

**Subject: Barnsdale Road Widening (Highway 416 to Prince of Wales Drive)
Environmental Assessment Study – Statement of Work**

File Number: ACS2024-PDB-TP-0006

Report to Public Works and Infrastructure Committee on 27 February 2025

**Submitted on February 10, 2025 by Jennifer Armstrong, Acting Director,
Transportation Planning, Planning, Development and Building Services
Department**

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Department**

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Ward: Barrhaven West (3), Rideau-Jock (21)

**Objet: Étude d'évaluation environnementale relative à l'élargissement du
chemin Barnsdale (entre l'autoroute 416 et la promenade Prince of Wales) –
Énoncé des travaux**

Dossier: ACS2024-PDB-TP-0006

Rapport au Comité de l'infrastructure et des travaux publics

le 27 février 2025

**Soumis le 10 février 2025 par Jennifer Armstrong, Directrice par intérim,
Planification des transports, Direction générale des services de la planification,
de l'aménagement et du bâtiment**

**Personne ressource: Frank McKinney, Gestionnaire de programme, Direction de
l'évaluation environnementale des transports, Direction générale des services de
la planification, de l'aménagement et du bâtiment**

613-580-2424 ext. 28540, Frank.McKinney@ottawa.ca

Quartier: Barrhaven Ouest (3), Rideau-Jock (21)

REPORT RECOMMENDATION(S)

That the Public Works and Infrastructure Committee approve the Statement of Work for the Barnsdale Road Widening (Highway 416 to Prince of Wales Drive) Environmental Assessment Study, as outlined in this report and detailed in Document 1.

RECOMMANDATION(S) DU RAPPORT

Que le Comité de l'infrastructure et des travaux publics approuve l'énoncé des travaux préparé dans le cadre de l'étude d'évaluation environnementale relative à l'élargissement du chemin Barnsdale (entre l'autoroute 416 et la promenade Prince of Wales), comme l'indique le présent rapport et le précise le document 1.

BACKGROUND

Barrhaven's growth, especially south of the Jock River, continues to accelerate. By 2031, the population south of the Jock River is expected to reach 32,000, growing to 36,750 by 2046.

The Official Plan designates lands north of Barnsdale Road as Urban Expansion Areas (Figure 1). The blue area on the map indicates planned industrial and logistics zones, while the pink/light purple areas are designated for residential neighborhoods. Development is already underway west of existing Greenbank Road along the north side of Barnsdale Road.



Figure 1 Urban Expansion Areas

To address this growth and improve traffic flow, a new Highway 416 interchange at Barnsdale Road is planned. This interchange will enhance highway access for the expanding community, and will also provide a more efficient route for trucks traveling to and from the Trail Road Landfill, existing and planned industrial lands, and nearby aggregate operations. Redirecting truck traffic to the new interchange will help reduce congestion at the Fallowfield Road interchange and along Strandherd Drive. The interchange will also support the efficient use of the Province's investment in Highway 416. Access to the new interchange will be further enhanced with the planned realignment of Greenbank Road (Figure 2), which will offer a new, more direct route connecting the Barrhaven Town Centre to Highway 416 via Barnsdale Road.

On March 28, 2024, the Government of Ontario committed to constructing the Highway 416/Barnsdale Road interchange. This includes five million dollars for the interchange planning and design over three years starting in 2025 and a maximum of \$46 million for construction of the interim interchange configuration. The implementation of the ultimate interchange is a longer-term initiative and would only be required if congestion begins to materialize on the interchange ramps.

Given the expected growth in this area, Barnsdale Road will play an increasingly important role in the City's mobility network. In addition to providing access to Highway 416 via the new interchange, it will also support development and function as a complete street for multi-modal travel. With the Province proceeding to implement the interchange, the City needs to identify the requirements for Barnsdale Road to ensure the corridor can handle the additional traffic, and that any future plans are well-coordinated with the interim and ultimate interchange configuration.

DISCUSSION

In light of the Province's plans for the Highway 416 interchange and on-going development in the south Barrhaven area, an Environmental Assessment (EA) study is needed for Barnsdale Road. The EA study will identify measures to meet the travel demand on Barnsdale Road to the year 2046 and develop a Complete Street functional design for the corridor that addresses accessibility and other applicable design standards and guidelines. Through this study, a right-of-way will be defined to protect the corridor from encroaching development.

The study area and project limits for the EA study are shown in Figure 2.

