

## Document 5

### Summary of Consultation Plan

Two sets of Agency, Business, and Public Consultation Group meetings and two Open Houses were held over the course of the study. A summary of the consultation dates, locations, key comments and responses is provided below. In addition to these consultation events, numerous additional stakeholder meetings were held with landowners, developers, community associations, residents and City staff. First Nations were invited to attend meetings and to provide feedback, however no comments or questions were received.

The first round of consultation events was held between September 12 and 20, 2017. The information presented focused on the project overview, need and justification, study objectives, existing conditions, evaluation of alternative corridors, preliminary preferred corridor and next steps. Following the Open House, the public was invited to provide additional comments and respond to an on-line survey until October 6, 2017.

<b>Agency Consultation Group</b>	<b>Business Consultation Group</b>	<b>Public Consultation Group</b>	<b>Open House</b>
September 12, 2017 9:30 to 11:30 a.m. Ottawa City Hall  23 members attended	September 13, 2017 3:30 to 5:30 p.m. Fred Barrett Arena  4 members attended	September 13, 2017 6:30 to 8:30 p.m. Fred Barrett Arena  7 members attended	Sept. 20, 2017 6:00 to 9:00 p.m. Fred Barrett Arena  25 individuals attended

A second round of consultation was held between February 13 and 28, 2018. The information presented focused on the refinement of the preferred corridor, evaluation of alternative designs, preliminary preferred design and draft recommended plan. Following the open house, the public was invited to provide additional comments and respond to an on-line survey until March 15, 2018.

<b>Agency Consultation Group</b>	<b>Business Consultation Group</b>	<b>Public Consultation Group</b>	<b>Public Open House</b>
February 13, 2018 9:30 to 11:30 a.m. Ottawa City Hall  26 members attended	February 13, 2018 2:30 to 4:30 p.m. Rideauview Community Centre  4 members attended	February 22, 2018 6:30 to 8:30 p.m. Rideauview Community Centre  7 members attended	February 28, 2018 6:00 to 9:00 p.m. Fred Barrett Arena  49 individuals attended

**General Comments and Responses**

1) *General support for Leitrim Road widening and realignment was expressed by numerous stakeholders. The public also advocated for the widening of Leitrim Road and improvements to pedestrian and cycling facilities to be implemented sooner than 2031, or before the new Airport runway triggers the roadway realignment. In the near-term, the City will take advantage of scheduled road resurfacing projects to improve pedestrian and cycling facilities, primarily by providing or improving paved shoulders. The planned near-term intersection modifications at Albion and Leitrim, and Bank and Leitrim, will also result in capacity improvements.*

2) It was asked if the primary purpose of the realignment was to accommodate the function/expansion of the airport.

*The Leitrim Road realignment is required due to the Airport Authority’s plans for a future southern runway. Also, the City’s Transportation Master Plan identifies a need to widen certain sections of Leitrim Road to support planned future growth of Ottawa’s southern communities. Although the timing for both the realignment and widening is beyond year 2031, there is a need to complete the planning and functional design now to establish the future right-of-way, protect the corridor, and inform the ongoing planning and development of adjacent lands.*

3) It was asked whether the study would be creating a corridor that would inform development in the area.

*The study findings will inform the Riverside South Community Design Plan Update and the Mosquito Creek Master Drainage Plan that are currently being prepared. It will also help guide the ongoing development in the Leitrim community. The EA study also presented an opportunity to re-imagine the role of Leitrim Road and design it as a complete street that is better integrated with the Riverside South and Leitrim communities, and provides a multi-modal, direct connection to the O-Train Trillium Line Leitrim Station and Park and Ride.*

4) It was asked what the motivation is to do the EA study now.

*With the existing and planned growth in Riverside South and Leitrim communities and within the Airport Southern business park, the City needs to identify the right-of-way requirement and protect it for the future.*

5) It was noted that the Airport Authority indicated that the runway may not be built for some time (e.g. 20 years). Furthermore, the Airport may revise its plans and delay or cancel the future southern runway. There is a concern that the protected corridor could potentially sterilize adjacent development lands due to the uncertainty in timing of project implementation.

