

**Report to
Rapport au:**

**Transportation Committee / Comité des transports
May 4, 2016 / 4 mai 2016**

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**Submitted by
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**Ward: GLOUCESTER-SOUTHGATE(10), OSGOODE (20), GLOUCESTER-
SOUTH NEPEAN (22) File Number: ACS2016-PAI-PGM-0088**

SUBJECT: Leitrim Road Realignment and Widening (River Road to Bank Street) Environmental Assessment Study – Statement of Work

OBJET: Étude d'évaluation environnementale visant un nouveau tracé et l'élargissement du chemin Leitrim (du chemin River à la rue Bank) – Énoncé des travaux

REPORT RECOMMENDATION

That the Transportation Committee approve the Statement of Work for the Leitrim Road Realignment and Widening (River Road to Bank Street) Environmental Assessment Study, as detailed in Document 1.

RECOMMANDATION DU RAPPORT

Que le Comité des transports approuve l'Énoncé des travaux de l'Étude d'évaluation environnementale visant un nouveau tracé et l'élargissement du chemin Leitrim (du chemin River à la rue Bank), comme le précise le document 1.

BACKGROUND

The 2013 Transportation Master Plan identifies the widening of Leitrim Road to four lanes, between River Road and Albion Road, in the Network Concept Plan. Although the timing for the road widening is beyond 2031, development in the area is encroaching on the City's ultimate plan and a study is required to identify and protect the corridor for the future widening. This study will be conducted as a Schedule C Municipal Class Environmental Assessment (EA) in accordance with the Ontario *Environmental Assessment Act*. This report outlines the study scope for Transportation Committee's consideration prior to the initiation of the study. Details are described in Document 1.

DISCUSSION

The Barrett Lands concept development proposals are underway for a residential community abutting Leitrim Road and south between Albion Road and Bank Street. This proposed development is in the area of the potential widening and realignment of Leitrim Road. This EA study is being undertaken to identify and protect a corridor for the roadway.

In 2003, the Limebank Road EA study was completed with a broad scope that encompassed the surrounding area and included the functional design for a two-lane

realignment of Leitrim Road between River Road and Albion Road. At that time, the study did not identify a widening for Leitrim Road. However, the 2013 TMP identified a need for four lanes in this section of Leitrim Road and this EA will incorporate that requirement in the analysis.

Furthermore, the Airport Authority modified and finalized its master plan, which affects the previously identified realigned corridor for Leitrim Road, east of Limebank Road to Albion Road. This section of the realignment is now within the runway safety clearance area as specified under the Airport Zoning Regulations (AZR). As such, a revised realignment of Leitrim Road needs to also be identified.

The EA study limits for the widening and realignment of Leitrim Road will extend from River Road to Bank Street. The Study Area is shown in Figure 1.

