

Addendum #2

for the

Class I Environmental Assessment Registration Document

for the

Proposed Highway 113

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Highway 113 Environmental Assessment Report Addendum #2
June 2004

Upon review of the 25 May 2001 comments, received for the Class 1 Environmental Assessment (EA) for the Highway 113 Project, several issues were identified which the Department of Transportation and Public Works (TPW) wishes to clarify. The following information is provided as a second Addendum to the original document.

1. Zoological Species at risk

To provide further information on Species at Risk in the Project Area, consultation with the relevant government agencies was conducted. The following is a summary of this consultation:

Nova Scotia Department of Natural Resources (NSDNR) – Mark Elderkin and Barry Sabeau – In correspondence with NSDNR, the Department has concluded that they have no concerns with zoological species at risk for the Highway 113 Project with the exception of moose. The attached Mainland Moose report addresses this outstanding item (Attachment A).

Nova Scotia Museum of Natural History - Bob Ogilvie and Andrew Hebda – The Museum has concluded that there are no specific concerns with regards to zoological species at risk in the Highway 113 Project area. As per the EA, and the following federal and provincial web links, there are no known fish, reptile, or bird species at risk in the immediate study area (www.speciesatrisk.gc.ca and www.gov.ns.ca/natr/wildlife/endangrd/endg.htm).

2. Moose Population

To provide further information regarding the presence of moose in the Project area, refer to Attachment A, *Mainland Moose – Status, Potential Impacts, and Mitigation Considerations of Proposed Highway 113*.

As suggested in this report, TPW proposes a structure in the Maple Lake/Fraser Lake corridor (0+750) with a large enough span to accommodate both wildlife movement and river flows. Also, despite the fact that the chances of moose interactions with the proposed highway corridor are considered low, based on existing records, TPW will facilitate some form of public awareness (i.e. signage).

3. Wilderness Recreation

To provide further information regarding the potential impacts to the wilderness recreation of the Blue Mountain Crown block, refer to Attachment B, *Highway #113 –*

Assessment of Potential Impacts on the Wilderness Recreation Potential of the Blue Mountain Area.

As suggested in this report, TPW proposes construction of a small structure under the proposed Highway 113 to accommodate trail users in the area of Kingswood subdivision. This, in addition to the Maple/Fraser Lakes interconnect, will provide continuous trail access across the alignment. Consequently, the potential impact of the Highway 113 alignment on the recreational access to the Blue Mountain Crown property is not considered significant.

4. Effective Boundary to Development

Demand for additional residential housing is prompting developers to evaluate the expansion of existing developments around the Blue Mountain area, in addition to developing areas that are currently undeveloped. TPW submits that the proposed Highway 113 will provide a bound to development. The proposed 150 metre wide right-of-way (RoW) for the highway will provide a buffer between existing and proposed residential housing developments to the north, and the large block of Crown land to the south. Evidence of this is the redesign of a residential development, to the south of Ragged Lake, to accommodate the proposed highway RoW.

Summary

TPW forecasts that Highway 113 will be needed in 5-10 years, as traffic increases on Highways 102, 103, and Route 213. Although this is some time in the future, the highway corridor is being threatened by potential development. It is TPW's goal to secure the land required for the corridor now so it is available when required in the future.