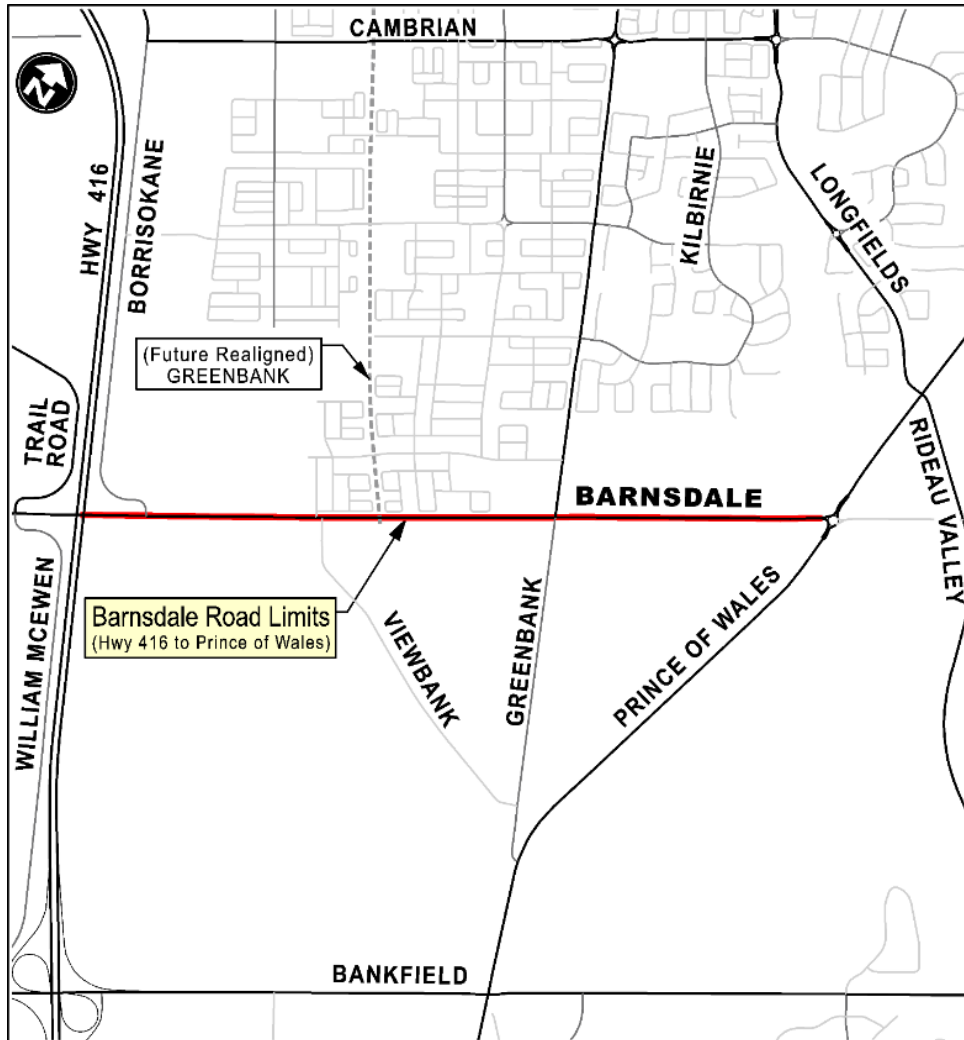


Figure 2 Study Area and Project Limits

The study area extends from Highway 416 in the west to Prince of Wales Drive in the east, Cambrian Road and Longfields Drive in the north and Bankfield Road in the south. This will allow the EA to examine travel patterns over a broad area.

The 2013 Transportation Master Plan (TMP) identifies the widening of Barnsdale Road from two to four lanes between Highway 416 and Prince of Wales Drive (approximately 3.3 kilometres). The [TMP Update](#), currently on-going, will review the need for the Barnsdale Road widening and will be used to inform the EA study.

The Statement of Work (SoW) for the EA study, including the scope, methodology, and deliverables, is provided in Document 1. The EA Study will be completed in accordance with the Municipal Class Environmental Assessment (MCEA) Schedule C process.

The objectives of the study are to:

- Investigate opportunities along the corridor to improve the travel environment for active transportation modes, transit service, vehicular traffic, and trucks;
- Identify interim and ultimate configurations for Barnsdale Road that meet existing and future mobility needs, support the new interchange at Highway 416, and minimize environmental impacts;
- Define right-of-way requirements allowing the City to protect land for the project and respond effectively to development applications in the area; and
- Develop a phased implementation plan with associated cost estimates to inform project scheduling and budgets.

Key tasks to be undertaken as part of the EA Study include the following:

- Confirm the future transportation demand in the study area, including anticipated truck movements;
- Perform detailed traffic analysis to identify operational requirements (such as turning lanes at intersections);
- Apply Complete Street principles and Multi-Modal Level of Service analysis to ensure all modes are accommodated with an appropriate Level of Service;
- Identify walking and cycling infrastructure needs, considering network connectivity and access to nearby points of interest;
- Assess environmental conditions that may impact – or be impacted by – the corridor design, including:
 - Natural environmental areas and features
 - Stormwater management and hydrology
 - Geotechnical conditions
 - Adjacent land uses (existing and future)
 - Urban and rural character of the area
- Develop alternative solutions and design options to address the forecast travel demand, considering the assessment of environmental conditions, other relevant studies and plans, and the interim and ultimate Highway 416 interchange designs being developed by the Province;
- Identify mitigation measures to address project impacts;
- Evaluate options using a multi-criteria evaluation framework and develop a Recommended Plan for Barnsdale Road;
- Develop options for phased implementation, with associated cost estimates;

- Consult with community groups and stakeholders throughout the study process; and
- Document the study findings and recommendations in accordance with EA requirements.