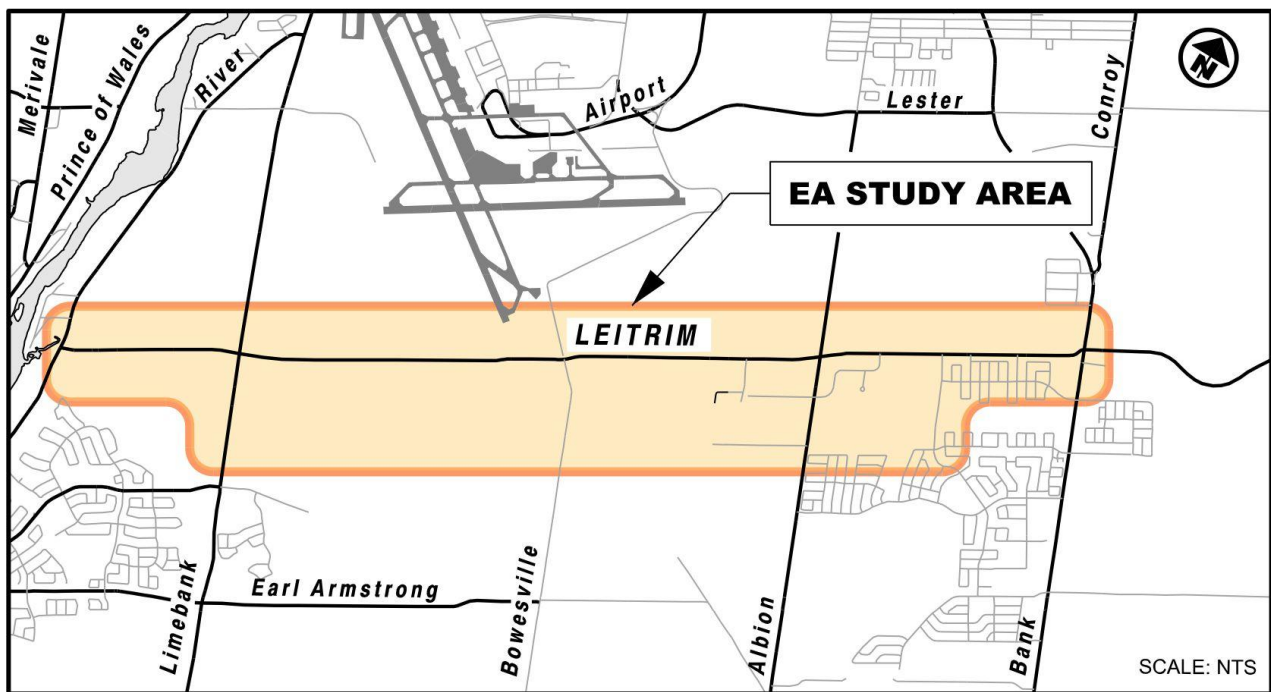


Figure 1: Leitrim Road Study Area

Key considerations for this EA study include the following:

- Evaluation of the future east-west transportation demand in the southern part of the city.
- Grade separation at the Trillium Line Light Rail Transit (LRT) crossing.
- Airport Federal regulations.

- Multi-modal level of service and complete street principles within the context of the land use.
- Evaluation of any potential impacts on wetlands and other natural environment areas.
- Stormwater management/hydrology.
- The rural character of the National Capital Commission (NCC) Greenbelt.
- Adjacent land use and effects on existing and future communities.
- Capital and operating costs.

This EA is expected to be completed within 18 months of the contract award.

RURAL IMPLICATIONS

While the study area is primarily within the urban boundary, it is surrounded by the NCC Greenbelt. Protection of the rural character within the NCC Greenbelt lands and any active farming operations will be incorporated in the study.

CONSULTATION

Consultation will include meetings with key stakeholders through the Agency Consultation Group, Public Consultation Group, and Business Consultation Group as appropriate, including consultation with First Nations and NCC. The Airport Authority will be a key stakeholder for this study. Consultation with the general public will occur principally through open houses and also through the project webpage, e-mail, and additional meetings as required.

COMMENTS BY THE WARD COUNCILLORS

Councillor Deans is aware of this report.

Councillor Qaqish concurs with the report.

Councillor Darouze is aware of the application related to this report.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

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.

The Statement of Work for the Leitrim Road Realignment and Widening (River Road to Bank Street), supports a forward looking approach to meet future challenges, including changing demographics and populations, legislative and environmental factors.

FINANCIAL IMPLICATIONS

Funding for this EA study is available within accounts 907873 2015 EA Studies Arterial Roads and 908210 2016 EA Studies Arterial Roads.

ACCESSIBILITY IMPACTS

There are no accessibility implications in this report.

ENVIRONMENTAL IMPLICATIONS

The study will examine and evaluate the project's effects on the social, cultural, physical, and natural environments within the study area as well as the downstream impacts. Appropriate mitigation measures will be developed and post mitigation environmental impacts will also be determined.

TERM OF COUNCIL PRIORITIES

The recommendation contained herein aims to support the following Strategic Directions adopted by Council:

Transportation and Mobility

TM2 – Provide and promote infrastructure to support safe mobility choices

TM4 – Improve safety for all road users

SUPPORTING DOCUMENTATION

Document 1 Leitrim Road (River Road to Bank Street) EA Study – Statement of Work

DISPOSITION

Following Transportation Committee approval of the attached Statement of Work, the Planning and Growth Management Department will initiate the process to retain a consulting firm to assist the City with this EA study. A call for proposal will be undertaken with the assistance of the Supply Management Branch. Once the consultant has been selected, the EA study will proceed as described.

