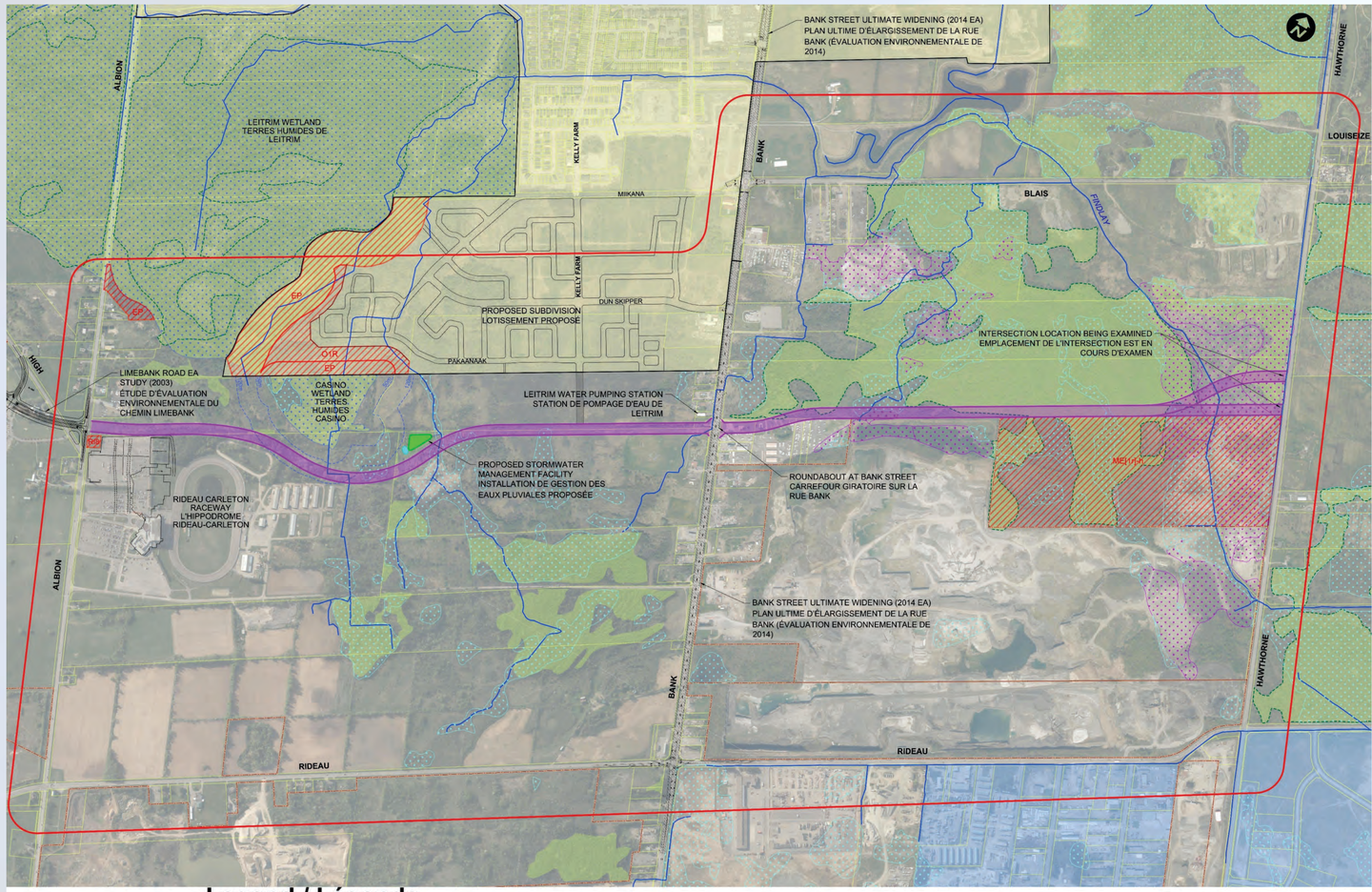
Earl Armstrong Road Extension (Albion to Hawthorne) Environmental Assessment Study
Évaluation environnementale du prolongement du chemin Earl Armstrong (du chemin Albion au chemin Hawthorne)

Recommended Corridor

1. Best provides an efficient and continuous east-west link connecting communities of Riverside South, Leitrim and beyond
2. Best provides resiliency in the arterial road network allowing Blais and Rideau Roads to continue to play their own important roles.
3. Best provides the opportunity for a complete street with mobility choices to accommodate pedestrians, cyclists, transit, and vehicles
4. Best provides a connection for all modes to Earl Armstrong/Bowesville LRT Station and Park and Ride
5. Best minimizes impact on Natural Heritage System features
6. Best provides a buffer between adjacent aggregate extraction operations and the Natural Heritage System
7. Best minimizes property fragmentation and reduces property requirements
8. Best retains land sizes appropriate for future development
9. Best provides an opportunity for phasing and staging including during construction



