

Airport Parkway Widening – Phase 1 Brookfield Road to Hunt Club Road

Public Open House #1 – Project Update

November 23, 2022

Airport Parkway Widening Phase 1 – Brookfield Road to Hunt Club Road

Project Overview

The City of Ottawa is pleased to provide an update to the ongoing design for the Airport Parkway Widening from Brookfield Road to Hunt Club Road.

A focused Town Hall will be held on December 6 to discuss in more detail the associated proposed designs for modifications to Walkley Road between the Airport Parkway and McCarthy Road and adjacent segments.

Your feedback is important to the success of this study and will help us develop the preliminary detailed design for the Airport Parkway Widening project. Please review the information presented and send us your comments and concerns.

Key information being presented includes:

- Council's decision and directions for the project;
- The project purpose, background and objectives;
- The draft preliminary designs;
- General design and construction schedule;
- Stakeholder involvement opportunities.

The City is welcoming feedback on the draft designs at this time. Please provide your feedback on the information being presented to the City's Project Manager for this project (see web-site for instructions).

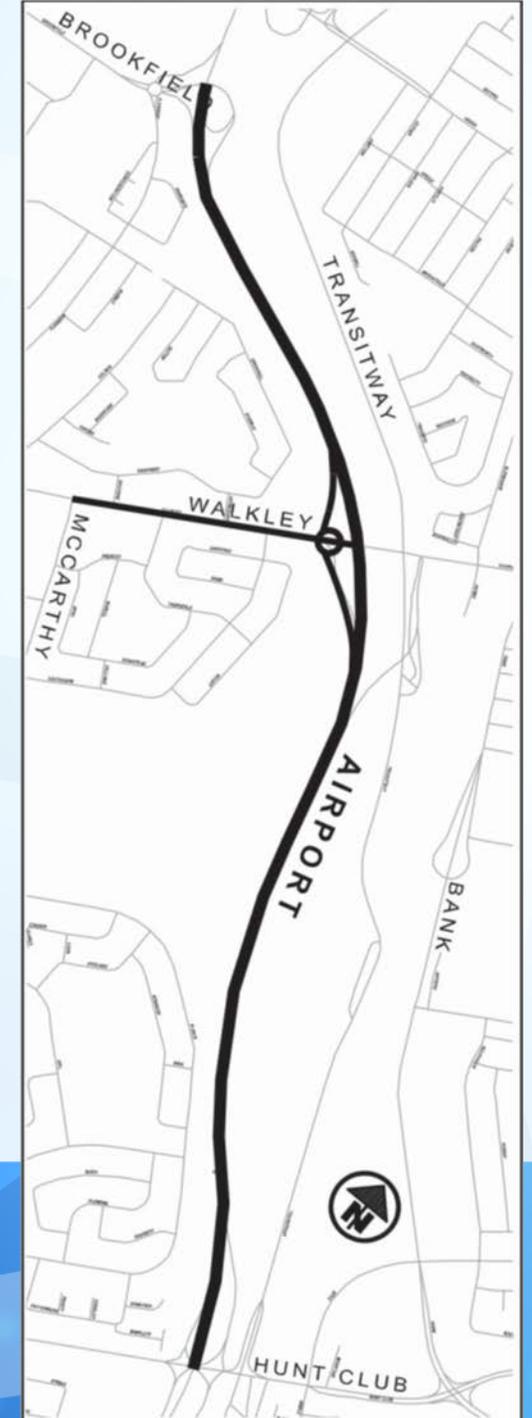
Airport Parkway Widening Phase 1– Brookfield Road to Hunt Club Road

Project Purpose, Scope and Limits

The purpose of this project is to undertake a **preliminary and detailed design** leading to a construction project. The project will include the widening of the Airport Parkway from two to four lanes between Brookfield Road and Hunt Club Road. Also included are modifications to Walkley Road between the Airport Parkway and McCarthy Road, and a new multi-use pathway along the west side of the Parkway.

These proposed investments will implement **phase one** of the Airport Parkway Widening Environmental Assessment study that was approved by Ottawa City Council in 2017 (see next slide).

Rehabilitation of four structures is also included: a VIA Rail subway just south of Brookfield, a CN Rail subway south of Walkley, the Walkley Road overpass, and a small diameter culvert just south of Walkley.



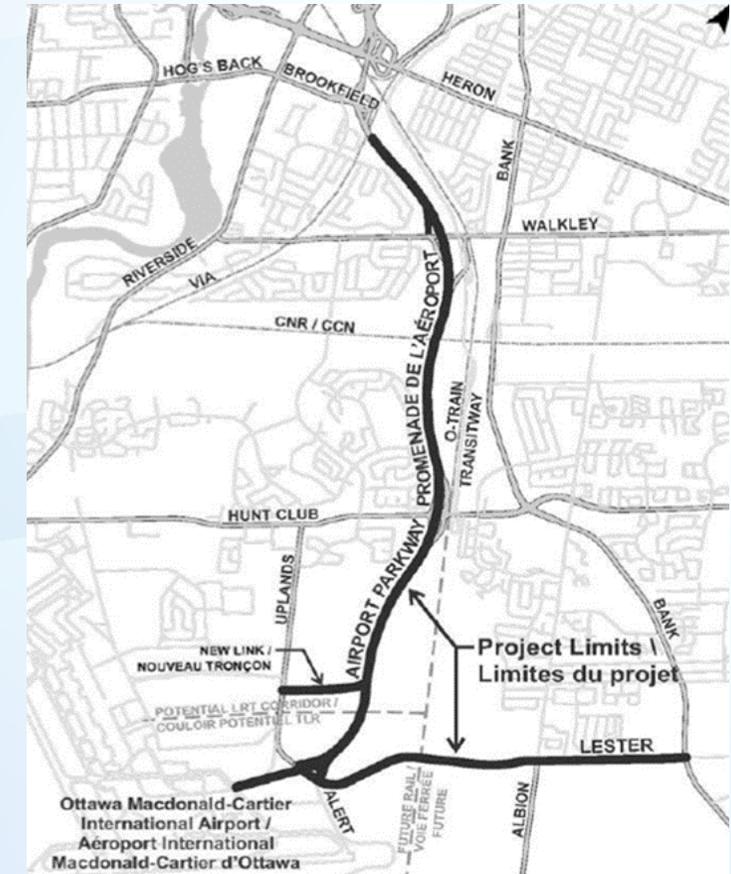
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Environmental Assessment (EA) Study Approved By Council for the Airport Parkway Widening Project:

City Council approved the Airport Parkway Widening Environmental Assessment (EA) study in 2017.

