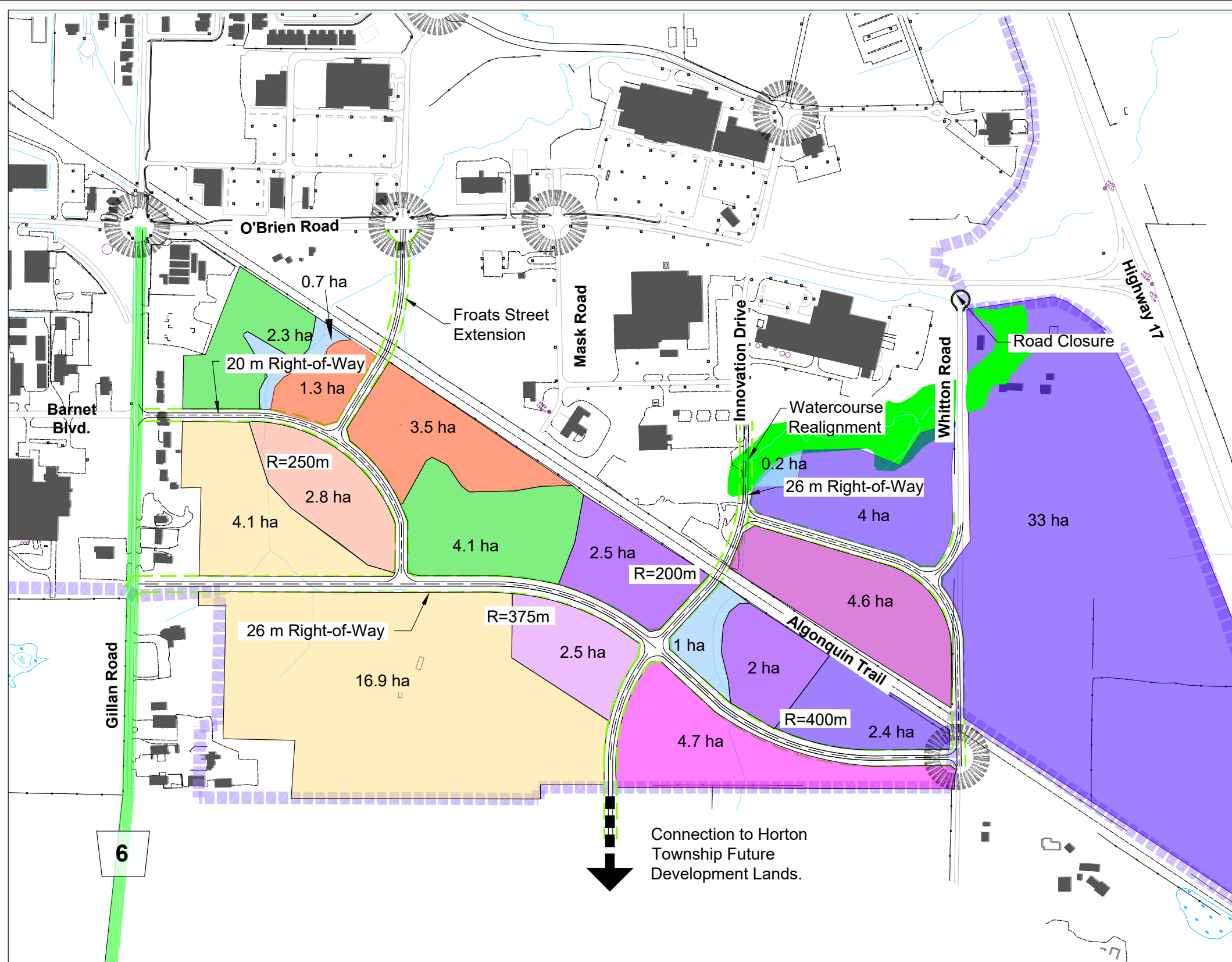
East Development Lands/Whitton Road Realignment Environmental Assessment

Future Land Uses

Legend

-  New Roadway
-  Trail
-  County Road
-  Lot Lines
-  Buildings
-  Low-Rise Residential
-  Mid-Rise Residential
-  High-Rise Residential
-  Stormwater Management Pond
-  Mixed Use - Commercial/Medium Density Residential
-  Mixed Use - Commercial/High Density Residential
-  General Industrial
-  Industrial/Commercial
-  Heavy Industrial
-  Parkland/Greenspace
-  Environmental Protection
-  Town Boundary
-  Possible Roundabout

