

**5. Earl Armstrong Road Extension (Albion Road to Hawthorne Road)
Environmental Assessment Study – Recommendations**

**Étude d'évaluation environnementale en vue du prolongement du chemin
Earl Armstrong (entre les chemins Albion et Hawthorne) -
Recommandations**

COMMITTEE RECOMMENDATIONS

That Council:

- 1. Approve the functional design for the Earl Armstrong Road Extension Environmental Assessment Study, as described in this report and supporting documents; and,**
- 2. Direct Transportation Planning staff to finalize the Environmental Study Report and proceed with its posting for the 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment process.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil :

- 1. Approuve le plan fonctionnel de l'étude d'évaluation environnementale sur le prolongement du chemin Earl Armstrong décrit dans le présent rapport et les documents à l'appui;**
- 2. Demande au personnel de la Planification des transports de terminer le rapport d'étude environnementale et de le publier pour une période de consultation publique de 30 jours, conformément au processus d'évaluation environnementale municipale de portée générale de l'Ontario.**

DOCUMENTATION / DOCUMENTATION

1. General Manager's report, Transportation Services Department, dated 27 May 2019 (ACS2019-TSD-TRF-0006)

Rapport du Directeur général, Direction générale des transports, daté le 27 mai 2019 (ACS2019-TSD-TRF-0006)
2. Extract of Draft Minute, Transportation Committee, 5 June 2019.

Extrait de l'ébauche du procès-verbal de la Comité des transports, le 5 juin 2019.

Report to
Rapport au:

Transportation Committee
Comité des transports
5 June 2019 / 5 juin 2019

and Council
et au Conseil
12 June 2019 / 12 juin 2019

Submitted on May 27, 2019
Soumis le 27 mai 2019

Submitted by
Soumis par:
John Manconi, General Manager / Directeur général, Transportation Services
Department / Direction générale des transports

Contact Person
Personne ressource:
Vivi Chi, Director / Directeur, Transportation Planning / Planification des
transports, Transportation Services Department / Direction générale des
transports
(613) 580-2424, 21877, Vivi.Chi@ottawa.ca

Ward: OSGOODE (20), GLOUCESTER- **File Number: ACS2019-TSD-TRF-0006**
SOUTH NEPEAN (22) /
GLOUCESTER-NEPEAN SUD
(22)

SUBJECT: Earl Armstrong Road Extension (Albion Road to Hawthorne Road)
Environmental Assessment Study – Recommendations

OBJET: Étude d'évaluation environnementale en vue du prolongement du chemin Earl Armstrong (entre les chemins Albion et Hawthorne) - Recommandations

REPORT RECOMMENDATIONS

That the Transportation Committee recommend that Council:

- 1. Approve the functional design for the Earl Armstrong Road Extension Environmental Assessment Study, as described in this report and supporting documents; and,**
- 2. Direct Transportation Planning staff to finalize the Environmental Study Report and proceed with its posting for the 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment process.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil :

- 1. D'approuver le plan fonctionnel de l'étude d'évaluation environnementale sur le prolongement du chemin Earl Armstrong décrit dans le présent rapport et les documents à l'appui;**
- 2. De demander au personnel de la Planification des transports de terminer le rapport d'étude environnementale et de le publier pour une période de consultation publique de 30 jours, conformément au processus d'évaluation environnementale municipale de portée générale de l'Ontario.**

EXECUTIVE SUMMARY

Assumption and Analysis

The Environmental Assessment (EA) study for the Earl Armstrong Road extension from Albion Road to Hawthorne Road is needed to identify the future right-of-way requirements in order to protect the corridor from encroaching development. The study findings will also inform the planning and development of surrounding lands. Although

this project is identified in the Transportation Master Plan (TMP), its implementation is not part of the Affordable Network and no funding has been identified for construction.

The EA study recommends protecting a right-of-way that can ultimately accommodate four travel lanes to meet the forecasted demand associated with the full build-out of Riverside South and Leitrim communities. When constructed, the Earl Armstrong Road extension will be a continuous and efficient arterial road that will offer mobility choices and reinforce the area transportation network.

The study's recommended plan will:

- Improve east-west capacity and connectivity with the north-south road network;
- Connect Leitrim and Riverside South communities by all modes as a complete street;
- Help provide a new multi-modal connection to the future Earl Armstrong/Bowesville LRT Station and Park & Ride;
- Improve cycling and pedestrian networks;
- Provide a continuous travel route of regional importance; and,
- Guide planning and development of existing and future land uses.

Key elements of the recommended plan for the four kilometre project are:

- Right-of-way width of 37.5 metres;
- New four-lane divided roadway with an urban cross-section between Albion Road and Bank Street (phase 1);
- New two-lane undivided roadway with a rural cross-section between Bank Street and Hawthorne Road (phase 2);
- Signalized intersections and roundabouts where appropriate;
- Accesses to connect to existing and proposed land uses;
- Concrete sidewalk and segregated and raised cycle track on both sides for the urban cross-section;
- Multi-use pathway along one side of the roadway for the rural cross-section;
- Curbs in urban areas and ditches in rural areas;
- Lighting to be provided in accordance with the City's Right-of-Way Lighting Policy;

- Transit priority measures at the intersection of Albion Road and Earl Armstrong Road; and,
- Extension of Kelly Farm Drive to Earl Armstrong Road to provide a direct multi-modal connection to the Leitrim community.

Implementation of this project will require approximately 26 hectares of private property. The landowners have been consulted throughout the study.

