

**3. McKenna Casey Drive Realignment Environmental Assessment, Addendum to the 1991 Strandherd Drive Environmental Assessment Study**

**Évaluation environnementale du nouveau tracé de la promenade McKenna-Casey, addenda à l'Étude d'évaluation environnementale de 1991 visant la promenade Strandherd**

**COMMITTEE RECOMMENDATIONS**

**That Council:**

- 1. Approve the functional design for the realigned McKenna Casey Drive as described in this report and supporting documents; and,**
- 2. Direct staff to finalize the Environmental Study Report Addendum 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 la conception fonctionnelle du nouveau tracé de la promenade McKenna Casey, décrite dans le présent rapport et les documents à l'appui; et**
- 2. Enjoindre au personnel de parachever l'addenda du rapport de l'étude d'évaluation environnementale et de procéder à sa publication aux fins de consultation publique pour une période de 30 jours, conformément au processus d'évaluation environnementale municipale de portée générale de l'Ontario.**

**Transportation Committee  
Report 22  
October 13, 2021**

**73**

**Comité des transports  
Rapport 22  
Le 13 octobre 2021**

DOCUMENTATION

1. Vivi Chi, Director, Transportation Planning dated September 27, 2021 (ACS2021-PIE-TP-0001).

Vivi Chi, Directeur, Planification des transports, daté le 27 septembre 2021 (ACS2021-PIE-TP-0001). .

**SUBJECT: McKenna Casey Drive Realignment Environmental Assessment,  
Addendum to the 1991 Strandherd Drive Environmental Assessment Study**

**File Number: ACS2021-PIE-TP-0001**

**Report to Transportation Committee on 6 October 2021**

**and Council 13 October 2021**

**Submitted on September 27, 2021 by Vivi Chi, Director, Transportation Planning /  
Planning, Infrastructure and Economic Development**

**Contact Person: Frank McKinney, Program Manager Transportation  
Environmental Assessments Branch / Planning, Infrastructure and Economic  
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**Ward: Barrhaven (3)**

**OBJET : Évaluation environnementale du nouveau tracé de la promenade  
McKenna-Casey, addenda à l'Étude d'évaluation environnementale de 1991 visant  
la promenade Strandherd**

**Dossier : ACS2021-PIE-TP-0001**

**Rapport au Comité des transports**

**le 6 octobre 2021**

**et au Conseil le 13 octobre 2021**

**Soumis le 27 septembre 2021 par Vivi Chi, Directeur, Planification des transports /  
Direction générale des transports**

**Personne ressource : Frank McKinney, Gestionnaire de programme, Des  
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**Quartier : BARRHAVEN (3)**

## REPORT RECOMMENDATION(S)

That the Transportation Committee recommend that Council:

1. Approve the functional design for the realigned McKenna Casey Drive as described in this report and supporting documents; and,
2. Direct staff to finalize the Environmental Study Report Addendum and proceed with its posting for the 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment process.

## RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande ce qui suit au Conseil :

1. Approuver la conception fonctionnelle du nouveau tracé de la promenade McKenna Casey, décrite dans le présent rapport et les documents à l'appui; et
2. Enjoindre au personnel de parachever l'addenda du rapport de l'étude d'évaluation environnementale et de procéder à sa publication aux fins de consultation publique pour une période de 30 jours, conformément au processus d'évaluation environnementale municipale de portée générale de l'Ontario.

## EXECUTIVE SUMMARY

### Assumptions and Analysis

The 2013 Transportation Master Plan (TMP) identifies the corridor of McKenna Casey Drive, east of Highway 416, realigned to Strandherd Drive as a proposed major collector.

A proposed extension of McKenna Casey Drive was shown conceptually in the 1991 Strandherd Drive, Highway 416 to Jockvale Road Environmental Assessment (EA) Study. The EA protected a connection/terminus for the extension both at McKenna Casey Drive and at Strandherd Drive. The EA did not identify a need for corridor realignment, but circumstances have changed since the completion of that study.

McKenna Casey Drive has been closed since October 2020 for the construction of the Strandherd Drive Widening project. In its pre-construction state, there was an at-grade crossing of the VIA Rail tracks on Strandherd Drive northeast of McKenna Casey Drive. The project end state will include a grade separation of Strandherd Drive and the VIA Rail tracks, with the road crossing over the tracks on a new bridge. Given the proximity of the new bridge to the intersection of McKenna Casey Drive at Strandherd Drive, an at-grade intersection between the two roads will no longer be possible. Furthermore, there will be sight-line safety issues if McKenna Casey were to be raised to meet the new grade of Strandherd Drive.

At the Transportation Committee Meeting of September 2, 2020, Councillor Luloff introduced a Notice of Motion for consideration at a subsequent meeting on behalf of Councillor Harder. At the October 7, 2020 Transportation Committee meeting, the motion ([ACS2020-OCC-TRC-0011](#)) was approved directing Transportation Services staff to complete an Addendum to the 1991 Strandherd Drive Widening Environmental Assessment to study the McKenna Casey realignment identified in the 2013 TMP, and to complete preliminary and detail design using funds from the Strandherd Drive Widening project. This report presents the functional design and final recommendations for the realignment. The realigned McKenna Casey Drive, connecting with Strandherd Drive further north, will improve access for the community and provide an opportunity to include active transportation facilities. The project will also eliminate the need for any crossing with VIA Rail, thus improving transportation safety.

This report provides a recommended plan and a potential interim plan. The interim plan allows for phased construction and flexibility to coordinate with adjacent developments as they occur in the future.

The recommended plan will re-establish a connection between McKenna Casey Drive and Strandherd Drive that is more efficient. In the current configuration, with McKenna Casey Drive having been closed at the Via Rail tracks, vehicles traveling between McKenna Casey Drive and Strandherd Drive must follow a 5.3 kilometre re-routing via Fallowfield Road. This alternate route adds approximately five to 10 minutes of travel time for vehicles, 15 minutes for trips by bike, and one hour for walking trips. The additional travel time is longer if there is congestion on Strandherd Drive.

By improving access, this project can stimulate development in the area. McKenna Casey Drive will be extended by area land developers further north to Citigate Drive as

a condition of development approvals. This will provide multiple connection points from McKenna Casey Drive to Strandherd Drive, including at Dealership Drive in the near-term, and eventually Systemhouse Drive and Strandherd Drive/Fallowfield Road to the north.

The functional design for McKenna Casey Realignment is illustrated in Document 2 with highlights as follows:

- Re-establishes the continuity of the community's transportation network between Moodie Drive (west of Highway 416) and Strandherd Drive including provisions for trucks;
- Provides direct pedestrian, cycling and accessible connectivity to and from the Barrhaven community;
- Delivers a Complete Street design including barrier-free access for all road users;
- Permanently removes safety concerns of an at-grade crossing with VIA Rail tracks;
- Facilitates connectivity to the area's proposed multi-use pathway system;
- Enables a continuous major collector route through the Citigate employment area;
- Includes a roundabout at the intersection of McKenna Casey Drive and Dealership Drive which accommodates all users;
- Provides road frontage and access to vacant lands which have development potential; and,
- Reflects the community's South Nepean Areas 9 and 10 Secondary Plan.

