

Appendix D - Ministry of PAHI Response to Future No-Build Scenario Assumptions

Environmental Statement

East-West Arterial Extension:

Section 2 (Woodland Drive – Lookout Road)

Section 3 (Lookout Road – Frank Sound Road)



DIRECTIVE MEMORANDUM

Date: September 12, 2023

To: Edward Howard, NRA Managing Director
Denis Thibeault, NRA Project Manager

From: Lindsey Ulizio, PE

Subject: Ministry of PAHI Response to Future No-Build Scenario Assumptions

CC: Gina Ebanks-Petrie, DoE Director (EAB);
Scott Thompson-Graves, PE, PTOE

Contract Number: PPC-2022-NRA-007-RFP

WRA Work Order Number: 35184.003

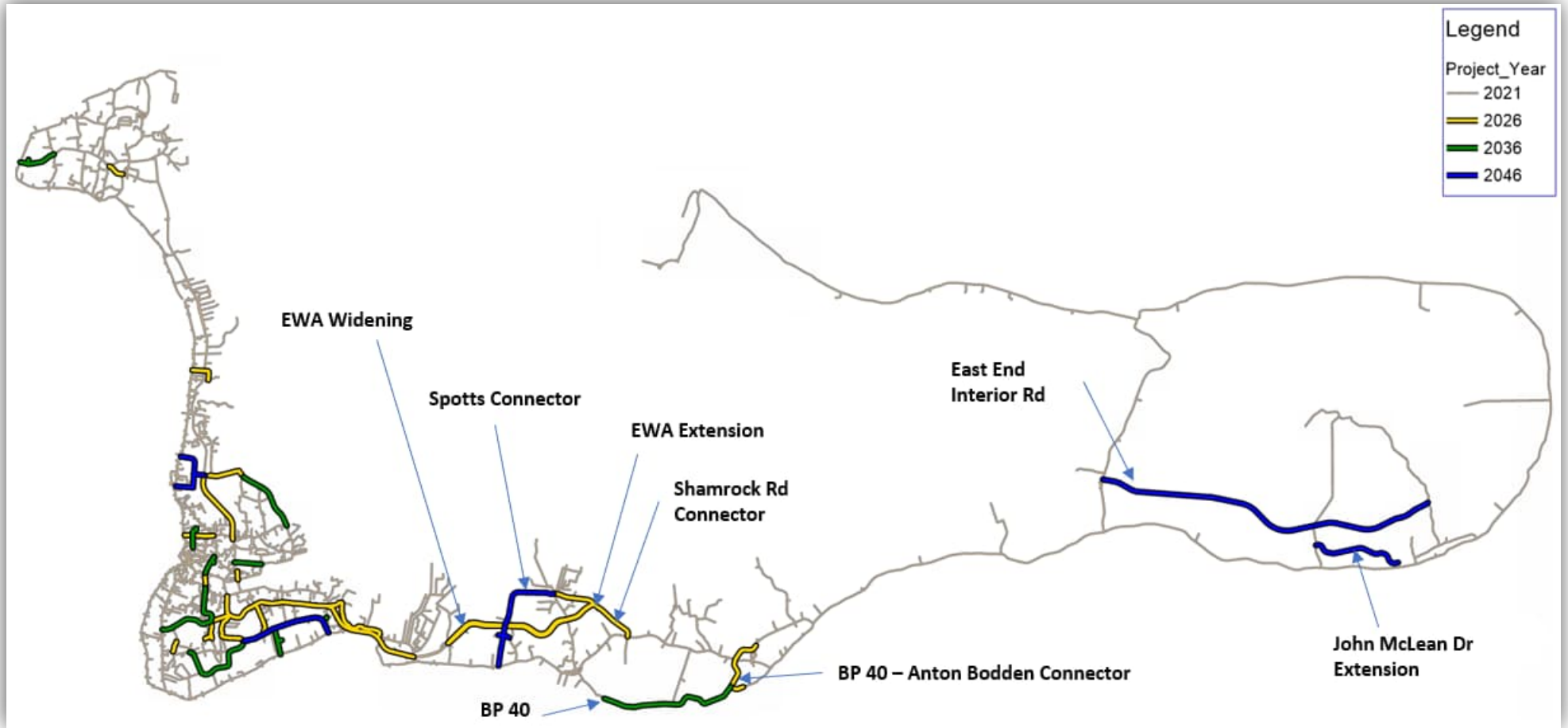
Project: Phase 2 for the East-West Arterial Extension
Environmental Impact Assessment