Project Cost

The project cost estimate is \$60 million (in 2019 dollars). This project can be implemented in sections, with the first phase being Albion Road to Bank Street (\$36 million), and the second phase being Bank Street to Hawthorne Road (\$24 million).

Public Consultation/Input

A comprehensive consultation plan with stakeholders was undertaken. Numerous focused meetings were held throughout the study and feedback was received from the public, property owners, businesses, developers, community groups, advocacy groups, approval agencies, Indigenous peoples, and the Accessibility Advisory Committee. The project website provided easy access to information and included notifications to the public.

Feedback received was primarily about support for the project since the extension of Earl Armstrong Road will be better integrated with the Riverside South and Leitrim communities. Also, the need to minimize environmental impacts to the provincially significant Casino Wetland, Findlay Creek and surrounding wetlands and woodlands was emphasized. The recommended alignment is outside of the provincially significant wetlands and Environmental Protection Zone areas. The EA has identified appropriate mitigation measures for impacts on other natural areas.

When the public was consulted on the corridor options, the feedback received included: consider upgrading Rideau Road instead; and, extend Earl Armstrong further east to Highway 417. Rideau Road is too far south to be a beneficial east-west connection between Riverside South and Leitrim communities; and, based on projected growth, the analysis indicates that an extension east of Hawthorne Road is not needed. Other comments were related to the road's truck route designation. Earl Armstrong Road is a designated truck route, and the easterly extension will also be designated as such.

Some residents east of Hawthorne Road raised concerns related to the existing drainage infrastructure and whether Earl Armstrong Road extension will create additional negative impacts. The EA study's stormwater management strategy has taken these into consideration and recommended appropriate mitigation measures.

Landowners and businesses impacted by the alignment have been consulted on the project implications and mitigation measures. Concerns were discussed and addressed.

BACKGROUND

The Transportation Master Plan (TMP) identifies the extension of Earl Armstrong Road between Albion Road and Hawthorne Road in the Network Concept to support the planned growth of adjacent communities. Although timing for the road extension is beyond 2031, development in the area is encroaching on the City's ultimate plan, and a study was required to identify and protect the right-of-way requirements and inform the planning and development of surrounding lands.

On July 5, 2017, Transportation Committee approved the Statement of Work for the Earl Armstrong Road Extension (Albion Road to Hawthorne Road) Environmental Assessment (EA) Study (ACS2017-TSD-PLN-0009).

Figure 1 illustrates the study area, which includes Blais Road to the north, Rideau Road to the south, Albion Road to the west and Hawthorne Road to the east. It is primarily located within the rural area, but also includes the southern edge of the Leitrim Development Area between Albion Road and Bank Street, which is within the urban boundary. This segment also contains the provincially significant Casino Wetland. The lands between Bank Street and Hawthorne Road have mineral aggregate resource areas as well as numerous rural natural features, including woodlands and wetlands on which there was limited information. The EA study includes a comprehensive inventory of the natural environment, involving focused field studies (on properties where consent to enter was granted) that applied the Ecological Land Classification system and the Ontario Wetland Evaluation system.