Document 1 – Leitrim Road Realignment and Widening (River Road to Bank Street) EA Study – Statement of Work

1.0 Introduction

The City of Ottawa is the proponent of a Class Environmental Assessment (EA) Schedule C to study the realignment and widening of Leitrim Road from River Road to Bank Street. This Statement of Work describes the City's intentions with respect to the methodology, public consultation, and deliverables for this study.

2.0 Planning Context

Although timing to widen Leitrim Road is beyond 2031, development in the area is encroaching on the City's ultimate plan for a four-lane widening of Leitrim Road. The Barrett Lands concept development proposals are underway for a residential community abutting Leitrim Road and south between Albion Road and Bank Street. This proposed development is in the area of the potential future widening and realignment of Leitrim Road and this EA study will identify the corridor and right-of-way requirements for the road.

In addition, in 2003, the Limebank Road EA study was completed with a broad scope that encompassed the surrounding area and included the functional design for a two-lane realignment of Leitrim Road between River Road and Albion Road. At that time, the study did not identify a widening for Leitrim Road. However, since then, the 2013 TMP identified a need for four lanes in this section of Leitrim Road and this EA will incorporate that requirement in the analysis.

Furthermore, since 2003, the Airport Authority modified and finalized its master plan which affects the previously identified realigned corridor for Leitrim Road, east of Limebank Road to Albion Road. This section of the realignment is now within the runway safety clearance area as specified under the Airport Zoning Regulations (AZR). As such a revised realignment of Leitrim Road needs to also be identified.

The EA study limits will extend from River Road to Bank Street and partly broadened to the south for the realignment (Figure 1).

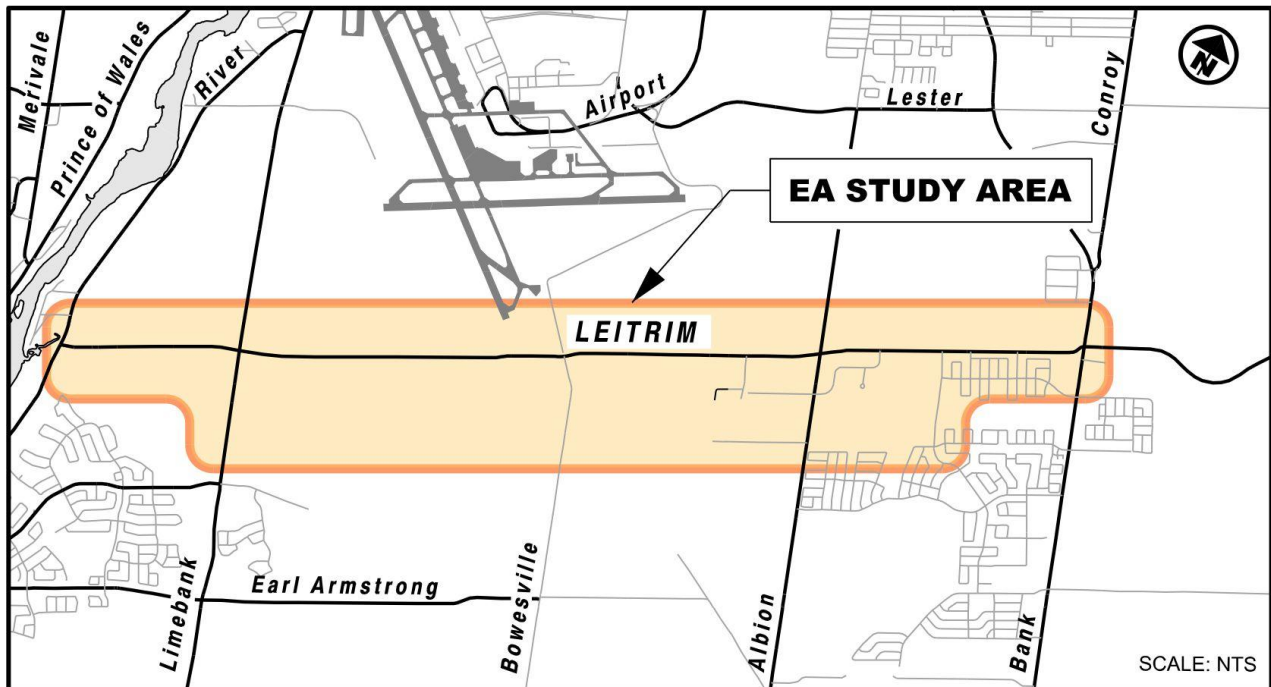


Figure 1: Leitrim Road Study Area.

