



City of  
**Peterborough**

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**To:** **Members of the General Committee**

**From:** **Cynthia Fletcher,  
Commissioner of Infrastructure and Planning Services**

**Meeting Date:** **April 1, 2019**

**Subject:** **Report IPSTR19-006  
Amendment of the East Side Transportation Study Scope of  
Work and Pre-commitment of the 2020 Capital Budget**

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## **Purpose**

A report to recommend the scope of work for the East Side Transportation Study be amended to include a Municipal Class Environmental Assessment for the realignment and extension of Ashburnham Drive, and to request a pre-commitment of funding in the 2020 Capital Budget, to accommodate this expanded scope.

## **Recommendations**

That Council approves the recommendations outlined in Report IPSTR19-006 dated April 1, 2019, of the Commissioner, Infrastructure and Planning Services as follows:

- a) That the scope of work for the East Side Transportation Study be expanded to include a Municipal Class Environmental Assessment for the realignment and extension of Ashburnham Drive; and
- b) That a 2020 Capital Project be created for the Ashburnham Drive Realignment and Extension and \$600,000 in funding be pre-committed for the 2020 Capital budget.

## Budget and Financial Implications

Approval of the recommendations of this report will impact the 2020 Capital Budget. The original consulting assignment budget of \$250,000 will be increased by \$600,000 for a total of \$850,000. The costs associated with the Municipal Class EA Study will be funded from City-wide development charges. Combining the studies will also allow the City to reduce duplication, co-ordinate consultation activities for these two studies and realize savings, in the order of \$100,000, over conducting two separate studies.

## Background

At the meeting of August 27, 2018, General Committee recommended that an East Side Transportation Study be undertaken, as part of considering the Ashborough Village Plan of Subdivision. At the meeting on September 10, 2018, Council approved a 2019 budget pre-commitment of \$250,000 to undertake the East Side Transportation Study and further directed:

“That the study be sufficiently drafted to the point that it has been determined that no significant changes are required to the draft Plan of Subdivision, to the satisfaction of the Commissioner of Infrastructure and Planning”.

City staff has previously engaged in discussions with Parks Canada regarding the current alignment of Ashburnham Drive in relation to the Trent Canal and Liftlocks. There is a strong desire from a structural perspective, from an operational perspective and from an aesthetic and tourism perspective to shift the alignment of Ashburnham Drive away from the Liftlocks and the Trent Canal, between Hunter Street and the McFarlane Street Bridge. Currently Ashburnham Drive is situated within the berm, or dam, that forms the east bank of the canal. This location poses serious challenges in terms of the structural integrity of the dam, in regard to future road maintenance activity and for the potential to expand or rebuild the road to support growth in the adjacent development lands.

The transportation and traffic assessment completed for Ashborough Village concluded a realignment of Ashburnham Drive will be necessary to support development beyond the current approved number of units, due to the alignment constraints on the portion of the road north of the Liftlock. Recognizing this conclusion, and based on the desire of the City and Parks Canada to further investigate a realignment of Ashburnham Drive, the developer agreed to phase their development plans (starting with the eastern portion of the site) to allow time for the City to confirm the need for and potential future alignment of Ashburnham Drive through this area.

The 2002 Transportation Master Plan included a recommendation for the extension of Ashburnham Drive north, from McFarlane Street to Parkhill Road East. The 2011 Transportation Master Plan Update included this extension in all of the modeling work however, the report failed to include it in the list of recommended projects. The lack of

inclusion is an oversight and the extension should have formed part of the recommended projects. The need for this extension to the north will also be assessed as part of the East Side Transportation Study.

### **East Side Transportation Study**

Staff has prepared the scope of work for the East Side Transportation Study following the process for Municipal Class EA Master Plan projects.