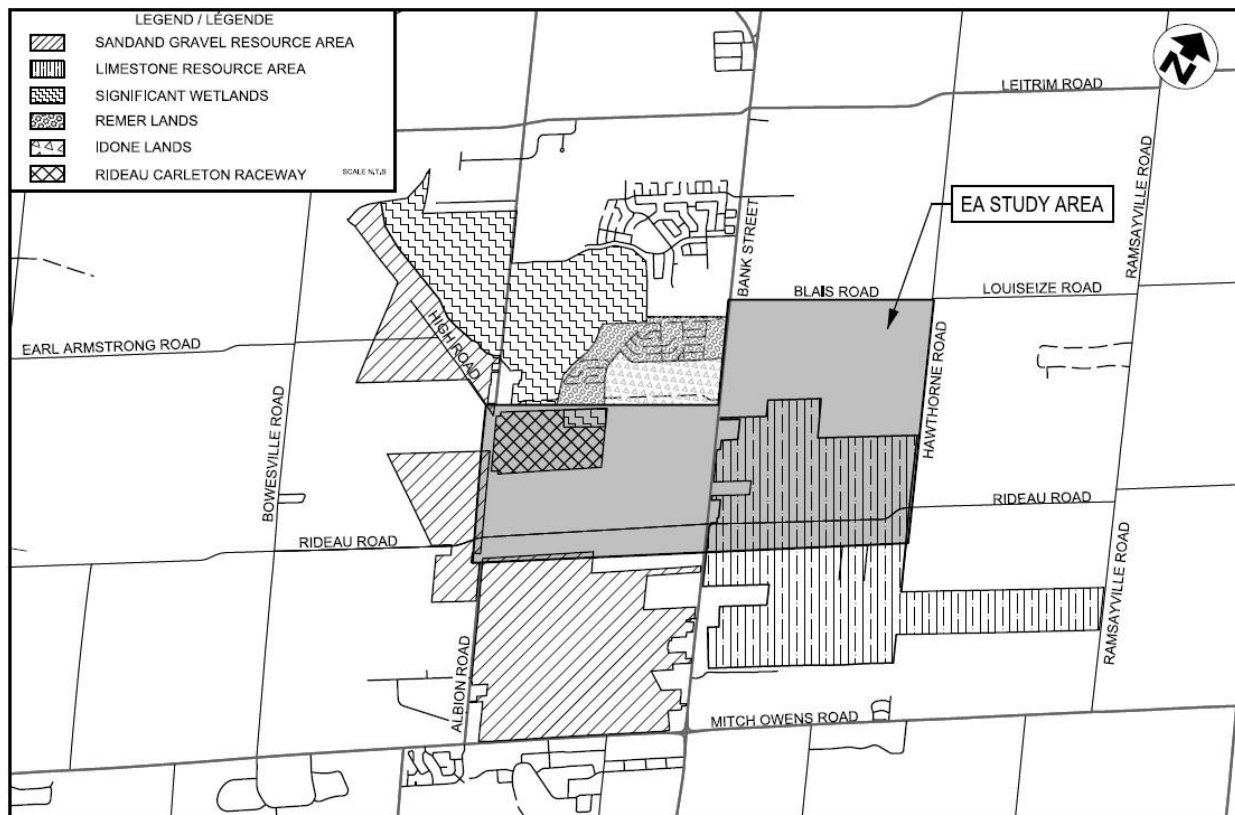


Figure 1: Earl Armstrong Road Extension EA Study Area

Also within the study area is the Rideau Carleton Raceway and Casino (RCRC) site, which has plans for significant expansion and redevelopment. Proceeding with the Earl Armstrong EA Study now enabled the City to identify and protect the corridor for the future road extension and respond effectively to RCRC’s development application.

DISCUSSION

Earl Armstrong Road is an east-west arterial roadway that starts at the Strandherd Drive and River Road intersection and continues easterly through the neighbourhoods of Riverside South and Leitrim, terminating at High Road. High Road continues in the south-east direction to Albion Road, providing linkage between Earl Armstrong Road and Albion Road.

The existing Earl Armstrong Road from the Vimy Memorial Bridge to just beyond Bowesville Road is designated in the City’s Official Plan and TMP as an Arterial Road. The planned extension easterly to Hawthorne Road would maintain the arterial road

designation and confirm its regional importance to growing communities in southeast Ottawa.

The Earl Armstrong Road extension from Albion Road to Hawthorne Road will complement the Council-approved widening of Earl Armstrong from two to four lanes between Limebank Road and Bowesville Road (identified in the TMP's Affordable Network), and the widening and extension of Earl Armstrong Road from Bowesville Road to Albion Road (TMP's Network Concept).

Project Need and Opportunities

Although the Earl Armstrong Road extension has been identified in the TMP, a review of assumptions and confirmation of the need for additional east-west arterial capacity was required. Current forecasts for full build-out are 23,000 residents and 3,800 jobs for the Leitrim community, and 57,000 residents and 17,000 jobs for the Riverside South community. Further west, across the Rideau River, the Barrhaven community growth area will accommodate 131,700 residents. Together, these urban communities of over 200,000 residents require an appropriate level of transportation infrastructure for all modes. The EA study confirmed the need for additional east-west travel capacity in the study area. Particularly, in the AM peak there is a strong demand for the east-to-north travel to Bank Street and to Hawthorne Road, which provides a connection to Highway 417 via the Hunt Club interchange. Projected post-2031 vehicular traffic volumes in the AM peak are 900-1000 vehicles/hour for Albion Road to Bank Street, and 700-800 vehicles/hour for Bank Street to Hawthorne Road.

Once completed, the full extent of Earl Armstrong Road will provide connectivity to several major north-south arterial and collector roads, namely River Road, Limebank Road, Bowesville Road, Albion Road, Bank Street, and Hawthorne Road. It will also support the planned Trillium Line Light Rail Transit (LRT) investments by providing multi-modal connections to LRT stations.

Alternative Solutions

Numerous alternative solutions were reviewed and evaluated, including the "do nothing" alternative that served as a baseline for comparison. The alternative solutions were:

- Construct new cycling and pedestrian (active transportation) facilities only;

- Improve transit service within the study area by increasing route options and frequency of trips to the future Leitrim and Earl Armstrong/Bowesville LRT stations;
- Upgrade the existing east-west Rideau Road and include new active transportation facilities; and,
- Extend Earl Armstrong Road as a new road from Albion Road to Hawthorne Road that can accommodate all modes (walking, cycling, transit, trucks and other vehicles).

The recommended solution is to provide an extension of Earl Armstrong Road east of Albion Road, connecting it to Bank Street and further east to Hawthorne Road, as a new continuous arterial road that adds transportation capacity, mobility choices, and resiliency to the transportation network. This solution was evaluated to best meet the transportation and community needs, as it will:

- Connect the Leitrim and Riverside South communities, as well as serve other south-end communities (Barrhaven, Manotick, Greely), and strengthen the network of major roads in this portion of the City;
- Reinforce east-west connectivity with the north-south major road network;
- Provide a continuous travel route of regional importance;
- Provide a direct multi-modal connection to the future Earl Armstrong/Bowesville LRT Station and Park & Ride;
- Provide an opportunity for new bus transit service; and,
- Provide connections to existing and future adjacent land uses.

Details of the evaluation and assessment of alternative solutions are summarized in Document 1.