NTS
October 2024



Alternative 2C - Connect Gillan Road at Barnet Boulevard and Town Boundary to Whitton Road

Analysis and Evaluation of Preliminary Design Alternatives

The analysis and evaluation of the Preliminary Design Alternatives was undertaken using a comprehensive evaluation methodology referred to as the Multi Attribute Trade-off System (MATS) method. Nine evaluation factor groups were considered:

- Traffic and Transportation
- Cultural Environment
- Land Use and Property
- Natural Environment
- Socio-Economic Environment
- Cost

The factor groups are made up of measurable criteria (sub-factors) used to identify relevant benefits and impacts. They define a unit of measure and the relative differences between alternatives. Evaluation data was collected from literature reviews of background documentation and environmental inventories completed for this project.

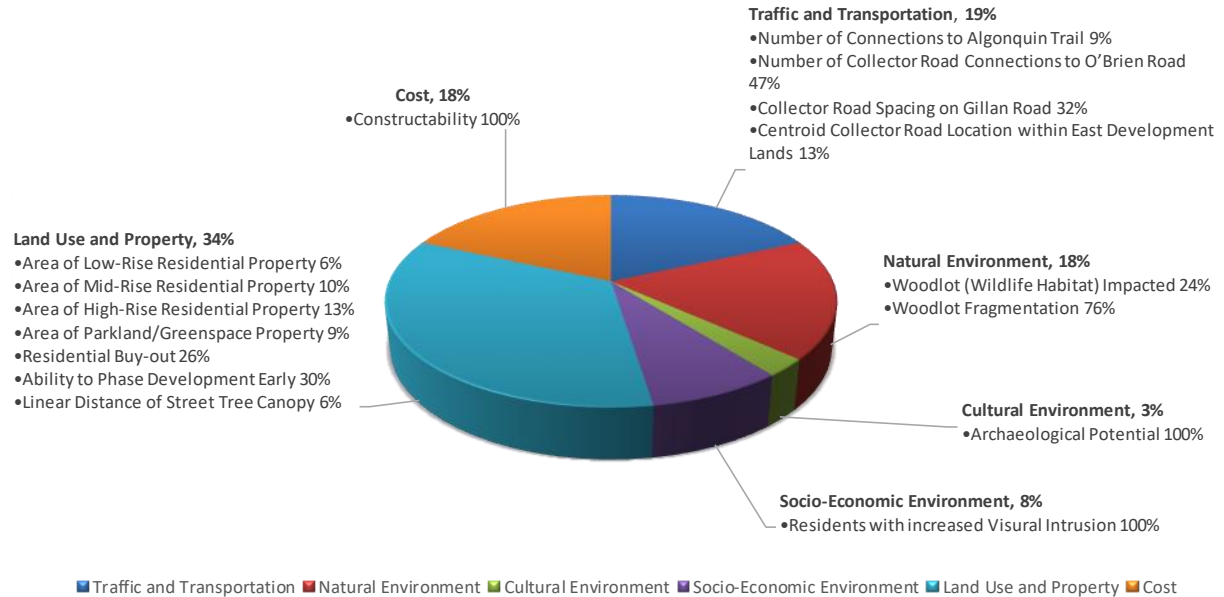
The MATS method focuses on the differences between alternatives, addresses the complexity of the base data collected and provides a traceable, defensible and replicable decision-making process. The scores for the preliminary design are determined through a process that relates impacts to scores. It eliminates subjective opinions of the individuals undertaking the MATS evaluation process.

The results are presented on the following exhibit. The Analysis and Evaluation Report is available on the resource table.

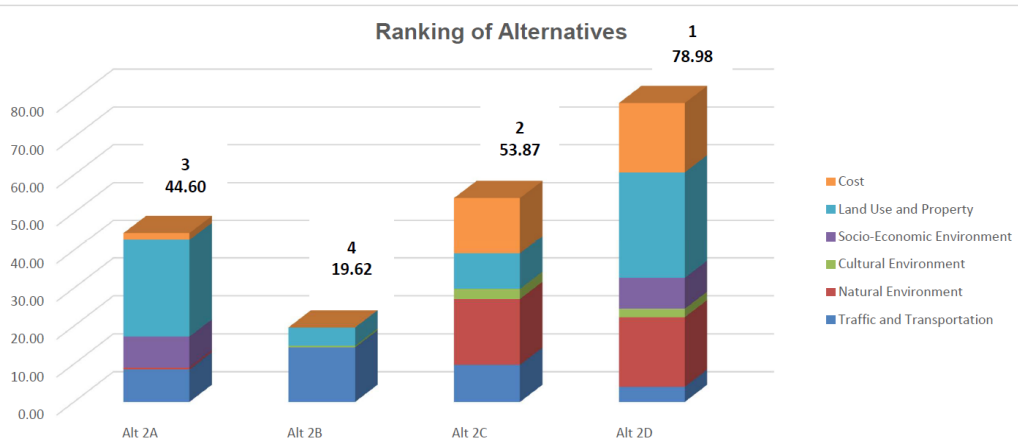
Analysis and Evaluation of Preliminary Design Alternatives

Alternative 2D is the Technically Preferred Alternative. The results of the MATS Evaluation are shown on this exhibit.

