McKenna Casey Drive Realignment Study

An Addendum to the 1991 Strandherd Drive Widening (Highway 416 to Jockvale Road) Environmental Assessment Study

On-Line Public Engagement:

June 28 to July 12, 2021

Please provide your comments by:
July 12, 2021

Ottawa

Introduction

This is an opportunity for you to review and provide comments on project work completed to date for the McKenna Casey Drive Realignment Study. This is an Addendum to the 1991 Strandherd Drive Widening (Highway 416 to Jockvale Road) Environmental Assessment (EA) Study.

The project information website can be found here: https://ottawa.ca/en/city-hall/public-engagement/projects/mckenna-casey-drive-realignment-study

The objective of this presentation is to provide you with the opportunity to learn about the study and submit feedback on the project. The information presented includes:

1. Summary of Study Consultation Activities
2. Background to the Study
3. The Study's Environmental Assessment Addendum Process
4. Update of Existing Conditions within the Study Area
5. The Range of Project Alternatives Identified and Evaluated
6. The Draft Recommended Plan
7. Next Steps in the Study

Study Consultation Activities

Consultation is an integral part of the project's planning and design process, where input from key stakeholders and the public contributes to the success of the project. The consultation strategy includes:

- Fulfillment of the Municipal Engineer's Association Class Environmental Assessment Addendum Process
- 3 Technical Advisory Committee and 3 Community Engagement Meetings
  - December 2020, February 2021, April 2021, June 2021
- Individual Stakeholder Meetings as required
  - 10 community stakeholder meetings to-date, 5 technical consultation meetings to-date
- Study Notifications in area newspapers and on the City's Website
- On-line presentation of materials to the public
- Outreach to Indigenous Groups
- Information posted on the City's Website

Your feedback is important to the success of this study. We ask that you provide your comments by July 12, 2021.

McKenna Casey Drive Realignment Study

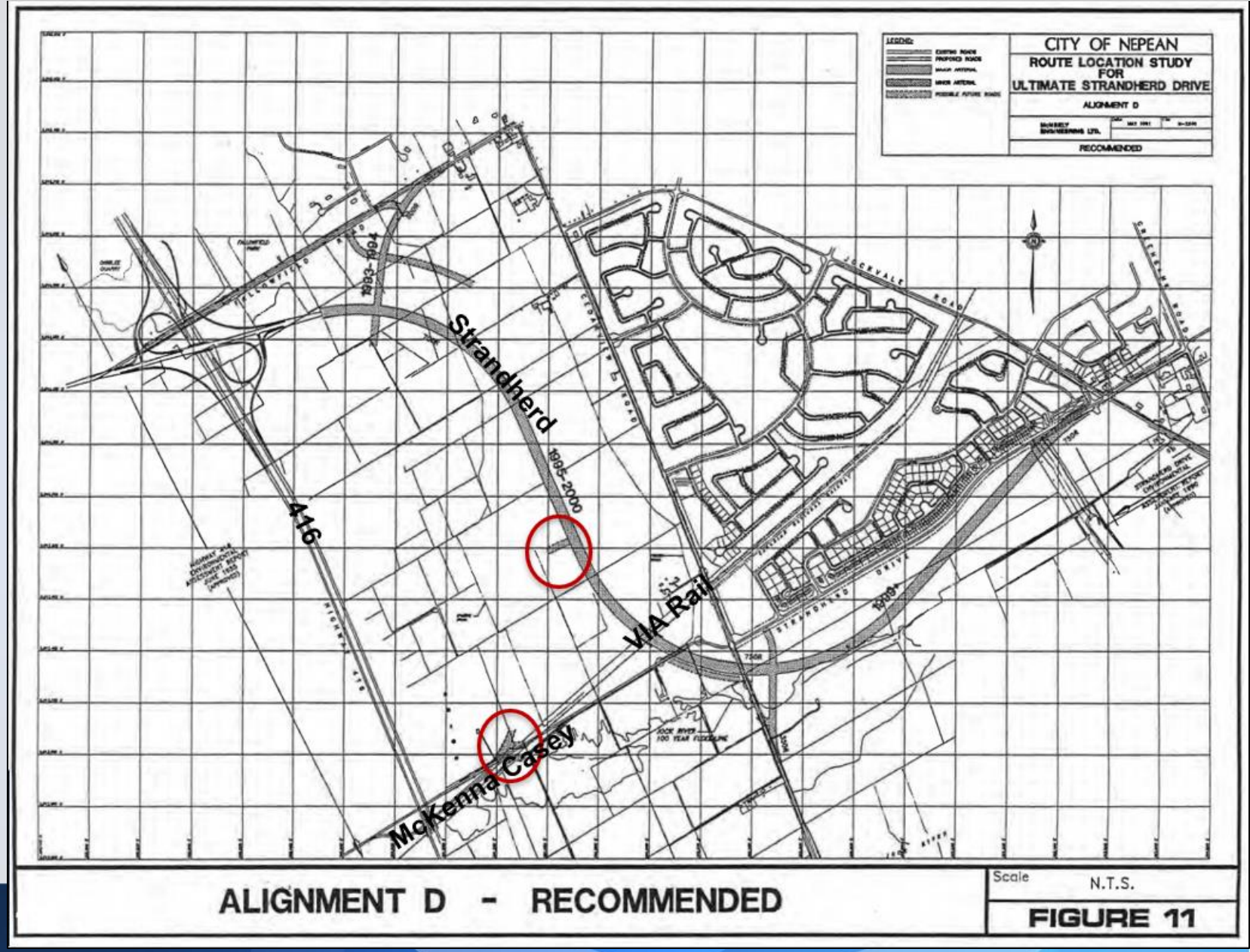
(An Addendum to the 1991 Strandherd Drive Highway 416 to Jockvale Road Environmental Assessment Study)