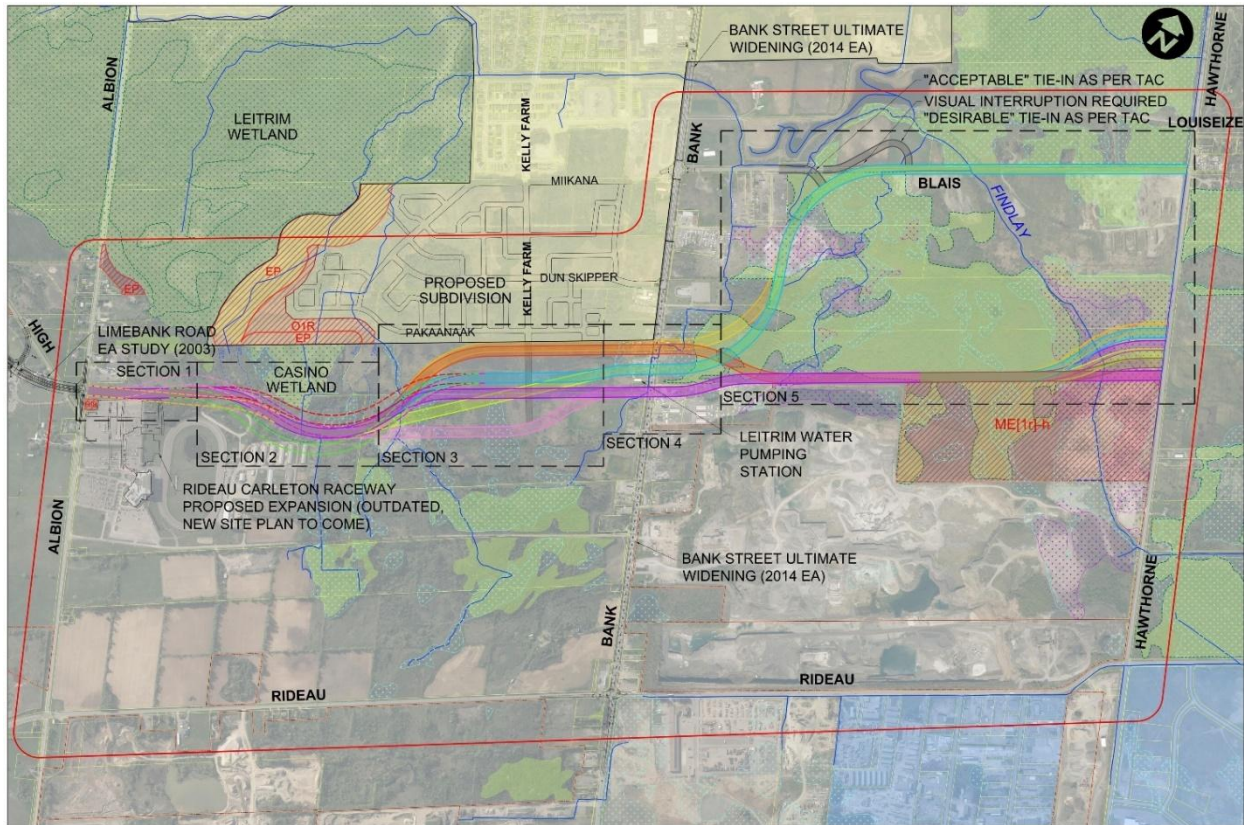
Alternative Corridors

Several alternative corridors were evaluated. Some were screened out prior to detailed examination since they were not consistent with planning objectives and policies. Notable constraints that had to be taken into account were:

- Tie into the Albion Road and Earl Armstrong Road intersection location as per the EA-approved functional design for Earl Armstrong widening and realignment (Spratt to Albion) from the 2003 Limebank Road EA study;
- Avoid the cemetery on Albion Road and the Leitrim Water Pumping Station on Bank Street;
- Maximize the offset to the Casino Wetland;
- Minimize impacts on the Natural Heritage System features such as woodlands and wetlands;
- Minimize disruption to wildlife movement and ensure appropriate locations for ecological crossings (eco-crossings) of Findlay Creek and minor tributaries for terrestrial and aquatic species;
- Avoid lands already approved for residential development including draft plans of subdivision and site plans;
- Ensure required setbacks from mineral aggregate extraction areas; and,
- Minimize property fragmentation and reduce property requirements and impacts.

The study area was divided into five focused evaluations based on their different contexts. An evaluation of short-listed alternative corridors for each section was completed to determine the preliminary preferred corridor, as shown in Figure 2. Context-sensitive criteria were developed to evaluate the alignments. The criteria were grouped into the following categories:

- Transportation System Sustainability;
- Ecological and Physical Sustainability;
- Land Use and Community Sustainability;
- Climate Change Mitigation and Adaptation; and,
- Economic Sustainability.



Legend

- Study Area
- Urban Boundary
- Authorized Aggregate Site (MNR)
- General Urban Area
- Property Parcels
- Watercourse
- Significant Woodlands 2011
- Provincially Significant Wetland (Official Plan Schedule A)
- 50m and 120m Buffers from PSW
- Evaluated - Non Provincially Significant Wetland (MNR)
- Unevaluated Wetlands (City 2017 and MNR)
- Natural Heritage System
- Rural Employment
- Selected Zoning Information

Figure 2: Short-listed Alternative Corridors

The recommended corridor is shown in Figure 3. It is an efficient and continuous alignment that adds multi-modal travel options, meets future transportation demand and contributes to a resilient transportation network. West of Bank Street, the corridor minimizes impacts to the Casino Wetland and provides opportunities for its enhancement through mitigation. The corridor limits property fragmentation, supports community development and eliminates the need for noise mitigation for existing adjacent communities. East of Bank Street, it is the most direct route to Hawthorne

Road, maintains the current edge environment of the natural heritage system and provides a hard boundary to the existing and future mineral aggregate operations. Details of the evaluation and assessment of alternative corridors are summarized in Document 1.

