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STRATEGIC ENVIRONMENTAL ASSESSMENT

**CORE AREA PUBLIC PROGRAMMING
AND ACTIVITIES VISION**

Prepared for:

National Capital Commission

Prepared by:

**G.A. Packman & Associates
Suite 312, 1827 Woodward Drive
Ottawa, Ontario K2C 0P9**

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Executive Summary

The Public Programming and Activities Vision is an integral part of the NCC's planning for the National Capital Core Area and describes a new visitor experience and public programs that Canadians can expect to see in the National Capital region in the future. The vision was developed following a process that included the involvement of key stakeholders and consultation with interest groups. It is part of a sector planning process that started with the Capital Core Area Vision in 1998. The results of the planning process have indicated that the National Capital region should be more reflective of the values and identity of Canada through its institutions, symbols, architecture, art and commemorations and that stronger physical links (though modes of transportation, new routes, and signage) are required between visitor amenities. These concerns are addressed in the PPAV.

A total of thirteen (13) different districts and two (2) different *routes of discovery* were identified as providing visitors with a unique experience in the Core Area. These districts and routes of discovery provide the basis for the PPAV. Each district and route identified has a distinct vision, which will be developed as Canada moves through its second century. Each vision focuses on the objective of ensuring that the National Capital region's core themes and messages are communicated to all visitors and that all Canadians find a reflection of their regions and cultures in Capital programs.

Strategic Environmental Assessment (SEA) provides the means to identify and evaluate both positive and negative environmental effects associated with policy, plan or program proposals, and related socio-economic effects, as the proposals are being developed and before decisions are taken. This SEA provides an analysis of the potential environmental effects of the vision at a strategic level and proposes mitigation and monitoring program.

The results of this SEA indicate the PPAV does not have the potential to create negative environmental effects, including cumulative effects, that are considered "important" within the context of the *2004 Cabinet Directive*, particularly when taken within the context of the major urban centre of the City of Ottawa within which the PPAV undertakings, works, and activities will occur. In addition, the PPAV has the potential to result in positive environmental effects that include the establishment and maintenance of additional park areas and greenspaces within the Core Area, increased opportunities for pedestrian access in lieu of private vehicles, and the proposed implementation of shuttles vehicles and water taxis to further facilitate pedestrian access.

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1.0 Introduction

This Strategic Environmental Assessment (SEA) has been prepared for the National Capital Commission (NCC) to support the *Public Programming and Activities Vision* (PPAV). The vision is an integral part of the NCC's planning for the National Capital Core Area (see Figure 1) and describes a new visitor experience and public programs that Canadians can expect to see developed in the National Capital region over the next 62 years. The vision was developed following a process which included the involvement of key stakeholders and consultation with interest groups. It is part of a long-term planning process being undertaken by the NCC, and is part of the Core Areas Sector Plan 2003-2004 based on the Core Area Concept 2000, and the Core Area Vision 1998 (see Figure 2).

The aim of this SEA is to integrate the consideration of environmental effects into the development of the PPAV (and the resulting preparations and adoption of actions resulting from the PPAV). The SEA also aims to identify programming strategies proposed by the PPAV that are considered to have a potentially important effect on the environment and to provide recommendations for mitigating environmental effects as appropriate.

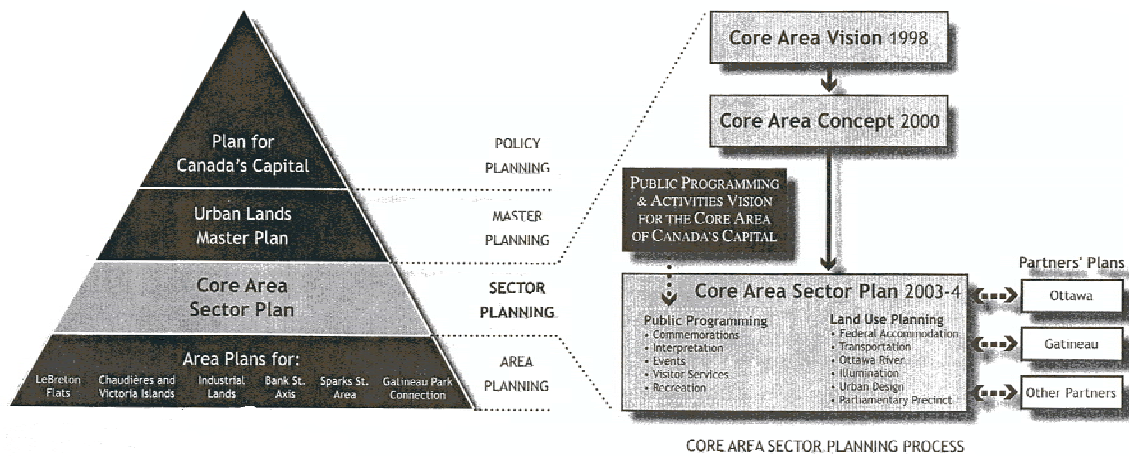
The need for this SEA was identified by the NCC in order to fulfill its commitment to the National Capital Commission Environmental Policy which commits the NCC to completing Strategic Environmental Assessments (SEAs) in a manner consistent with the *2004 Cabinet Directive on the Environmental Assessment of Policy, Plan and Program Proposals* and paves the way to completing any project level environmental assessments under the *Canadian Environmental Assessment Act* that may be required.

Since the PPAV is a strategic document, forming the basis from which further planning/policy initiatives will be developed, the SEA will be completed at a high level. Subsequent environmental assessments, either strategic or project level, will be completed as more well-defined initiatives come forward for consideration and approval. Activities resulting from approval of the PPAV will, where applicable, require project-level environmental assessment in accordance with the spirit of the *Canadian Environmental Assessment Act* (CEAA).

Figure 1 – Core Area Sector



Figure 2 – Planning Structure



1.1 Report Organization

This SEA report is organized in the following nine (9) sections:

1. **Introduction** – Background and purpose of this strategic environmental assessment in support of the NCC's Public Programming & Activities Vision (PPAV). Objectives and background description of the PPAV.
2. **Strategic Environmental Assessment** - Background and purpose of strategic environmental assessments and outline of the process used to assess potential environmental effects of the proposal. Outline of intended, indirect and unintended outcomes from the proposal.
3. **Description of Existing Environment** – A brief overview of relevant environmental (natural and related socio-economic) characteristics.
4. **Identification of Potential Environmental Effects and Mitigation Measures**– Summary of positive and negative environmental effects likely to result from implementing the proposal and recommendations to mitigate them.
5. **Cumulative Effects** – Summary of the likely cumulative effects likely from implementing the proposal.
6. **Monitoring Program** – Summary of recommended monitoring to ensure that all potential environmental effects are mitigated.
7. **Residual Effects and Effect Importance** – Summary of the residual effects and significances likely from implementing the proposal and recommendations to mitigate them.
8. **SEA Conclusions** – Conclusions on the predicted environmental effects likely from implementing the proposal.
9. **References** – A list of documents and internet resources cited in this report.