### **Financial Implications**

Cost for design, construction, property, public art and contingencies in 2021 dollars is estimated at \$14.9 million for the recommended plan and \$12.4 million for the interim plan. Funding for this Addendum and preliminary and detailed design is available in the Strandherd Drive widening account 907405. There is no funding for

implementation/construction identified at this time. In the City of Ottawa, major collector roads are typically constructed by land developers as a condition of land development approvals and the lands across which the alignment runs are not subject to a comprehensive development application at this time. If this project is to be funded by the City, the funding will be subject to the City's future capital budget priorities and an update to the Development Charge (DC) By-law.

### **Public Consultation / Input**

Public consultation was undertaken in the form of meetings with impacted Ward Councillors, focus groups; individual meetings with landowners and stakeholders; outreach to Indigenous Groups; and an on-line virtual consultation event.

A Community Working Group (CWG) and a Technical Advisory Group (TAG) were created to provide opportunities for consultation and stakeholder engagement. The full list of stakeholders and details of consultation can be found in the Consultation section of this report.

Overall, there is general public support for this project with some issues raised which have been addressed and as described in this report. These concerns pertained to property impacts, underground servicing, project timing and proximity to the Rogers Radio Towers.

## **RÉSUMÉ**

### **Hypothèses et analyse**

Le Plan directeur des transports (PDT) de 2013 désigne le couloir de la promenade *McKenna Casey*, à l'est de l'autoroute 416, comme étant une route collectrice principale dont le tracé a été modifié pour relier la promenade Strandherd.

Le projet de prolongement de la promenade *McKenna Casey* a été illustré de manière conceptuelle dans l'Étude d'évaluation environnementale (ÉE) de 1991 visant la promenade Strandherd, entre l'autoroute 416 et le chemin Jockvale. Cette ÉE protégeait un lien/terminus pour ce prolongement, à la hauteur de la promenade *McKenna Casey* et à celle de la promenade Strandherd. L'ÉE n'a pas déterminé la nécessité de modifier le tracé du couloir, mais les circonstances ont évolué depuis l'achèvement de cette étude.



La promenade McKenna Casey est fermée à la circulation depuis octobre 2020, afin de permettre la réalisation du projet d'élargissement de la promenade Strandherd. Avant les travaux, un passage à niveau de VIA Rail traversait la promenade Strandherd au nord-est de la promenade McKenna Casey. Au terme de ce projet, un croisement dénivelé sera aménagé entre la promenade Strandherd et les voies de VIA Rail, la chaussée devant traverser les voies ferrées sur un nouveau pont. Compte tenu de la proximité de ce nouveau pont et de l'intersection des promenades McKenna Casey et Strandherd, l'aménagement d'un carrefour à niveau entre ces deux voies n'est plus possible. En outre, on observerait des problèmes de visibilité si la promenade McKenna Casey était surélevée pour arriver au niveau de la promenade Strandherd.

Lors de la réunion du Comité des transports du 2 septembre 2020, le conseiller Luloff a présenté un avis de motion, devant être examiné lors d'une réunion ultérieure, au nom de la conseillère Harder. Cette motion ([ACS2020-OCC-TRC-0011](#)), adoptée à la réunion du Comité des transports du 7 octobre 2020, enjoignait au personnel de la Direction générale des transports d'élaborer un addenda à l'évaluation environnementale de 1991 visant l'élargissement de la promenade Strandherd, afin d'étudier le nouveau tracé de la promenade McKenna Casey évoqué dans le PDT de 2013, et de procéder à la conception préliminaire et détaillée, à l'aide des fonds provenant du projet d'élargissement de la promenade Strandherd. Le présent rapport a pour objet de présenter la conception fonctionnelle et les recommandations finales relatives à ce nouveau tracé. Le nouveau tracé de la promenade McKenna Casey, qui rejoindra la promenade Strandherd plus au nord, permettra d'améliorer l'accès des résidents et d'aménager des installations de transport actif. Par ailleurs, ce projet rendra inutile toute traversée des voies de VIA Rail, améliorant ainsi la sécurité routière.

Le présent rapport propose un plan recommandé et un plan provisoire. Ce plan provisoire permet une construction par étapes et plus de souplesse dans une coordination avec les aménagements adjacents éventuels.

Le plan recommandé rétablira un lien plus efficace entre les promenades McKenna Casey et Strandherd. Selon la configuration actuelle où la promenade McKenna Casey est fermée à la hauteur des voies ferrées de Via Rail, les véhicules circulant entre les promenades McKenna Casey et Strandherd doivent effectuer une déviation de 5,3 kilomètres en empruntant le chemin Fallowfield. Cet itinéraire de substitution ajoute de cinq à dix minutes de temps de déplacement pour les véhicules, 15 minutes à vélo et

une heure pour les piétons. Ce temps de déplacement supplémentaire est plus long en cas d'embouteillage sur la promenade Strandherd.

En améliorant l'accès, ce projet peut stimuler les aménagements dans le secteur. La promenade McKenna Casey sera prolongée plus au nord jusqu'à la promenade Citigate par les promoteurs de la région, qui se verront imposer cette condition pour toute approbation d'une demande d'aménagement. Ainsi, de nombreux points d'interconnexion seront créés entre la promenade McKenna Casey et la promenade Strandherd, notamment à l'angle de la promenade Dealership à court terme, et ultérieurement à l'intersection de la promenade Systemhouse et de la promenade Strandherd / chemin Fallowfield au nord.

La conception fonctionnelle du nouveau tracé de la promenade McKenna Casey est illustrée dans le document 2 et en voici les points saillants :

- Elle rétablit la continuité du réseau de transport de la collectivité entre la promenade Moodie (à l'ouest de l'autoroute 416) et la promenade Strandherd, avec notamment des mesures pour les camions;
- Elle offre un lien direct et accessible aux piétons et aux cyclistes en direction et en provenance de Barrhaven;
- Elle représente une conception de rue complète, avec notamment un accès sans obstacle pour tous les usagers de la route;
- Elle supprime définitivement les problèmes de sécurité liés à un passage à niveau avec les voies ferrées de VIA Rail;
- Elle facilite l'accès au réseau de sentiers polyvalents proposé dans le secteur;
- Elle crée une route collectrice principale continue pour traverser le secteur d'emploi Citigate;
- Elle comprend un carrefour giratoire à l'angle des promenades McKenna Casey et Dealership, utilisable par tous les usagers de la route;
- Elle offre une façade sur voie publique et un accès à des terrains vacants possédant un potentiel d'aménagement; et

- Elle correspond au *Plan* secondaire des secteurs urbains 9 et 10 de Nepean-Sud.

