

Extension of Innovation Drive

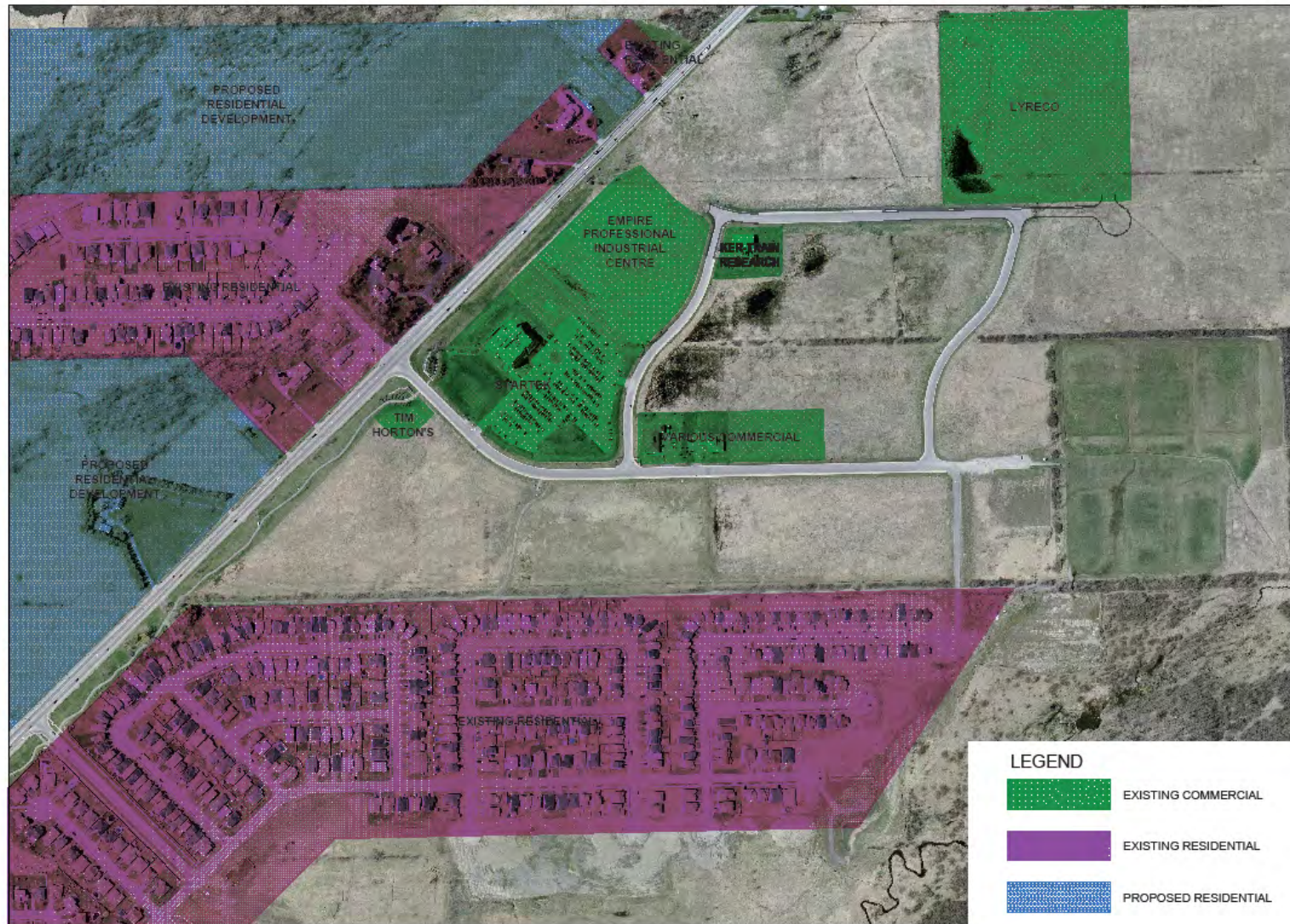
***Schedule B Municipal Class Environmental
Assessment***

Public Information Centre
January 27, 2009



Study Area

(2004 Photo)



Municipal Class EA Process

- Systematic process for evaluating municipal projects that vary in their environmental impact
- Schedule B projects generally includes improvements and minor expansions of existing facilities that have the potential for some adverse environmental impacts



Problem Background

- Innovation Drive does not currently extend to Hwy 15
- Development of the northwest lot within the Park requires Innovation Drive (and underground services) to be extended
- St. Lawrence Business Park currently has only one entrance