Average Weights



Ranking of Alternatives





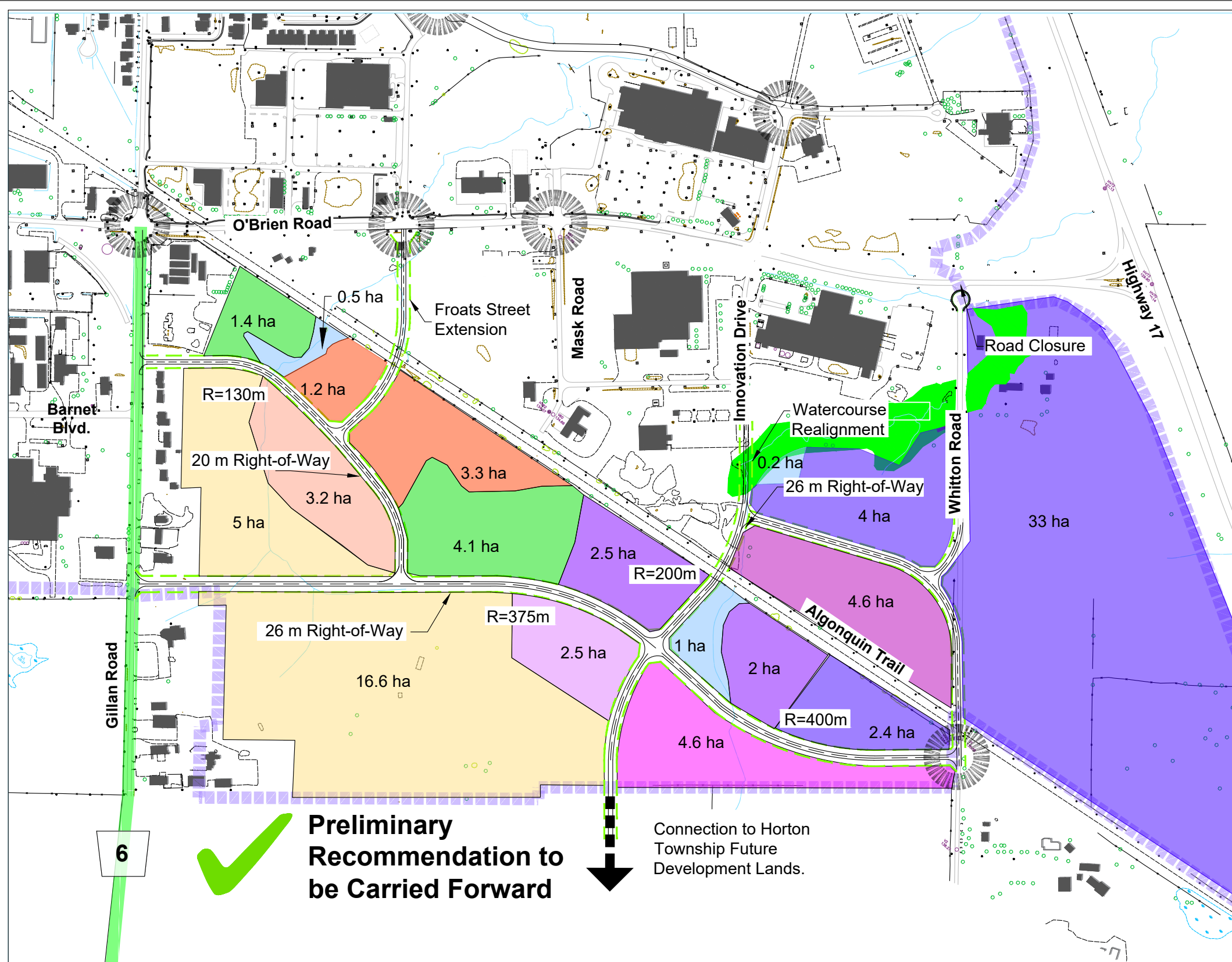
Renfrew

East Development Lands/Whitton Road Realignment Environmental Assessment

Future Land Uses

Legend

- New Roadway
- Trail
- County Road
- Contours (m)
- Buildings
- Low-Rise Residential
- Mid-Rise Residential
- High-Rise Residential
- Stormwater Management Pond
- Mixed Use - Commercial/Medium Density Residential
- Mixed Use - Commercial/High Density Residential
- General Industrial
- Industrial/Commercial
- Heavy Industrial
- Parkland/Greenspace
- Environmental Protection
- Town Boundary
- Possible Roundabout