The EA Study is planned to be completed within 18 months from the date of award of contract to the selected consulting firm.

COMMENTS BY THE WARD COUNCILLOR(S)

Ward 3 (Barrhaven West): Councillor Hill is aware of, and is supportive of, this project. Following the announcement of the Barnsdale interchange by the Provincial Government in 2024, this environmental assessment is well timed to best understand what barriers exist to the needed widening of Barnsdale Road from Prince of Wales to Highway 416. The interchange will assist emergency personnel to access the southern end of the City as well as provide faster response to incidents on the 416. This future widening will ensure their timely arrival.

Furthermore, both the S1 and S2 areas of the urban boundary expansion were approved by the previous term of council and the Province as part of the City's Official Plan and these areas, along with the 30,000 residents of Half Moon Bay, Stonebridge, and Quinns Point will benefit significantly from better travel to and from a community that for two decades has been built based on promises of future transportation upgrades.

Ward 21 (Rideau-Jock): The Councillor is aware of the report.

ADVISORY COMMITTEE(S) COMMENTS

Representatives of the City's Accessibility Advisory Committee will be invited to participate in the study's Public Consultation Group.

CONSULTATION

Throughout the study process, consultation will be carried out with government regulatory agencies, affected landowners, representatives of business groups, the City's Advisory Committees, community associations, and special interest groups in the study area.

Consultation will include meetings with stakeholders through the Agency Consultation Group (ACG), Business Consultation Group (BCG) and Public Consultation Group (PCG).

Consultation with the general public will occur primarily through Public Open Houses. While much of the consultation can be done on-line or through video conferencing, in-person events will also be held as needed. A dedicated project website will be established to share study information and obtain feedback from stakeholders.

ACCESSIBILITY IMPACTS

Consultation with the Accessibility Advisory Committee and other residents will be undertaken as part of the EA process.

The functional design for the project will be developed in accordance with the City's Accessibility Design Standards, the Integrated Accessibility Standards Regulation (IASR) of the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and other relevant legislative requirements, policies and guidelines.

As per its Accessibility Policy, the City of Ottawa is committed to providing equal treatment to people with disabilities with respect to the use and benefit of City services, programs and goods in a manner that respects their dignity and that is equitable in relation to the broader public. Further, as per section 1.1.8 of the Accessibility Design Standards, the City of Ottawa recognizes that addressing accessibility issues as early as possible in the planning and design phases of new construction and redevelopment projects is the most practical and cost-effective way to ensure accessible and inclusive environments.

The City recognizes its obligations under the Ontario Human Rights Code, the Accessibility for Ontarians with Disabilities Act, 2005, and City Policy, and is committed to making the City's public spaces accessible to people with disabilities and exploring strategies that mitigate accessibility barriers as part of this EA.

ASSET MANAGEMENT IMPLICATIONS

There are no direct Asset Management Implications resulting from recommendations of this report. Consultation completed through the Environmental Assessment Study will ensure the planning of future linear infrastructure servicing needs in the Barnsdale Road corridor is coordinated with on-going master planning of services in the broader Barrhaven South community.

FINANCIAL IMPLICATIONS

Funding for the Environmental Assessment Study is within existing resources, available in the 23-26 Road EAs and Planning Studies account.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendation as outlined in this report.

CLIMATE IMPLICATIONS

In December 2017, the Ministry of the Environment, Conservation and Parks (MECP) released guidelines titled "[Considering Climate Change in the Environmental Assessment Process](#)" which presents the Ministry's expectations for project proponents to consider the potential effects of the project on climate change and the potential effects of climate change on the project. As such, climate change mitigation and adaptation will be considered and documented during the evaluation of options and for the recommended plan.

As part of the Climate Change Master Plan, Council approved short, mid and long-term greenhouse gas (GHG) emission targets to reduce community wide emissions by 100 per cent by 2050. This was followed by Council receiving the Energy Evolution strategy, the framework for how Ottawa can achieve these targets. Opportunities to mitigate GHG's through the design and construction process will be considered as part of this EA study, including measures to promote walking, cycling, and transit.

The City also undertook a Climate Vulnerability and Risk Assessment which identifies where the City is most vulnerable to changing climate conditions and prioritizes where action is needed. Some of the key risks include increased damage to roads from freeze-thaw cycles and extreme heat, and increased flood damage to infrastructure and property from heavy rains. The EA study will identify options to increase resiliency to climate change, for example, by including shade trees in the design to mitigate against the effects of extreme heat.

ENVIRONMENTAL IMPLICATIONS

The EA study will examine and evaluate the project's effects on the social, cultural, physical, and natural environments within the study area. It will consider impacts to land, air and water quality; green space; protected or environmentally sensitive areas; trees and wildlife habitat; commercial activity; and residential uses. Appropriate mitigation measures will be developed, and any impacts that cannot be fully mitigated will be identified and documented in the project report. The EA study will also indicate actions needed during the implementation phase of the project to ensure compliance with City, Provincial and Federal policies, standards, regulations and legislative requirements.

