

Report to/Rapport au :
Transportation Committee
Comité des transports

September 13, 2012
13 septembre 2012

**Submitted by/Soumis par : Nancy Schepers, Deputy City Manager/Directrice
municipale adjointe, Planning and Infrastructure/Urbanisme et Infrastructure**

Contact Person / Personne ressource: *Vivi Chi, Manager/Gestionnaire, Transportation
Planning/Planification des transports, Planning and Growth Management/Urbanisme et
Gestion de la croissance*
(613) 580-2424 x 21877, Vivi.Chi@ottawa.ca

Stittsville (6), Rideau-Goulbourn (21)

Ref N°: ACS2012-ICS-PGM-0228

**SUBJECT: CARP ROAD WIDENING (HAZELDEAN ROAD TO HIGHWAY 417)
ENVIRONMENTAL ASSESSMENT STUDY – STATEMENT OF WORK**

**OBJET : ÉTUDE D'ÉVALUATION ENVIRONNEMENTALE SUR
L'ÉLARGISSEMENT DE LA RUE CARP (ENTRE LE CHEMIN
HAZELDEAN ET HIGHWAY 417) – ÉNONCÉ DES TRAVAUX**

REPORT RECOMMENDATION

That the Transportation Committee approve the Statement of Work for the proposed Carp Road widening from Hazeldean Road to Highway 417 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 proposée pour le projet d'élargissement de la rue Carp entre le chemin Hazeldean et Highway 417, comme le décrit le document 1.

BACKGROUND

Carp Road is a major north-south arterial road in Ottawa travelling south from Fitzroy Harbour, passing through the village of Carp and crossing March Road, Highway 417 and Hazeldean Road and ending at the intersection of Main Street in Stittsville. It is primarily a two-lane roadway with the exception of dual northbound lanes travelling through the Hazeldean Road intersection.

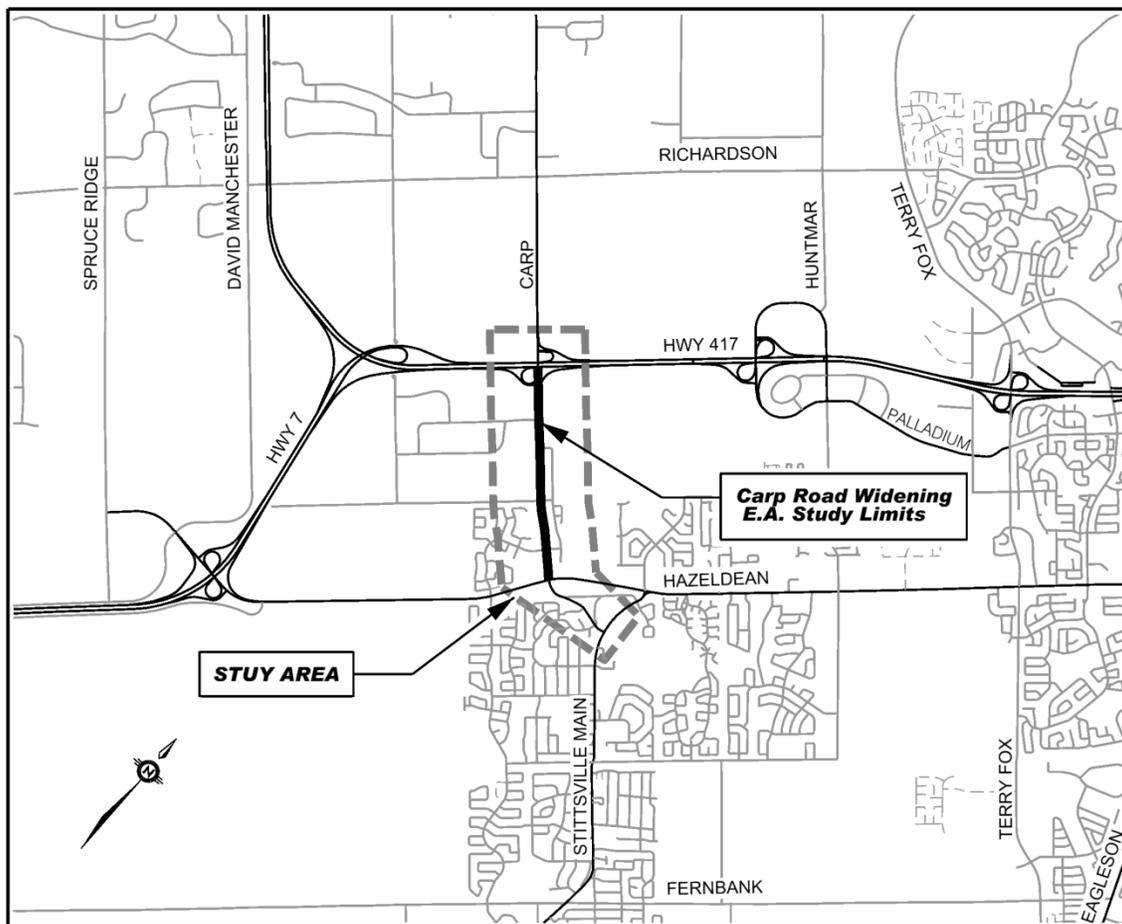
Rapid growth in Stittsville has increased traffic volumes on Carp Road leading to congestion during the peak periods.