Objectives and Description of the PPAV

1.2 Background of the PPAV

The PPAV is an integral part of the NCC's planning for the National Capital Core Area (see Figure 1) and describes a new visitor experience and public programs that Canadians can expect to see in the National Capital region in the future. The vision was developed following a process that included the involvement of key stakeholders and consultation with interest groups. It is part of a sector planning process that started with the Core Area Vision in 1998. The Core Area Vision was developed to "initiate a process of reflection and to stimulate discussion about the future of the sector" (Core Area Vision, 1998). It led to the creation of the Core Area Concept, 2000, a document that discusses planning principles, concepts, and initiatives for the Core Area based on previous consultation and participation exercises (Core Area Concept 2000). The Core Area Concept has led to the need for a Core Area Sector Plan which is currently under development and includes a vision for land use, as well as a vision for Public Programming and Activities which is focus for this SEA.

The PPAV was developed following a process which first involved an examination of the existing trends in the visitor experience in the National Capital region. Two main documents were developed during this research and analysis phase: a Situation Analysis, and a Spatial Analysis. The Situation Analysis involved an examination of the current visitor experience through an analysis of over 115 documents and stakeholder consultations. The Spatial Analysis also examined the current visitor experience; however, it was conducted examining the spatial relationship between a visitor's experience and the urban and natural landscape. The findings from each of these reports are as follows:

Situation Analysis:

- The National Capital region is not sufficiently reflective of the increasing diversity of Canada's people and culture.
- More interpretive programming is required to help visitors appreciate the significance of what they see and experience.
- Confederation Boulevard requires more programming activities to encourage pedestrian exploration as well as adequate representation of the Gatineau Identity.
- More commemorations and public art are required and should better reflect Canada's artistic impression.
- Programming does not target youth.
- Programming of public spaces in the core area is not sufficiently coordinated between municipalities, government agencies and departments, and the private sector.
- Formal symbolic spaces in the core area are often beautiful but barren, more animation is required;
- More evening and winter programming activities are required.

- More opportunities to learn about the local heritage of the National Capital region should be provided.

Spatial Analysis:

- Visitors currently experience the Capital Region in thirteen (13) distinct areas (Figure 1).
- Increased physical connections to visitor amenities are beneficial.
- Increased visitor amenities in those areas where they are lacking.
- Increased orientation and well-placed ways of finding tools are required.
- Stronger physical links and connections from one area to another, with clearly identified signage are required.
- The means of getting around (including pedestrians, vehicles, bicycles, public transit, and alternative modes of transportation) in the core area and between sectors should be enhanced.
- Changes in the use and availability of visitor sites and amenities should be accommodated for.
- The visitor experience should support and accommodate movement to destinations beyond the core perimeter into the wider National Capital region.

In summary, the results of the situation and spatial analysis indicated that the National Capital region should be more reflective of the values and identity of Canada through its institutions, symbols, architecture, art and commemorations and that stronger physical links (though modes of transportation, new routes, and signage) are required between visitor amenities.

A total of thirteen (13) different districts and two (2) different *routes of discovery* were identified as providing visitors with a unique experience in the Core Area (Figure 1). These districts and routes of discovery provide the basis for the PPAV. These districts/routes and their unique identity are listed in Table 1.

Table 1: Districts / Routes Identities, PPAV

District	Identity
Parliament Hill	Shaping Canada's Destiny
West on Wellington	Freedom of Expression and Our Collective Thoughts
Sparks Street	Where Capital and City Meet
Canal and Confederation Square	Nation Building and Capital Building
By Ward	Builders and Creators
Sussex North	Canada in the World Community
LeBreton	Memory and Celebration
Victoria Island East	Spirit and Wisdom of Generations
Victoria Island West and Chaudières	Achievement in Industry, Science, and Technology
Gatineau Central Waterfront	Canada – The People and the Land
Jacques Cartiers Park	The Canadian Outdoors
Downtown Gatineau	A Gateway to la Francophonie

Ruisseau de la Brasserie	Arts and Romance
Route	Identity
Confederation Boulevard Route	Canada's Discovery Route
Ottawa River Route	Crossroads and Capital Pathways

In the PPAV, each district and route identified has a distinct vision which will be developed as Canada moves through its second century. Each vision focuses on the objective of ensuring that the National Capital region's core themes and messages are communicated to all visitors and that all Canadians find a reflection of their regions and cultures in Capital programs. Table 2 summarizes the programming activities that will develop the vision of each district over the next 62 years.

Table 2: Summary of Programming Activities by District / Route

District	Summary of Programming Activities
Parliament Hill	<ul style="list-style-type: none"> • Evening pageantry • New Visitor Centre • New promenade that connects parliamentary and judicial precincts • Sculptures, monuments, and national symbols to be created along the new promenade • New pedestrian links to adjacent districts, including water taxis and stairways, and increased availability of public transportation (possibly shuttles)
West on Wellington	<ul style="list-style-type: none"> • Addition of a large-scale commemoration or public art piece at the west end of Wellington encouraging visitors to <i>walk west</i> • New promenade that meanders through and behind precinct and guides visitors to commemorations • Linking of promenade to Sparks Street and increased availability of visitor amenities and services • Pedestrian access to the River at the foot of Bank Street allowing access to water taxi • Events programming at the National Archives theatre, the Garden of the Provinces, the Portrait Gallery of Canada, the Bank of Canada plaza, and St. Laurent Square • Festivals and community events programming
Sparks Street Mall	<ul style="list-style-type: none"> • Day and evening activities that may link to Parliament Hill • Increased presence of downtown residents • The Mall will act as a support venue for activities that cannot be fully accommodated on Parliament Hill
Canal and Confederation Square	<ul style="list-style-type: none"> • Commemorations and interpretations represented in small exterior displays or panels

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	<ul style="list-style-type: none"> • Canal level activities include increased presence of florists, artists, performers, cafes etc. • Increased signage directing visitors to pathways and greenspaces • Footbridge • Expanded canal
By Ward	<ul style="list-style-type: none"> • Increased public art and performance in the Sussex Courtyards, Majors Hill Park, and Nepean Point • Commemorations created line the perimeter of Majors Hill Park • Pedestrian bridge and increased signage links Majors Hill Park and Nepean Point • Increased pathways and signage linking areas within and around the district
Sussex North	<ul style="list-style-type: none"> • Increased pathways and signage linking areas within and around the district • Live performances and public activities at the Canada and World Pavilion and at Rideau Hall • The creation of an international garden • Public activities, cafes and vendors at Old City Hall. • New transportation methods providing access to the area without the use of private vehicles (shuttles)
LeBreton	<ul style="list-style-type: none"> • Outdoor displays and demonstrations at the site of the Canadian War Museum and along pathways • Increased pathways provide visitors access to picnic areas at the aqueduct and to greenspaces • New stage • Pedestrian link to downtown
Victoria Island East	<ul style="list-style-type: none"> • A First Peoples Centre • Public Pathway providing access to the river and islands shorelines and includes interpretive stations that feature natural heritage • Programs running to complement the Centre
Victoria Island West and Chaudières	<ul style="list-style-type: none"> • Commemorations and interpretations to celebrate the heritage of the river and the island • Artists Studio, photography workshops, public archaeology programs • Economuseum concept – hands on demonstrations • Festivals & Programming • The creation of the “Chaudière Public Archives” • Public access to the falls
Gatineau Central Waterfront	<ul style="list-style-type: none"> • New meeting place for events, festivals, and gatherings • Waterfront programming • Natural science interpretation programmes • A new Plaza that is linked to built spaces and

	provides waterside amenities including boutiques, cafes and areas to relax and linger
Jacques Cartiers Park	<ul style="list-style-type: none"> • Major events stage • Large-scale interpretive art piece • Interpretation focused on themes related to the river, nature, heritage, and recreation • Enhanced marina • Increased public programming at Charron House
Downtown Gatineau	<ul style="list-style-type: none"> • Small stages featuring the arts and Francophonie culture • Increased signage directing visitors to pathways and greenspaces • Work of artists and artisans featured in public areas
Ruisseau de la Brasserie	<ul style="list-style-type: none"> • Large scale art or water feature • Interpretive trail • Programmes and festivals
Route	Summary of Programming Activities
Confederation Boulevard Route	<ul style="list-style-type: none"> • Commemorations, art, on-site exhibits, animated activities, and self-guided tours • Pageantry • Bicycle rentals • Bus, shuttle, people movers and alternative modes of transportation • Greenspaces
Ottawa River Route	<ul style="list-style-type: none"> • Water-based sporting events and river-themed festivals • Increased pathways and signage linking areas within and around the district • Interpretation • Accessible lookouts and amenities • Water-based transportation • Recreational opportunities