Key considerations for this EA study include the following:

- Evaluation of the future east-west transportation demand in the southern part of the city.
- Grade separation at the Trillium Line LRT crossing.
- Airport federal regulations.
- Multi-modal level of service and complete street principles within the context of the land use.
- Evaluation of any potential impacts on wetlands and other natural environment areas.
- Stormwater management/hydrology.
- The rural character of the NCC Greenbelt.
- Adjacent land use and effects on existing and future communities.
- Capital and operating costs.

3.0 Project Scope and Major Tasks

3.1 Study Area

The study area (Figure 1) includes a broad area to the south beyond the Leitrim Road corridor between River Road and Bank Street. This ensures a reasonable range of alternatives can be developed and assessed. However, some tasks will require examination of a broader area beyond these limits to address environmental impacts, operational issues and to co-ordinate with relevant on-going studies and projects.

3.2 Timing

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

3.3 Coordination with Existing and Concurrent Studies

The EA study will take into consideration any information including analysis and preliminary findings of concurrent on-going transportation, development and infrastructure projects that could influence the direction and/or conclusions of the Study. These include:

- Trillium Line LRT (Bayview to Bowesville) Planning and EA Study.
- Bank Street (Leitrim Road to Rideau Road).
- Leitrim Community Design Plan.
- Riverside South Community Design Plan.
- Airport regulations and planning documents.
- Current development applications and associated studies (i.e. transportation impact studies).
- Joint Study to Assess Cumulative Effects of Transportation Infrastructure on the National Capital Greenbelt.
- Employment Lands Study.

4.0 Planning and Environmental Assessment

The EA study comprises of the following tasks:

4.1 Need and Justification

Although this proposed widening has been identified in the TMP, a review of assumptions and confirmation of the need for additional arterial capacity is required. This exercise will be carried out by forecasting travel demand for the south end of the City and determining both existing and future needs for a facility with respect to the impact on north-south travel demand/distribution, economic benefits and links to major employment destinations. In addition, the study will identify current and projected transportation problems and opportunities within the study area.

4.2 Environmental Inventory/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 of sufficient detail to enable the analysis of effects arising from alternatives considered in this study.

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

- Adjacent private property (Airport and NCC) and neighbouring communities.
- Effects on green spaces and natural areas.
- Current and future transit, pedestrian, cycling and recreational pathway corridors/routes.
- Current storm water drainage patterns.
- Subsurface (geotechnical) conditions.
- Heritage and archaeological conditions.
- Utilities including water, sanitary, hydro, gas, cable, phone and fibre optic.
- Noise and vibration.

The complete inventory will be clearly described and documented within the Environmental Inventory/Existing Conditions Interim Report and the Environmental Study Report (ESR).

4.3 Develop Alternative Alignments

The Study will identify and examine a reasonable range of alternatives for the widening and realignment of Leitrim Road from River Road to Bank Street. Key components of this stage include:

- Identify alternative solutions to address transportation problems including:
 - Do nothing.
 - Expand and enhance public transit service (including Park and Ride Facilities) to/from the south suburban areas and rural villages.
 - Expand and enhance pedestrian and cycling routes.
 - Implement transportation demand management (TDM) measures to reduce travel demand.
 - Expand other arterial roadways in the east-west direction.
- Develop evaluation criteria and indicators to assess the impacts, with consideration of possible mitigation measures, on the environment by the various solutions.
- Analyze and evaluate the alternative solutions and select the preferred solution.

The travel-forecasting component included in this stage of the EA must:

- Identify the needs for all modes of transportation including walking, cycling, transit, auto and truck.
- Incorporate the principles (e.g. mode share targets) of the current OP and TMP in balancing demand to capacity.
- Incorporate the principles of Multi-Modal Level of Service to provide facilities for all other modes (pedestrian, cycling and transit) within the context of the adjacent land use.
- Provide supporting analysis and recommendations for the staging of construction and alternative or supporting infrastructure.