April 1, 2021 Community Working Group

Background to the Study

A preliminary alignment of McKenna Casey Drive was shown conceptually in the Strandherd Drive Widening (Highway 416 to Jockvale Road) Environmental Assessment Study (1991) in Ottawa's Barrhaven Community.

The 1991 Environmental Study Report shows the points at which a realigned McKenna Casey Drive would start, on McKenna Casey Drive, and would end, at Strandherd Drive. However, the alignment between these two locations was not ratified at that time.



Background to the Study

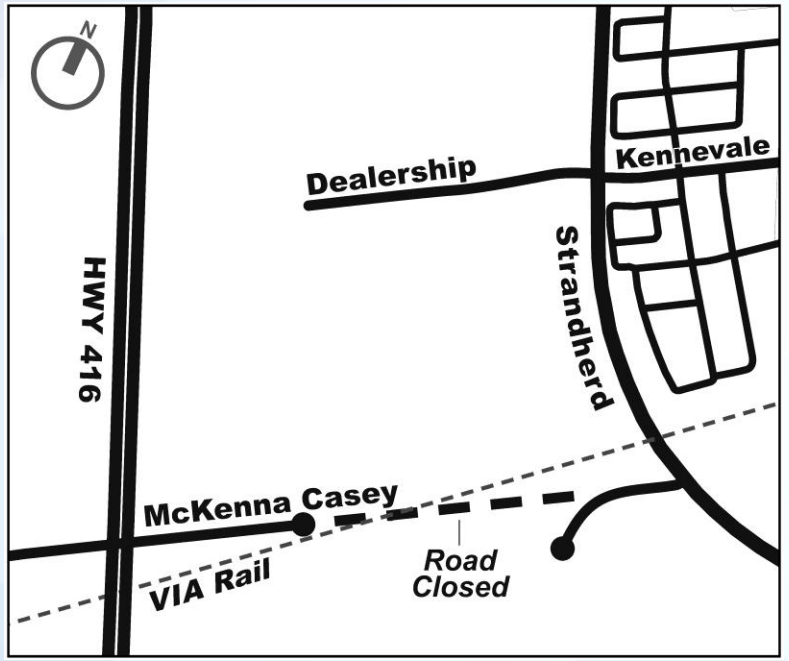
The City's Transportation Committee passed the motion to initiate the McKenna Casey realignment study on October 7, 2020. The motion recommends:

That the Transportation Committee direct Transportation Services Department and Planning, Infrastructure and Economic Development staff to complete an Addendum to the Strandherd Drive Widening Environmental Assessment to study the McKenna Casey realignment as well as complete Preliminary and Detail Design using the existing Strandherd Drive Widening Construction budget.