2.0 Strategic Environmental Assessment (SEA)

2.1 Regulatory Framework for Completing the SEA

SEA is an effective planning tool in support of sustainable development. It provides the means to identify and evaluate both positive and negative environmental effects associated with policy, plan or program proposals, and related socio-economic effects, as the proposals are being developed and before decisions are taken.

In 1999, Cabinet updated a previous 1990 directive to departments that they were to consider environmental concerns at the strategic level of policy, plan and program development. The *1999 Cabinet Directive on the Environmental Assessment of Policy, Plan, and Program Proposals* strengthened the role of SEA by clarifying obligations of departments and agencies, and by linking SEA to the implementation of Sustainable Development Strategies. The *1999 Cabinet Directive* was updated again, in January 2004, and is now referred to as the *2004 Cabinet Directive*. A key change reflected in the *2004 Cabinet Directive* is the requirement that a public statement must be issued when a detailed assessment, as defined in the Directive, has been conducted.

The *2004 Cabinet Directive* indicates that Cabinet expects an SEA to be completed for a policy, plan or program proposal when two conditions are met:

1. The proposal is submitted to an individual Minister or Cabinet for approval; and
2. Implementation of the proposal may result in important environmental effects, either positive or negative.

Departments and agencies are also encouraged to conduct SEA when circumstances warrant (e.g. to facilitate implementation of Sustainable Development Strategy (SDS) goals and objectives; where public concern indicates an assessment is warranted).

The National Capital Commission Environmental Policy commits the National Capital Commission (NCC) to completing Strategic Environmental Assessments (SEAs) in accordance with the *2004 Cabinet Directive on the Environmental Assessment of Policy, Plan and Program Proposals*, and project level environmental assessments in accordance with the spirit of the *Canadian Environmental Assessment Act*.

2.2 SEA Methodology

The methodology for completing this SEA has been developed based on the *2004 Cabinet Directive on the Environmental Assessment of Policy, Plan and Program Proposals*, and guidance material provided by the Canadian Environmental Assessment Agency (CEAA, 1999) and elsewhere.

This SEA has three (3) primary objectives:

1. To bring environmental considerations directly into the planning process (e.g. through the identification of environmental principles to be carried forward to initiatives resulting from the PPAV and integration of sustainable development principles within the PPAV);
2. To generate SEA recommendations to facilitate dialogue among interested parties and record environmental input into the planning process; and
3. To provide direction/guidance for plan and site specific environmental assessments that may be required for actions resulting from the PPAV.

The following steps were followed in completing this SEA to meet the above objectives:

1. The potential intended and unintended outcomes from implementing the PPAV were listed.
2. Interactions of these outcomes with the environment that have the potential to result in positive and / or negative environmental effects were identified.
3. Potential mitigation measures to minimize environmental effects were identified.
4. The importance of residual effects after mitigation was determined.
5. The need for monitoring programs was addressed.
6. Public consultation was undertaken and findings were taken into account in completing the SEA.

Information Gathering

The methodology used to gather the information needed to complete this SEA involved the review of documents and background information including:

- the PPAV document;
- the Situation Analysis 2002;
- the Spatial Analysis 2002;
- relevant sections of the Draft Core Area Sector Plan 2004-2005;
- the Core Area Concept 2000 and the associated SEA;
- the Core Area Vision 1999; and
- the Plan for Canada's Capital, and associated SEA.

Options/Alternatives

No assessment of options was undertaken in completing this SEA because options have not been developed at this point in time.

Public Concern

The PPAV and associated SEA was presented in a public forum in January 2005 and the findings from that session were taken into account in completing the assessment.

Comments from that session can be found in Appendix A. *(To be inserted after the public consultation.)*

2.3 Scope of the SEA

For the purpose of this SEA report, the NCC has determined that the scope of this SEA includes the following five (5) main PPAV components which, as indicated in Table 2, are planned across all of the thirteen (13) districts and two (2) routes. They are:

1. The improvement and/or development of sites for major public attractions, museums, or institutions.
2. The development of sites for major commemorations and public art.
3. The development of new travel routes for pedestrians and vehicles (public transit and private vehicles) to provide linkages between districts and access within the districts.
4. The development of the Ottawa River and shoreline.
5. The development of amenity-rich pedestrian spaces and animated event sites.

The scope of this SEA includes component development (including planning, design, construction, maintenance); and public use within the NCC Core Area. This scope of the SEA does not extend to abandonment / restoration / disposition of any project component, since these have not been defined at this point in time. This SEA considers the broad environmental effects of the PPAV across the NCC Core Area but because it is being conducted at a strategic, conceptual level, it is not possible to consider the effects of each individual programming activity within each district / route. Potential effects due to gross human error in the normal design and implementation of the components, or effects from unusual events such as force majeure are considered to be beyond the scope of this SEA. Such events are considered beyond the scope of reasonable predictability for the purpose of an SEA for this vision.

2.3.1 Time Frames

The PPAV presents a vision for the Capital as Canada moves through its second century to its bi-centennial in 2067, and therefore the temporal boundary for this SEA is the next 62 years, bringing us to 2067.

2.4 Intended and Unintended Outcomes of the PPAV

Intended and unintended outcomes pertaining the implementation of the PPAV have been identified based on the documentation reviewed. Outcomes have been identified as either applying to the Vision as a whole, or to specific components of the Vision. They are listed below.

Intended Outcomes applying to the entire Vision

- Visitors are provided with memorable experiences of the natural or cultural landscape.
- Visitors are provided with a deepened appreciation of Canada's culture and history.

- Visitors are provided with a strengthened image and appeal of the National Capital region both nationally and internationally.
- Increased number of people and traffic in the Core Area late in the day and in the evening.

Potential Unintended Outcomes applying to the entire Vision

- Increased law and order considerations associated with tourism.
- Increased retail and service commerce.
- Increased human & vehicular traffic.
- Increased congestion, noise.
- Increased exhaust fumes.
- Increased littering.
- Increased access to sensitive areas / species.
- Encourages and provides an enhanced venue for family activity.
- Increased conservation ethic of the general public.
- Fosters eco-tourism opportunities.
- Provision of a safe and secure place for visitors to explore the National Capital Core Area.
- Promotion of physical fitness / well-being.

Table 3 describes whether or not each outcome was considered for environmental effects analysis as well as the rationale and scope of each outcome.