The Transportation Master Plan identifies the widening of Carp Road from two to four lanes between Highway 417 and Hazeldean Road as a Phase 2 project (2016-2022). Under provincial legislation, an Environmental Assessment (EA) study is required prior to project implementation. This report provides the Statement of Work (SoW) for the Schedule "C" EA study, described in Document 1.

DISCUSSION

While the widening is focused on the 2 km segment between Highway 417/Carp Road Interchange and Hazeldean Road/Carp Road intersection, the study area (Figure 1) includes the section of Carp Road south of Hazeldean Road (to Stittsville Main Street) to ensure that downstream effects of the proposed widening are fully addressed. Recent growth in the area will also be taken into consideration.

Figure 1: Carp Road Widening EA Study Area



Key considerations for this EA study include the following:

- Detailed evaluation of future transportation demand for the City's north-south direction of travel and public areas of interest;
- Cycling and pedestrian needs in the arterial roadway corridor;
- Full evaluation of any potential impacts on wetlands and other natural environment areas;
- Stormwater management/hydrology;
- Preserving the rural character of rural areas
- Effects on existing community; and
- Costing.

RURAL IMPLICATIONS

Part of the study area lies within the City's rural area (north of Rothbourne Road). Potential impacts on the rural character, rural residents, and any active farming operations will be incorporated in the study. Traffic demand originating from existing and future residents of the rural areas will also be incorporated into the study process.

CONSULTATION

The consultation process will include meetings with key stakeholders through the Agency Consultation Group, Public Consultation Group, and Business Consultation Group. Consultation with the general public will occur principally through open houses and also through the project web page, e-mail, and additional meetings as required.

COMMENTS BY THE WARD COUNCILLORS

Councillor Qadri: "I strongly support this project as Carp Road provides a major connection to the community of Stittsville and this widening has been needed for a number of years."

Councillor Moffatt: "I am supportive of the Environmental Assessment process. I want to encourage staff to consult with the homeowners that front onto Carp Road. These residents have shown concern in the past with how the widening will affect them and I want to make sure they are well aware of the process and the final results of the Environmental Assessment."

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

Funding for this study is available within 906420 - 2012 Environmental Assessment Studies Arterial Roads.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

ENVIRONMENTAL IMPLICATIONS

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

TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

TERM OF COUNCIL PRIORITIES

The recommendation contained herein aims to support the following Term of Council Priorities approved by Council in July 2011:

TM3 Provide infrastructure to support mobility choices

SUPPORTING DOCUMENTATION

Document 1 Carp Road Widening (Hazeldean Road to Highway 417) EA Study – Statement of Work (immediately follows the report)

DISPOSITION

Following Committee approval of the Statement of Work, the process to retain a consulting firm to assist with the EA study will be initiated. A call for proposals will be undertaken under the direction of Supply Management Branch.