The various alternatives will consider:

- Access and connectivity to the transit, pedestrian, and cycling network.
- Landscaping and urban design features.
- Geotechnical considerations.
- Grade separations and structural general arrangements.
- Power and electrical supply.
- Utility location and relocations.
- Stormwater management.
- Noise and vibration.
- Operation considerations.
- Constructability and staging.

Additional field investigations, surveys, test pits and boreholes as necessary to document the scope and potential impact of the design alternatives will be undertaken. Alignment alternatives will consider horizontal plan and vertical profiles.

4.4 Evaluation Criteria and Evaluation Process

The evaluation criteria and methodology will be developed. The inventory of existing conditions will define the scope of impacts on the environment that will need to be examined to determine the preferred solution.

4.5 Impact Assessment

The potential effects of each alternative solution on the environment will be thoroughly evaluated. Mitigation measures and associated implications, such as cost of mitigation, are to be identified and considered in the evaluation process. The study will clearly identify the initial impacts of each alternative solution as well as the net post-mitigation effect and enhancement opportunities using quantifiable indicators and measures wherever possible. To ensure that all impacts are appropriately evaluated, the following issues will be addressed:

- Transportation Service and Existing Infrastructure:

- Impact on transit, pedestrian and cycling network.
- Impact on utilities and existing infrastructure.
- Natural Environment:
 - Impact on green space and urban natural environment.
 - Impact on groundwater and surface storm water drainage.
 - Impact of contaminated lands.
- Social Environment:
 - Urban design including landscape and streetscape plans.
 - Impact on adjacent land uses.
 - Impact on air quality.
 - Impact on noise and vibration levels.
 - Heritage and archaeological matters.
- Economic Environment:
 - Capital and operating costs.

4.6 Recommended Plan

Following the evaluation of alternative solutions and after determining all necessary mitigation measures to minimize the adverse impacts of the project, a technically preferred plan will be developed.

The technically preferred plan will then be developed to a sufficient level of detail as required to produce a functional design plan that is adequate for submissions for project approval and to establish a complete project scope, budget, and implementation schedule.

This Recommended Plan will include but is not limited to:

- A detailed written description of the undertaking including the design parameters.

- Functional design drawings (1:500 scale, plan and profile) for the preferred alignment with geo-referenced horizontal alignment; vertical profile; grading; drainage; and property envelope.
- Cross-section drawings for typical sections as well as critical areas.
- Landscape and urban design plans.
- Storm water management requirements.
- Property needs/acquisition plan.
- Implementation/staging plan and preliminary detour plan during construction.
- Infrastructure implementation/staging plan such as municipal servicing, utility co-ordination and rehabilitation of roads.
- Potential mitigation measures with a commitment to compliance monitoring during project implementation.
- Project cost estimate.

The Recommended Plan, including mitigation measures, will clearly identify and set out the requirements and timing for all subsequent approvals required to proceed with construction of the project.

4.7 Project Deliverables

The deliverables for the study include:

- Draft and Final Ontario Environmental Study Report (ESR).
- Executive Summary will be translated and in accessible format.
- Environmental Inventory/Existing Conditions Report.
- Recommended Plan.
- Project capital and operating cost estimate, in Work Breakdown Structure (WBS) format and following the City's Council-approved Project Delivery Review process for cost estimating.
- Clearly defined plan identifying City right-of-way and property required for the recommended plan.

- Noise, Vibration and Air Quality Report.
- Geotechnical Report.
- Consultation Summary Report.
- Written and graphical content for all public notices related to the study.
- Open House and Consultation Group presentation display and information materials, handouts and signage.
- Project web page information in accessible format.
- Functional design drawings (1:500 scale) of the recommended plan, including plans and profiles for recommended alignments, structure general arrangement drawings, utility relocation details, storm water management plans, landscape design plans, supporting infrastructure and property requirement plans.
- Project Implementation/Staging Plan, which will identify all future approval requirements including those for property acquisitions and easements and other property related matters.