Table 3: Scoping Outcomes

Outcomes	Included		Rationale	Boundary (Spatial and Temporal)
	Yes	No		
<i>Intended Outcomes</i>				
Visitors are provided with memorable experiences of the natural or cultural landscape.		√	There are no identifiable potential environmental effects associated with this outcome.	N/A
Visitors are provided with a deepened appreciation of Canada's culture and history.		√	There are no identifiable potential environmental effects associated with this outcome.	N/A
Visitors are provided with a strengthened image and appeal of the National Capital region both nationally and internationally.		√	There are no identifiable potential environmental effects associated with providing visitors with a strengthened image and appeal of the National Capital region.	N/A

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Outcomes	Included		Rationale	Boundary (Spatial and Temporal)
	Yes	No		
Increased number of people and traffic in the Core Area late in the day and in the evening.	√		Potential environmental effects can result from an increased number of people and traffic in the Core Area late in the day and in the evening.	Boundary of the Core Area over the course of the next 62 years.
<i>Unintended Outcomes</i>				
Increased law and order considerations associated with tourism.		√	There are no identifiable potential environmental effects associated with this outcome.	N/A
Increased retail and service commerce.	√		Potential environmental effects could be associated with an increase in retail and service commerce.	Boundary of the Core Area over the course of the next 62 years.
Increased human & vehicular traffic.	√		Potential environmental effects could be associated with an increase in human and vehicular traffic.	Boundary of the Core Area over the course of the next 62 years.
Increased congestion, noise.	√		Potential environmental effects could be associated with increased congestion and noise.	Boundary of the Core Area over the course of the next 62 years.
Increased exhaust fumes.	√		Potential environmental effects could be associated with an increase in exhaust fumes.	Boundary of the Core Area over the course of the next 62 years.
Increased littering.	√		Potential environmental effects could be associated with an increase in littering.	Boundary of the Core Area over the course of the next 62 years.
Increased access to sensitive areas / species.	√		Potential environmental effects could be associated with increased access to sensitive areas / species.	Boundary of the Core Area over the course of the next 62 years.
Encourages and provides a venue for family activity.		√	There are no identifiable potential environmental effects associated with this outcome.	N/A
Increased conservation ethic of the general public.		√	There are no identifiable potential environmental effects associated with this outcome.	N/A

Outcomes	Included		Rationale	Boundary (Spatial and Temporal)
	Yes	No		
Fosters eco-tourism opportunities.	√		Potential environmental affects could be associated with increased access to sensitive areas / species.	Boundary of the Core Area over the course of the next 62 years.
Provision of a safe and secure place for visitors to explore the National Capital Core Area.		√	There are no identifiable potential environmental effects associated with this outcome.	N/A
Promotion of physical fitness / well-being.		√	There are no identifiable potential environmental effects associated with this outcome.	N/A

3.0 Description of Existing Environment

The National Capital Core Area encompasses land on both sides of the Ottawa River. In Ottawa, it includes the sector bordered by the Rideau River on the east and by Preston Street on the west, with the southern limit at Highway 417. On the Gatineau side, it includes Hull Island, defined by Ruisseau de la Brasserie. The Core Area is a typical urban environment consisting of a variety of buildings (office, residential, retail, industrial and service) and supporting infrastructure including streets, sewers, etc. This urban area is networked with parkways and recreational pathways and includes many greenspaces boasting parks, meadows and open spaces (such as Majors Hill Park, Victoria Island and the Gatineau Central Waterfront) which provide habitat to a variety of urban flora and fauna (such as squirrels, skunks, groundhogs, raccoons and small rodents (i.e., mice, voles), passerine birds, etc.). Residents and tourists use the greenspaces for recreational activities such as cycling and walking as well as more restful activities such as exploring nature. The Rideau River watershed supports the Ottawa River and Rideau Canal of which portions can be found within the Core Area. The river and canal provide habitat a variety of warm water fish and other aquatic species, and provide boating / sailing opportunities for residents and tourists.

The following environmental components were identified for consideration in the environmental effects analysis:

Air Quality	Wetlands
Climate	Biodiversity
Surface & Ground Water	Fauna
Soils	Flora
Greenspaces	Aquatic Species
Agriculture	Noise and Odour
Forested Areas	Visual Landscape
Vegetation Cover	Local Economy

Human Health
Quality of Life
Tourism & Attractions
Transportation

Archaeology
Heritage Resources
Traditional Values
Land / Resource Use

Table 4 describes whether each environmental component was considered for environmental effects analysis and the rationale and scope for each.

Table 4 – Scoping Environmental Components

Components	Included		Rationale	Boundary (Spatial and Temporal)
	Yes	No		
Air Quality	√		Air quality has the potential to be affected by an increase in vehicular traffic and construction activities.	Boundary of the Core Area over the course of the next 62 years.
Macro-climate		√	The macro-climate is not expected to be affected by PPAV programming activities as visitors and residents will be encouraged to use public transit.	N/A
Micro-climate		√	The micro-climate is not expected to be affected by the PPAC programming activities.	N/A
Surface & Ground Water	√		Surface and ground water have the potential to be affected by an increase in vehicular traffic and construction (due to run-off), as well as development along the Ottawa River shoreline and on the river itself.	Boundary of the Core Area over the course of the next 62 years.
Soils	√		Soils have the potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Greenspaces	√		Natural Areas have the potential to be affected by construction and operation of new pathways, fixtures and facilities.	Boundary of the Core Area over the course of the next 62 years.
Agriculture		√	No cultivated land is located within the Core Area.	N/A
Forested Areas	√		Forested areas have the potential to be affected by construction and operation of new pathways,	Boundary of the Core Area over the course

Components	Included		Rationale	Boundary (Spatial and Temporal)
	Yes	No		
			fixtures, and facilities.	of the next 62 years.
Vegetative Cover	√		Vegetative cover has the potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Wetlands	√		Wetlands have the potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Biodiversity	√		Biodiversity has the potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Fauna	√		Faunal species have the potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Flora	√		Species of flora have the potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Aquatic Species	√		Aquatic species have the potential to be affected by development along the Ottawa River shoreline and on the river itself.	Boundary of the Core Area over the course of the next 62 years.
Noise & Odour	√		Noise and odour have the potential to be affected by construction and operation of new pathways, fixtures, facilities, and programming activities.	Boundary of the Core Area over the course of the next 62 years.
Visual Landscape	√		The visual landscape has the potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Local Economy	√		The local economy has the	Boundary of the Core

Components	Included		Rationale	Boundary (Spatial and Temporal)
	Yes	No		
			potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Area over the course of the next 62 years.
Human Health	√		Human health has the potential to be affected by an increase in opportunity for physical activity due to the development of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Quality of Life	√		Quality of life has the potential to be affected by an increase in opportunity for physical activity due to the development of new pathways.	Boundary of the Core Area over the course of the next 62 years.
Existing Tourism & Attractions	√		Existing tourism and attractions have the potential to be affected by the operation of new programming activities and the construction and operation of new pathways.	Boundary of the Core Area over the course of the next 62 years.
Existing Transportation	√		Transportation has the potential to be affected by construction and operation of new pathways and programming activities.	Boundary of the Core Area over the course of the next 62 years.
Archaeology	√		Archaeology has the potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Heritage Resources	√		Heritage resources have the potential to be affected by construction and operation of pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Traditional Values	√		Traditional values have the potential to be affected by construction and operation of new pathways, fixtures, and facilities.	Boundary of the Core Area over the course of the next 62 years.
Land / Resource Use	√		Land / resource use have the potential to be affected by construction and operation of	Boundary of the Core Area over the course of the next 62 years.