*This concern is mitigated through the implementation of the Recommended Plan which will be used to guide current and future Community Design Plans, development applications and related land use and transportation infrastructure decisions. Furthermore, stakeholder input was that the realigned Leitrim Road would provide greater long-term benefit if it bisected future employment lands in Riverside South, rather than forming the boundary between the employment lands and residential lands. As a result of the consultation, the preferred corridor was established with a minor alignment shift in Riverside South, with Leitrim Road bisecting and servicing the planned employment area.*

6) It was asked who will be funding Leitrim Road realignment and widening.

*It is not a requirement of the EA Act and not within the EA study's scope to determine how the project will be funded. The discussion on funding and cost sharing will occur at an appropriate time in the future, as the project moves toward implementation.*

7) It was asked if an alignment at the southerly edge of the Greenbelt was considered. A crossing further south was considered. However, it would add travel distance to the corridor, which contributes emissions and travel time. It would also result in a longer crossing of the Greenbelt further east. The EA's recommended plan is mindful of the

*need to minimize impacts on the Greenbelt lands. The recommended corridor crosses the Greenbelt at two locations (same number of crossings as today), both at the narrowest points. The location of the recommended corridor also provides an opportunity for the Greenbelt to have a directly abutting ecological connection to a similar rural landscape (designated Rural Policy Area).*

8) It was asked if any noise mitigation is being constructed for this project. *Noise specialists on the study team modelled the potential noise impacts of the new corridor to existing residential amenity areas and other sensitive uses, and concluded that because of the distance to the road (greater than 160m), no noise mitigation is required. Future development would benefit from site planning to locate sensitive areas away from the roadway, and instead have buildings facing the ROW to avoid the need for noise mitigation measures. The requirement for future noise mitigation measures will be the requirement of the developer, and determined through development approvals.*

9) It was asked what would happen to the access for businesses and homes between Bowesville and Albion that rely on the section of Leitrim Road that would be abandoned. *The intent is to keep the existing Leitrim Road east of the Trillium line to Albion Road open as a local road to serve these uses.*

10) It was asked if there will be mitigation strategies to prevent cut through traffic in the future on connecting, non-arterial roads. *The proposed Leitrim Road will be constructed as a high capacity road, so there would be less desire for commuting traffic to use streets designated for lower volumes and slower speeds.*

11) It was asked what the posted speed limit and the design speed limit would be. It was also noted that the current Council policy is for the posted speed to be based on operating speed. *The Recommended Plan is based on the design speed 70 km/h, posted 60 km/h in urban areas; design speed 80 km/h, posted 70 km/h through the Greenbelt.*

12) It was asked if the existing Leitrim Road ROW would be abandoned or remain as a ROW for the City. *The future use of Leitrim Road will be determined at the time of Leitrim Road realignment. There is an opportunity and a need to close certain sections of existing*

*Leitrim Road in the future. Based on the proximity to federal lands, there may also be an opportunity for land exchanges in the future.*

13) It was asked if the new Leitrim Road will be a 2 lane or 4 lane road.

*Except for the far westerly segment between River Road and Limebank Road, the ultimate configuration would be 4 lanes from Limebank Road to Bank Street, with appropriate pedestrian and cycling facilities and turning lanes.*

14) It was asked if the realigned Leitrim Road will be 2 lanes initially, and then widened to 4 lanes.

*There is an opportunity for staging, and the EA study will provide general guidance on this approach. Decisions will depend on growth and development plans closer to implementation.*

15) It was noted that the impacts of noise and roadway lighting on wildlife should be considered.

*The impact assessment will acknowledge these potential impacts.*

16) It was asked if there are any timelines on provision of municipal water and sewer services in the Leitrim area.

