

## 10 Implementation and Phasing

This MSS develops a servicing strategy for the preferred concept plan developed in the CDP. The servicing strategy has built flexibility into the design of the municipal services to allow for changes in land use to be accommodated as build out occurs in several phases over several years. The configuration of the trunk watermains, trunk sanitary sewers and trunk storm sewers has also been arranged to build flexibility into the potential phasing options to accommodate changing market demands for building product type and quantity required to build out. A preliminary phasing plan is presented in **Figure 1.6**. In recognition of the probability that the preferred concept plan may not be entirely built out as currently planned due to unforeseen circumstances, the following process is set out to deal with changes which occur after approval of the Environmental Assessment, but prior to construction.

The change process distinguishes between minor and major changes. A major design change would require completion of an amendment to this EA, while a minor change would not. For either kind of change, it is the responsibility of the proponent to ensure that all possible concerns of the public and affected agencies are addressed.

### 10.1 Minor Changes

Minor design changes may be defined as those which do not appreciably change the expected net impacts associated with the project. For example, a design change in a utility location within a road right-of-way or the size of a pipe would be considered minor. Changes in utility alignment between road allowances, which do not affect other landowners, would also be considered as minor. All appropriate stakeholders will be provided details of the modification. The majority of such changes could likely be dealt with during the detailed design phase and would remain the responsibility of the proponent to ensure that all relevant issues are taken into account.

### 10.2 Major Changes

Major changes may be defined as those which change the intent of the EA or appreciably change the expected net impacts associated with the project. An example of a major change would result from a proposed shift in a preferred design alignment or configuration which would warrant changes in mitigation as described in the EA and affect other landowners. If the proposed modification is major, the recommendations and conclusions in this report would require updating. An addendum to the EA would be required to document the change, identify the associated impacts and mitigation measures and allow related concerns to be addressed and reviewed by the appropriate stakeholders.

The preferred servicing solution developed in this MSS presents a high level trunk servicing solution to illustrate the feasibility of servicing the concept plan and guide the final design process, but does not attempt to provide detailed design on a street by street basis. This more detailed level of design will be completed as part of the plan of subdivision or Site Plan Application process when site specific details such as individual lotting, building configurations, and final geotechnical information will be available. This more rigorous level of analysis will undoubtedly result in adjustments to the design presented in this MSS. These adjustments are to be expected as the design evolves in detail and can be dealt with as described above.

### 10.3 Phasing

Phasing of development of the CFB Rockcliffe site is determined by several key servicing factors which dictate the logical progression of development. Two principal services with limited initial phasing flexibility are the supply of water and vehicular access. In order to provide the necessary