Components	Included		Rationale	Boundary (Spatial and Temporal)
	Yes	No		
			new pathways, fixtures, and facilities.	

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4.0 Identification of Potential Environmental Effects and Mitigation Measures

This section provides a summary of potential environmental effects and proposed mitigation measures of the various components and outcomes of the PPAV. Potential interactions (positive and negative) between proposal components / outcomes and environmental components are identified in Table 5. The remaining paragraphs in this section address potential positive and negative effects on environmental components, and where applicable, recommend the implementation of mitigation measures to minimize negative environmental effects.

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Table 5: Potential Interactions between Proposal Outcomes and Environmental Components

Environment Components	Physical				Biological							Socio-economic & Cultural											
	<i>Air Quality</i>	<i>Surface Water</i>	<i>Ground Water</i>	<i>Soils</i>	<i>Greenspaces</i>	<i>Forested Areas</i>	<i>Vegetative Cover</i>	<i>Wetlands</i>	<i>Biodiversity</i>	<i>Fauna</i>	<i>Flora</i>	<i>Aquatic Species</i>	<i>Noise and Odours</i>	<i>Visual Landscape</i>	<i>Local Economy</i>	<i>Human Health & Safety</i>	<i>Quality of Life</i>	<i>Existing Tourism & Attractions</i>	<i>Existing Transportation</i>	<i>Archaeology</i>	<i>Heritage Resources</i>	<i>Traditional Values</i>	<i>Land / Resource Use</i>
Improvement and/or development of sites for major public attractions, museums, or institutions	-	-/+		-/+	-		-/+		-	-	-		-/+	-/+	-/+	-	+	+		+	+	+	+
Development of sites for major commemorations and public art.	-			+	+								-	+	+		+	+		+	+	+	+
Development of new travel routes for pedestrians and public transit to provide linkages between districts and access within the districts.	+				+		-		-						+	+	+	+	+			+	+
Development of new travel routes for vehicles to provide linkages between districts and access within the districts.	-						-		-	-			-		+		+	+	+				

Environment Components	Physical					Biological						Socio-economic & Cultural											
	<i>Air Quality</i>	<i>Surface Water</i>	<i>Ground Water</i>	<i>Soils</i>	<i>Greenspaces</i>	<i>Forested Areas</i>	<i>Vegetation Cover</i>	<i>Wetlands</i>	<i>Biodiversity</i>	<i>Fauna</i>	<i>Flora</i>	<i>Aquatic Species</i>	<i>Noise and Odours</i>	<i>Visual Landscape</i>	<i>Local Economy</i>	<i>Human Health & Safety</i>	<i>Quality of Life</i>	<i>Existing Tourism & Attractions</i>	<i>Existing Transportation</i>	<i>Archaeology</i>	<i>Heritage Resources</i>	<i>Traditional Values</i>	<i>Land / Resource Use</i>
Development of the Ottawa River and shoreline.		-/+		-/+	+		-	-	-			-/+	-	+	+	-/+	+	+	+				+
Development of amenity-rich pedestrian spaces and animated event sites					+								-	-/+	+		+	+					
Increased number of people and traffic in the Core Area late in the day and evening.													-		+	-	-/+	+	-				
Increased retail and service commerce.													-	+	+		+	+	-				
Increased human & vehicular traffic.	-												-		+	-/+	-/+	+	-/+				-/+

Environment Components	Physical					Biological						Socio-economic & Cultural											
	<i>Air Quality</i>	<i>Surface Water</i>	<i>Ground Water</i>	<i>Soils</i>	<i>Greenspaces</i>	<i>Forested Areas</i>	<i>Vegetation Cover</i>	<i>Wetlands</i>	<i>Biodiversity</i>	<i>Fauna</i>	<i>Flora</i>	<i>Aquatic Species</i>	<i>Noise and Odours</i>	<i>Visual Landscape</i>	<i>Local Economy</i>	<i>Human Health & Safety</i>	<i>Quality of Life</i>	<i>Existing Tourism & Attractions</i>	<i>Existing Transportation</i>	<i>Archaeology</i>	<i>Heritage Resources</i>	<i>Traditional Values</i>	<i>Land / Resource Use</i>
Increased congestion, noise.	-											-	-	+	-	-	+	-					-
Increased exhaust fumes.	-											-			-	-							
Increased littering.					-	-						-	-		-	-							
Increased access to sensitive areas / species.					-	-	-	-	-	-			-/+	+	+	+	+	+				+	
Fosters eco-tourism opportunities.												-	-	+	-	+	+					+	

Air Quality

Effect:

Any increase in tourist/resident access to public transit (including shuttles and water taxis) and pedestrian walkways to enter the Core Area and tour the area on foot would be expected to decrease air emissions in the Core Area resulting from PPAV initiatives, or diminish any rate of increase in air emissions as the number of visitors' increases. During the construction phase of various site development projects, there may be temporary and highly localized increases in air emissions and associated decrease in air quality arising from construction equipment and vehicles.

Mitigation

Effects on air quality can be mitigated by ensuring that:

- Works and/or undertakings associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific air emission mitigation measures will be identified during the course of those assessments.
- On a routine basis, standard techniques and best management practices are implemented at construction work sites to minimize air emissions and dust (e.g., engine shut-off policy, dust control measures).
- NCC operations/ programs are in compliance with all applicable federal, provincial, and municipal laws, regulations, standards, guidelines, etc. regarding air emissions.
- A strategy to identify and respond to public perceptions/ concerns regarding environmental effects associated with implementing initiatives under the PPAV, including air quality is developed and implemented.

Surface & Ground Water

Effect:

Development of pathways, transportation infrastructure (e.g., water taxi facilities), etc. along sections of the Ottawa River and its shorelines has the potential to result in some short term, highly localized effects on water quality resulting from accidents and malfunctions (e.g. fuel spills, construction run-off). Fuel spills are expected to be infrequent and small. Positive effects from development along the Ottawa River shoreline could include improvement of existing surface water quality in run-off from sites that may be improved as a result of the development activities.

Storm water run-off will be unaffected or improved as a result of improvements in drainage design associated with development. Due to the nature of the works, undertakings and activities contemplated in the PPAV, changes in ground water flow are not anticipated.

Mitigation:

Effects on surface and ground water can be mitigated by ensuring that:

- Surface and ground water considerations are factored into planning individual initiatives. This is expected to include: storm water management planning, vegetated buffers; etc.
- On a routine basis, standard techniques and best management practices are implemented at construction work sites and events (e.g. sediment and erosion control plans, sewage and waste handling facilities) to minimize inputs with the potential to affect water quality.
- Operations/programs are in compliance with all applicable federal, provincial and municipal laws, regulations, standards, guidelines, etc. pertaining to water quality and appropriate monitoring will be undertaken, as required.
- Any boat operations associated with PPAV implementation are required to comply with all applicable environmental and safety regulations.