4.8 Environmental Study Report

An Environmental Study Report (ESR) will be prepared to document the entire study process including consultation, the recommended design and any appropriate mitigation plans, amending procedure, costing, implementation and staging plan, and commitments to future action, including external approvals known to be required.

The final ESR, incorporating all pertinent comments, will be prepared and placed on public record for a minimum 30-day review period. An FTP site for the public to access and download the ESR will be made available during the 30-day review period.

4.9 Costing

Developing an accurate project budget is an essential component of this study as it will contribute to the City's short and long range capital budget forecasting and development charges strategy. The project budget will also form the basis for funding discussions with senior levels of government. The baseline budget will be developed using a Work Breakdown Structure (WBS) format in current dollars, and include contingency allowances, as well as detouring during construction costs. The baseline budget will also follow the City's Council approved Project Delivery Review process.

Project costing is a fundamental criterion in the evaluation of alternatives and will be a key consideration in the analysis of staging considerations and to establish implementation strategies.

5.0 Consultation

Consultation will involve stakeholders, City Advisory Committees, community groups, property owners, businesses, approval agencies, First Nations, and special interest groups. Early in the study process, stakeholders will be identified through consultation with Ward Councillors.

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. A minimum of two meetings with each Consultation Group will be held during the course of the study. The membership, roles and responsibilities of each Consultation Group will be defined prior to meetings taking place. Specific aspects of the consultation program are summarized below.

5.1 Agency Consultation Group

An Agency Consultation Group (ACG) will be formed to address the full range of technical issues and to comment on all of the special studies required to fully assess the various alternatives. The ACG will also ensure that the City is following the procedures, legislation and addressing appropriate policies. Members will include representatives primarily from government agencies and approval bodies. The ACG will meet at key stages throughout the study. Direct one-on-one consultation with other Agency groups may be necessary as specific issues arise during the course of the study.

5.2 Business Consultation Group

A Business Consultation Group (BCG) will be formed to enable business owners and private sector property owners to inform and provide input to the study, advising and commenting on local economic and business issues and concerns.

5.3 Public Consultation Group

A Public Consultation Group (PCG) will be formed to enable community groups, special interest groups, Advisory Committees, and adjacent property owners to provide direct input to the study, advising and commenting on local issues and concerns.

5.4 First Nations

The Ontario Secretariat for Aboriginal Affairs and Indian and Northern Affairs Canada will be contacted to review any First Nations issues or ongoing claims within the study area. Recognizing the federal role in this regard, the study will ensure appropriate co-ordination with federal authorities pursuant to the 2008 federal guidelines on “Aboriginal Consultation and Accommodation.” Direct consultation with affected First Nations will also be carried out as appropriate.

5.5 Notifications

The public will be notified of the EA study commencement, all Public Open Houses (POHs), and the submission of the ESR for Ministry approval. Notifications will be sent out at appropriate stages in the Study, and each announcement will take the following forms:

- Advertisements in local community newspapers (EMC, Le Droit).
- The project web site on the City’s web portal.

Additional notifications will be undertaken, as required, in accordance with provincial EA regulations.

5.6 Open Houses

A minimum of two Open Houses will be held to present and obtain feedback on:

- Existing conditions.
- Alternative solutions.
- Results of the evaluation process.
- Alternative design concepts.
- Recommended plan.

Bilingual staff will be present during all Open House meetings and all material presented at these meetings will be in both official languages.

5.7 Project Mailing List

A Master Mailing List for the project will be established and updated throughout the course of the project. The Mailing List will be updated via Open House attendance, general enquires, e-mails and other forms of consultation.

5.8 Project Web Page

A Project Information Web Page will be established for this study on the City's website. The purpose of the Web Page will be to inform the public of the progress and interim findings of the study and upcoming meetings or activities, and to provide a point of access for public consultation and feedback. The web information will conform to the *Accessibility for Ontarians with Disabilities Act*.

To assist in providing information to the public, a Frequently Asked Questions (FAQ) will be prepared to provide answers to common questions raised during the study. The FAQ document will be established early in the study process and will be updated regularly. It will also be posted on the project web site.

5.9 Transportation Committee and Council Meetings

The final study findings will be presented to Transportation Committee and Council for approval.