INDIGENOUS GENDER AND EQUITY IMPLICATIONS

Consultation with Indigenous communities will be carried out in accordance with the Environmental Assessment Act, as well as applicable Provincial and City policies.

An equity and inclusion lens will be applied during the development and evaluation of project alternatives, to ensure the design provides safe and comfortable travel options for all residents, whether walking, cycling, using transit, or driving.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications related to the approval of the Statement of Work. The EA study upon completion will identify any risks associated with the improvements to Barnsdale Road and corresponding mitigation measures.

RURAL IMPLICATIONS

The study area for the Barnsdale Road widening is located along the urban boundary, and the project may impact the rural area south of Barnsdale Road. Such impacts will be considered as part of the EA study.

TECHNOLOGY IMPLICATIONS

There are no technology implications involved in the approval of this report.

TERM OF COUNCIL PRIORITIES

Completing the EA for Barnsdale Road as per the Scope of Work identified in this report will help achieve the following Term of Council Priorities:

- A city that is more connected with reliable, safe and accessible mobility options
- A city that it is green and resilient
- A city with a diversified and prosperous economy

SUPPORTING DOCUMENTATION

Document 1: Barnsdale Road Widening (Highway 416 to Prince of Wales Drive)
Environmental Assessment Study – Statement of Work

DISPOSITION

Following the Public Works and Infrastructure Committee's approval of the Statement of Work, the Planning, Development, and Building Services Department will initiate the process to retain a consulting firm to assist in completing the EA Study.

Document 1

Barnsdale Road Widening (Highway 416 to Prince of Wales Drive) Environmental Assessment Study – Statement of Work

1.0 Introduction

The City of Ottawa is the proponent of a Municipal Class Environmental Assessment (EA) Schedule C study to examine the widening of Barnsdale Road from Highway 416 to Prince of Wales Drive. This Statement of Work (SoW) describes the City's intentions with respect to the scope, methodology and deliverables of the study.

2.0 Project Overview

The 2013 Transportation Master Plan (TMP) identifies the widening of Barnsdale Road from two to four lanes (two lanes in each direction) between Highway 416 and Prince of Wales Drive (approximately 3.3 km).

This Environmental Assessment (EA) study will identify measures required to meet the travel demand on Barnsdale Road to the year 2046 and develop a Complete Street functional design for the corridor that addresses accessibility and other applicable design standards and guidelines. Through this study, a right-of-way will be defined to protect the corridor from encroaching development.

The study area and project limits for the EA study are shown in Figure 1.

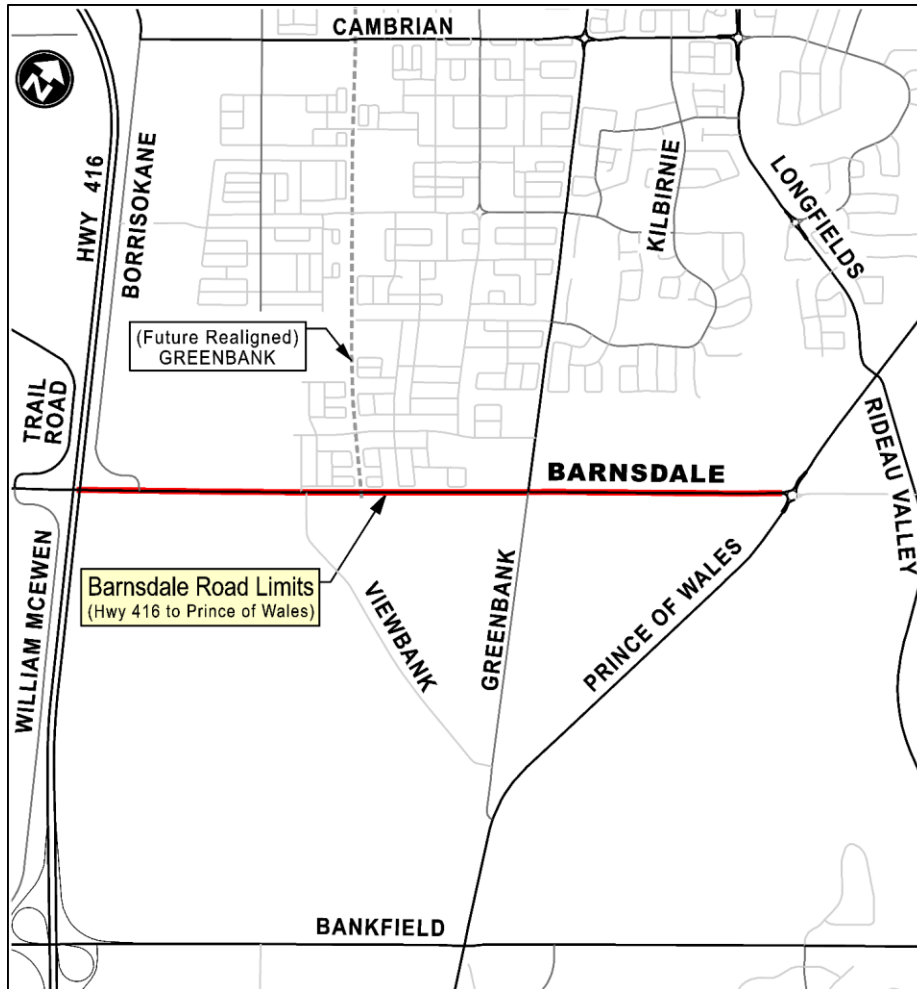


Figure 1 Study Area and Project Limits

The study area extends from Highway 416 in the west to Prince of Wales Drive in the east, Cambrian Road and Longfields Drive in the north and Bankfield Road in the south. This will allow the EA to examine traffic patterns over a broad area.