Soils

Effect:

The possibility exists that in specific areas historic soil contamination may be found during the planning and construction phases associated with developing any new sites, facilities, pathways, etc. The identification of any such areas would result in a management response that can be expected to have a positive effect in terms of soil quality. During the construction phase of developing new sites, facilities and pathways, soil compaction has the potential to occur with associated reductions in growing capacity. An increased risk of accidents and malfunctions (e.g. fuel spills) can be expected in association with the development of any new sites, facilities, pathways, etc. that could result in highly localized short term increases in soil hydrocarbon concentrations.

Mitigation:

Effects on soil quality can be mitigated by ensuring that:

- Works, undertakings associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures to protect soil quality will be identified during the course of those assessments.
- On a routine basis, standard techniques and best management practices are implemented at construction work sites to minimize impact on soils.
- During project planning and construction activities, if soil contamination is suspected, work is halted in the area, appropriate expertise is brought in to assess the nature and extent of contamination, and appropriate remedial actions are implemented.
- In the event of a malfunction or accident, immediate on scene response will be implemented and the affected areas will be remediated to acceptable standards.
- A strategy to identify and respond to public perceptions/ concerns regarding environmental effects associated with implementing initiatives under the PPAV, will be developed and implemented.

Greenspaces, Forested Areas, Wetlands

Effect:

Locating pathways through greenspaces, forested areas and in the vicinity of wetlands, or increasing the access to and use of existing trails in these areas has the potential to cause negative effects that include habitat loss / fragmentation, increased human disturbance, and littering. A positive effect from use of these facilities by tourists and the local public would be an increase the physical well being of users, enhanced ecotourism opportunities, improved appreciation for a healthy environment derived from providing the general public with opportunities to enjoy and explore the outdoors.

Mitigation:

Effects on greenspaces, forested areas and wetlands can be mitigated by ensuring that:

- Works, undertakings associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures to protect greenspaces, forested areas and wetlands will be identified during the course of those assessments.
- A strategy is developed to identify and respond to public perceptions / concerns regarding environmental effects associated with implementing initiatives under the PPAV, will be developed and implemented.
- Any disturbance to forested areas, wetlands, and greenspaces are minimized through proper delineation of the workspace to prevent equipment access, etc. into natural areas.
- On a routine basis, standard techniques and best management practices are implemented during construction and operation phases to minimize effects on greenspaces, forested areas and wetlands.
- Effective people / crowd control measures are developed and implemented to protect these features.

Vegetative Cover, Flora

Effect:

Vegetative cover / flora are likely to be affected on a confined, site specific basis in association with undertakings, activities and/or events implemented under the PPAV. For example, the creation of new pathways will affect vegetation during construction and the vegetation immediately under and adjacent to the pathway will be harmed or removed. Shoreline vegetation disruption is possible at water taxi support facilities and in any areas where access to the shoreline may be improved. The potential exists for vegetation to be affected by the activities of people and crowds. While it likely that a small amount of vegetation may be lost in these specific instances, the planting of trees and plants in new parks and greenspaces will increase the amount of vegetation in the Core Area and providing new habitat for local fauna.

Mitigation:

Effects on vegetative cover and flora can be mitigated by ensuring that:

- Works, undertakings associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures to protect vegetative cover and flora will be identified during the course of those assessments.
- On a routine basis, standard techniques and best management practices are implemented to minimize effects on vegetative cover and flora.
- A strategy to identify and respond to public perceptions/ concerns regarding environmental effects associated with implementing initiatives under the PPAV, is developed and implemented.
- Shorelines and escarpment lands are naturalized and rehabilitated with indigenous vegetation.
- Water taxi support facility sites are selected and developed to avoid and reduce negative effects on riparian vegetation.
- Negative effects of people and crowds on vegetation and flora are mitigated by effective crowd control and implementation of accepted best management practice for property management.
- Vegetation and flora harmed by implementation of initiatives under the PPAV are compensated for by the development of improved greenspaces with associated vegetative cover.

Biodiversity

Effect:

Biodiversity has the potential to be affected by the PPAV as construction and operation of sites and pathways may alter existing habitat for a variety of species including any species at risk that may be present in the Core Area.

Mitigation:

Effects on biodiversity can be mitigated by ensuring that:

- Works, undertakings associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures to protect vegetative cover and flora will be identified during the course of those assessments.
- A strategy to effectively respond to public perceptions/ concerns regarding the implementation of the PPAV is developed and implemented.
- Species at Risk considerations (Recovery Strategies, Species at Risk studies completed in the area) are factored into planning for individual initiatives.

Fauna

Effect:

During construction of new sites and pathways, there is the potential for temporary displacement of existing urban wildlife (i.e., squirrels, rabbits, skunks, groundhogs, raccoons, small rodents, passerine birds, etc.) in the area through increased human

activity and temporary disturbance to habitat. Increased access to sensitive areas/species may also have an effect on fauna due an increase in human presence. It is expected that, while individuals may be displaced, at the local population level, there will be little or no effect, or possibly improved opportunities for these species associated with areas of habitat improvement.

Mitigation:

Effects on local fauna can be mitigated by ensuring that:

- Works, undertakings associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures to protect fauna will be identified during the course of those assessments.
- On a routine basis, standard techniques and best management practices are implemented at construction work sites to minimize effects.
- Any wildlife encountered is, wherever possible, humanely relocated away from the project area.
- A strategy to identify and respond to public perceptions/ concerns regarding environmental effects associated with implementing initiatives under the PPAV, is developed and implemented.

Aquatic Species

Effect:

Development of facilities and implementation of events along the Ottawa River and it's shorelines has the potential to affect fish and aquatic species. Effects may arise from the construction and use of nearby pedestrian walkways and the construction of facilities such as water taxi support facilities (e.g. siltation, infilling, removal of riparian vegetative habitat, litter). Operation of water taxis and their support facilities has the potential to result in effects on aquatic species arising from accidents and malfunctions, in the form of potential small localized spills of fuels and lubricants. In addition, effects on fish habitat productive capacity, riparian areas and other aquatic features are possible through direct loss / habitat disturbance, as well as through any potential effects on water quality. Overall, effects on aquatic species are expected to be site specific and localized. Recovery is expected to occur in most cases within a short timeframe. In the case of loss of fish habitat productive capacity, implementation of the federal Policy for the Management of Fish Habitat, under the *Fisheries Act*, is expected the ensure that No Net Loss in fish habitat productive capacity will occur.

Mitigation:

Effects on aquatic species quality can be mitigated by ensuring that:

- Works, undertakings associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures to protect aquatic species will be identified during the course of those assessments.

- Standard measures and techniques (e.g., sediment and erosion controls, emergency response planning and kits) and best management practices are implemented to protect water quality and aquatic species.
- The NCC continues to ensure that its operations/programs are in compliance with all applicable federal, provincial and municipal laws, regulations, standards, guidelines, etc. pertaining to aquatic species and appropriate monitoring is undertaken.
- A strategy to identify and respond to public perceptions/ concerns regarding environmental effects associated with implementing initiatives under the PPAV, including air quality is developed and implemented.
- Siting for water taxi support facilities avoids or minimizes effects on riparian and littoral habitat and fish species.
- Any boat operations associated with PPAV implementation are required to comply with all applicable environmental and safety regulations.

Noise and Odour

Effect:

The existing ambient noise and odour regime may be affected by works, undertakings and events associated with individual programming components. These effects may derive from engine emissions during construction, events (e.g. concerts, shows) and a potential increase in the number of visitors in areas previously not heavily used (e.g., new outdoor stage areas, new retail/service centers, operation of a water taxi) which could result in noise and congestion, littering. Cooking of food to service at events has the potential to increase odour.