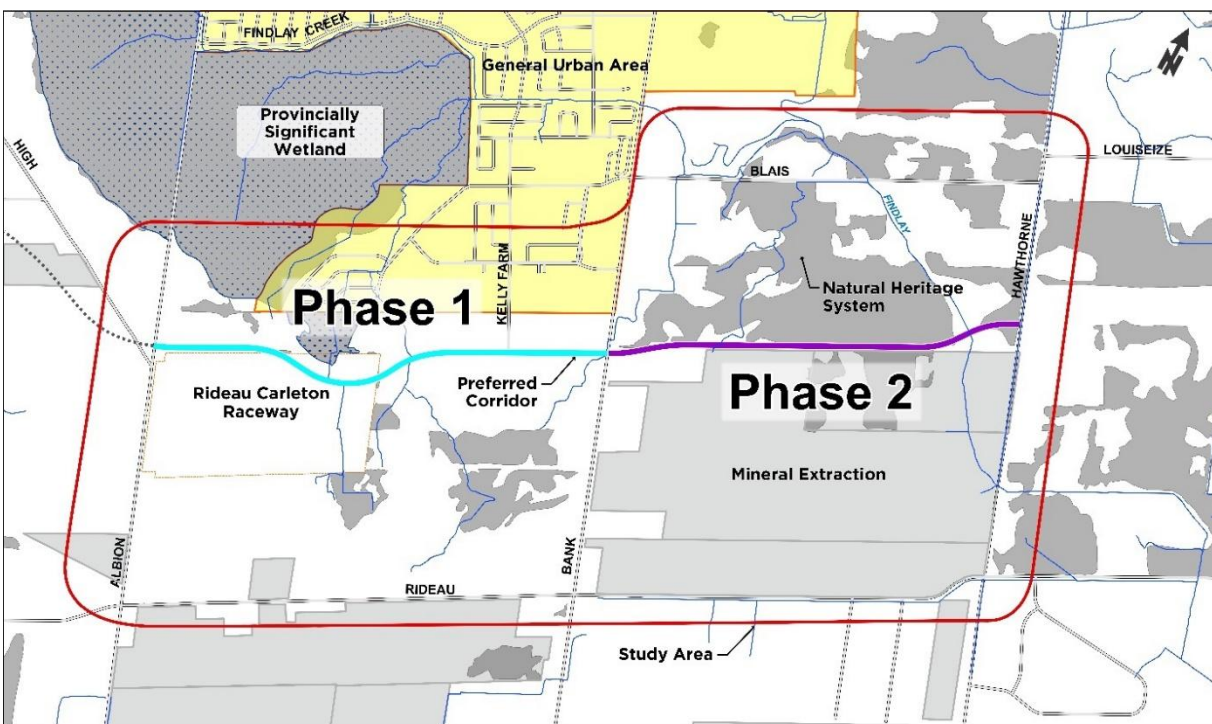


Figure 3: Recommended Corridor

Alternative Designs

Several design concepts were considered for the recommended corridor to address various roadway elements, such as:

- Cross-section alternatives (urban, rural, combination, compactness);
- Median treatments: divided (wide raised, narrow raised, flush with rumble strips, depressed) or undivided;
- Intersection alternatives (roundabout or signalized) and intersection spacing;
- Pedestrian and cycling facilities;
- Management of drainage;

- Adjacent land use and access to properties;
- Noise attenuation considerations;
- Wildlife movement and opportunity for eco-crossing treatments; and,
- Efficiency and cost effectiveness.

The resulting recommended plan is based on the evaluation and assessment of these design concepts. The assessment process is summarized in Document 2.

Recommended Functional Plan

The recommended plan can be implemented in phases. Earl Armstrong Road extension from Albion Road to Bank Street would be phase 1, to address the more critical travel demand. Phase 2, from Bank Street to Hawthorne Road, will be implemented according to future demand and the timing of the area's growth and development needs.

Prior to implementation of phase 2 of this project, additional traffic studies should be conducted to assess if upgrades would be needed to Hawthorne Road. This may include designating Hawthorne Road (south of Leitrim Road) as an arterial road once it is connected to Earl Armstrong Road.

The recommended design for the extension of Earl Armstrong Road is described below, by section, and is depicted by representative cross-sections in Figures 4 and 5.

Phase 1: Albion Road to Bank Street

This section includes a new four-lane complete street between Albion Road and Bank Street. The roadway will have an urban cross-section with grade-separated pedestrian and cycling facilities behind the curb. The section ties into the EA-approved functional design for Earl Armstrong Road extension to Albion Road as per the Limebank Road EA (2003).

The key features are:

- New four lanes, divided;
- New cycle track and sidewalk on both sides;

- Landscaped green-space buffer between the cycle track and sidewalk on both sides, wide enough for tree planting and rest areas;
- New corridor lighting on both sides, within the road edge that will also accommodate snow storage;
- Signalized intersection at Albion Road that includes transit priority measures, such as queue jump lanes and signal priority;
- A new multi-modal roadway connection to the Leitrim community via the Kelly Farm Drive extension;
- An opportunity for a potential connection to adjacent lands, including to the Hard Rock Casino and Raceway, by developers;
- A multi-lane 3-legged roundabout at Bank Street that includes access to existing land uses; and,
- Eco-crossings of minor tributaries for terrestrial and aquatic species.