Technical Studies

- A Phase II archaeological study reviewed undeveloped lands within the Business Park the Hwy 15 corridor in the Study area. No archaeological finds were discovered.
- An ecological/biological study examined the Business Park and determined that no significant flora or fauna would be negatively effected by the extension of Innovation Drive



Agency Stakeholder Comments

- Fire and Rescue does not require a second entrance to the Business Park; however, a second entrance would provide redundancy and help reduce risk
- KEDCO and several businesses within the Business Park have expressed support for the extension of Innovation Drive and the addition of an intersection at Hwy 15
- Conceptual plans for a residential subdivision north of the existing Rivers Edge subdivision on the west side of Hwy 15 identify a new Hwy 15 intersection
- Subdivision Development Agreement conditions require Biscayne to become a cul-de-sac when this new intersection is constructed



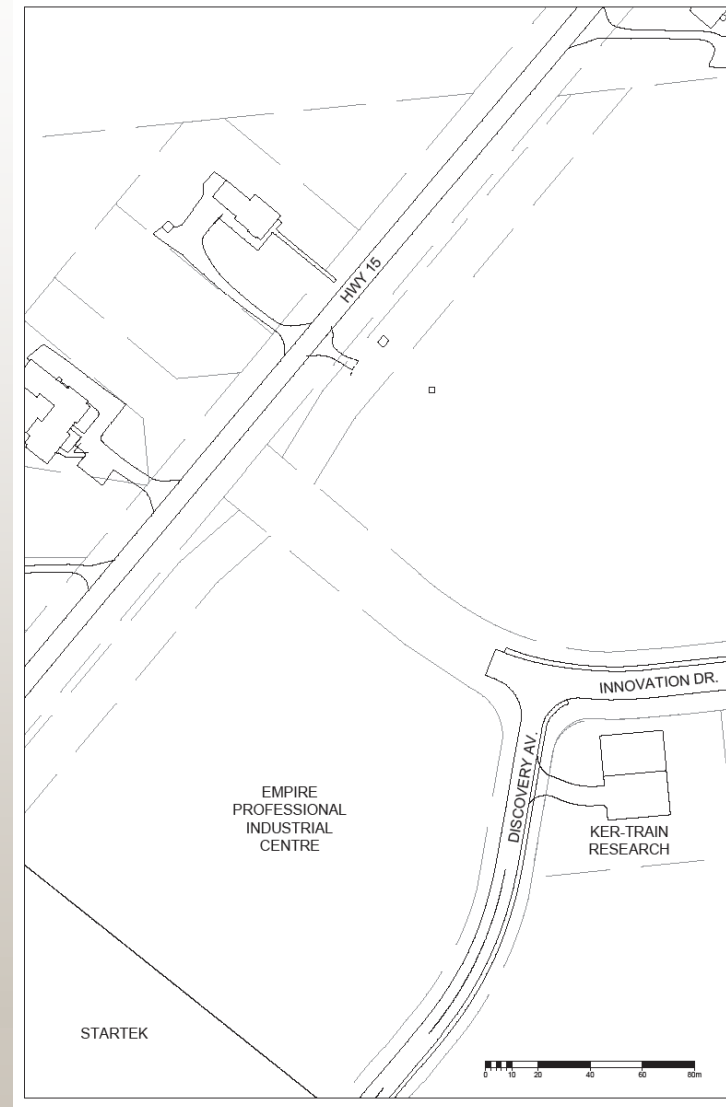
Alternatives Considered

- Option A – Do nothing
- Option B – Extend Innovation Drive using a cul-de-sac
- Option C – Extend Innovation Drive to Hwy 15 parallel to and immediately north of Empire Professional Centre
- Option D – Extend Innovation Drive to Hwy 15 connecting at the north edge of the Business Park