Preliminary Recommendation to be Carried Forward

Connection to Horton Township Future Development Lands.

**Technically Preferred Alternative
Alternative 2D Connect Gillan Road North and at Town Boundary to Whitton Road**

NTS
October 2024





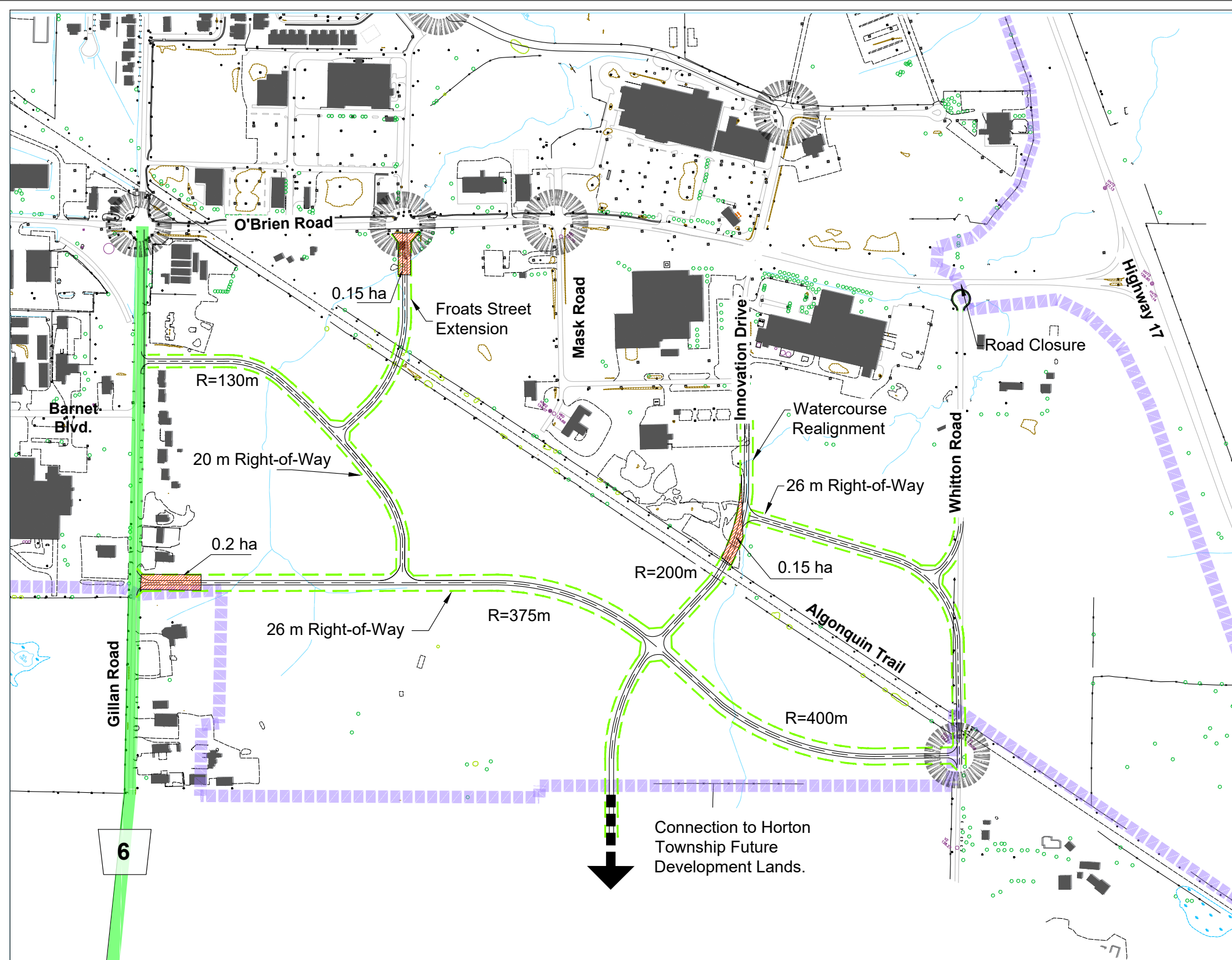
Renfrew

East Development Lands/Whitton Road Realignment Environmental Assessment

Property Required

Legend

- New Roadway
- Trail
- County Road
- Buildings
- Property Required
- Lot Lines
- Town Boundary
- Possible Roundabout