As part of the East-West Arterial (EWA) Extension Environmental Impact Assessment (EIA), a Longlist Alternatives Evaluation was conducted using geospatial data, aerial photography, and professional analysis. Each alternative was assessed qualitatively based on conceptual level design. The goal of this study was to comprehensively evaluate a range of Build alternatives alongside a No-Build condition to then carry forward the most viable Build alternatives for further study as part of a more detailed Shortlist Evaluation. Throughout the entire EIA process, the No-Build condition will serve as a benchmark from which to evaluate each Build alternative's impacts. The difference between No-Build and Build conditions is that each of the Build Alternatives will also include the proposed project-specific Build alternative components.

The No-Build condition encompasses future land use and roadway improvement assumptions within and outside the project study area extents. Future land use assumptions reflect the forecasted growth in population, households, and employment based on projects provided by the NRA. Future roadway improvement assumptions include planned projects that will provide additional traffic capacity (e.g., new alignment or widening – additional travel lanes) or provide an improvement in operations (e.g., new intersection, signalization, etc.). In the U.S., Canada, and European countries, the No-Build condition includes future projects that are part of a long-range plan to capture the context of the entire project life cycle. The inclusion of these projects does not imply they are approved or funded for implementation.

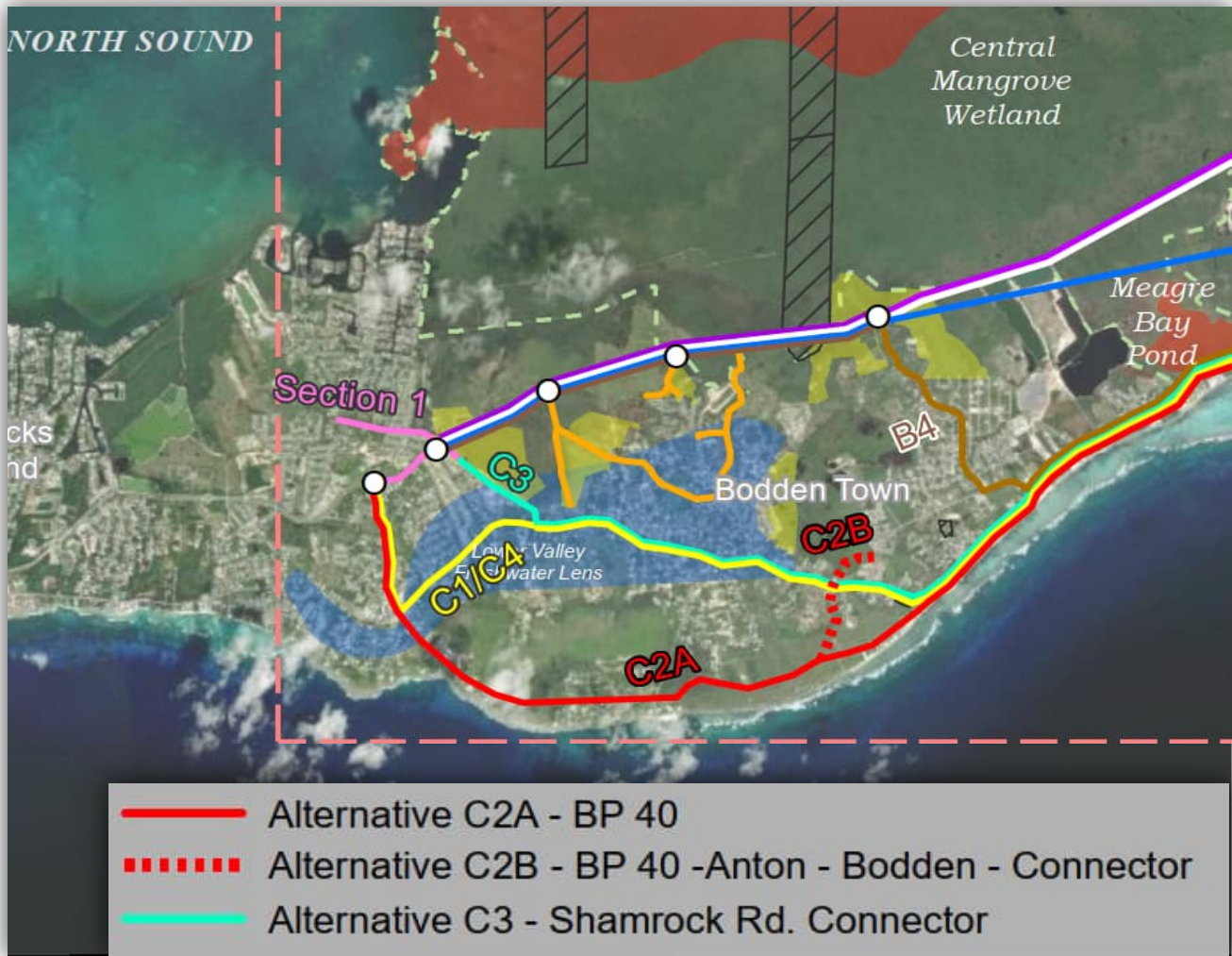
The current Planned Future Roadway Infrastructure (No-Build) assumptions for the EWA EIA study include project improvements to the island roadway network independent of the Build alternatives. These planned improvements will be included as part of future year traffic evaluations and hydrologic modelling but will not be evaluated for environmental or social impact as these are planned independent projects. These proposed projects along with their Planning Horizon year are shown in [Figure 1](#).