For Phase 1, this decision directs staff to complete a **detailed design** that:

- Widens the Airport Parkway from two to four lanes between Brookfield Road and Hunt Club Road
- Delivers a new multi-use pathway along the west side of the Parkway
- Constructs a new southbound off-ramp at Walkley Road and a new roundabout where the southbound ramps meet Walkley Road
- Provides landscaping and addresses mitigation requirements including noise, lighting, natural and cultural heritage values



Stakeholder Engagement

During the EA study the City consulted with public, agency, and technical advisory groups. The study included consultation with communities, individuals, institutions, provincial agencies, the National Capital Commission (NCC) and Indigenous groups.

These consultations are continuing throughout this subsequent detailed design study. Key features of the stakeholder involvement program include:

- Community Working Group meetings
- Technical Advisory Group meetings
- Three (3) Public Open Houses
- Web Site Information
- Individual Stakeholder meetings

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Key Design Activities and Results

- Planning, environmental, and engineering analyses of site conditions that will inform the designs
- Updating the functional design that was approved by council to reflect current best practices and design standards
- Completing detailed analyses and designs pertaining to grading, drainage, stormwater management, municipal infrastructure, roadway, active transportation, transit, noise mitigation, street lighting and landscaping features
- Preparation of a complete tender package
- And ... providing opportunities for stakeholder involvement throughout

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Preliminary Implementation Schedule

The project schedule is:	
Design commencement	January 2022
Site investigations (natural & cultural environment studies, soils, field surveys, condition assessments, investigations of existing sewers)	Winter 2022 – late fall 2022
Preliminary (66%) design completion	March 2023
Detailed design completion	November 2023
Project implementation	Tentatively scheduled for construction start in 2027

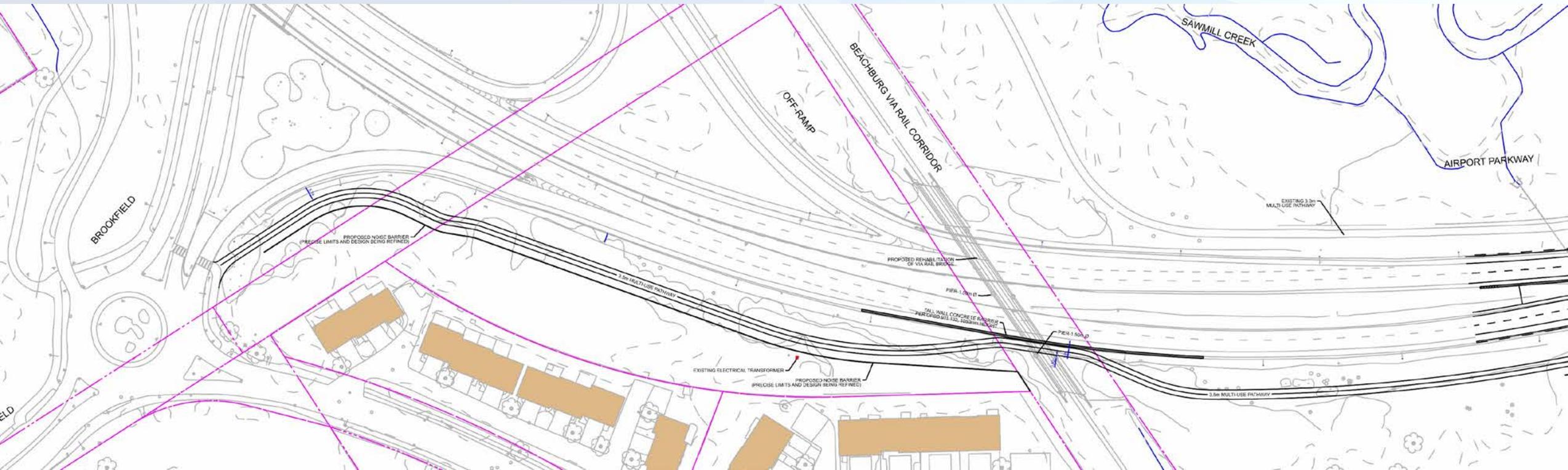
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Brookfield Road to Beachburg VIA Rail Corridor

The following are the key project aspects:

- A new 3.5m MUP along the west side connecting to the Brookfield Road existing roundabout

- Proposed noise barrier on the west side behind Flannery Drive and Ramsgate Private (precise limits and design being refined)
- Proposed rehabilitation of VIA Rail subway
- Bridge pier protection on the west side