### **Répercussions financières**

Le coût associé à la conception, à la construction, à l'acquisition des terrains, à l'œuvre d'art public et aux impondérables est estimé à 14,9 millions de dollars (dollars de 2021) pour le plan recommandé et à 12,4 millions de dollars en appliquant le plan provisoire. Le financement de l'addenda et de la conception préliminaire et détaillée est disponible sur le compte 907405 prévu pour l'élargissement de la promenade Strandherd. Aucun financement de la mise en œuvre et des travaux de construction n'est pour le moment déterminé. À Ottawa, les routes collectrices principales sont habituellement construites par des promoteurs immobiliers et dans le cadre d'une condition à l'approbation d'une demande d'aménagement, et les terrains traversés par le nouveau tracé ne font l'objet, pour le moment, d'aucune demande d'aménagement précise. Si ce projet est financé par la Ville, ce financement sera assujéti aux priorités futures du budget des immobilisations de la Ville et à une mise à jour du Règlement municipal sur les redevances d'aménagement.

### **Consultation et commentaires du public**

Une consultation publique a été menée sous la forme de réunions avec les conseillers municipaux concernés et des groupes de discussion, de réunions individuelles avec les propriétaires et les parties prenantes, d'activités de rayonnement auprès de groupes d'autochtones et d'une consultation virtuelle en ligne.

Un groupe de travail communautaire et un groupe consultatif technique ont été créés à des fins de consultation et pour susciter la participation des parties prenantes. La liste complète des parties prenantes et les détails de la consultation sont proposés dans la section Consultation du présent rapport.

Dans l'ensemble, le public est généralement favorable à ce projet, malgré quelques préoccupations soulevées et qui ont été prises en compte, comme le décrit le présent rapport. Ces préoccupations avaient trait aux répercussions sur les propriétés, à l'enfouissement des services publics, au calendrier du projet et à la proximité des pylônes radio de Rogers.

## **BACKGROUND**

### Planning Context

The 2013 TMP identifies McKenna Casey Drive, east of Highway 416, as a proposed realigned major collector roadway connecting to Strandherd Drive. The Official Plan includes a right-of-way (ROW) protection of 26 metres.

Prior to the closure in 2020, McKenna Casey Drive provided an east-west route crossing beneath Highway 416 and connecting Moodie Drive to the Barrhaven community. Traffic volumes had been increasing annually due to growth in Barrhaven. The recent closure of McKenna Casey Drive requires vehicles to travel an additional 5.3 kilometres, adding five to ten minutes travel time through a series of seven signalized intersections from Moodie Drive at Fallowfield Drive to Dealership Drive at Strandherd Drive. McKenna Casey Drive is a frequently used truck route, as construction resources are located on the west side of the corridor, while development is located on the east side of the corridor. Based on a review of 2018 traffic counts, the corridor has a truck volume of 18 percent in the eastbound direction during the AM peak hour, and a truck volume of 21 percent in the westbound direction during the PM peak hour. The road provides an important function for the trucking and construction industries as it forms part of the City's Rural Truck Routes.

Prior to the closure of McKenna Casey Drive, McKenna Casey Drive crossed the VIA Rail line to the east of Strandherd Drive at an at-grade crossing. The recommended plan avoids this at-grade crossing as the alignment is diverted northerly to Dealership Drive, west of the VIA Rail crossing.

In the City of Ottawa, major collector roads are planned, designed, and constructed by the private sector, typically as part of the Plan of Subdivision process. In this case, the City of Ottawa has taken on the responsibility to plan and design this road segment due to the City's decision to close McKenna Casey Drive at the VIA Rail line. The EA Addendum will protect the transportation corridor by establishing the right-of-way requirements and identifying a recommended functional design. The responsibility to finance and construct the road has not been determined at this time.

### Study Area and Site Context

The study area, located in the Citigate Business Park in Barrhaven, is shown in Figure 1. The limits of the study start along existing McKenna Casey Drive, east of Highway 416, and extend north to Dealership Drive which connects to Strandherd Drive.