Legend / Légende

Study Area	Zone à l'étude
Authorized Aggregate Site (MNRF)	Sites d'extraction d'agrégats autorisés (MRNF)
General Urban Area	Zone urbaine générale
Property Parcels	Parcelles de terrain
Significant Woodlands 2011	Terres humides d'importance (2011)
Watercourses	Cours d'eau
Urban Boundary	Limites du secteur urbain
Provincially Significant Wetlands (City Official Plan)	Terres humides d'importance provinciale (Plan officiel de la Ville d'Ottawa)
Evaluated - Non Provincially Significant Wetland (MNRF)	Terres humides évaluées qui n'ont pas une importance provinciale (MRNF)
Unevaluated Wetlands (City 2017 & MNRF)	Terres humides non évaluées (par la Ville [2017] et le MRNF)
Natural Heritage System	Patrimoine naturel
Selected Zoning	Zonage choisi

Design Considerations

Roadway Interconnectivity Options

The extension of Earl Armstrong Road will intersect with major north-south roads including: Albion Road, Kelly Farm Drive, Bank Street and Hawthorne Road. Private approaches can also be considered. There are alternative means to provide roadway inter-connectivity, including **signalized intersections** or **roundabouts**.

Intersection	Control Recommendation	Rationale
Extended Earl Armstrong Road at Albion Road	Signalized Intersection	The intersection of Earl Armstrong Road extension up to Albion Road (as per the approved Limebank EA study, 2003) indicated signalization. This location is constrained by an existing cemetery in the southeast corner, and a compact footprint is preferred to minimize intersection skew and land requirements. Further, Albion Road along its length is currently controlled by signalized intersections.
Extended Earl Armstrong Road at Kelly Farm Drive	Signalized Intersection	The extension of Earl Armstrong Road is currently located on lands designated within the Rural Area, and a T-intersection is recommended at this time at the Kelly Farm Drive extension to serve the Findlay Creek community, with the potential for a fourth leg providing access to rural lands.
Extended Earl Armstrong Road at Bank Street	Roundabout	Bank Street is a designated Scenic Entry Route and through previous EA studies, roundabouts are recommended at intersections north and south of this location. Further, the roundabout design facilitates left-turn access into adjacent lands which would otherwise be prevented with a signalized intersection design.
Extended Earl Armstrong Road at Hawthorne Road	Signalized Intersection	This intersection serves as the termination point of the Earl Armstrong Extension at Hawthorne Road as indicated in the 2013 Transportation Master Plan Hawthorne Road is currently controlled by signalized intersections to the north and a stop control intersection at Rideau Road. Without an intensive rural land use on the eastern leg of this intersection a T-intersection design is recommended at this time.

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Design Considerations

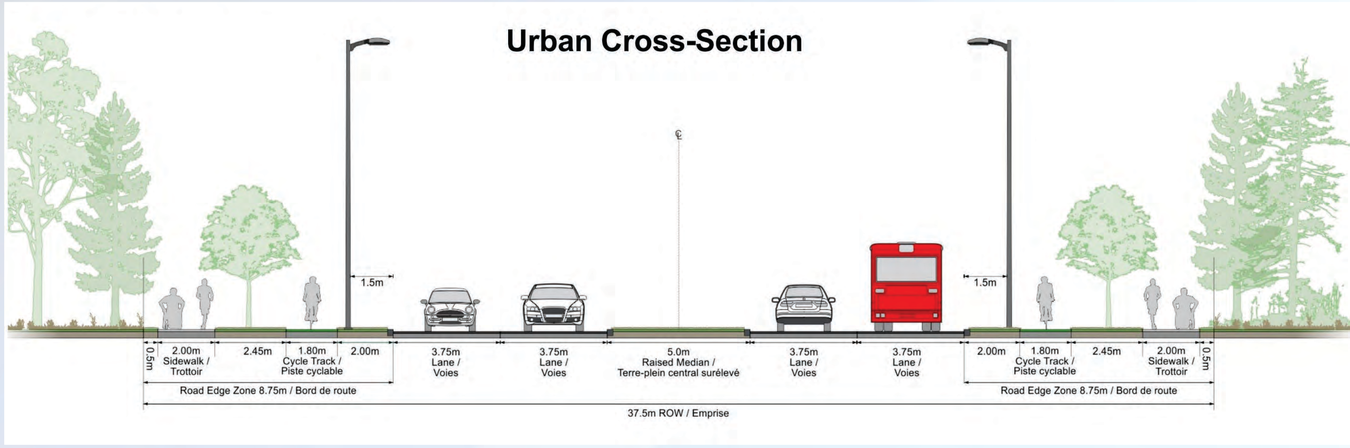
Rural vs. Urban Cross-Sections

The road edge design of urban roads is influenced by adjacent land uses, buildings, pedestrian activity, and public space functions, whereas in the rural area the road edge design is more influenced by its integration with the drainage patterns, landscapes, and natural processes. In the future, as communities continue to develop in the southeast sector of the city, the extension of Earl Armstrong may take on different road characteristics within its life cycle. The two main options for road cross-sections that have been evaluated include:

1. **Urban Cross-Section**, consisting of asphalt travel lanes, barrier curbs, catchbasins, with stormwater out-letting to a stormwater management facility proposed as part of the recommended plan.

2. **Rural Cross-Section**, consisting of asphalt travel lanes, partially paved shoulders with a rumble strip, gravel rounding, vegetated gently-sloping fore slope, vegetated, flat-bottomed drainage channel, and vegetated back slope with stormwater primarily managed within the right-of-way and out-letting to watercourses following in-corridor treatment (i.e. ditches and/or enhanced grass swales).

Albion to Bank



Bank to Hawthorne