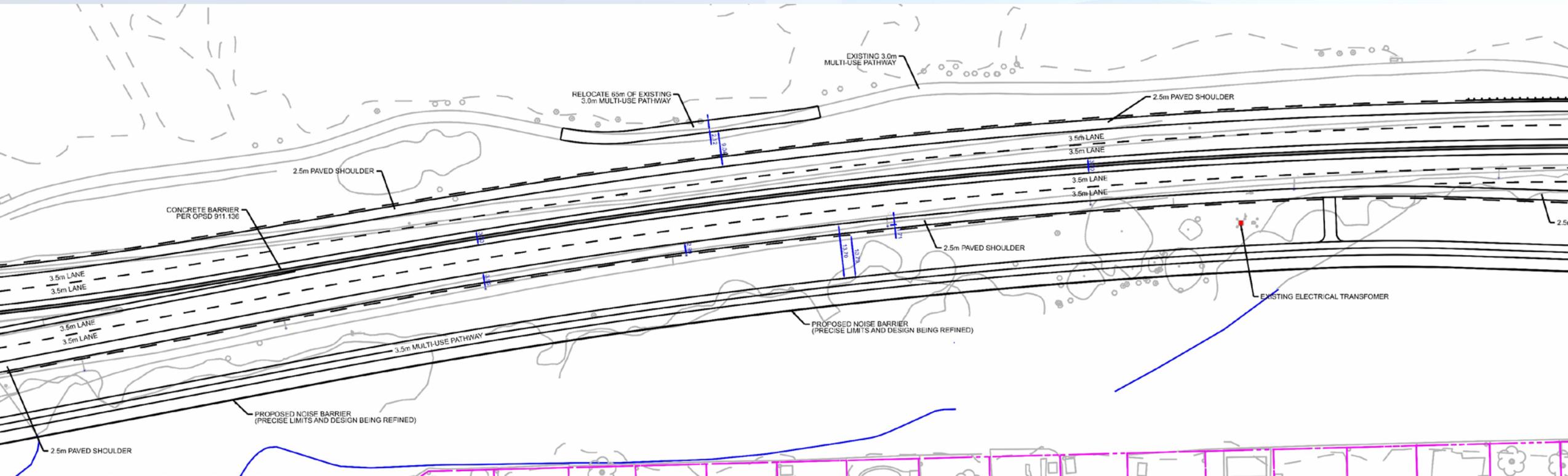


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Airport Parkway North of Walkley Road Bridge

The following are the key project aspects:

- Airport Parkway widening from 2 lane to 4 lanes
- Continuation of new 3.5m MUP on west side
- Proposed noise barrier on the west side behind Cromwell Drive (precise limits and design being refined)
- Flush median treatment with concrete barrier

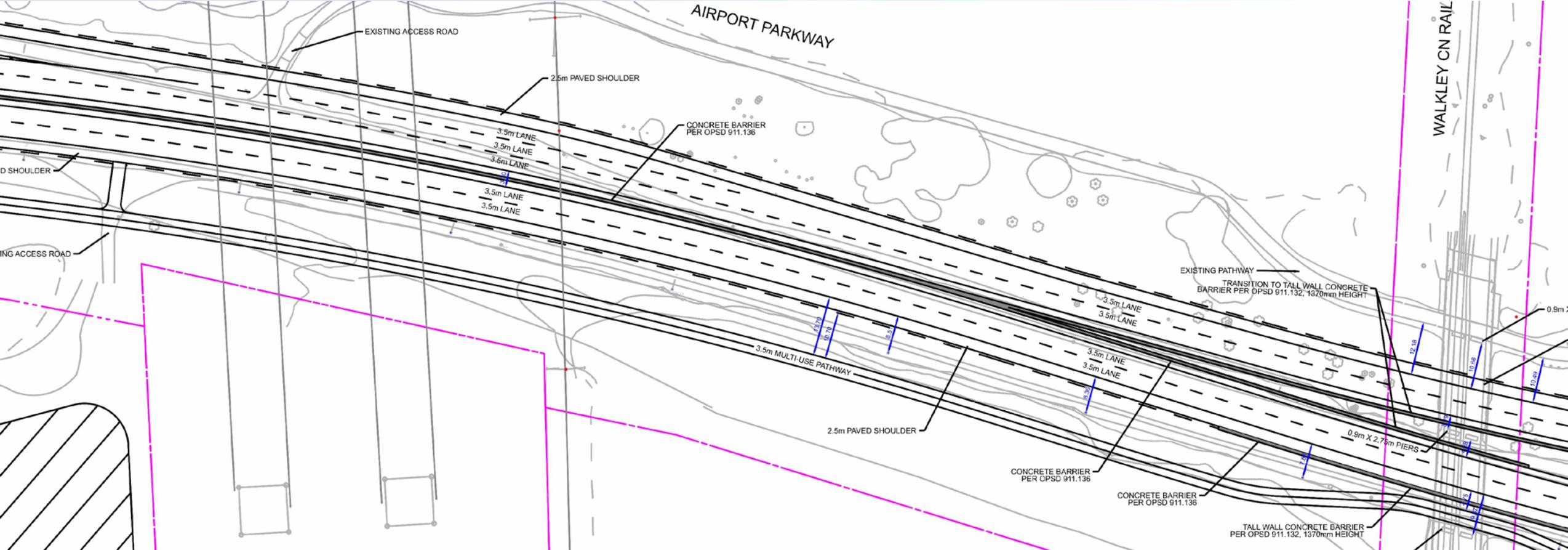


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Airport Parkway South of Walkley Road

The following are the key project aspects:

- Continuation of new 3.5m MUP on west side
- Airport Parkway widening from 2 lane to 4 lanes
- Flush median treatment with concrete barrier
- Proposed Rehabilitation of CN Rail subway