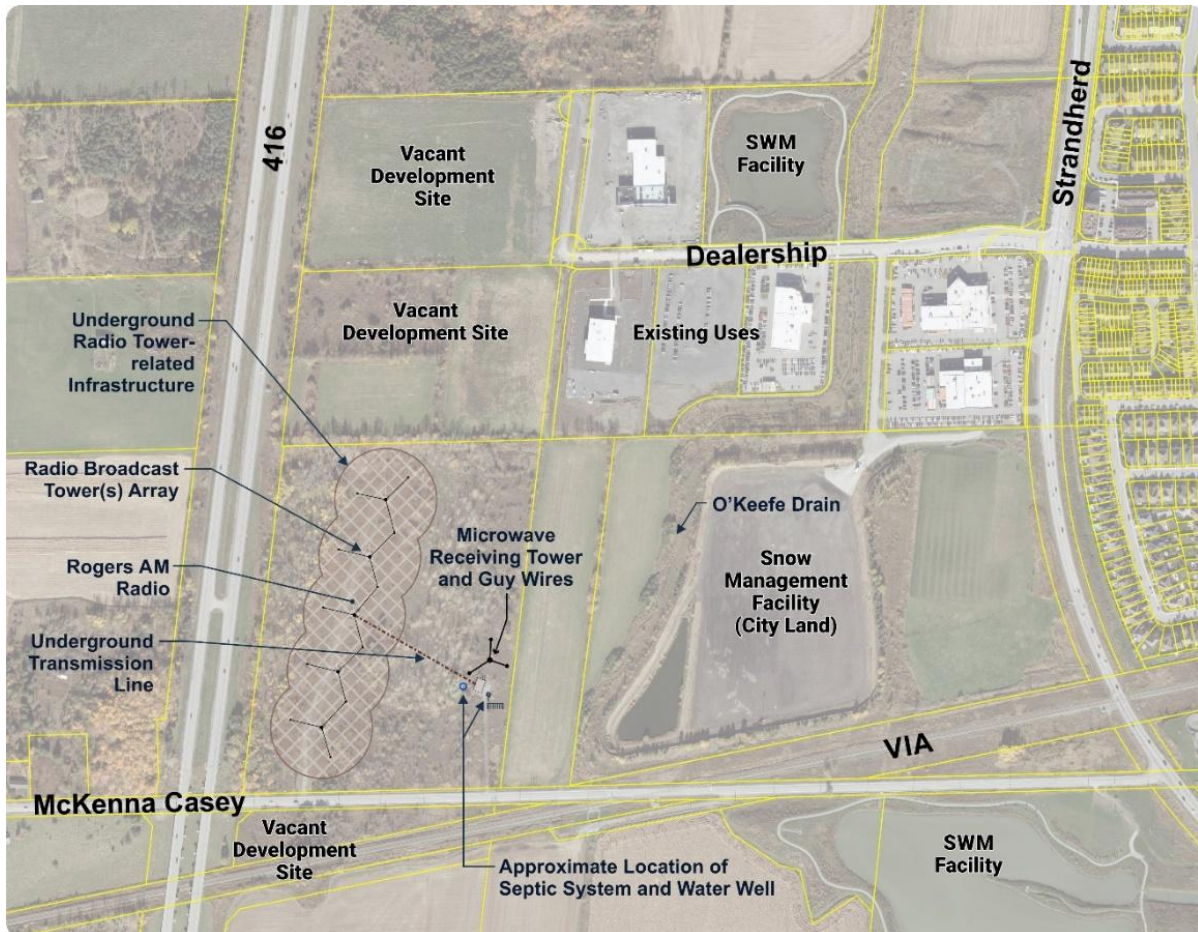


Figure 1: McKenna Casey Drive Realignment Study Area

## DISCUSSION

A transportation analysis identified the need and benefits of extending McKenna Casey Drive to Dealership Drive as a two-lane Major Collector roadway and multi-modal route. This project will improve roadway connections and contribute to multi-modal connectivity with the implementation of cycle tracks and sidewalks. It will also re-establish the integrity of the area's major road and truck route system by reconnecting McKenna Casey Drive to the network after having been closed at the VIA Rail corridor in October 2020. Specifically, this road extension will re-establish the transportation

connectivity between Moodie Drive (an Arterial road to the west of Highway 416), and Strandherd Drive (an Arterial road to the east), while at the same time providing a direct connection to a future planned extension of Citigate Drive (a Major Collector road to the north) within the Citigate Business Park.

With respect to vehicle travel demand, data indicates that prior to the road's closure in October 2020, peak hour traffic volumes on McKenna Casey Drive (between Moodie Drive and Strandherd Drive) of approximately 200 vehicles per hour two-way were typical, with heavy vehicles representing 20 percent. Assuming the extension of Citigate Drive and full construction of the Citigate Business Park, forecasting analysis projects peak hour traffic volumes of approximately 350 vehicles per hour two-way on McKenna Casey Drive (between Moodie Drive and Strandherd Drive), with higher volumes on the extension near Dealership Drive associated with localized site traffic to and from the Citigate Business Park. It is concluded that a two-lane roadway (one lane in each direction) will be appropriate to accommodate the anticipated vehicle travel demand for this facility.

### **Development of the Recommended Plan**

In addition to vacant development lands, the Rogers AM Radio site is located north of McKenna Casey Drive and immediately east of Highway 416. The site includes five radio broadcasting towers, one microwave radio receiving tower, an operations building, an abandoned private well, and an abandoned septic field. Multiple meetings were held with Rogers Radio from January through April 2021. Any physical inference with the towers and guy anchors would be costly to relocate, and this set of parameters was a key consideration for evaluating the road alignment options.

The recommended alignment crosses part of an existing septic field on the Rogers AM Radio site. Though the septic field is not currently in use, construction of the road could disrupt the existing septic field. The impacts of the septic field on the realignment will be evaluated in detailed design and mitigation measures will be identified if needed.

Rogers also initiated discussion concerning the potential risk to human health of the frequencies emitted from the five radio towers.

Octave Communications was retained by the City as a specialist subconsultant to study the impact of the Rogers AM Radio site on the proposed McKenna Casey Drive

realignment. The study focused on human health impacts of potential exposure to the on-site electromagnetic energy levels as per Health Canada Safety Code 6. In terms of safety for the roadway users, the risk was determined to be low to non-existent. Perimeter security fencing is recommended to mitigate the risk of persons entering the Rogers AM Radio site. As an added safety measure, the Octave report recommends reducing or eliminating street furniture on this section of the roadway so that pedestrians do not linger unnecessarily in the area.

Various design options to improve pedestrian, cycling and accessibility infrastructure were assessed and evaluated based on a list of design requirements, which led to the selection of the preferred design. Details of the assessment are included in Document 1 and the recommended plan is shown in Document 2. A total of nine alternative alignments and 11 alternative cross-sections were examined.

The proposed stormwater management controls and any mitigation measures will be included within the proposed McKenna Casey Drive ROW and include a stormwater management facility that serves the facility. The recommended plan includes a southerly stormwater management pond that would drain the proposed roadway.

### **The Alignment**

The roadway alignment, as shown in Figure 2, forms a direct connection to Dealership Drive, avoids impacts to the Rogers AM Radio infrastructure, minimizes lot fragmentation, avoids a wooded area, aligns with the area's Secondary Plan and requires just one intersection (at Dealership Drive). By following more closely the property lines, this recommended alignment may require all or part of the abandoned septic system on the Rogers AM Radio site to be removed and remediated as appropriate, subject to detailed designs.