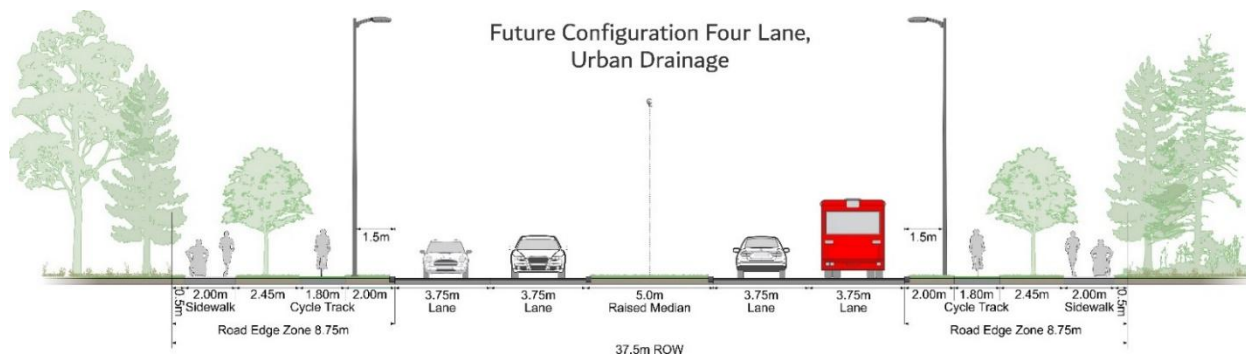


Figure 4: Recommended urban cross-section for Phase 1

Phase 2: Bank Street to Hawthorne Road

This section includes a new two-lane road with a rural cross-section from Bank Street to Hawthorne Road. The right-of-way is of sufficient width for a potential conversion to a four-lane urban roadway, if needed in the future.

The key features are:

- Two lanes undivided with partially paved shoulders and rumble strips;
- New multi-use pathway (MUP) on the north side with space available for rest areas;
- Completion of the fourth leg of the multi-lane roundabout at Bank Street, with access provided to area developments;
- New signalized intersection at Hawthorne Road;
- Drainage ditch with enhanced bioswales to accommodate stormwater on both sides;
- New roadway lighting; during the detailed design phase, the “back lighting” effect will be evaluated to determine if an appropriate level of illumination is provided on the MUP as required to meet City standards; and,
- An eco-crossing over Findlay Creek to provide for movement of water and passage of terrestrial and aquatic animals.

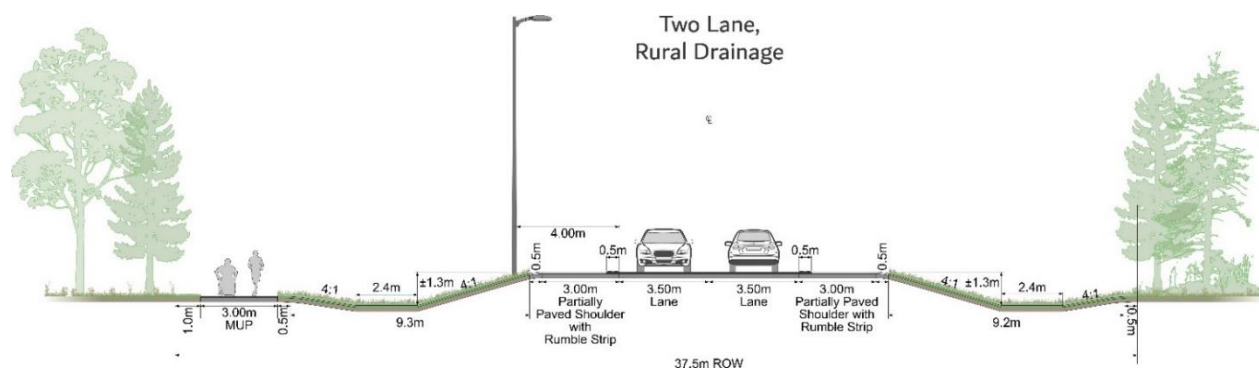


Figure 5: Recommended rural cross-section for Phase 2

Managing Impacts on Natural Heritage Features

Natural features are physically tangible elements of the environment, including wetlands, forests, ravines, rivers and valley lands, and associated significant wildlife habitat and Species at Risk areas.

Within the Earl Armstrong Road Extension, integration with the landscape and surrounding natural environment is a key design consideration. The following measures are proposed:

Phase 1, Albion Road to Bank Street:

The corridor will have urban landscaping with special edge treatment near the Casino Wetland to limit impacts to the adjacent vegetation and provide a new edge made of native and other appropriate wetland plantings. The offset to the Casino Wetland is maximized and is greater than the required 50 metres buffer.

In-corridor catch basins and pipes for stormwater conveyance and management will be provided. The design includes a new stormwater management dry pond with a treatment train approach. Its features will be designed to deter birds and waterfowl as this section is within the secondary bird hazard zone of the airport.

Phase 2, Bank Street to Hawthorne Road:

The corridor will have rural landscaping with special edge treatment on the north side near the natural heritage system. This approach will limit impacts to the remaining vegetation, regenerate and strengthen the forest edge, and be composed of native plantings. Similarly, there are opportunities to protect and enhance the Findlay Creek wetland with a rural landscape edge and appropriate wetland vegetation species.