Figure 1: Planned Future Roadway Infrastructure (No-build Condition) from 2026-2046



From the onset of this EWA EIA, the Steering Committee has discussed a few of the planned projects to determine whether they realistically would ever be constructed and therefore be included in the No-Build condition. These projects include the BP 40, Anton-Bodden Connector, and Shamrock Road Connector roadways, as shown in **Figure 2**.

Figure 2: Planned Projects Discussed for No-Build Condition



The assumption is that each of these projects would influence traffic flow particularly around the BP 40 developed area with travelers entering and exiting the roadway system. As a result, more congestion may occur within Bodden Town if these roadway projects are omitted, thereby diverting more travelers to use the EWA corridor. The decision of which planned projects to include in the No-Build condition is a critical component to the traffic evaluations, which are directly connected to the roadway/structures design needs, traffic noise impacts, and other environmental impacts associated to the required roadway design.

Representation from the Ministry of Planning, Agriculture, Housing, and Infrastructure (PAHI) was present at both Steering Committee meetings held on August 23rd and 24th, 2023, in which No-Build condition assumptions were

discussed. The information from the meetings was shared with the Ministry, which brought forth the following response about BP 40 on August 25th of 2023:

“As BP 40 was gazetted as a Section 5, and is listed on the land registry, PAHI’s position is that it needs to be included in the “No-Build Scenario”. Excluding BP 40 could have significant consequences including but not limited to creating a misleading representation of planned road development for the area, and opening CIG up to undue criticisms. The “No-Build Scenario” is specific to not building the EWA and does not assume a halt in all road construction or road improvements. This is evidenced by including the Section 1 Shamrock Rd Connector, Anton Bodden Road Connector, and (while not mapped) including the proposed South Sound bypass in the traffic modeling. BP 40 needs to be included to ensure consistency: having all currently known proposed roadworks factored appropriately into the No-Build Scenario.”

Further discussion about the No-Build Scenario took place during a special purpose meeting held on September 8th, 2023. During this meeting, the EWA EIA project team presented the selected land use scenarios, travel forecasting details, and traffic modelling assumptions and approach for this project. The EAB, the NRA, and representatives from the Ministry of PAHI discussed their views of which planned projects should be included as part of the No-Build condition. These discussions specifically involved the future planned BP 40, Anton-Bodden Connector, and Shamrock Road Connector projects. As a result of these discussions, the EAB stated that the decision as to which planned projects to include would be up to the Ministry and the NRA. The EAB requested that there be corresponding documentation about this decision included within the Environmental Statement.

Therefore, this memorandum has been prepared and signed to document the Ministry and the NRA’s directive to carry forward the above projects including BP 40, Anton-Bodden Connector, and Shamrock Road Connector as part of the Planned Future Roadway Infrastructure (No-Build) condition.



PAHI Ministry Chief Officer Eric Bush



Edward Howard, NRA Managing Director