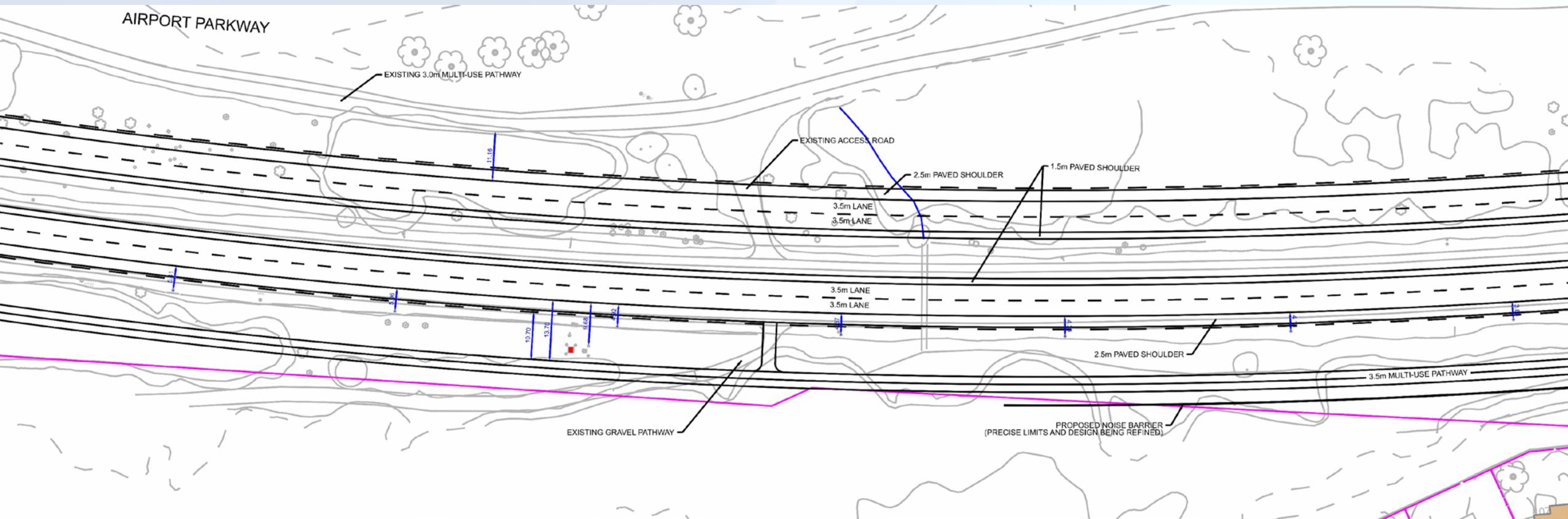


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Airport Parkway South of CN Rail Bridge

The following are the key project aspects:

- Continuation of new 3.5m MUP on west side
- Airport Parkway widening from 2 lane to 4 lanes
- Wide depressed green, grassy median
- Proposed noise barrier on the west side behind Plante Drive (precise limits and design being refined)

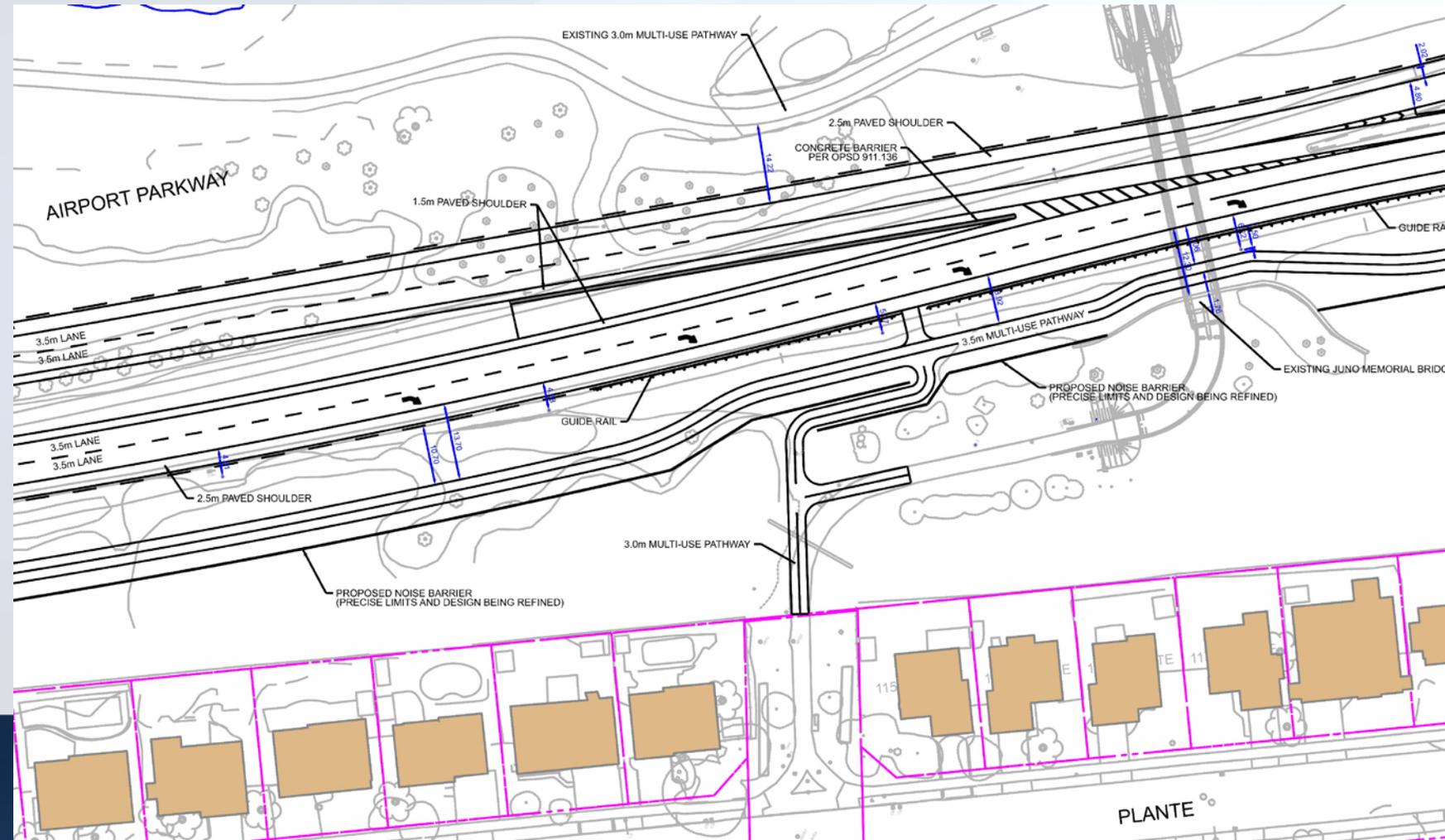


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Airport Parkway North of Juno Beach Memorial Bridge

The following are the key project aspects:

- Continuation of new 3.5m MUP on west side
- Airport Parkway widening from 2 lane to 4 lanes
- Integration of MUP connection to Plante Drive
- Proposed noise barrier on the west side behind Plante Drive (precise limits and design being refined)



Airport Parkway Widening Phase 1 – Brookfield Road to Hunt Club Road

Juno Beach Memorial Bridge to Hunt Club Road

The following are the key project aspects:

- Continuation of new 3.5m MUP on west side including connection to Hunt Club Road
- Retaining wall at the southwest corner of the Hunt Club Road intersection
- Southbound lane transition to Hunt Club Road off-ramp
- Northbound on-ramp transition, Hunt Club to Airport Parkway
- Proposed noise barrier on the west side (precise limits and design being refined)



Airport Parkway Widening Phase 1 – Brookfield Road to Hunt Club Road

Two New Context Specific Cross-sections Proposed

Northern Constrained Segment:

- Between Brookfield and CN Structure: ~1.7 km
- Constrained by Sawmill Creek to the east and proximity of residences to the west
- Compact, narrow median with barrier preferred

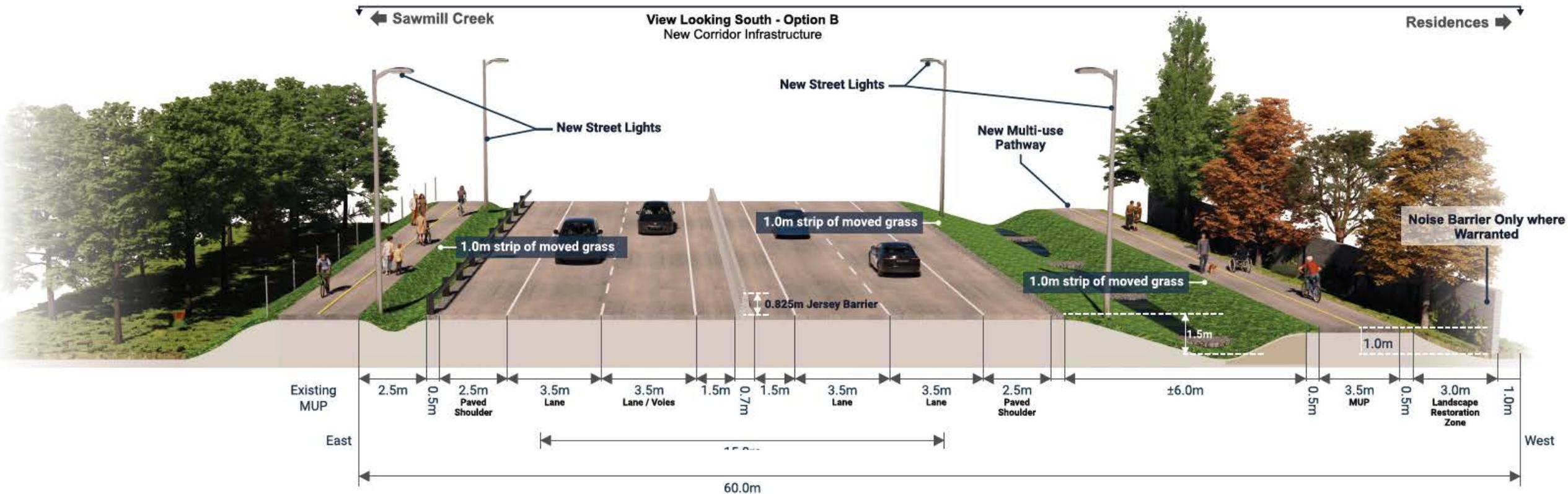
Southern Unconstrained Segment:

- Between CN Structure and Hunt Club: ~1 km
- Open, unconstrained landscape
- Opportunity for a depressed green median

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The Northern Compact Cross-section

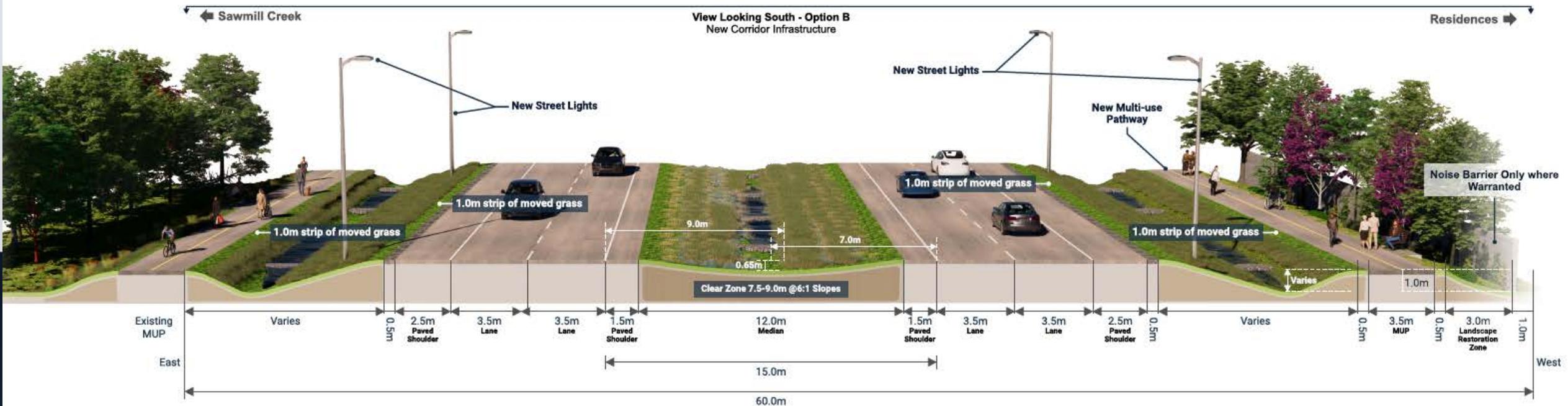
- Flush median with concrete barrier
- 3.7m total median width
- Meets Transportation Association of Canada roadside safety guidelines