Low-impact design for stormwater management will be incorporated, including the use of enhanced grass swales located within the existing right-of-way and a treatment train approach. Enhanced grass swales are vegetated open channels that convey, treat and diminish stormwater runoff. They allow for sediment to be filtered into the soil and root zone and use features such as check dams to improve the contaminant removal rates prior to discharge to receiving waterbodies. The end-of-ditch treatment will also include a new stormwater management pond to provide additional quality control prior to discharge.

The EA study also recommends that the Findlay Creek Municipal Drain Engineer's Report be updated to incorporate the drainage-related impacts of the Earl Armstrong Road Extension. Additional work on appropriate drainage solutions will take place in the future, closer to the project implementation (post year 2031) when the detailed design is

prepared. Furthermore, the implementation of the Earl Armstrong Road extension project will require a legal outlet to the Findlay Creek watershed.

Eco-crossings are proposed at Findlay Creek and other watercourses along the corridor to enable the flow of water and provide passage to terrestrial and aquatic species. These design elements can reduce the number of wildlife-vehicle interactions and enable wildlife to access habitat that may otherwise be inaccessible. Exclusion fencing to help guide terrestrial wildlife movements to eco-crossings is also included in the recommended plan.

Noise and Vibration

The recommended plan's impacts on adjacent noise sensitive receivers were assessed according to municipal and provincial guidelines. The results of the noise study indicate that the road project's noise level will be below the 60 decibel (dBA) threshold. Based on the distance from the proposed roadway to existing sensitive receivers and the forecasted noise levels, noise attenuation is not required as part of this project. Notwithstanding, where future residential developments are being proposed and communities continue to develop, the requirement for noise attenuation measures will be evaluated at that time and any necessary mitigation will be included as a condition of development approval.

Vibrations associated with the long-term operation of the road are expected to fall below perceptible levels for existing sensitive receivers. Vibration impacts to adjacent land uses are not anticipated, and as such no mitigation measures are proposed.

Property Impacts

The requirement of approximately 26 hectares of private lands represents the footprint needed for the Earl Armstrong Road extension.

Project Cost

The project cost estimate is \$60 million (in 2019 dollars). This project can be implemented in sections, with the first phase being Albion Road to Bank Street (\$36 million), and the second phase being Bank Street to Hawthorne Road (\$24 million).

RURAL IMPLICATIONS

The rural character of the area, especially between Bank Street and Hawthorne Road, will be preserved through use of appropriate vegetation buffers, special landscape edges, grass swales for stormwater management, eco-crossings and related fencing.

While the study area is primarily within the City's rural area boundary, the project will result in benefits for the growing rural and suburban communities, especially Leitrim and Riverside South. These communities will rely on the Earl Armstrong Road extension to accommodate future traffic demand, help distribute traffic to the north-south transportation network, improve connectivity to the O-Train Trillium Line and provide new cycling and pedestrian infrastructure.

CONSULTATION

The comprehensive consultation plan included two rounds of public consultations. Each round consisted of meetings with government and educational institutions, business and public consultation groups prior to each open house. In addition, numerous focused stakeholder meetings were held with residents, landowners, business owners, conservation authority, provincial agencies and special interest groups. Indigenous peoples were invited to attend meetings and provide feedback. Comments were received from the Algonquins of Ontario and incorporated into the EA study's Cultural Heritage Evaluation report and Stage 1 Archaeological Assessment report.

A project webpage was set up at the commencement of the study (<http://ottawa.ca/earlarmstrong>) and was updated with information displayed at the open houses. Notices for each open house were advertised in the newspapers, on the project website, through social media and to the study's stakeholder mailing list. Key issues raised during consultation were:

- **Use/expand the existing Rideau Road corridor instead of building a new corridor for Earl Armstrong Road extension:**

Upgrading the existing Rideau Road was evaluated as part of alternative solutions and corridors. This option only partially addresses key planning objectives. Rideau Road is located 1.4 kilometres south of the southern limit of the Leitrim community and would perform poorly in meeting multi-modal transportation requirements for east-west travel between the growing communities of Leitrim and Riverside South. It would not provide a

direct connection to the O-Train Trillium Line and would not be a seamless continuation of the existing Earl Armstrong Road. Instead, Rideau Road will continue performing its important role in the network while the new Earl Armstrong Road extension will add capacity and resiliency to the network.

- **Earl Armstrong Road should be extended east of Hawthorne Road to Highway 417:**

Concerns were raised that Earl Armstrong Road extension is being planned only up to Hawthorne Road and not further easterly to Highway 417. A new connection between Highways 416 and 417 was promoted to reduce truck traffic through Manotick and to support new development such as the Amazon distribution facility and the proposed waste disposal site on Boundary Road. The 2013 TMP identified, and the EA study confirmed, the need for additional east-west capacity and connectivity to the north-south major roads, especially Bank Street and Hawthorne Road. Based on projected growth, the analysis indicates that an extension east of Hawthorne Road is not needed.

The traffic impact assessments prepared as part of above-noted development applications indicate that the majority of employee and truck traffic associated with these facilities is assumed to use Highway 417 Corridor. On analysis, the planning and design of the extension of Earl Armstrong Road has little transportation planning relationship to developments at the intersection of Highway 417 and Boundary Road, located approximately 10 kilometres to the northeast.

- **Relationship to the north-south transportation network:**

Concerns were raised about planning for east-west capacity improvements while the north-south capacity needs are seen as more critical. It was explained that improvements to the north-south network are already planned and are identified in the TMP, including widening of Bank Street and the Airport Parkway. Earl Armstrong Road extension will connect communities to several north-south arterial roads and distribute traffic to the network.