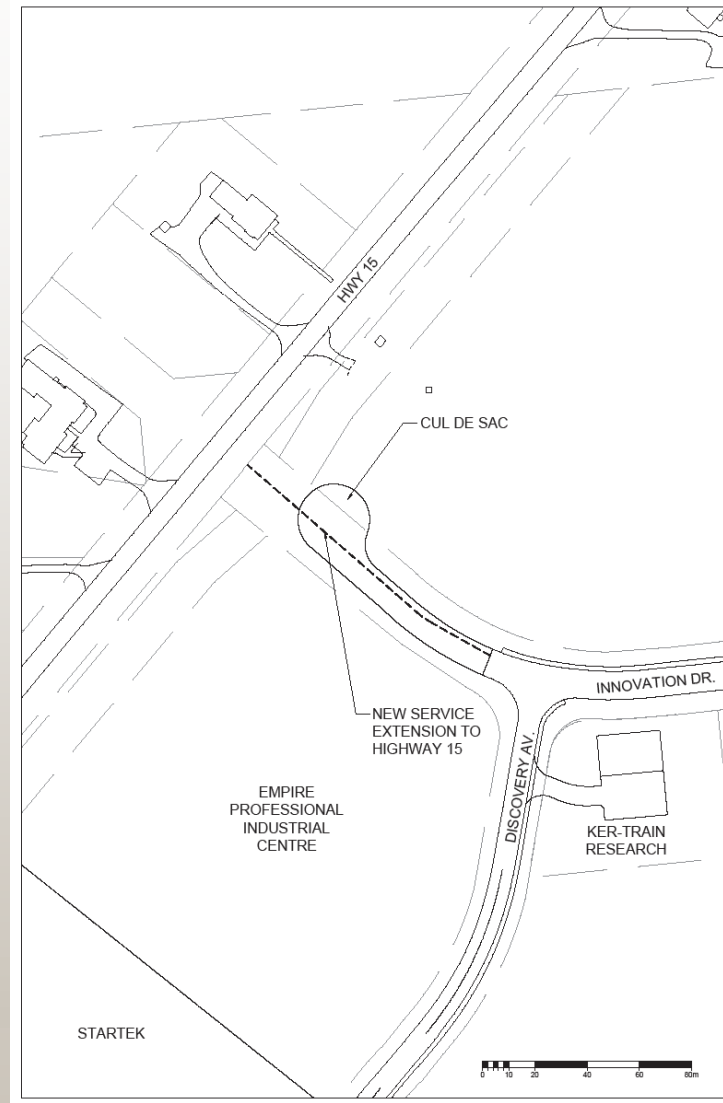
Option A – Do Nothing

- Least cost option
- Does not address site servicing or access to northwest lot
- No beneficial effects on traffic patterns – existing intersection remains at Level of Service B (2009)



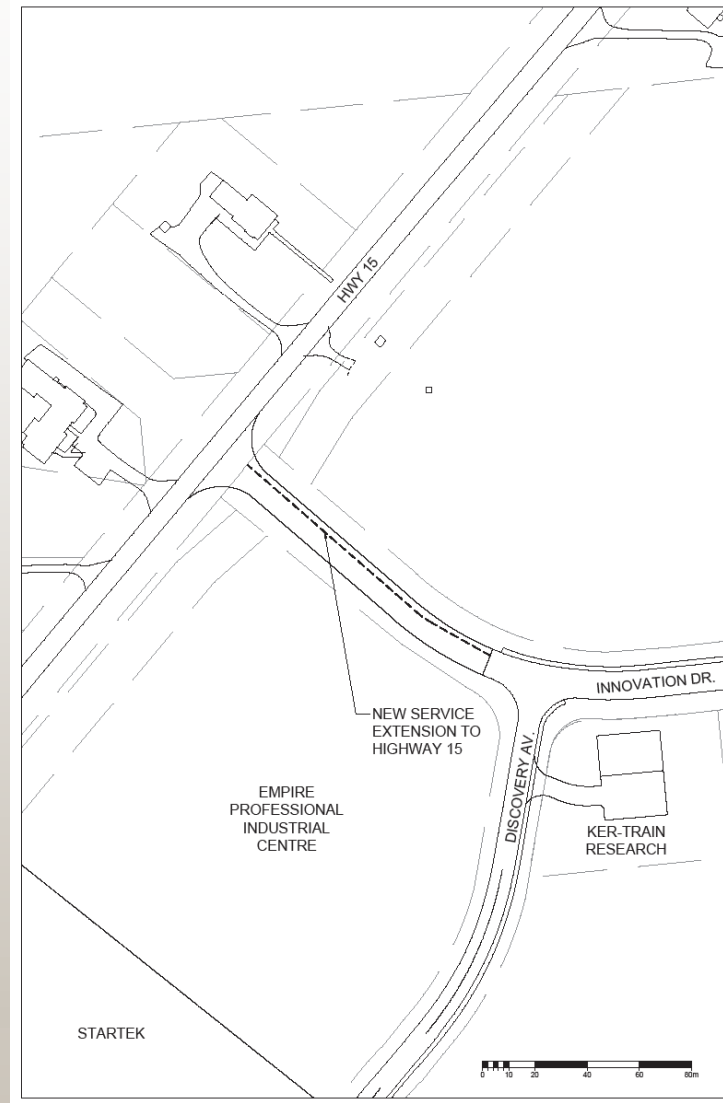
Option B – Cul-de-Sac

- Next lowest cost option
- Provides access and servicing to the northwest corner of the Business Park
- Services extended to Hwy 15
- No beneficial effects on traffic patterns – existing intersection remains at Level of Service B (2009)