3.0 Planning Context

Barrhaven's growth, especially south of the Jock River, continues to accelerate. By 2031, the population south of the Jock River is expected to reach 32,000, growing to 36,750 by 2046.

The Official Plan designates lands north of Barnsdale Road as Urban Expansion Areas (Figure 2). The blue area on the map indicates planned industrial and logistics zones, while the pink/light purple areas are designated for residential neighborhoods.

Development is already underway west of existing Greenbank Road along the north side of Barnsdale Road.



Figure 2 Urban Expansion Areas

To address this growth and improve traffic flow, a new Highway 416 interchange at Barnsdale Road is planned. This interchange will enhance highway access for the expanding community and will also provide a more efficient route for trucks traveling to and from the Trail Road Landfill, existing and planned industrial lands, and nearby aggregate operations. Redirecting truck traffic to the new interchange will help reduce congestion at the Fallowfield Road interchange and along Strandherd Drive. The interchange will also support the efficient use of the Province's investment in Highway 416.

In September 2023, the Ontario Ministry of Transportation completed the Environmental Assessment and preliminary design for the Highway 416/Barnsdale Road interchange. The study identifies an interim (Figure 3a) and ultimate (Figure 3b) configuration to improve highway access for this fast-growing community. The ultimate configuration is not expected to be needed until congestion occurs at the two loop ramp intersections on Barnsdale Road. This could impact traffic operations (and safety) on Highway 416. Although the MTO study team believes that the interim configuration will be acceptable for many years, there may be a time in the future when operations at this interchange require the free-flow ramp to be constructed, as envisioned in the ultimate plan.



Figure 3a Interim Interchange Configuration



Figure 3b Ultimate Interchange Configuration

Access to the new interchange will be further enhanced with the planned realignment of

Greenbank Road (Figure 4), which will offer a new, more direct route connecting the Barrhaven Town Centre to Highway 416 via Barnsdale Road.