CARP ROAD WIDENING (HAZELDEAN ROAD TO HIGHWAY 417) EA STUDY - STATEMENT OF WORK

DOCUMENT 1

INTRODUCTION

The City of Ottawa is the proponent of a Class Environmental Assessment (EA) Schedule "C" to study the proposed widening of Carp Road from Highway 417 to Hazeldean Road. This Statement of Work describes the City's intentions with respect to the study's scope, methodology, public consultation and deliverables for this study.

PLANNING CONTEXT

Rapid growth in the Stittsville area has increased traffic volumes on Carp Road leading to congestion during the peak periods. In addition, new growth in the area includes Stitts Corners, expansion of the developing community along Rothbourne Road and possible development at the old Stittsville Flea Market site.

The Transportation Master Plan (TMP) identifies the widening of Carp Road to four lanes between Highway 417 and Hazeldean Road as a Phase 2 project (2016-2022).

Key considerations for this EA study include the following:

- Detailed evaluation of future transportation demand for the City's north-south direction of travel and public areas of interest;
- Cycling and pedestrian needs in the arterial roadway corridor;
- Full evaluation of any potential impacts on wetlands and other natural environment areas;
- Stormwater management/hydrology;
- Preserving the rural character in the rural areas;
- Effects on existing community; and
- Costing.

PROJECT SCOPE, TASKS, AND DELIVERABLES

1. General

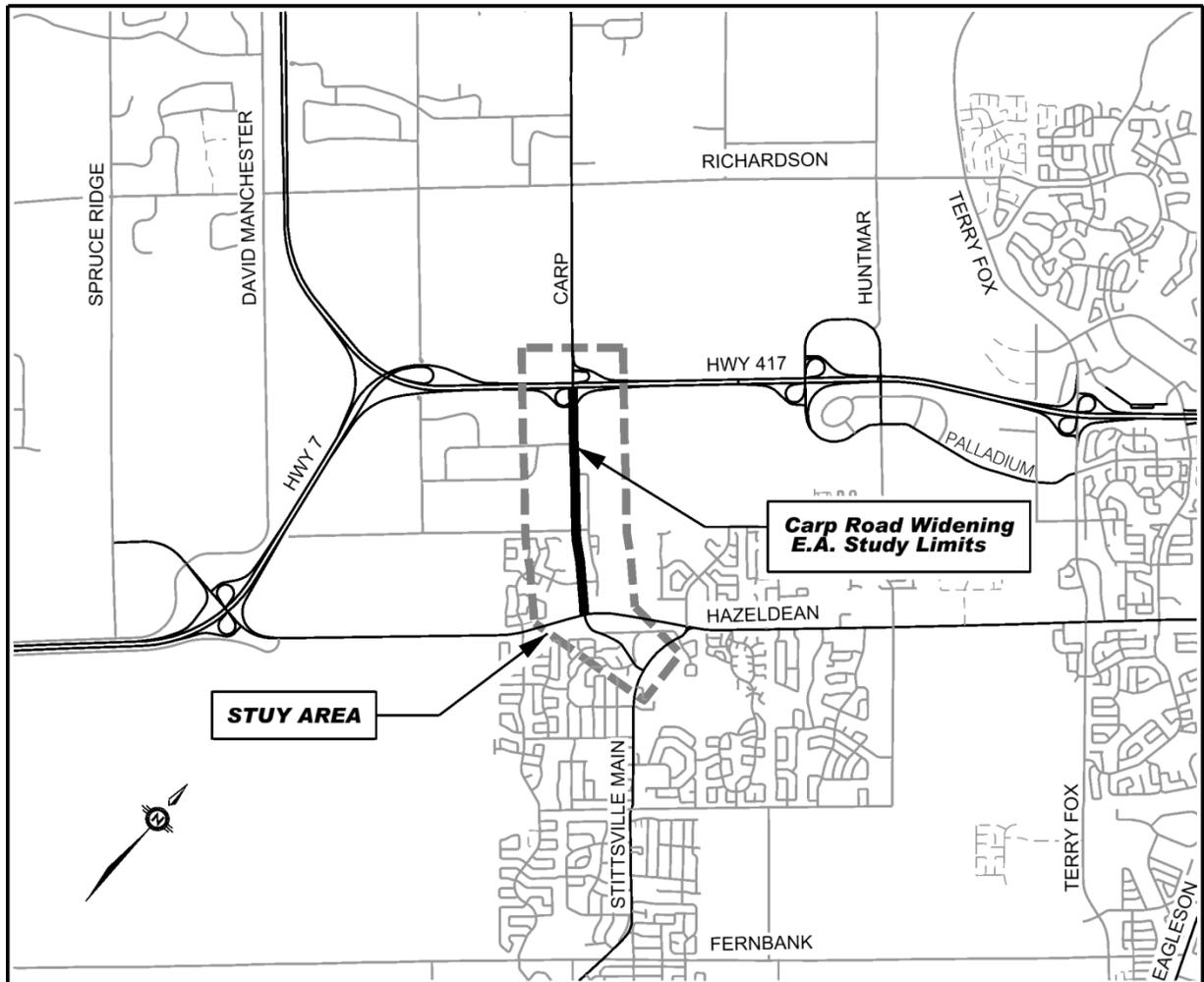
The study will be consistent with the approach and requirements set out in the Provincial *Environmental Assessment Act*. All relevant environmental inventories and analysis undertaken for this assignment will be of sufficient scope to satisfy the Provincial EA requirements.