Alternative 2D - Connect Gillan Road North and at Town Boundary to Whitton Road
Technically Preferred Alternative

NTS
October 2024



Effects and Mitigation

Effect/Impact	Mitigation
Property Impacts	<ul style="list-style-type: none"> • Early communication / coordination with owner(s) and tenants to minimize disruption associated with property purchase. • Compensation for land and decommissioning of wells if required.
Archaeological Resources	<ul style="list-style-type: none"> • Comply with the recommendations of the Stage 1 archaeological assessment • Should previously undocumented archaeological resources be discovered, they may indicate a new archaeological site and therefore subject to Section 48 (1) of the <i>Ontario Heritage Act</i>. • The <i>Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33</i> requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. In situations where human remains are associated with archaeological resources, the MCM should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the <i>Ontario Heritage Act</i>
Noise (Construction)	<ul style="list-style-type: none"> • Maintain equipment in good operating condition to prevent unnecessary noise. Restrict idling of equipment to the minimum necessary to perform the work. Contractor will be required to abide by noise control by-laws for day-to-day operations.
Air Quality	<ul style="list-style-type: none"> • Air quality construction impacts can be mitigated though restrictions on vehicle idling, application of non-chloride dust control/suppression and minimizing the exposure of unpaved surfaces to traffic.
Utilities	<ul style="list-style-type: none"> • Ensure advance coordination with utility companies and approval for all utility relocations / protections.
Vegetation	<ul style="list-style-type: none"> • Maintain, where possible, mature tree specimens with a diameter (DBH) greater than 50 cm.
Lighting	<ul style="list-style-type: none"> • Use landscaping to reduce effects.
Drainage	<ul style="list-style-type: none"> • Integration with East Development Area stormwater management ponds. • Accommodate existing drain tiles, if required.

Effects and Mitigation

Effect/Impact	Mitigation
Management of Excess Materials	<ul style="list-style-type: none"> • Excess generation will be minimized through promoting contractor salvage, recycling and re-use in the contract tender documents, where appropriate. • Manage and dispose of excess materials generated in accordance with OPSS 180 (General Specification for the Management and Disposal of Excess Material) and MOE's Protocol for the Management of Excess Material in Road Construction and Maintenance. • Manage contaminated material in accordance with O. Reg. 153/04 and O. Reg. 406/19 and the MECP's current documents: • Management of Excess Soil – A Guide for Best Management Practices (2014); and • Comply with the Soil Management and Excess Soil Quality Standards (2022).
Migratory Birds and Species at Risk	<ul style="list-style-type: none"> • Further species-specific field investigations should be carried out during appropriate seasons and under appropriate conditions to better assess the use of the Recommended Plan by SAR. • Conduct site 'sweeps' prior to any tree removals and prior to and during construction. • Clear any vegetation outside of the breeding bird season. • Ensure Contractor's staff are trained to recognize potentially affected species and are required to notify authorities if any are encountered on site. • Submit an information Gathering Form (IFG) to the Species At Risk Branch during design on how the project may impact SAR.

Next Steps

Following this Public Consultation Centre, we will:

- Review all comments.
- Refine the Recommended Plan based on public comments (if required).
- Prepare the Integrated Environmental Study Report.
- Present the Recommended Plan to Town Council.
- Advertise the Integrated Environmental Study Report for a 30-day public review.

Your Involvement

How can you remain involved in the Study?

- Request that your name/email be added to the Study Mailing List
- Provide a comment by submitting a comment sheet or emailing one of the contacts below
- Contact the Town's representative or the Consultant at any time.

Steve Taylor, P.Eng.
BT Engineering Inc., Consultant Project Manager
Email: steven.taylor@bteng.ca
Phone: 613-228-4813

Andrea Bishop, P.Eng.
Town of Renfrew, Project Manager
Email: abishop@renfrew.ca
Phone: 613-432-8166 ext. 306

Please submit any questions or comments to the contacts listed above by **December 6, 2024**.

Thank you for your participation in this Public Consultation Centre.

Your input into this project is valuable and appreciated.

All information is collected in accordance with the *Freedom of Information and Protection of Privacy Act*.