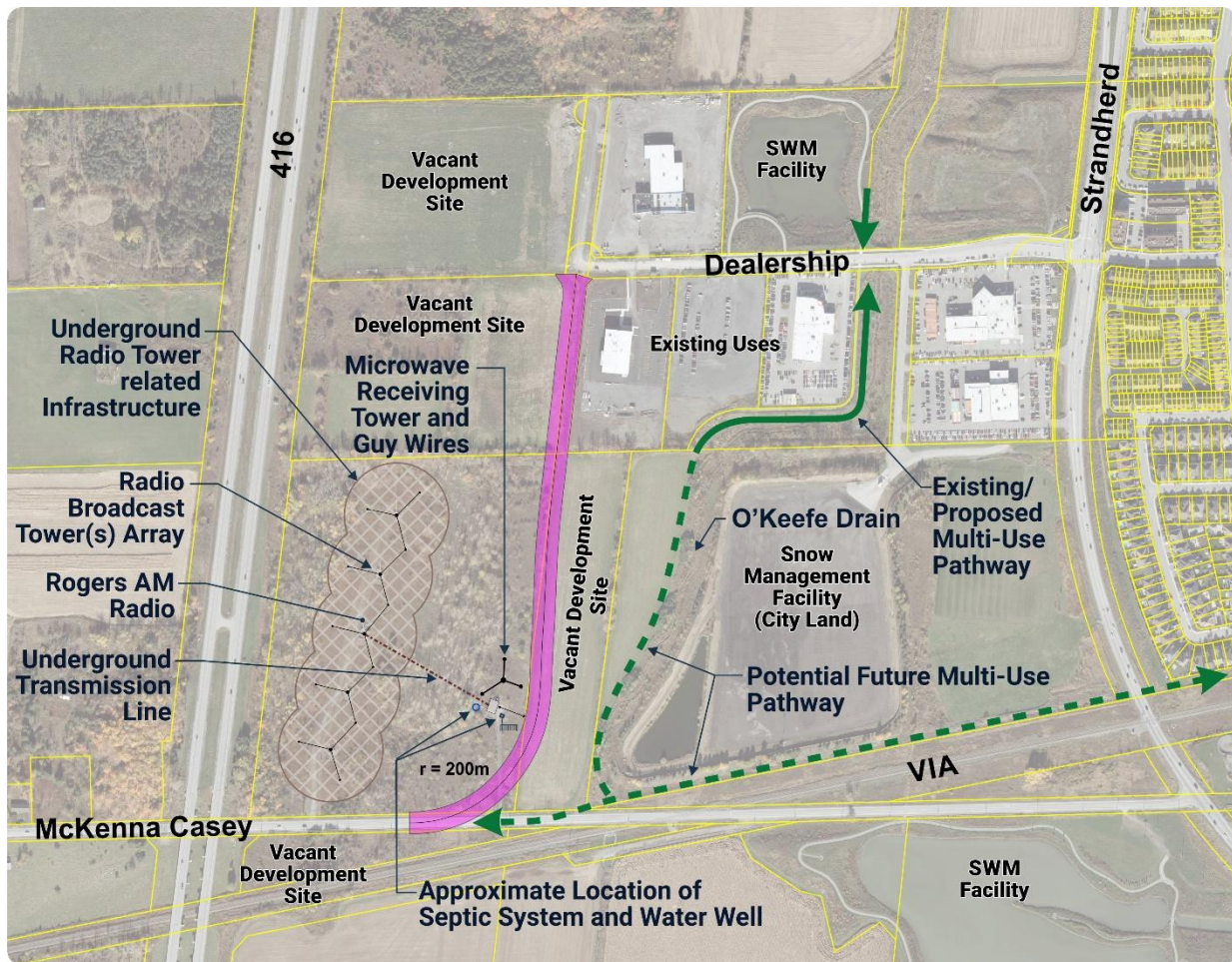


Figure 2: Preferred Alignment

The connection of McKenna Casey Drive to Strandherd Drive is expected to stimulate development in the area as adjacent lands will be better connected to the system of major roads than the current conditions, and road frontage will be provided to abutting properties.

### The Cross-section

The recommended cross-section is shown in Figure 3. This plan is most suitable for all road users as it features an urban cross-section with sidewalks and uni-directional cycle tracks and a 9-metre wide roadway to accommodate a centre-line safety buffer for traffic to pass a disabled vehicle.



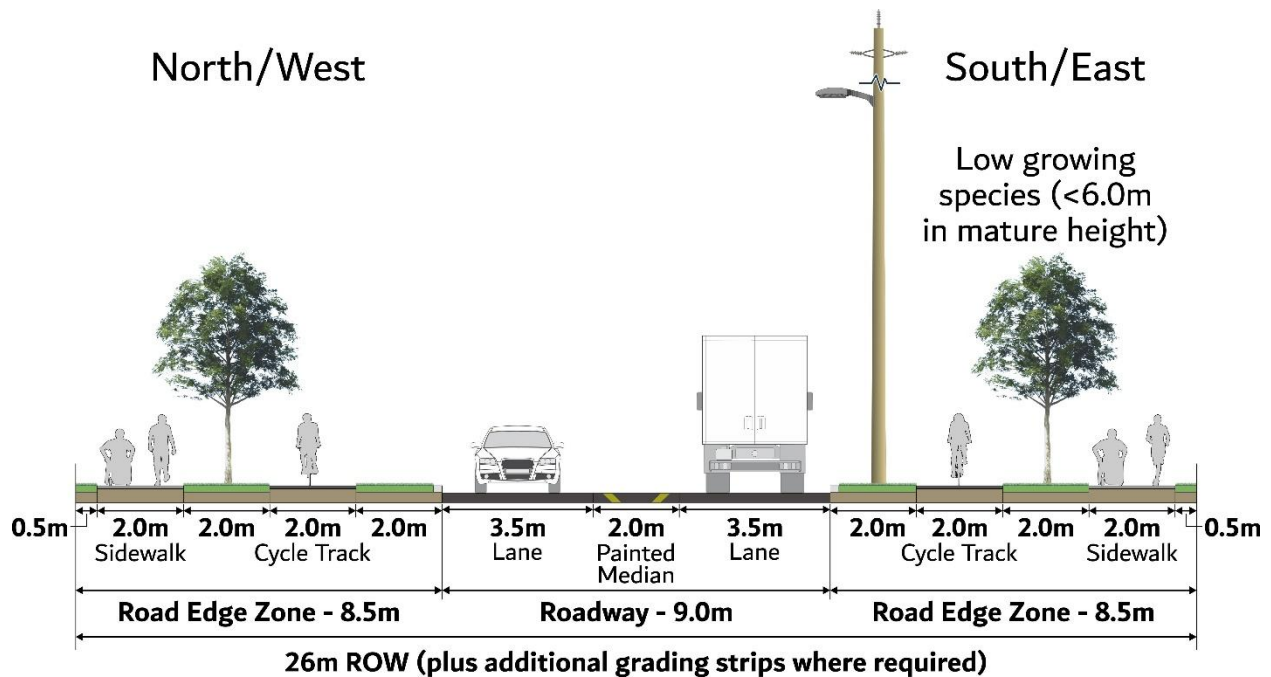


Figure 3: Preferred Cross Section

### Interim Plan

A possible interim plan is shown in Figure 4. Although there would be economies of scale if the road were constructed fully to its end-state design, the interim plan allows for a roadway connection and basic active transportation facilities (a multi-use pathway) if initial project funding is limited. The interim plan is 75 percent of the full project cost and there will be other soft costs (such as administrative, second tendering process, project start-up, etc.) if the project were to be built in two phases. Full active transportation facilities (separate cycling and sidewalk facilities on both sides of the road) would be built as development expands in the area. To avoid additional costs in the future, the interim plan's design will allow for future underground services to be located outside the roadway surface. This would include the roadbed and surface, as well as street lighting, located in the permanent location and a multi-use pathway on the east side. Future additions would include separated cycling and pedestrian facilities, utilities in the boulevard area, trees where appropriate and landscaping and servicing which are yet to be determined.