1.1 Study Area

While the widening is focused on the 2 km segment between Highway 417/Carp Road Interchange and Hazeldean Road/Carp Road intersection, the study area (Figure 1) includes the section of Carp Road south of Hazeldean Road (to Stittsville Main Street) to ensure that downstream effects of the proposed widening are fully addressed. Recent growth in the area will also be taken into consideration.

The study area will include the operation of Highway 417 Interchange Ramps on the north side of Highway 417 as well as the operation of the Main Street intersection to the south. The study area may be adjusted as necessary in order to comprehensively identify the influences on, and the effects of the project as options are developed.

Figure 1 - Study Area



1.2 Timing

The study is expected to be completed within approximately 12-15 months.

1.3 Co-ordination with Concurrent Studies

The EA Study process 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 projects include:

- Current development applications and associated studies (i.e. transportation impact studies).

1.4 Background Material

Relevant background material will be collected and reviewed. This includes:

- City policies/guidelines/practices;
- Travel surveys and traffic counts including travel demand forecasts and origin/destination data;
- Population, employment and development projections;
- Current and past development applications and associated studies (e.g. traffic and noise);
- Property ownership (and tenants), easements and rights-of-way information;
- Natural environment studies, such as the Urban Natural Areas Environmental Evaluation Study (2005);
- Relevant economic development studies;
- Relevant water, wastewater and storm water management studies;
- Relevant stream crossing information (fisheries, water quality, etc.);
- Regional Road Corridor Design Guidelines;
- City Pedestrian and Cycling Plans; and
- Current and planned transit priority opportunities.

1.5 Summary of Deliverables

The deliverables for the study include:

- Presentation Materials for Consultation Group meetings and Public Open Houses;
- Public Open House Summary Report – one for each of three Public Open Houses;
- Project Update Newsletter – minimum of three;
- Information (text and graphics) for Study Web Page;
- Draft and final Environmental Study Report (ESR);
- Project Recommended Plan incorporating functional design drawings of the preferred design, and other information as detailed elsewhere in this document;
- Approvals in principle for storm water management facilities, grade separations, etc; and
- Project Cost Estimate Report identifying the project baseline budget in Work Breakdown Structure (WBS) format.