- **Role of Earl Armstrong Road in the truck route network:**

Clarification was sought on the role of Earl Armstrong Road extension in the truck route network. Earl Armstrong Road is currently a truck route (full loads) up to Limebank Road. Earl Armstrong will continue being part of the truck route network as it extends to

Albion and then further east to Hawthorne. It will connect to the existing north-south truck routes, namely Albion Road, Bank Street and Hawthorne Road.

- **Impacts on the Natural Heritage System:**

Stakeholders emphasized the importance of minimizing impacts on the Casino Wetland and other wetlands in the study area, to Findlay Creek and other watercourses, and woodlands, natural habitats and wildlife movement. The recommended plan includes numerous measures to minimize the environmental impacts, as described in this report.

- **Impacts to private property:**

The implementation of the project will require property acquisition. The study team met with the land owners to discuss potential project implications and mitigation measures. Concerns ranged from losing the entire property and/or a business, losing frontage on an arterial road, having changes to existing private accesses, and experiencing negative impacts on the quality of life and farming operations of a rural property. Given the many constraints in the study area, the recommended alignment is the best solution that aims to minimize overall impact to private property. The alignment straddles property lines wherever possible, minimizes fragmentation of properties, avoids significant infrastructure such as the water pumping station, eliminates the need for noise mitigation and minimizes the displacement of the natural heritage features.

Details of property requirements will be confirmed when the project undergoes detailed design. The process of property acquisition will not begin until funding for the project is secured and those design details are confirmed.

- **Project impacts on drainage:**

Some residents east of Hawthorne Road commented on the existing drainage issues near Hawthorne Road. Their concerns are related to the ability of the Findlay Creek watershed, and particularly the municipal drain and ditches within the existing rights-of-ways, to manage drainage and prevent flooding onto their lands. These landowners are part of a communal drainage system that is governed by the regulations of the Ontario's *Drainage Act*. They are concerned that the Earl Armstrong Road extension will add to these drainage issues and could cause the need for downstream drain modifications on their lands. Some landowners signed a petition expressing they do not want to be financially responsible for any drainage improvements prompted by the future Earl

Armstrong Road extension. The EA study team has considered this information and addressed it in the stormwater management strategy.

Further details of the consultation plan, including comments and feedback received and actions taken, are noted in Document 4.

COMMENTS BY THE WARD COUNCILLORS

Comments from Councillor Darouze (Ward 20)

Staff have consulted extensively with all affected property owners in my Ward and took their comments into consideration when choosing a recommended future right-of-way. I have consulted with the Osgoode Ward Advisory Committee, and had members attend both Open Houses hosted by staff. An extension to Earl Armstrong Road has already been identified in the Transportation Master Plan, and the need to improve the east-west capacity of our transit network will only grow with development in the Leitrim, Riverside South, and Barrhaven communities over the next decade. Although the recommended alignment among all possible options does not affect nearby property owners equally, I can understand staff's reasoning and therefore support the plan proposed in this Environmental Assessment Study.

Comments from Councillor Meehan (Ward 22)

Councillor Meehan participated in the EA study's public open houses and is aware of this report.

ADVISORY COMMITTEE(S) COMMENTS

The Accessibility Advisory Committee (AAC) representative attended the public consultation group meetings and public open houses and provided feedback. AAC is in support of the recommended segregated facilities for pedestrians and cyclists between Albion Road and Bank Street. It is also in support of the recommended multi-use pathway between Bank Street and Hawthorne Road, where the number of pedestrians and cyclists would be lower. Overall, AAC encourages the City to invest in segregating pedestrians and cyclists as much as possible. Furthermore, AAC noted the EA study should consider the provision of rest areas, spaced no more than 30 metres apart, to maximize the usability of sidewalks and multi-use-pathways. The EA study ensured that

sufficient space is protected as part of the functional design for future implementation of accessible features such as rest areas.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

Risk-related issues and mitigation were noted earlier in the report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program ([City of Ottawa Comprehensive Asset Management Program](#)) objectives. Undertaking the recommend studies and environmental assessments will provide the necessary information for the City to fulfill its obligation to deliver quality services to the community in a way that balances service levels, risk and affordability.

FINANCIAL IMPLICATIONS

Financial implications are identified within the body of the report.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report. The City's Accessibility Design Standards and the requirements of the *Accessibility for Ontarians with Disability Act* were applied as part of the development of the functional design to ensure that the extension of Earl Armstrong Road supports inclusive communities and users of all ages and abilities.

ENVIRONMENTAL IMPLICATIONS

The study included an assessment of the environmental implications of the road extension and recommended mitigation measures to address those implications. Document 5 summarizes these issues.

TERM OF COUNCIL PRIORITIES

The recommendations contained herein aim to support the following 2015-2018 Term of Council Priorities:

Transportation and Mobility

- TM2 Provide and promote infrastructure to support safe mobility choices.
- TM4 Improve safety for all road users.

SUPPORTING DOCUMENTATION *(Held on file with the City Clerk)*

Document 1 Evaluation of Alternative Solutions and Corridors

Document 2 Evaluation of Alternative Designs

Document 3 Functional Design Plan

Document 4 Summary of Consultation Plan

Document 5 Environmental Implications and Recommended Mitigation Measures

DISPOSITION

Following Transportation Committee and Council approval of the functional design, the Transportation Services Department will finalize the Environmental Study Report and make it available to the public for the 30-day review period.