Airport Parkway Widening Phase 1 – Brookfield Road to Hunt Club Road

The Southern Wide Green Cross-Section

- Wide depressed green, grassy median
- Opportunity for enhanced stormwater management
- 12m total median width
- Meets Transportation Association of Canada roadside safety guidelines



Airport Parkway Widening Phase 1 – Brookfield Road to Hunt Club Road

Noise and Light Mitigation along the Corridor

- Noise attenuation walls will be constructed along the west side of the Airport Parkway where warranted
- The Environmental Assessment identified preliminary locations behind Ramsgate Private, Cromwell Drive, and Plante Drive
- The precise locations, wall locations, wall barrier design, and landscape treatments are being confirmed by updated noise studies
- The lighting design, including the use of contemporary LED streetlight fixtures, will strive to reduce light spillover



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Tree Conservation and Landscape Plan

- Despite the best efforts of the design team to minimize the project footprint, tree loss is inevitable due to the widening of the parkway and has been anticipated by the Environmental Assessment



Southern End of Project Limits at Hunt Club Road Intersection

- To respond to this tree loss, the design team will prepare a tree conservation strategy which identifies trees that can be :
 - maintained in place behind the project grading limits
 - Transplanted within the project limits
 - Replaced with new trees and landscaping
- The corresponding **Landscape Plan** will follow City policies pertaining to tree conservation and will have regard to the project's open space and scenic route setting.

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Physical, Environmental and Cultural Studies

The following additional studies are being completed as part of this design work:

- Tree Conservation Strategy
- Landscape Plan
- Noise Impact Study
- Lighting Design
- Species at Risk (SAR) studies
- Cultural Heritage Impact Assessment (HIA)
- Stage 2 Archaeological Assessment
- Geotechnical Study
- Phase 1 & 2 Environmental Site Assessment



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Structures Rehabilitation and Seismic Evaluations

Bridges Subject to Study:

- VIA Rail Subway
- Walkley Road Overpass
- CN Rail Subway

Work Being completed:

- Existing Conditions Assessment Reports
- Seismic Evaluations
- Class C Construction Cost Estimates
- Conceptual General Arrangement Drawings



Walkley Road Bridge Over Airport Parkway



Vial Line Bridge Over Airport Parkway

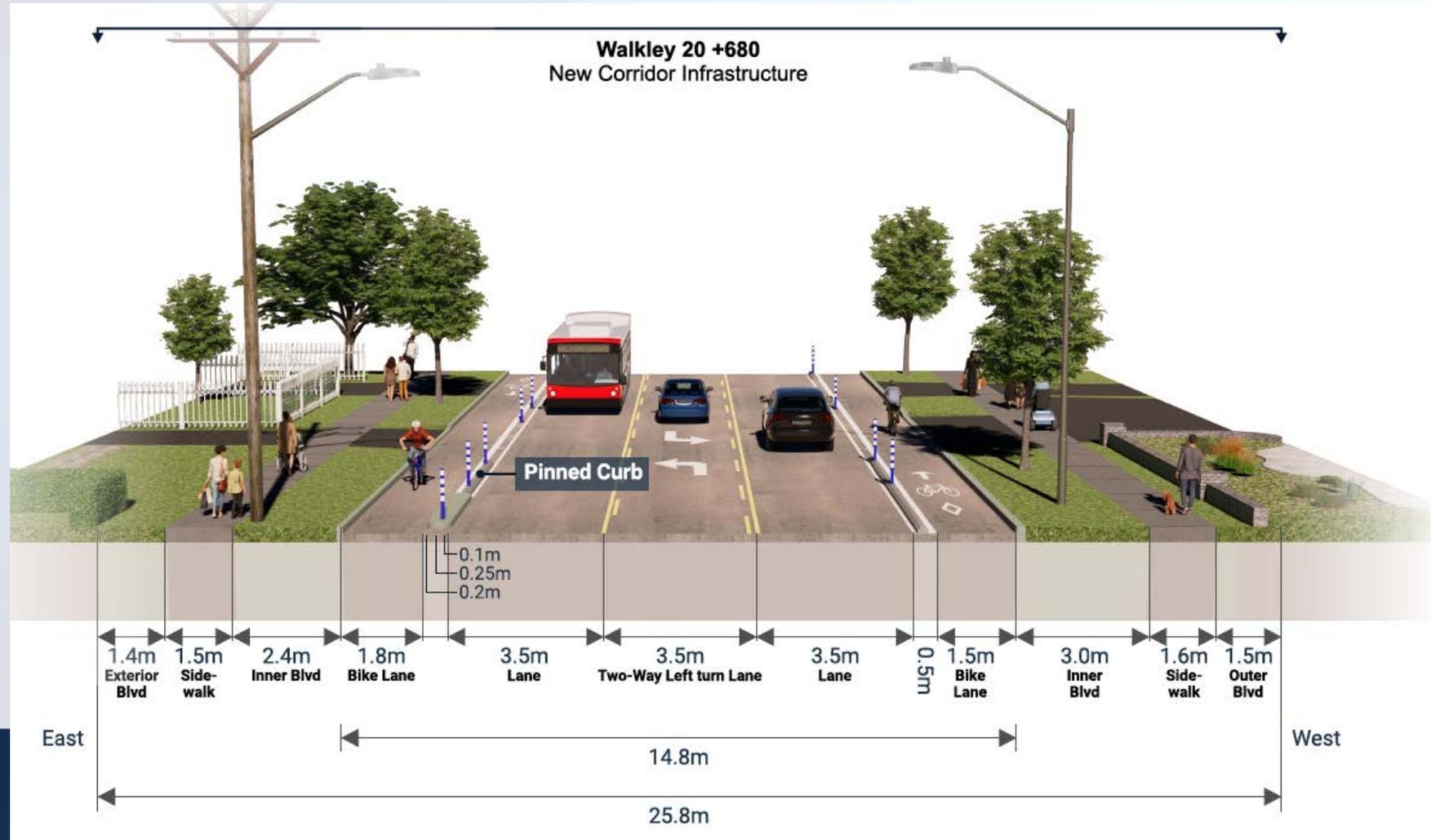


CN Bridge Over Airport Parkway

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Walkley Road Modifications Scope

- Buffered bike lanes and pinned curbs
- Elimination of on-street parking (currently permitted off-peak only)
- Cut-through traffic solutions at Thorndale and Southmore
- Addition of bus bump outs



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Accessibility

- The renewed streets will be designed to meet the **City of Accessibility Design Standards**, as well as the **Accessibility for Ontarians with Disabilities (AODA) Act**.
- **Reconstructed Bus Stop** will incorporate appropriate waiting areas and designated accessible crossing and boarding locations with tactile guidance including Tactile Walking Surface Indicators (TWSI).