2. Environmental Assessment

The undertaking of the Environmental Assessment comprises the following tasks outlined below.

2.1 Project Need

Although this proposed widening has been identified in the TMP, the need for additional arterial capacity and an examination of need and assumptions is required under the Provincial *Environmental Assessment Act*. 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.

2.2 Existing Conditions

An inventory of the social, economic (agricultural, employment, retail etc.), physical and natural environments within the study area will be compiled. The inventory will consider all available background material and where necessary, supplement this information through on-site surveys and/or detailed studies. The inventory must be of sufficient detail to enable the analysis and evaluation of alternative transportation solutions, designs and mitigating measures.

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:

- Land uses, adjacent private property and neighbouring communities;
- Transportation and infrastructure facilities (existing and planned), including cycling and recreational pathway corridors/routes
- Utilities including water, sanitary, hydro, gas, cable, phone, fibre optic, etc.
- Green spaces and natural areas;
- Water courses;
- Current storm water drainage patterns;
- Geotechnical;
- Landscape Architecture;
- Heritage and archaeological conditions;
- Air quality; and
- Noise and vibration.

The existing conditions must be completed for the entire study area so that as alternative solutions and designs are developed and analyzed, the cumulative effects can be examined.

2.3 Alternative Solutions

The Study will identify and examine all reasonable alternatives to the widening of Carp Road from Hazeldean Road to Highway 417.

The 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 cycling routes;
- Implement transportation demand management measures to reduce travel demand; and
- Expand other arterial roadways in the north-south direction;
- Develop evaluation criteria and indicators to assess the impacts (with consideration to possible mitigation measures) on the environment by the various solutions; and
- Analyze and evaluate the alternative solutions and select the preferred solution(s).

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

- Identify the needs for all modes of transportation including walking, cycling, transit, automobile and truck;
- Incorporate the principles (e.g. mode share targets etc.) of the current Official Plan and Transportation Master Plan in balancing demand to capacity while promoting the desire to increase transit use;
- Provide supporting analysis and recommendations for the alternative or supporting infrastructure.

2.4 Design Alternatives

The study will identify and evaluate various design alternatives for the selected solution. Alignment and cross-section design alternatives will be developed based on consideration of constraints within the study area, input from the public and approval agencies, landowners, as well as City guidelines/standards/practices. All proposed designs will include any required modifications on connecting roadways (public or private).

2.5 Evaluation Process

A comprehensive evaluation methodology and list of criteria will be developed to assess the various alternative designs. The evaluation process will be clearly described and documented.

2.6 Impact Assessment

The effects of each alternative design on the environment will be thoroughly evaluated. Mitigation measures and associated implications (e.g. cost of mitigation etc.) are to be identified and considered in the evaluation process. The study must clearly identify the initial impacts of each alternative as well as the net post-mitigation effect using quantifiable indicators and measures wherever possible.

Effects on traffic operations will be evaluated in accordance with current City guidelines and practices. To ensure that all impacts are appropriately evaluated, detailed studies will be required for specific issues such as:

- Air quality;

- Archaeology and heritage;
- Impact on existing homes;
- Noise/Vibration;
- Roadway drainage and storm water management;
- Subsurface conditions, geotechnical and utilities; and
- Vegetation/terrestrial habitat and aquatic habitat.

2.7 Costing

Developing an accurate project baseline budget is an essential component of this study and the resulting project cost will contribute to the City's short and long range capital budget forecasting, priority setting, and development charges strategy. The project budget will also form the basis for funding discussions with senior levels of government, where appropriate. The baseline budget will be developed using a Work Breakdown Structure (WBS) format in current dollars, and include contingency allowances.

Project costing is a fundamental criterion in the evaluation of alternatives and will be a key consideration in the development of implementation strategies.