The Municipal Class EA is a document approved by the Minister of the Environment that establishes an approved assessment process for how municipalities and private sector developers plan municipal infrastructure projects. The Municipal Class EA allows municipalities to plan, design, construct, maintain, rehabilitate, and/or retire municipal road, water, wastewater and transit projects without having to obtain project-specific approval under the Environmental Assessment Act, provided that the Municipal Class EA process is followed. The Municipal Class EA incorporates a five step planning process that includes:

1. Problem / Opportunity Definition,
2. Assessment of Alternative Solutions,
3. Assessment of Alternative Designs for the Preferred Solution,
4. Preparation of an Environmental Study Report, and
5. Implementation (design, construction and monitoring)

The Master Planning process is recognized and supported under the Municipal Class EA, as a process to examine the need for new infrastructure on a system wide basis, and where land use planning and environmental principles can be integrated into a longer range planning process for infrastructure. Master Plans will often identify the need for projects, and will assess a series of broad planning solutions to determine an integrated set of improvements to address and support existing and future long term needs, but these studies will typically stop short of completing the preliminary design for recommended projects. Accordingly, a Master Plan will typically satisfy Phases 1 and 2 of the Municipal Class EA process, for all of the infrastructure projects recommended in the Master Plan. Each of the projects recommended in a Master Plan will still require the completion of steps 3-5 of the Municipal Class EA planning process, which culminates in the preparation of a preliminary design and the preparation of an Environmental Study Report for each project.

The East Side Transportation Study work plan will look at all modes of travel and develop recommendations to improve transportation services and ensure that the transportation network in the study area connects to the rest of the City. Roadway capacity deficiencies, including capacity of the key bridges crossing the Trent Severn waterway and the Otonabee River, will be assessed relative to the long term growth potential of the East Side of the City, and the study will identify potential improvements and order of magnitude capital costs. By following the Master Planning process, the City will have the ability to incorporate the East Side Transportation Study recommendations

into the next update of the City-wide Transportation Master Plan. This work will enhance the future Transportation Master Plan and reduce unnecessary costs.

By following the Class EA Master Plan process there is also an opportunity to expand upon the work of the East Side Transportation Study, to complete Phases 3 and 4 of the Class EA process for any of the recommended projects in the Master Plan.

Recognizing that a realignment of Ashburnham Drive in the vicinity of the Liftlock has already been identified for a number of reasons, and that past studies have identified the need for the extension of Ashburnham Drive to Parkhill Road East, it is reasonable to anticipate that the East Side Transportation Plan will re-confirm these needs, along with other improvements to support the build-out of the Liftlock Secondary Plan. The additional proposed scope of work will include the completion of the detailed technical field studies (geotechnical, hydrology, natural environment, stormwater, noise, archeological, etc) and will complete the preliminary design and the Environmental Study Report for the Ashburnham Drive realignment and extension.

Incorporating the additional scope of work to include the subsequent stages of the Municipal Class EA planning process for the Ashburnham Drive project will reduce duplication and allow for much of the technical work, and the public consultation efforts to be integrated. This will not only reduce total costs for the City, but will provide residents a better understanding of the overall plan for improvements to the transportation system, will shorten the time frame for completion of the studies, and will allow for the remaining lands owned by the developer to be integrated into the overall plan for Ashburnham Drive; increasing certainty for the developer and area residents alike.

Staff has estimated that combining the two studies will result in a time savings, of up to 12 months, and associated consulting fees. If the East Side Transportation Plan does not recommend an extension of Ashburnham Drive, the scope of the Class EA will be adjusted accordingly.

## Summary

By pre-committing funds in the 2020 Capital Budget, the City will be in an ideal position to take advantage of time and associated cost savings, in the order of \$100,000.

Incorporating the Municipal Class EA work for the realignment of Ashburnham Drive into the East Side Transportation Study will reduce overall costs and duplication of effort; will provide more certainty to area residents on the overall transportation improvements to support the approved growth and how that development area will connect to the rest of the City; and will provide certainty to the developer regarding the extent of their remaining lands that will be available for future phases of the Ashborough Village development.

Submitted by,

Cynthia Fletcher  
Commissioner of Infrastructure and Planning Services

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**Attachment:**

Appendix A – Location Map

**East Side Transportation Study  
Study Area**

**Potential Realignment  
and Extension of  
Ashburnham Drive**

**Ashborough Village  
Phase 1**

**Other Lands Owned  
by Applicant**

**Liftlock Secondary  
Plan Area**

Latitude/Longitude ▲ Lat: 44.31036° N  
Lon: 78.29299° W

0 0.2 0.4km

Aerials2018, LeafOn