Mitigation:

Effects on noise and odour can be mitigated by ensuring that:

- Works, undertakings and activities associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures related to noise and odour will be identified during the course of those assessments.
- A strategy to identify and respond to public perceptions/ concerns regarding environmental effects associated with implementing initiatives under the PPAV, including air quality is developed and implemented.
- Mitigation measures that include siting and timing to avoid or minimize effects on people not involved are considered and implemented where appropriate..

Visual Landscape

Effect:

The visual landscape of the Core Area may be affected by the development of new parks and greenspaces, pathways, public art pieces, major commemorations, public attractions, museums, or institutions. This may be interpreted as a positive or a negative effect depending on an individual's tastes and preferences.

Mitigation:

- Works, undertakings and activities associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures related to visual landscape effects will be identified during the course of those assessments.
- A strategy to identify and respond to public perceptions / concerns regarding environmental effects associated with implementing initiatives under the PPAV, is developed and implemented.

Local Economy

Effect:

It is expected that the local economy of the Core Area would be positively affected by all five (5) components of the PPAC and their intended and unintended outcomes. Opportunities for local business owners to provide services are expected to be enhanced due to increased pedestrian access and increased number of people on foot in the core area. In addition, many of the components of PPAC require admission fees (e.g., new museums, water taxi) and support staff.

Mitigation:

Effects on the local economy will be taken into account by ensuring that:

- Works, undertakings and activities associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures related to surface and groundwater will be identified during the course of those assessments.
- A strategy to identify and respond to public perceptions/ concerns regarding environmental effects associated with implementing initiatives under the PPAV, is developed and implemented.

Health & Safety

Effect:

It is expected that human health and safety may be affected positively by the increased opportunities for pedestrians to easily tour the Core Area with improved pathways, connections, and signage. Water taxis and increased proximity to water may need to be managed as there are certain risk factors involved in operating close to water. An increase in exhaust fumes, littering, and congestion/noise has the potential to result in human health implications; however, these are not different from, or better than, those conditions that prevail in other locations / circumstances that exist in the Core Area.

Mitigation:

Effects on public health and safety can be mitigated by ensuring that:

- Works, undertakings associated with individual programming components are subject to individual project level environmental assessments in accordance with

the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific mitigation measures health and safety will be identified, as appropriate, during the course of those assessments.

- A strategy to effectively respond to public perceptions/ concerns regarding the implementation of the PPAV is developed and implemented.
- Safety considerations are included in the planning phase of construction projects and best management practices are implemented.
- The NCC ensures that its operations/programs are in compliance with all applicable federal, provincial and municipal laws, regulations, standards, guidelines, etc. pertaining to public health and safety.
- Any boat operations associated with PPAV implementation are required to comply with all applicable environmental and safety regulations.

Quality of Life

Effect:

It is expected that the Quality of Life for residents and tourists would be positively affected by implementation of works, undertakings and activities under the PPAV, as opportunities to experience the National Capital region would be enhanced and more easily accessible. Pathways and access to parks and greenspaces would provide opportunities for exercise, leisure and enjoyment of the Core Area, improving daily living. Enhanced access to various events, new museums, institutions, public art, commemorations etc. would foster an enhanced connection with Canada's diverse heritage, culture and regions.

Mitigation:

Any potential negative effects on quality of life can be mitigated by ensuring that:

- Works, undertakings and activities associated with individual programming components are subject to individual project level environmental assessments in accordance with the spirit of the CEAA, where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific implications for quality of life will be identified, as appropriate, during the course of those assessments.
- A strategy to effectively respond to public perceptions/ concerns regarding implementation of specific initiatives under the PPAV are developed and implemented.

Tourism & Attractions

Effect:

It is expected that through implementation of the PPAV, tourists visiting Ottawa would have improved access to various events, new museums, institutions, public art, commemorations, etc. made available through a network of amenity rich pedestrian pathways. This would provide tourists with the opportunity to experience Canada's capital in a "tourist-friendly" manner, providing Canadians and international tourists with a sense of Canada's history and what it means to be Canadian. This has the potential to increase the number of tourists visiting the core area; however, it is expected that any

potential effects will be very difficult to discriminate from effects associated with overall growth in the National Capital area, and the City of Ottawa and Ville de Gatineau.

Mitigation:

Potential negative effects that may arise from a potential increase in tourist visits to the core area can be mitigated by ensuring that:

- Works and activities associated with individual programming components under the PPAV are subject to environmental assessments where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific implications with respect to the effects of increased numbers of tourists in the core area and specific associated mitigation measures will be identified for implementation, during the course of those environmental assessments.
- A strategy to effectively respond to public perceptions/ concerns regarding any potential environmental effects arising from increased tourism in the core area, as a result of implementing initiatives under the PPAV, is developed and implemented.

Transportation

Effect:

It is expected that the PPAV proposals to increase pedestrian pathways, facilitate access from parking lots to those pathways and implement improved signage will make it easier to visitors to leave their vehicles parked and experience the capital core area either on foot or by using shuttle vehicles. This is expected to result in positive environmental effects associated with a decrease in the need for private vehicle transportation to take advantage of sites and activities in the core area. Noise and traffic associated with shuttle vehicles transporting visitors from district to district may occur, but will be less than that which would occur as a result of people using individual passenger vehicles.

Mitigation:

Any potential negative effects arising from PPAV plans to manage transportation in the core area can be mitigated by ensuring that:

- Works and activities associated with parking lots, access points, and shuttle initiatives that are brought forward under the PPAV are subject to environmental assessments, as required, under the NCC Environmental Policy with respect to CEAA and that specific mitigation measures are identified for implementation at that time.
- Strategies to effectively respond to public perceptions/ concerns regarding specific projects brought forward under the PPAV are developed and implemented.

Archaeology

Effect:

It is expected that new sites and programs offered in the Victoria Island East district would have a positive effect in that they would provide an educational experience for visitors and tourists with respect to Aboriginal cultural heritage and archaeology. This

would provide an opportunity for increased cultural awareness and a connection with Canadian history.

Mitigation:

Any potential negative effects on archaeology can be mitigated by ensuring that:

- Works, undertakings and activities associated with individual PPAV programming components are subject to individual project level environmental assessments, where required, in accordance with the NCC Environmental Policy with respect to CEAA. In accordance with CEAA, archaeological resources are addressed in these individual project level environmental assessments, such that the potential for archaeological resources is investigated and mitigation measures developed and implemented when resources are found.
- Project planning provisions are in place to stop work in the event that archaeological artefacts are discovered during project implementation. These archaeological resources would be investigated and specific mitigation measures developed, prior to making decisions on the project.
- A strategy to effectively respond to public perceptions/ concerns regarding potential effects on archaeological resources from implementing specific initiatives under the PPAV is developed and implemented

Traditional Values

Effect:

It is expected that increased access to parks and green spaces, as well as the establishment of new sites and programs, would have a positive effect by providing people with an opportunity to spend time with family and friends in a learning environment. Accessibility to open green space and natural areas is expected to foster a connection with the environment and provide visitors the opportunity to explore the ecology within Ottawa's natural landscape. This is expected to result in potentially positive environmental effects resulting from changes toward more environmentally sensitive behaviour in the future.