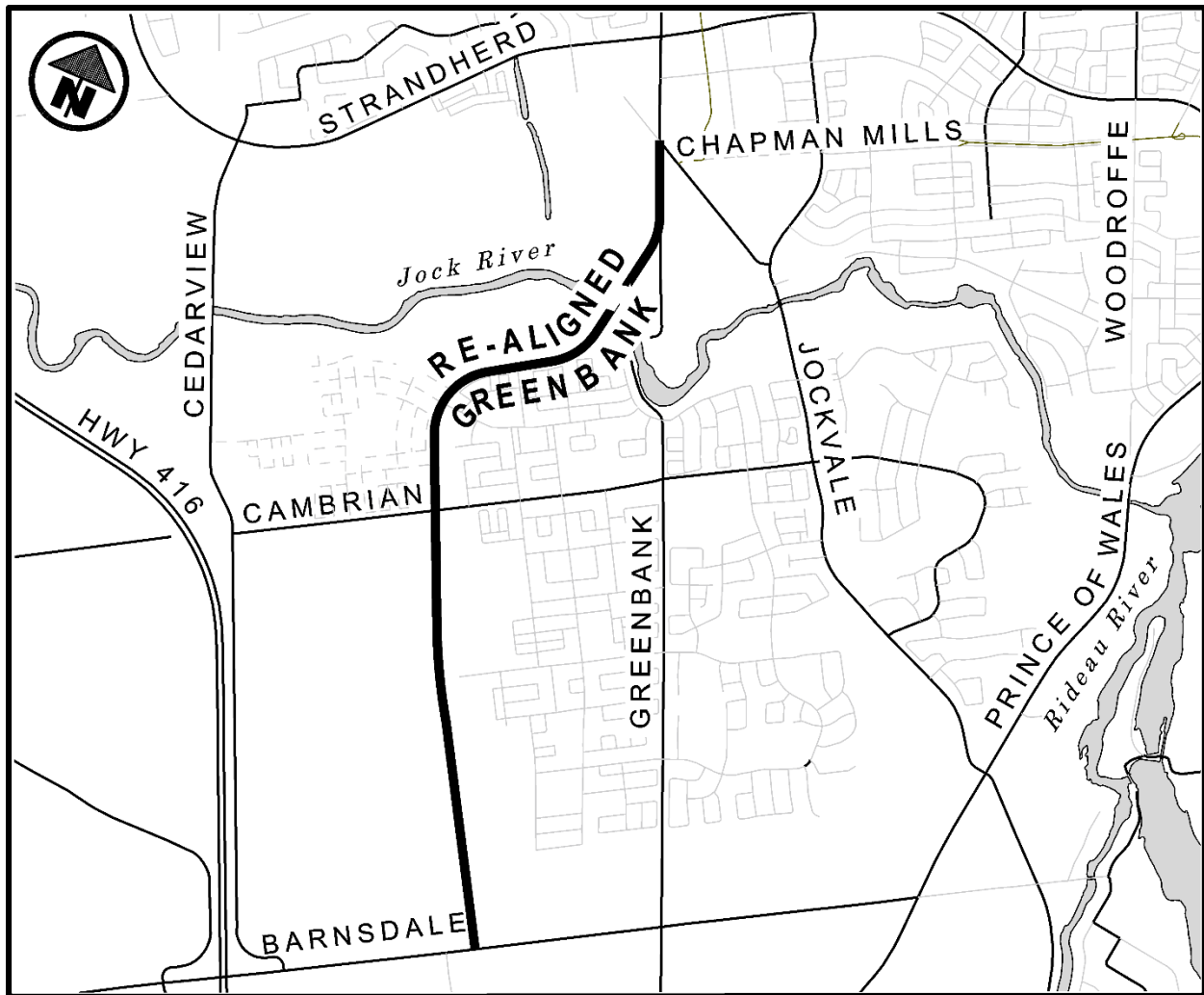


Figure 4 Proposed Realignment of Greenbank Road

On March 28, 2024, the Government of Ontario committed to constructing the Highway 416/Barnsdale Road interchange. This includes \$5 million for the interchange planning and design over three years starting in 2025 and a maximum of \$46 million for construction of the interim interchange configuration. The implementation of the ultimate interchange will be determined based on need.

Given the expected growth in this area, Barnsdale Road will play an increasingly important role in the City's mobility network. In addition to providing access to Highway 416 via the new interchange, it will also support development and function as a complete street for multi-modal travel. With the Province proceeding to implement the interchange, the City needs to identify the requirements for Barnsdale Road to ensure the corridor can handle the additional traffic, and that any future plans are well-

coordinated with the interim and ultimate interchange configuration.

4.0 Study Objectives and Scope

4.1 Study Objectives

In light of the Province's plans for the Highway 416 interchange and on-going development in the south Barrhaven area, an Environmental Assessment (EA) study is needed for Barnsdale Road. The objectives of the study are to:

- Investigate opportunities along the corridor to improve the travel environment for active transportation modes, transit service, vehicular traffic, and trucks;
- Identify interim and ultimate configurations for Barnsdale Road that meet existing and future mobility needs, support the new interchange at Highway 416, and minimize environmental impacts;
- Define right-of-way requirements allowing the City to protect land for the project and respond effectively to development applications in the area; and
- Develop a phased implementation plan with associated cost estimates to inform project scheduling and budgets.

4.1 Coordination with Other Studies

The EA study will take into consideration all relevant transportation, development and infrastructure projects/studies in the area that could influence the direction and/or conclusions of the study. These include:

- Ottawa Official Plan and Transportation Master Plan
- Highway 416 at Barnsdale Road Interchange - Preliminary Design and Class Environmental Assessment Study (September 2023)
- Realigned Greenbank Road and Southwest Transitway Extension (Cambrian Road to Barnsdale Road) Environmental Assessment Study (2014)
- Realigned Greenbank Road and Southwest Transitway Extension (Chapman Mills to Barnsdale Road) Preliminary and Detailed Design (underway)
- Barnsdale Road at Prince of Wales Drive Roundabout (completed in 2021)
- Studies related to ongoing and approved developments

4.2 Overview of Major Tasks

The key tasks for this EA study are summarized below. Additional details can be found in the following sections.

- Confirmation of the future transportation demand in the study area, including anticipated truck movements;
- Application of Complete Street principles and Multi-Modal Level of Service analysis, including detailed traffic analysis and operational assessment of key intersections within the study area;
- Assessment of walking and cycling infrastructure needs;
- Assessment and evaluation of environmental features and impacts;
- Development of alternative solutions and design options to address the forecast travel demand, accounting for corridor constraints and opportunities;
- Development of mitigation measures to address project impacts;
- Evaluation of options using a multi-criteria evaluation framework, and development of a Recommended Plan (including functional design and property requirements)
- Identification of capital costs, as well as options for phased implementation;
- Consultation with community groups and stakeholders; and
- Documentation of study findings and recommendations.

5.0 Planning and Environmental Assessment – Detailed Requirements

The following sections describe the various steps that must be carried out as part of the EA study.

5.1 Assess Project Need and Justification

Although the 2013 Transportation Master Plan (TMP) identifies the widening of Barnsdale Road to support future travel demand, the need and justification for the project will be reviewed using updated travel data and assumptions from the TMP Update, currently underway. This exercise will be carried out by forecasting future travel demand for the study area and assessing mobility needs, accounting for changes in population and employment, as well as new infrastructure such as the Highway 416/Barnsdale Road interchange and widening/realignment of Greenbank Road. In

addition, the study will identify transportation issues and opportunities within the study area for all modes of travel, including trucks and farm equipment. Active transportation needs and connectivity will also be considered.