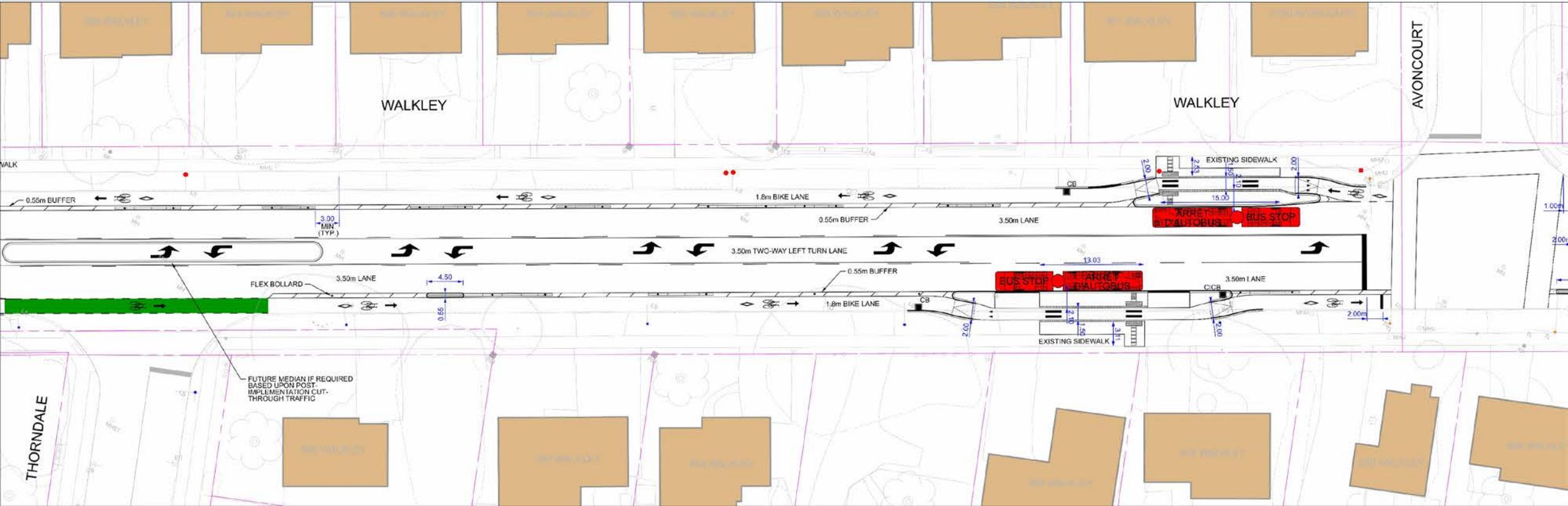
Tactile Walking Surface Indicators (TWSI)

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Thorndale to Avoncourt

The following are the key project aspects:

- Protected bike lanes continue on both sides of Walkley Road
- Ride-over curb extensions repeated for bus stops
- No major reconstruction at Avoncourt intersection



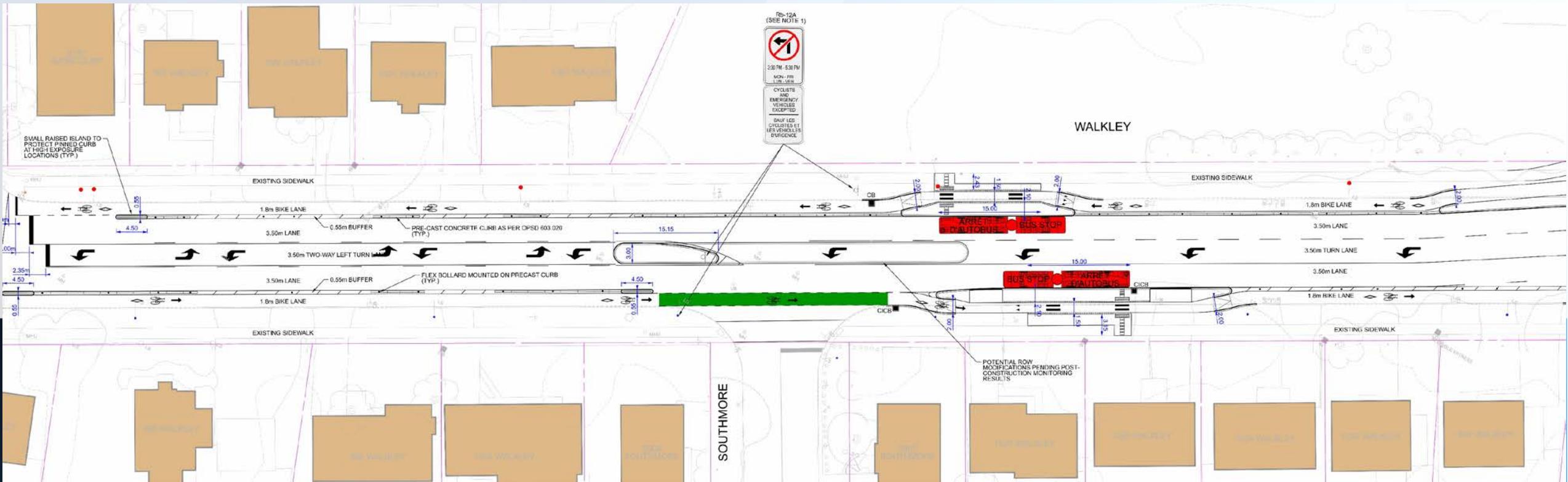
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Avoncourt to Roundabout