2.8 Recommended Plan

Following the evaluation of alternatives and determining all necessary mitigation measures to minimize any adverse impacts of the project, a recommended plan will be developed. This will include:

- A detailed written description of the undertaking including the design parameters;
- Functional design drawings (1:500 scale, plan and profile) for the preferred alignment with a geo-referenced horizontal alignment, vertical profile, grading, drainage and property envelope;
- Roadway cross-section drawings for typical sections as well as at critical areas;
- Mitigation measures to reduce the environmental impacts of the project;
- Landscape design plan;
- Property requirements plan;
- Storm water management and roadway drainage requirements, as well as other infrastructure requirements;
- Infrastructure implementation/staging plan (e.g. water mains, sewers etc.);
- Implementation (phasing) plan and detour plans during construction; and
- Cost.

The recommended plan will clearly identify and set out the requirements and timing for all subsequent approvals required to proceed with the construction phase of the project. The recommended plan will be presented to Transportation Committee and Council for approval.

2.9 Environmental Study Report

An Environmental Study Report (ESR) will be prepared to document the entire study process including the approved design, mitigation measures, and consultation efforts.

The ESR will be placed on public record for a minimum 30-day review period as per the *Environmental Assessment Act*.

3. Consultation

Consultation with public agencies, private groups, City Advisory Committees and individuals is an integral component of this Study. The consultation process will include meetings with key stakeholders through an Agency Consultation Group (ACG), a Public Consultation Group (PCG), a Business Consultation Group (BCG), and the general public through Public Open Houses. A minimum of three meetings with each Consultation Group will be held during the course of the study. Representation on the ACG, PCG, and BCG, will be confirmed during the development of the Study Design and in consultation with Ward Councillors.

3.1 Agency Consultation Group

An Agency Consultation Group (ACG) will be formed to provide input on planning, engineering and environmental issues and will provide general guidance to the Study Team. ACG members will include experts in their related fields from government agencies and approval bodies including, but not limited to:

- Ministry of Transportation of Ontario
- Rideau Valley Conservation Authority
- Transport Action Canada
- Public Works Department
- Infrastructure Services Department
- Planning and Growth Management Department
- Transit Services Department
- Emergency and Protective Services Department
- Realty Services Branch; and
- Ottawa Police Service.

3.2 Public Consultation Group

A Public Consultation Group (PCG) will be formed to enable private groups to provide direct input to the study, advising and commenting on local issues and concerns. PCG members may include representatives from local community groups, special interest groups, and adjacent property owners. Membership of this group will be determined in consultation with affected Ward Councillors.

3.3 Business Consultation Group

A Business Consultation Group (BCG) will be formed to enable business representatives to provide direct input to the study, advising and commenting on local issues and concerns.

3.4 Notifications

The public will be notified at appropriate stages in the Study pursuant to the *Environmental Assessment Act*. Each announcement will take the following forms:

- Advertisements in daily newspapers (The Ottawa Sun, Le Droit);
- Advertisements in community papers where appropriate; and
- The project web site on the City's web portal.

3.5 Public Open Houses

The Public Open Houses (POHs) will be held to present and obtain feedback on existing conditions, alternative design concepts, and the recommended plan. There will be a minimum of three POH meetings, each including a formal presentation and a question and answer period. The POHs will be advertised in daily and local newspapers and notification will be e-mailed to persons on the Project's Master Mailing List.

Background and presentation material will include a Project Update Newsletter which will summarize the information presented at the POH and will be available for general distribution. All material presented at the POH meetings as well as the Project Update Newsletter will be bilingual. Bilingual staff will be present during all Public Open House meetings. A summary report will be produced to document each POH including all comments received.

3.6 Project Master Mailing List

A Master Mailing List will be prepared and updated via Public Open Houses, general enquiries, e-mails and other forms of consultation.

3.7 Project Web Page

A Project Information Web Page for the Study will be established on the City's external web site to inform the public of the progress of the study and upcoming meetings or activities, post the bilingual materials presented at each Open House, and provide a point of contact for e-mail correspondence.

3.8 Frequently Asked Questions

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 web site.