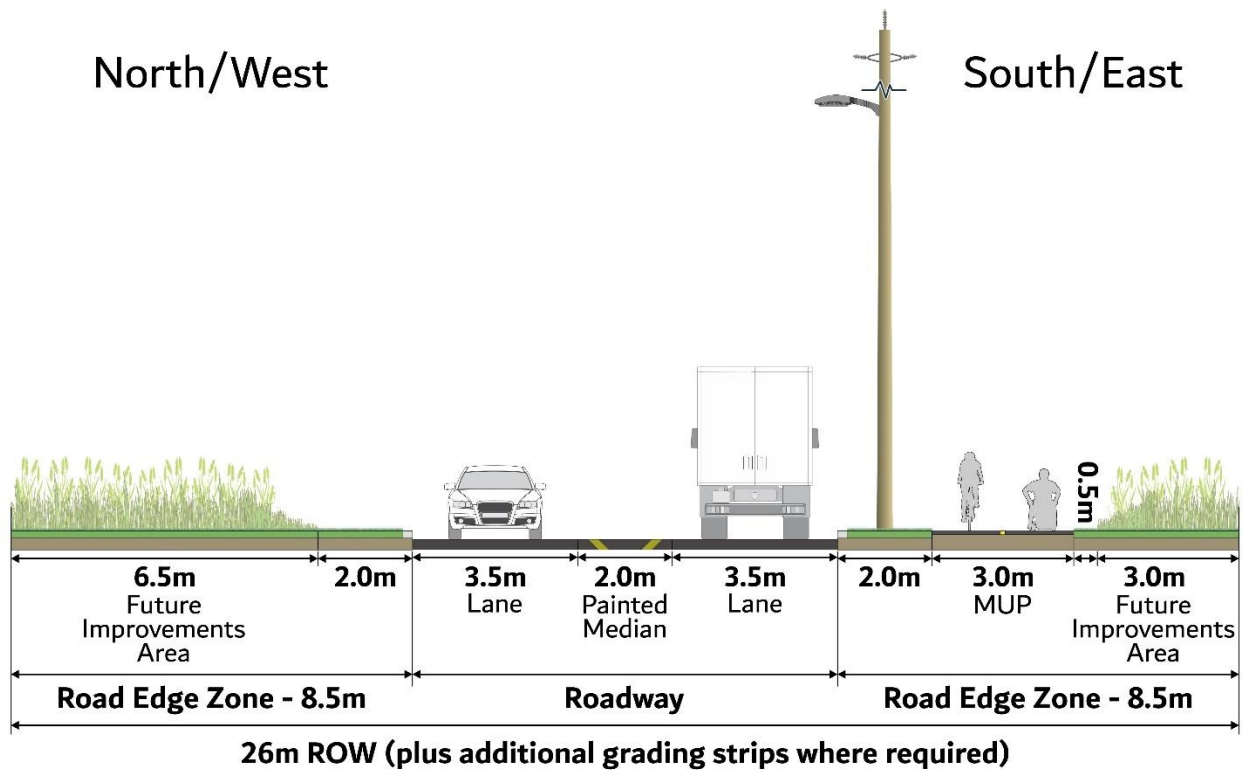


Figure 4: Interim Plan Cross Section

### Dealership Drive/McKenna Casey Drive Intersection Design

The preferred intersection type is a roundabout at Dealership Drive, as shown in Figure 5. This will allow for continuity in the area, with existing and future roundabouts to the north along Citigate Drive which is planned to be extended southerly by developers as the area develops, as part of a continuous north-south major collector.

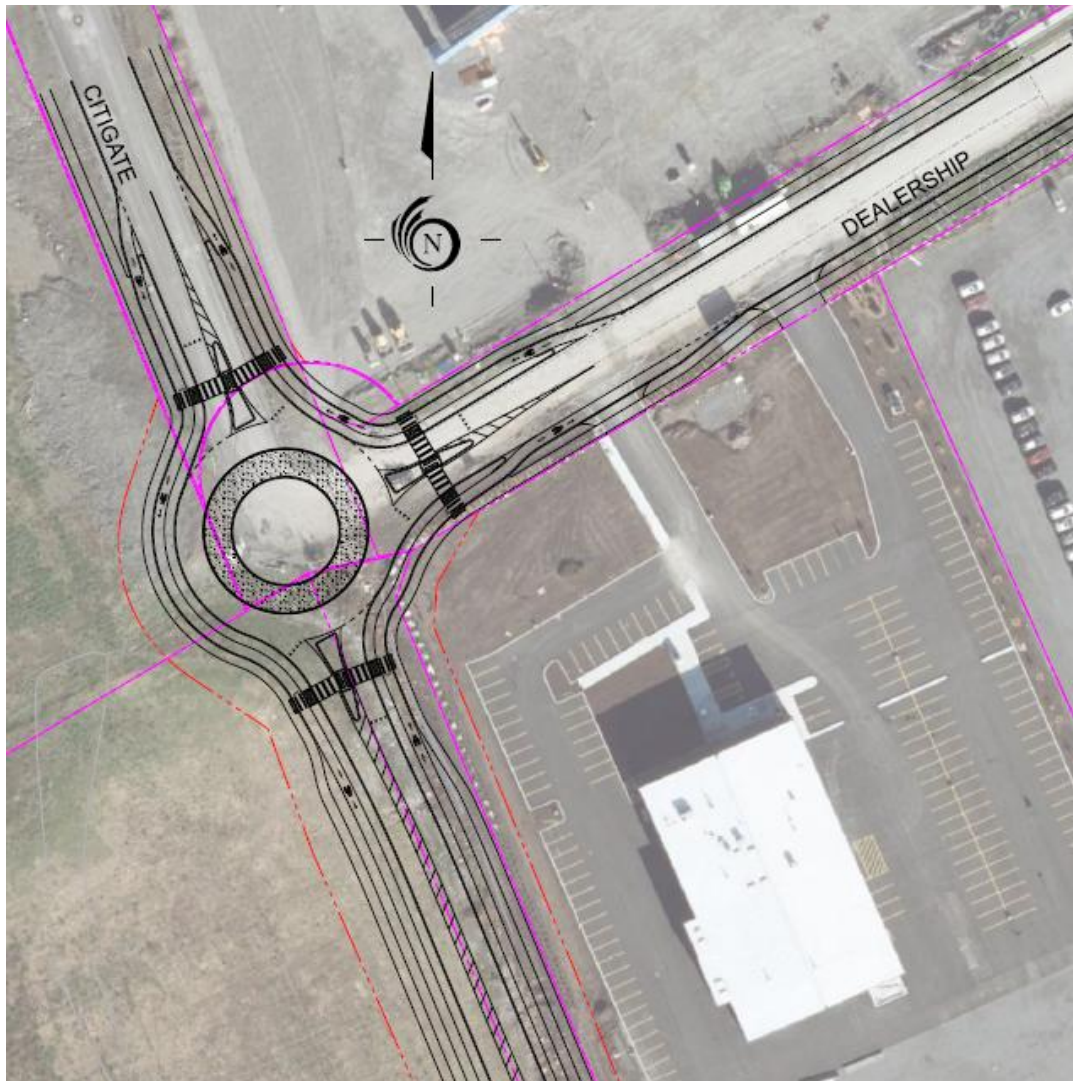


Figure 5: McKenna Casey Drive/Dealership Drive Intersection

The roundabout intersection will:

- Offer protected movements for all users and vehicle sizes;
- Require additional right-of-way at corners; and,
- Allow for a potential future western leg.

An interim plan for this intersection would be a three-legged stop-controlled intersection.

The recommended plan and interim plan are shown in Figures 6 and 7 respectively.