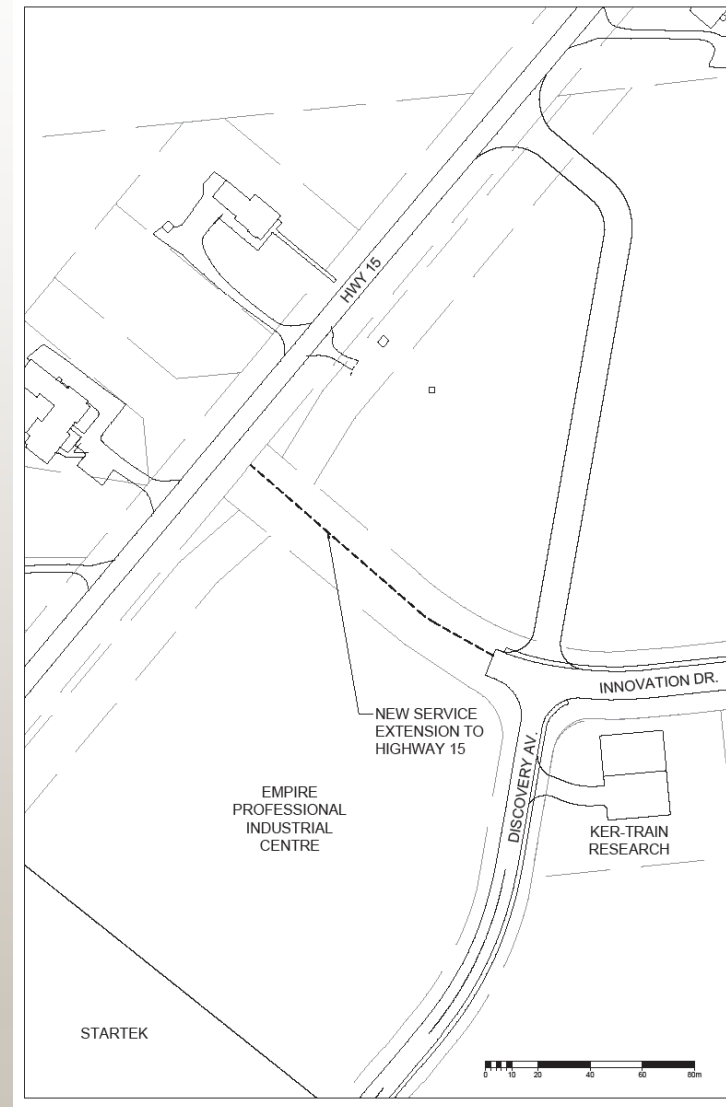
Option C – Extension to Hwy 15

- Higher capital cost
- Provides access and servicing to the northwest corner of the Business Park
- Services extended to Hwy 15
- Provides second entrance into the Business Park
- Improves Level of Service for existing intersection
- Aligned with potential location of future road on west side of Hwy 15



Option D – Alternate Extension to Hwy 15

- Highest capital cost
- Provides access and servicing to the northwest corner of the Business Park
- Provides second entrance into the Business Park
- Improves level of service at existing intersection
- Is not aligned with future road on west side of Hwy 15
- May have negative effect on the adjacent property on the north side of the Business Park
- Reduced lot flexibility at northwest corner of Business Park



Comparison of Options

	Option A	Option B	Option C	Option D
	Do Nothing	Cul-de-Sac	Extension to Hwy 15	Alternative Extension
Capital Cost	Green	Yellow	Yellow	Red
Northwest Lot Access and Servicing	Red	Green	Green	Green
Provides Second Entrance	Red	Red	Green	Yellow
Effect on Adjacent Land Owners	Green	Green	Yellow	Red
Effect on Existing Intersection & Traffic	Yellow	Yellow	Green	Green
Alignment with Future Road	Red	Red	Green	Red
Extends Services to Hwy 15	Red	Green	Green	Green
Economic Effect on Park Properties	Red	Red	Green	Green