The following are the key project aspects:

- Protected bike lanes continue on both sides of Walkley Road

- Ride-over curb extensions repeated for bus stops
- Afternoon peak hour left turn prohibition at Southmore to mitigate potential cut-through traffic
- Potential future expansion of median to fully block left turn at Southmore if post-implementation volumes warrant

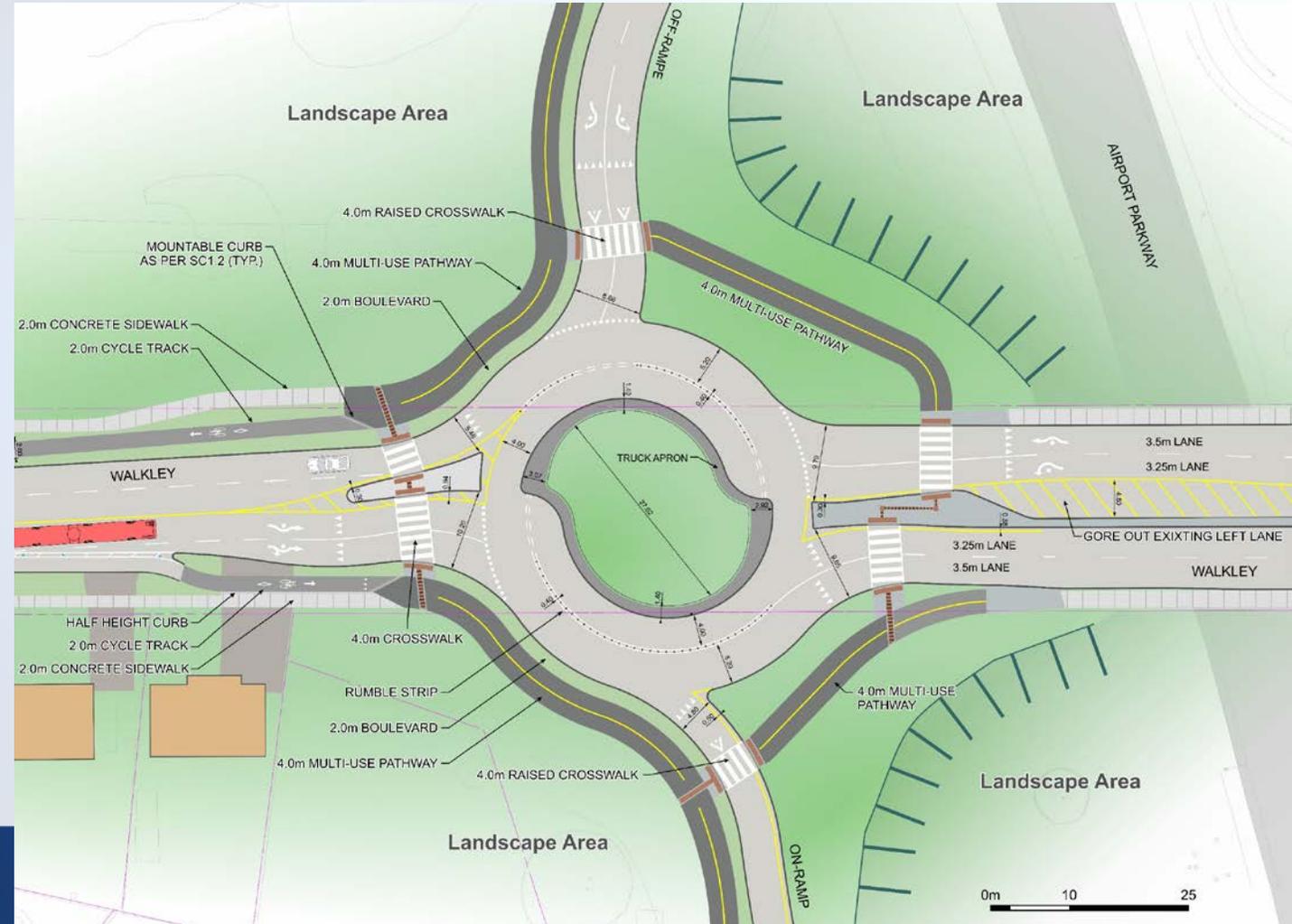


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Walkley Road Southbound Off-Ramp and Roundabout

The following are the key project aspects:

- New southbound off ramp from Airport Parkway
- New roundabout where southbound ramps meet Walkley Road
- Pedestrian crossovers (PXOs) across each leg of roundabout
- PXOs across on and off ramps are raised
- Multi-use pathway (MUP) around perimeter and connecting to Airport Parkway west-side MUP
- Connections to protected bike lanes to west
- Connections to sidewalks to east



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Walkley Road Town Hall Meeting

A separate “Town Hall” meeting will be held that focusses on the proposed Walkley Road aspects of this project, together with other planning, design, and construction projects that are ongoing or planned for Walkley Road between Riverside Drive and Bank Street.

This will be an on-line engagement to be held on December 6, 2022. Details of this meeting are available on this project web-site: ottawa.ca/airportparkwaywidening

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Opportunities for Continuous Stakeholder Engagement and Next Steps

Following this opportunity for stakeholder input, your feedback will be reviewed along with input received from others in advancing the project designs. Other planned activities include:

- A second Public Open House in 2023 as the design process advances
- Additional meetings of the Community Working Group
- Individual stakeholder meetings

Please identify any comments or concerns you would like to see addressed and provide those to the City using the tools provided on the City's corresponding web-site. Comments or questions can also be submitted to the **City's Project Manager:** Bin.Wang@Ottawa.ca

- Additional information on the project can be found on the City's website at: ottawa.ca/airportparkwaywidening

Your views are important to the success of this study. Thank you for your participation!