Figure 6: Recommended Plan

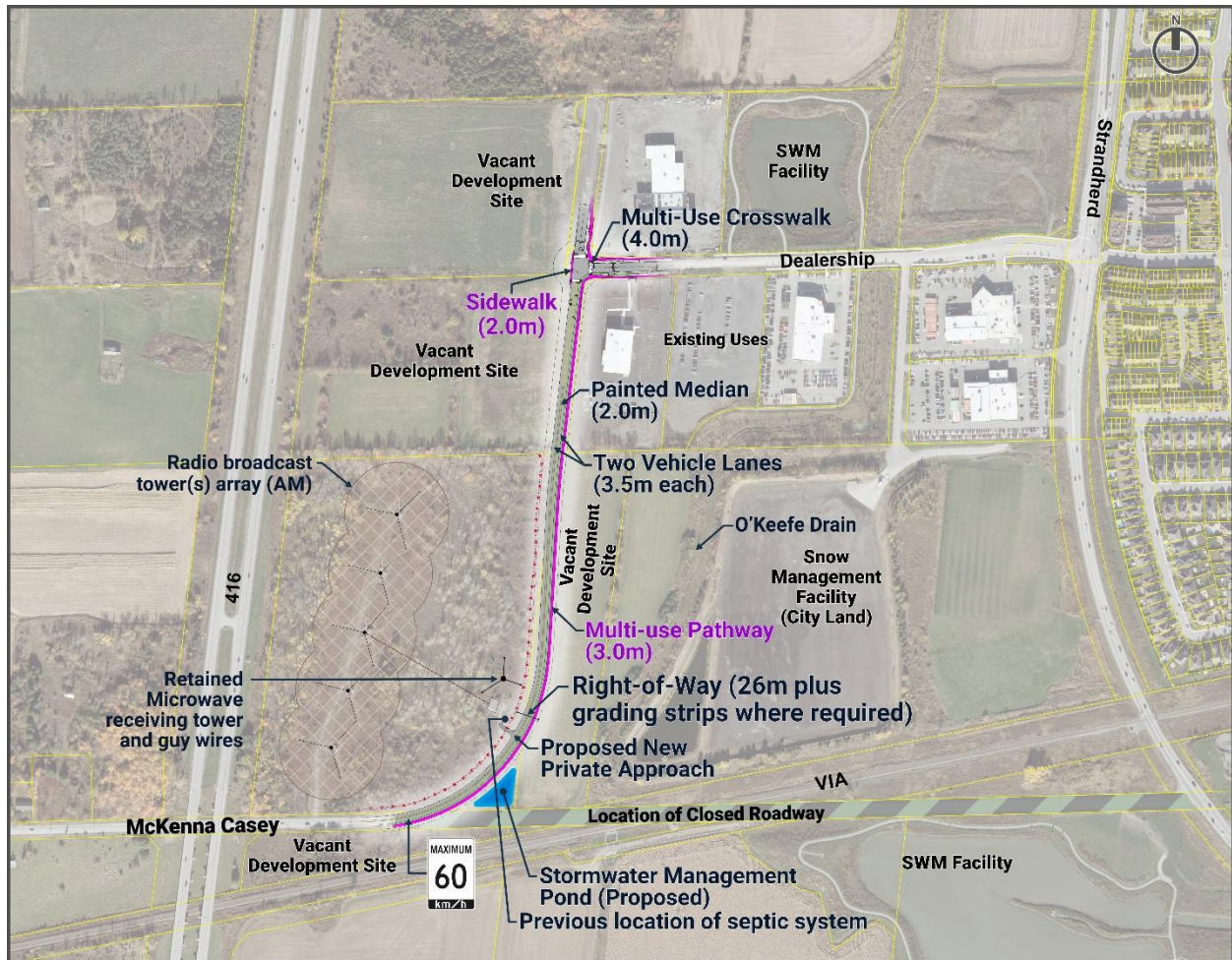


Figure 7: Interim Plan

## Property Impacts

Private land is required from Rogers AM Radio, four vacant development sites and a small parcel from an existing car dealership. The total land property required is 2.2 hectares.

## Cost Estimate

Cost for design, construction, property, public art and contingencies in 2021 dollars is estimated at \$14.9 million for the recommended plan and \$12.4 million for the interim plan. Funding for this Addendum and preliminary and detailed design is available in the Strandherd Drive Widening account 907405. There is no funding for implementation

identified at this time. In the City of Ottawa, major collector roads are typically constructed by land developers as a condition of land development approvals and the lands across which the alignment runs are not subject to a comprehensive development application at this time. If this project is to be funded by the City, the funding will be subject to the City's future capital budget priorities and an update to the DC By-law.

### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with the recommendations of this report.

### **LEGAL IMPLICATIONS**

There are no legal impediments to approving the recommendations as set out in this report.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor Harder provided the following comments:

“The opportunity to realign McKenna Casey Road and thereby avoid the “crossing” of the VIA tracks and the opportunity to connect all transportation modes to the community, the large employment/retail neighbourhood, provide a cycling and walking path into rural Ottawa is amazing. Details in the report identify the opportunities. Thanks to staff who recognized this.”

### **ADVISORY COMMITTEES COMMENTS**

The Accessibility Advisory Committee was consulted. The Committee representative requested that accessibility be a key consideration in the study, including: depiction of persons with disabilities as part of presentation materials, a preference for separate cycle tracks and sidewalks versus multi-use pathways and placing landscaping including trees for shade and protection.

The McKenna Casey Drive Realignment project will be designed to meet the City of Ottawa Accessibility Design Standards, as well as the *Accessibility for Ontarians with Disabilities (AODA) Act*.

## **CONSULTATION**

The consultation involved many stakeholders, including Indigenous communities, regulatory agencies, conservation authorities, local community associations, property owners, business owners and associations, and members of the public. A Community Working Group (CWG) made up of area landowners and developers, business owners, and community representatives including West Barrhaven Community Association, Barrhaven Business Improvement Area (BIA) and Rogers Communications was also consulted. A Technical Advisory Group (TAG) made up of relevant experts such as municipal staff from road safety, OC Transpo, active transportation, traffic, planning, natural systems, fire services, road services infrastructure, accessibility, drainage and the Corporate Real Estate Office (CREO) and regulatory agencies including Ministry of Transportation, Rideau Valley Conservation Authority, Ministry of Environment Conservation and Parks, Ministry of Heritage Sport Tourism and Culture, VIA Rail, Hydro Ottawa, Bell, Enbridge and Ministry of Natural Resources was consulted.

Three rounds of virtual meetings were held with the CWG and TAG. A meeting with the Accessibility Advisory Committee (AAC) representative and outreach to Indigenous groups was done through emails and meeting invitations. A final virtual public consultation was held from June 28 to July 12, 2021. Information was posted to the project website and promoted on social media.

The TAG meetings were held via Microsoft Teams in December 2020 and February and June of 2021. Feedback centered around the desire for sufficient boulevard width for trees in the cross-section, as well as preferences for separated active transportation modes for accessibility and safety reasons. The recommended plan has balanced these requirements within the 26 metre right-of-way. Other issues expressed included underground servicing, and where and how the realigned McKenna Casey Drive would drain.

The CWG meetings were held via Microsoft Teams in December 2020 and April and June 2021. Discussions centered around the timing and funding of construction. It was explained that the EA Addendum project presents a recommended plan but that the method of funding the project has not been determined, nor the time frame for construction.