5.2 Prepare an Environmental Inventory of Existing Conditions

An inventory of the existing social, cultural, economic, physical and natural environments within the study area will be compiled. This inventory will consider all available background material and will be supplemented by on-site surveys and/or detailed studies. The inventory must be detailed enough to enable the analysis of effects arising from alternatives considered in the study.

In general, the inventory will identify and describe those aspects of the environment that could potentially affect, or be affected by, the project. Some of the specific aspects of the environment to be considered include:

- Natural areas and features
- Adjacent land use and neighbouring communities, including farm operations, industrial trucking, and landfill operations
- Current and future transportation networks (for all modes of travel), and associated safety, level of service, and operational performance
- Stormwater drainage patterns
- Subsurface (geotechnical) conditions
- Heritage and archaeological conditions
- Utilities including water, sanitary, hydro, gas, cable, phone and fibre optic
- Noise and vibration
- Climate change mitigation and resiliency

The complete inventory will be documented in the Environmental Study Report (ESR).

5.3 Develop and Evaluate Alternative Solutions

Barnsdale Road is an existing road and therefore has a defined alignment. Alternative solutions are expected to focus on options for road widening, including providing an additional lane for regular traffic, high-occupancy vehicles, transit, or some combination of the above (as well as the “do nothing” option). These options will be evaluated using a multi-criteria evaluation framework and a preferred solution will be identified.

5.4 Develop Design Alternatives

The study will identify and evaluate design alternatives for the preferred solution. Alignment and cross-section design alternatives will be identified based on the area’s context; input from the public, approval agencies, adjacent landowners, and other stakeholders; as well as accepted guidelines, standards and practices. All proposed designs will include associated modifications to existing road crossings and connections (public or private) as required. Further, all designs will incorporate Complete Street principles and will consider the results of Multimodal Level of Service analysis and traffic operations modelling.

The design alternatives will consider:

- Transportation safety and operational performance
- Pedestrian and cycling infrastructure needs (including network connectivity and access to nearby points of interest)
- Geotechnical considerations
- Stormwater management
- Grade separations and culvert arrangements (if required)
- Utility locations and the potential need for relocations
- Noise and vibration
- Operational and maintenance considerations
- Constructability and staging
- Cost and property impacts
- Landscaping and urban design features, where appropriate

Design alternatives will also identify opportunities to reduce and manage excess soils from City construction activities in accordance with O. Reg. 406/19: On-site and Excess Soil Management under the Environmental Protection Act, R.S.O. 1990, c. E.19.

Additional field investigations, surveys, test pits and boreholes will be taken as necessary to determine the scope and potential impact of the design alternatives.

5.5 Evaluate Design Alternatives

The study will identify the impacts of each option as well as any mitigation measures that are recommended to reduce impacts. Any residual impacts that are expected to remain post-mitigation will also be identified, as well as any opportunities to enhance the project outcomes.

To arrive at the preferred solution, evaluation criteria will be developed and applied, using quantifiable indicators and measures wherever possible. Mitigation measures and associated implications, such as cost, will be considered in the evaluation process.

To ensure that options are appropriately evaluated, the following issues will be considered, along with other issues that may be identified throughout the course of the study:

- Transportation Environment
 - Impact on mobility networks and services, including access/connectivity to key destinations
- Physical Environment
 - Impact on utilities and existing infrastructure; farmland; green space and the natural environment; groundwater and surface stormwater drainage; and contaminated lands
- Social and Cultural Environment
 - Impact on adjacent land uses; air quality; noise and vibration levels; heritage and archaeological resources; equity
- Economic Environment
 - Impact on local businesses and industries;
 - Life cycle cost

5.6 Recommended Plan

Following the selection of a preferred design and after determining necessary mitigation measures to minimize any adverse impacts of the project, a technically preferred plan will be developed.

The Recommended Plan will include:

- A detailed written description of the undertaking including the design parameters
- Functional design drawings (1:500 scale, plan and profile) for the preferred alignments with geo-referenced horizontal alignment; vertical profile; grading; drainage; and property envelopes
- Cross-section drawings for typical sections as well as critical areas
- Landscape plans
- Storm water management requirements
- Property needs/acquisition plan
- Implementation/staging plan
- Mitigation plan

5.7 Costing and Phasing

The EA study will develop a cost estimate for the project to inform the City's short- and long-range capital budget forecasting and Development Charge strategy. The project estimates will be developed using a Work Breakdown Structure (WBS) format in current-year dollars and include contingency allowances. Cost estimating will follow the Council-approved Project Delivery Review process.

The EA study will also identify and evaluate options for phasing the project, along with the associated cost estimate for each phase.