Mitigation:

Potential negative effects on traditional values that may arise from increased access to parks and greenspace, as well as the establishment of new sites and programs, can be mitigated by ensuring that:

- Works and activities associated with individual programming components under the PPAV are subject to environmental assessments where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific implications with respect to the establishment of new sites and programs in the core area and specific associated mitigation measures will be identified for implementation, during the course of those environmental assessments.
- A strategy to effectively respond to public perceptions/ concerns regarding potential effects on traditional values arising from implementation of the PPAV is developed and implemented.

Land and Resource Use

Effect:

It is expected that the PPAV, by providing visitors with the opportunity to park private vehicles in designated areas and access and explore the core area on foot, and by taking advantage of water taxis and shuttles where appropriate, would result a positive effect in terms of improved land use and reductions in the consumption of natural resources. Proposed initiatives such as increased pedestrian access via trails, and implementation of water taxis and shuttles, would reduce vehicular fossil fuel consumption related to accessing facilities and events in the Core Area and result in a corresponding decrease in air emissions. Enhanced pedestrian access via trails may correspondingly be expected to increase the number of people using the various sites in the Core Area, which has the potential to result in an increase in increased noise, traffic, waste products, litter and other forms of disturbance.

Mitigation:

Potential negative effects on land use and resource consumptions can be mitigated by ensuring that:

- Works, undertakings and activities associated with individual programming components under the PPAV are subject to environmental assessments where required, in accordance with the NCC Environmental Policy with respect to CEAA. Project specific implications with respect to the establishment of new sites and programs in the core area and specific associated mitigation measures will be identified for implementation, during the course of those environmental assessments.
- A strategy to effectively respond to public perceptions/ concerns regarding potential effects on land use and resource consumption arising from implementation of the PPAV is developed and implemented.

Through application of the management measures identified above, and through the identification and effective implementation of mitigation measures specific to each individual project, it is expected that any important environmental effects that could potentially arise from the proposed Public Programming & Activities Vision can be effectively mitigated.

5.0 Cumulative Effects

The *2004 Cabinet Directive* requires analysis of the environmental effects associated with a proposed initiative, in combination with other projects or activities that have been, or are reasonably expected to be, carried out. The scope of the cumulative effects analysis is to be focused upon the:

- Combined effects of past and present activities that have resulted in many of the project activity/ environment interactions noted during the environmental effects analysis of the initiative; and,
- Combined effects arising from the anticipated effects.

The Core Area is essentially an urban environment, interspersed with parks, natural areas, pedestrian walkways, attractions, etc. This environment has been changed fundamentally from its natural condition through the construction and operation of office buildings, industry, housing, commercial buildings, roads, municipal infrastructure; and national parks and attractions. While works, undertakings and activities proposed within the context of the PPAV have the potential to result in some negative effects, they also have the potential to improve environmental conditions. These improvements could take the form of expanded green space and natural areas, restoration of river riparian areas, improving former industrial sites, etc. The nature of the City of Ottawa and Ville de Gatineau will also undergo changes over the 62 year projected life span of the PPAV. In light of the improvements expected to result from PPAV implementation, the management and mitigative measures to be put in place to minimize environmental effects from the initiative and the nature of projected urban growth in the City of Ottawa and Ville de Gatineau independent of the PPAV, it is not expected that approval of the PPAV will result in cumulative environmental effects beyond those normally associated with growth and development of an urban centre.

6.0 Monitoring Program

Ensuring that environmental effects are analysed at an appropriate level of detail and minimized in association with works, undertakings and activities that may be brought forward for implementation under the PPAV, will be a fundamental measure for ensuring that negative environmental effects are minimized and the opportunities for positive effects are effectively capitalized upon.

The monitoring program that will be implemented to ensure this happens will include, but not necessarily be limited to:

- Building upon the existing NCC Environmental Management System to establish an environmental assessment management program to ensure that the requirements of CEAA are met when works, undertakings and activities under the PPAV are brought forward for approval and implementation.
- Designing and implementing a monitoring program for individual PPAV projects.
- Building upon the existing NCC Environmental Management System to establish an Environmental Management Program, consistent with an Environmental Management System approach to manage environmental aspects identified under the PPAV.

7.0 Residual Effects and Effect Importance

Residual effects are those that remain after the effective application of mitigation measures. The importance of residual effects is often a value judgment based on institutional, public, scientific or technical recognition and the collective evidence documented in an SEA report.

With regard to the PPAV, it is considered that the potential environmental effects can be mitigated by ensuring that the mitigation / monitoring identified in this report are implemented and through the completion of project level environmental assessments in accordance with CEAA. In addition, the involvement of the public during the planning /

coordination process for individual works, undertakings and activities under the PPAV, will provide an important and integral contribution to ensure that potential land use and socio-economic issues are identified and resolved for individual programming components.

It has therefore been concluded that, as a result of this Strategic Environmental Assessment, the Public Programming and Activities Vision for the National Capital Core Area, presented by the NCC is not likely to result in residual environmental effects that are considered “important” within the context of the *2004 Cabinet Directive on the Environmental Assessment of Policy, Plan and Program Proposals*.

8.0 SEA Conclusions

The works and activities associated with individual programming components and activities under the PPAV are not new or unique, and effects can be mitigated through project specific environmental assessment and the application of established mitigation measures and techniques, and through communication and liaison with stakeholders. Works, undertakings and activities associated with individual programming components under the PPAV will be subject to environmental assessments (if applicable) under the NCC’s Environmental Policy in the spirit of CEAA and mitigation measures will be identified at that time, prior to irrevocable decisions being taken to proceed.

8.2 Proposed Paragraph for Inclusion in PPAV Approval Documents

The following paragraph has been prepared for consideration for inclusion in PPAV approval documents when they are submitted for approval.

“The proposed PPAV initiative has been subjected to a Strategic Environmental Assessment (SEA) in accordance with the *2004 Cabinet Directive on the Environmental Assessment of Policy, Plan and Program Proposals*. As a result of this SEA, it has been concluded that any environmental implications that may derive from individual works, undertakings and / or activities that may be proposed under the PPAV can be effectively mitigated. These mitigative measures will be identified through the completion of individual project level environmental assessments in accordance with the spirit of the *Canadian Environmental Assessment Act* and implemented as follow-up to those assessments. Management of these environmental assessment and environmental effect mitigation accountabilities will be effected by building them into the NCC overall Environmental Management Plan with particular emphasis on environmental aspects directly relevant to the PPAV.

Overall, the PPAV does not have the potential to create environmental effects, including cumulative effects, that are considered “important” within the context of the *2004 Cabinet Directive*, particularly when taken within the context of the major urban centre of the City of Ottawa and Ville de Gatineau within which the PPAV undertakings, works, and activities will occur. In addition, the PPAV has the potential to result in positive environmental effects that include the establishment and maintenance of additional park

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areas and green space within the Core Area, increased opportunities for pedestrian access in lieu of private vehicles, and the proposed implementation of shuttles vehicles and water taxis to further facilitate pedestrian access.”

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9.0 References

Cabinet Directive on the Environmental Assessment of Policies, Plans and Programs (2004)

Canadian Environmental Assessment Act (2003)

DuToit, Allsopp, Hillier, and Delcan Corporations. 2000. Core Area Concept Strategic Environmental Assessment.

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**Appendix A
Public Consultation**

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