Area landowners generally preferred a timely construction process and a roadway that included servicing to foster land development. It was noted that these aspects are outside the scope of this EA Addendum, which focuses on the roadway right of way, alignment, profile and cross-section. It was communicated to landowners that the preparation and approval of this recommended plan assists in enabling them to advance their own land use planning, site engineering and land development approval processes.

On-line public consultation for the EA was held between June 28 and July 12, 2021. The majority of respondents were interested to see improvements in the area's transportation network and to restore its connectivity. Comments included support for removing the VIA Rail level-crossing as a safety improvement, and support for the realignment to be implemented to reduce lengthy detours associated with the October 2020 closure of McKenna Casey Drive. Comments were also received from one area developer that would have preferred that the project included the engineering design of below-grade municipal services and area-wide stormwater management facilities, and that the corresponding facility be financed by the City of Ottawa. Overall, there is general public support for the recommended plan. Key issues that were raised and the corresponding study responses are summarized as follows:

<b>Issues Raised</b>	<b>Response</b>
The Addendum does not include plans for underground municipal services and utilities. One of the owners of an abutting property has requested the City include sanitary and water services and the oversizing of stormwater facilities as part of the road design and construction to facilitate land development.	At this time there are no active land development applications, development concept plans or comprehensive engineering studies for the vacant lands. The Addendum establishes the functional design and right-of-way requirements for the extension of McKenna Casey Drive and thereby assists in enabling the landowner to carry out land use planning and municipal engineering and servicing studies that will guide the development of their lands. Depending on timelines, servicing requirements that would fall within/under the right-of-way can possibly be identified and bundled with the road construction project, with the developer responsible for such costs. As is the normal course, it is the responsibility of



	<p>landowner/developers to initiate and fund the design and implementation of the underground municipal services and utilities.</p>
<p>Rogers AM Radio suggested that the potential implications on users of the new transportation facility within the vicinity of the broadcasting towers be studied.</p>	<p>The study team commissioned a specialist to evaluate the impacts of radio waves on human health and other potential safety risks. The specialist’s report is based on existing regulations and practices and concludes that for this transportation facility project the risk is low to non-existent. Corridor users are anticipated to be passing through and not lingering in the corridor for an extended period of time on a regular basis. The report concludes that with appropriate mitigation (such as security fencing), no direct public health hazard will be experienced in the proposed construction or operation of the transportation facility, and that no additional action is required.</p>
<p>The project’s recommended alignment has the potential to cross part of an existing septic system (septic tank and tile field) on the Rogers AM Radio site. The extent of the impact will be identified via a survey at the detailed design stage.</p>	<p>Rogers is aware of this situation and has confirmed that the septic system is abandoned and that they have no requirements for it. The EA Addendum identifies the studies and requirements necessary to identify the extent of the impact of the proposed transportation corridor alignment on this abandoned septic system, and to guide, as required, the safe and proper mitigation of the impact.</p>
<p>Some stakeholders have asked when the roadway is to be constructed and requested that the timing be as soon as possible given that McKenna Casey Drive has been closed since October 2020.</p>	<p>Request is noted. Responsibility for the implementation of this project requires resolution. Major collector roads are typically constructed by land developers as a condition of land development approvals.</p>

## **ACCESSIBILITY IMPACTS**

The realigned McKenna Casey Drive has been designed as a complete street with full pedestrian, cycling and accessible facilities. This includes a protected intersection roundabout at the intersection of McKenna Casey Drive and Dealership Drive.

## **ASSET MANAGEMENT IMPLICATIONS**

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

## **CLIMATE IMPLICATIONS**

In December 2017, the Ministry of the Environment, Conservation and Parks released guidelines titled "Considering Climate Change in the Environmental Assessment Process" which lay out the Ministry's expectations for project proponents to consider, including the potential effects of a project on climate change, and the potential effects of climate change on a project.

These criteria focus on minimizing risk of extreme weather event impacts, as well as on promoting driving behaviour that minimizes vehicle kilometres travelled and emissions. Length of facility, intersection type, and related construction implications influenced the evaluation of alternative designs in this regard.

The realignment of McKenna Casey Drive re-establishes a previous roadway connection and eliminates a long detour, thus reducing the amount of vehicle kilometres travelled. The recommended plan also provides new infrastructure for sustainable modes of active transportation. These aspects assist in reducing greenhouse gas emissions. The wider boulevards along McKenna Casey Drive will also accommodate tree planting, which will serve as a carbon sink.

## **ENVIRONMENTAL IMPLICATIONS**

As required in an EA study, the McKenna Casey Drive project has identified environmental impacts along with proposed mitigation measures as described below.

### **Landscaping**

Boulevard street tree planting will provide shade and create a more pleasant environment for active transportation users and create a visually narrower corridor. Grass strips will assist in reducing the amount of corridor runoff.

### **Stormwater Management (SWM)**

The recommended plan will result in a moderate increase in impervious surfaces due to the construction of McKenna Casey Drive. The proposed stormwater management controls and any mitigation measures will be included within the proposed McKenna Casey Drive right of way and include a stormwater management facility that serves the facility.

### **Natural Environment**

Although the recommended alignment follows a primarily open, cleared landscape, there will be minor loss of vegetation where the new alignment interacts with existing vegetated areas. With mitigation (such as tree conservation/protection measures and reinstatement landscape plans including native vegetation), impacts will be minimized.

There is potential for the project to interact with Species at Risk (SAR) and/or SAR habitat including bird species and bats. The need for more targeted species studies/inventories has been documented including the potential for Butternut trees to exist along the alignment, and following the application of mitigation measures, potential impacts will be reduced or eliminated. This project will adhere to the *City of Ottawa Protocol for Wildlife Protection during Construction*.

With respect to impacts to fish and fish habitat, there are no sensitive fish habitats identified nor are there federally or provincially protected aquatic SAR.

## **RISK MANAGEMENT IMPLICATIONS**

Funding for project implementation is subject to future budget approvals.

## **RURAL IMPLICATIONS**

While the realigned portion of McKenna Casey Drive is in the urban area, this project will improve connectivity for rural commuters as they access the road from Moodie Drive to reach destinations and services in Barrhaven.

## **TERM OF COUNCIL PRIORITIES**

The recommendations contained herein aims to support the following priority and outcomes of the City's Strategic Plan 2019-2022:

Priority: Integrated Transportation

Outcomes:

- An integrated transportation network that incorporates all modes of getting around;
- Residents have easy access to their preferred transportation choice; and,
- Transportation infrastructure investments is sustainable and meets long-term needs.

## **SUPPORTING DOCUMENTATION**

Document 1 Design Options and Assessment of the Road Realignment

Document 2 Functional Design of Recommended Plan

## **DISPOSITION**

Following Transportation Committee and Council approval of the functional design, Planning, Infrastructure and Economic Development Department will undertake the steps necessary to complete the Environmental Assessment study addendum in accordance with the *Ontario Environment Assessment Act* and continue with the preliminary and detailed design as per Council's direction of October 2020.