5.8 Project Deliverables

Project deliverables include:

- Travel demand forecasts, Multi-modal Level of Service analysis, and traffic operations modelling
- Environmental Inventory/Existing Conditions report

- Geotechnical report
- Noise, Vibration and Air Quality report
- Functional design drawings (1:500 scale) of the Recommended Plan, including plan and profile for the recommended alignment, structure general arrangement drawings, utility relocation details, stormwater management plans, landscape design plans, and other supporting drawings/plans as required
- Property acquisition requirements
- All future approval requirements including those for property acquisitions and easements and other property related matters
- Project capital cost estimates and phasing plan
- Project web page information in an accessible format, to be updated at key project milestones
- Written and graphical content for all public notices
- Presentation materials and handouts for all Open Houses and stakeholder meetings
- Consultation summary reports
- Draft and final Environmental Study Report (ESR) which documents the study process, activities and findings in support of the Recommended Plan
- An Executive Summary

All documents and materials prepared for the public must be compliant with the Accessibility for Ontarians with Disabilities Act (AODA).

5.9 Environmental Study Report

The final Environmental Study Report (ESR) will be prepared and placed on the public record for a minimum 30-day review period. Arrangements will be made for the public to access and download the ESR during the review period.

5.10 Timing

The study is expected to be completed within 18 months from the award of the contract.

6.0 Consultation

Consultation will involve stakeholders such as: the Ministry of the Environment, Conservation and Parks (MECP), Ontario Ministry of Transportation (MTO), City Advisory Committees, community groups, property owners, businesses, approval agencies, and special interest groups. Early in the study process, stakeholders will be identified through consultation with study area councillors.

Indigenous groups within the study area will be identified early in the EA process and engaged throughout the study with the goal of providing meaningful opportunities for dialogue and input to the study recommendations.

The consultation strategy will consist of meetings with key stakeholders through an Agency Consultation Group (ACG), Business Consultation Group (BCG), Public Consultation Group (PCG), and the general public through Open Houses. The membership, roles, and responsibilities of each Consultation Group will be defined prior to the first meeting. Specific aspects of the consultation program are summarized below. Much of the consultation can be done on-line or through video/teleconferencing. A dedicated project webpage will also be set up to share study information and seek feedback.

6.1 Agency Consultation Group

An Agency Consultation Group (ACG) will be formed to address the full range of technical issues and to comment on the special studies required to fully assess the various alternatives. The ACG will also ensure adherence to applicable policies, design guidelines, procedures, and legislation. Members will include representatives primarily from government agencies and approval bodies. The ACG will meet at key stages during the study period. Direct one-on-one consultation with individual groups may be necessary as specific issues arise during the study process.

6.2 Business Consultation Group

A Business Consultation Group (BCG) will be formed to enable business owners and property owners to provide input to the study and advise on local economic and business issues. The BCG will meet at key stages throughout the study. Direct one-on-one consultation with individuals or groups may be undertaken to address specific issues that may arise.

6.3 Public Consultation Group

A Public Consultation Group (PCG) will be formed to enable community groups, special interest groups and the City's Advisory Committees to provide input to the study and

comment on local issues and concerns. Similar to the other consultation groups, the PCG will meet at key milestones throughout the study.

6.4 Indigenous Engagement

Engagement with Indigenous groups will be carried out throughout the study in accordance with the Municipal Class EA process and guided by the federal government's "Aboriginal Consultation and Accommodation" guidelines (updated March 2011) and Ontario's draft guidelines on consultation with Aboriginal peoples (updated August 2021). Consultation is required where it is identified that the project may adversely impact Indigenous rights and will also include engagement with local indigenous communities with an interest in the project. The Ontario Ministry of Indigenous Affairs and First Nations Economic Reconciliation and the Ontario Ministry of Environment, Conservation, and Parks will be contacted to confirm the Indigenous communities that may have an interest in, or potentially be affected by, the project, and any specific requirements or issues that the study should address.

6.5 Notifications

The public will be notified of the EA Study commencement, all Public Open Houses, and the submission of the Environmental Study Report to the Ministry of the Environment, Conservation and Parks for the 30-day public review. Notifications will be sent out at appropriate stages in the study, and each announcement will take the following forms:

- Advertisements in the Ottawa Citizen, Le Droit and in local community newspapers if available
- The project website on the City's web portal

Project activities may also be advertised by distributing buck slips to residents and businesses adjacent to the project or through social media.

6.6 Open Houses

A minimum of two open houses will be held to present and obtain feedback on:

- Existing conditions;
- Alternative solutions and designs;
- Results of the evaluation process; and
- The recommended plan.

A bilingual consultant team will be present during all Open House meetings and all material presented at these meetings will be available in both official languages.

6.7 Project Mailing List

A Master Mailing List for the project will be established and updated throughout the study. Residents will have the opportunity to request that their name be added to the list at consultation events, through the project webpage, or by e-mailing the study team directly.

6.8 Project Webpage

A dedicated webpage will be established for the study on Ottawa.ca. The purpose of the webpage will be to inform the public and other stakeholders of the progress and interim findings of the study and upcoming meetings or activities, and to provide a point of access for public feedback. The web information will conform to the Accessibility for Ontarians with Disabilities Act and associated requirements.

To assist in providing information to the public, a Frequently Asked Questions (FAQ) document will be prepared to provide answers to common questions raised during the study. The FAQ will be updated as the study progresses and will be posted on the project webpage.

6.9 Committee and Council Meetings

The final study recommendations will be presented to the Public Works and Infrastructure Committee and Council for approval.