*No, there are no timelines available at this time. This EA Study will identify a corridor where water and sewer services could be located and will help advise future decisions on the provision of water and sewer in the corridor through the Infrastructure Master Plan process and Local Improvement process.*

17) It was asked where the pedestrian facilities and cycling facilities end.

*The facilities are continuous across the project limits. They run from River Road to Bank Street, where they will tie into the existing facilities along these roadways. Furthermore, pedestrian and cyclist connections to the future Leitrim LRT Station are recommended.*

18) It was asked if anything is planned for larger animal movements across the corridor. It was also noted that focus should be placed on providing safe crossings and preventing collisions between vehicles and animals.

*There are no specific large animal crossings or specific habitats such as wintering areas to warrant designing eco-crossings for deer or moose. Baseline conditions reports and additional studies completed in the areas has guided the recommendation that the crossings consider fish, amphibians, and small mammals. The potential Eco-crossing*

*locations noted on the Recommended Plan and will be documented in the Environmental Study Report. The specific location and their design will be based on surveys completed when the road is closer to construction, and are expected to cater to smaller animals. Options for fencing should also be examined at detailed design.*

19) It was asked if the link between Limebank Road and the existing Leitrim Road will increase traffic on River Road. There has been an increase in traffic volumes, noise and pollution on River Road since the opening of Vimy Bridge. The widening of Leitrim Road may invite more traffic along River Road.

*The recommended plan does not include a widening of Leitrim between Limebank and River roads; therefore, River Road would not be viewed as an attractive commuter route. The traffic analysis does not identify this movement as a high-volume. With existing Leitrim Road not recommended for widening, and River Road not identified for widening, commuters are expected to use Limebank and Earl Armstrong, which can handle increased traffic.*

20) *It was noted that the proposed roundabout at River Road and Leitrim Road was supported by the attendees.*

21) It was asked what type of intersections would be recommended for the future realigned and widened Leitrim Road and collector roads in Barrett Lands, including for the intersection of Leitrim Road and Kelly Farm Drive.

*The study examined various types of intersection control at all future intersections along the realigned and widened Leitrim Road. The assessment included evaluation of roundabouts vs. signals. Roundabouts are recommended at River Road and Bowesville Road, and signalized intersections at Albion, Limebank, Gilligan and Kelly Farm roads.*

22) It was asked if the study team will be doing some improvements at the intersection of Leitrim at Bank.

*This EA study would tie into the ongoing redesign of this intersection, which is being completed by others. Furthermore, the functional design for intersection improvements at this location were already determined as part of the Bank Street Widening EA Study.*

23) It was asked why the existing Leitrim Road would be closed east of the intersection of Leitrim Road and Limebank Road. Keeping this section open would provide access to adjacent lands.

*A future connection to existing Leitrim Road east of Limebank Road may create an opportunity for undesirable cut-through traffic through the future Riverside South Employment Area. The goal is to encourage commuters to use the realigned Leitrim Road and Limebank Road, which are the designated arterials in the area. The timing, use and ownership of the existing Leitrim Road right-of-way will be determined and coordinated with area plans in the future.*

24) It was asked why the realigned Leitrim Road does not end at Limebank Road and why it needs to extend to the existing Leitrim Road between River Road and Limebank.

*The area of Riverside South west of Limebank Road is designated as employment lands, which will require access and servicing in the future.*

25) The Accessibility Advisory Committee representative expressed a concern that shared multi-used pathways (MUPs) may be unsafe to pedestrians and people with mobility devices when interacting with cyclists. The concern is also that transition points between MUPs and uni-directional cycle tracks and sidewalks may be confusing to users. Instead, the AAC representative recommended separation of users where cyclists and pedestrians would each have their space. It was also recommended that benches be provided at frequent intervals. The AAC representative acknowledged that MUPs are a Council-approved pedestrian and cycling facility broadly utilized in the City.

*MUPs are valuable two-way facilities along the Greenbelt and the Airport employment lands and work well with the context of these adjacent lands. A high volume of pedestrians and cyclists is not expected in these sections. Furthermore, separation of users would have implications on the right-of-way.*