

With the exception of the southerly alignment shift at the east end of the Hamlet, Alternatives B and C would be identical including the reconstruction of existing Innes Road on a two lane basis.

Alternative D would be identical with Alternative B from Blair Road to the west side of the Hamlet. Alternative D would by-pass the Hamlet to the south, similar to Alternative B except that it would be offset from the community by 300 m rather than 170 m. Because of this increased offset, no landscaped berms would be incorporated into Alternative D.

Alternative D would intersect Navan Road approximately 250 m south of its intersection with Cleroux Road before connecting to existing Innes Road approximately 750 m east of the Hamlet.

As with Alternatives B and C, Alternative D would be constructed as a two lane by-pass within a 40 m right-of-way. In addition existing Innes Road through the Hamlet would be reconstructed as described in Alternative B.

Alternative E would be similar to Alternatives A, B, C and D from Blair Road to just east of the Green Creek. From this point the proposed roadway would swing to the south to approximately follow the existing Anderson Road and Renaud Road easterly to a point approximately 500 m west of Kemp Road. From this point the roadway would swing to the northeast to intersect Navan Road approximately 500 m south of its intersection with Cleroux Road before connecting to Innes Road approximately 1 km east of the Hamlet.

The by-pass would be constructed as a two lane roadway within a 40 m right-of-way and as with Alternatives B, C and D would involve the reconstruction of existing Innes Road through the Hamlet on a two lane basis.

With this alternative, the existing private driveways on Anderson Road and Renaud Road would be retained.

Of the five alternatives that were considered for Innes Road, Alternative E most closely represents the alignment that was identified in the attachment to Amendment No. 10 to the Official Plan of the Township of Gloucester Planning Area for Blackburn Hamlet.

The initial terms of reference for the study had identified the need to ensure flexibility to provide connections to future roadways within the East Urban Community. As of the time of completing the Blackburn Hamlet By-pass Study no specific routes for major arterial roadways that should be connected to Innes Road east of Blackburn Hamlet had been determined, however, all five alternative routes could be connected to roadways to the east of the Hamlet that were located either north or south of existing Innes Road. On this basis, it was concluded that it was not necessary to identify specific alternative connections.

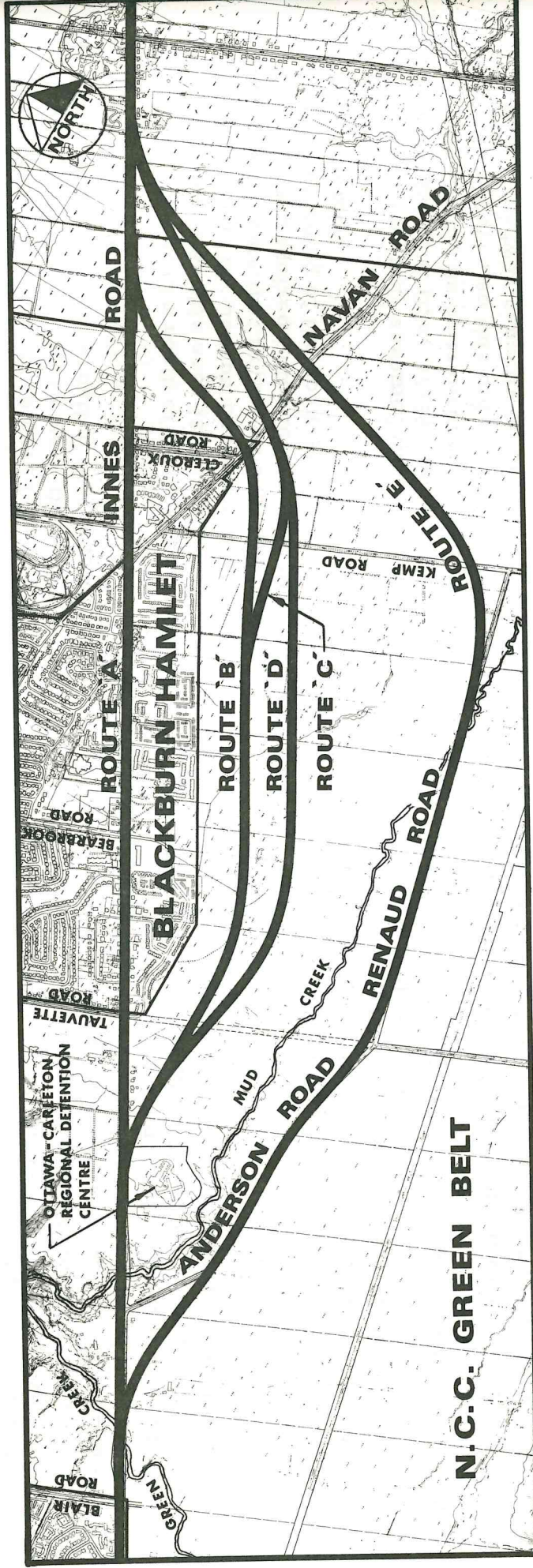


EXHIBIT 9 : ALTERNATIVE ROUTES

BLACKBURN HAMLET BYPASS

SCALE
1 : 25,000

Regional Municipality of Ottawa Carleton – Blackburn Hamlet Bypass Study of June 1980

With regard to the question of using Anderson Road as an alternative alignment, the this report notes the following:

- *An alternative alignment using Anderson Road/ Renaud Road was identified as part of the study, see attached plan of alternatives and description of “ AlternativeRoute E”.*
- *Following detailed evaluation the study team identified “Alternative Route B” as the preferred alternative due to:*
 1. *Most likely to divert traffic away from the community*
 2. *Least intrusion on the greenbelt*
 3. *Visual and noise intrusion on the community would be far less.*
- *The Township of Gloucester Council recommended “Alternative Route E” be adopted on December 11, 1979.*
- *NCC would not endorse ‘Alternative Route E’*
- *It is also of note that the study team recommendation did not concur with the majority of residents.*