McKenna Casey Road was closed on October 14, 2020 at the VIA Rail line as part of the Strandherd Drive Widening Project. Additional information on that project is found here: https://ottawa.ca/en/city-hall/public-engagement/projects/strandherd-drive-widening-maravista-drive-jockvale-road

The road currently is a dead-end with a paved area that facilitates vehicle turnaround movements.

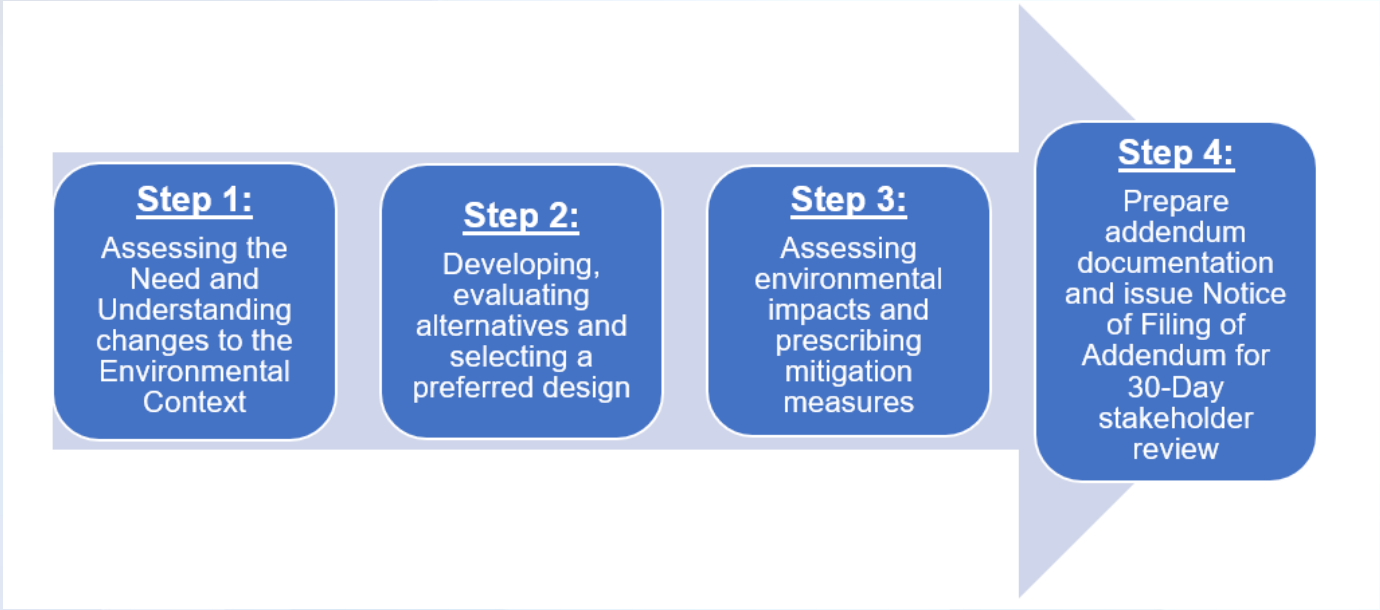
Key Plan Indicating Area Road Network and Road Closure



Existing McKenna Casey dead-end. Photographed April 2021.

Environmental Assessment Addendum Process

The project is following the Addendum Process described in the Municipal Engineer's Associations Municipal Class Environmental Assessment document. This Addendum process is required to address the proposed realignment of McKenna Casey Drive which was not included in the original 1991 Strandherd Drive Widening (Highway 416 to Jockvale Road) Environmental Assessment Study. The Addendum process includes the following steps:



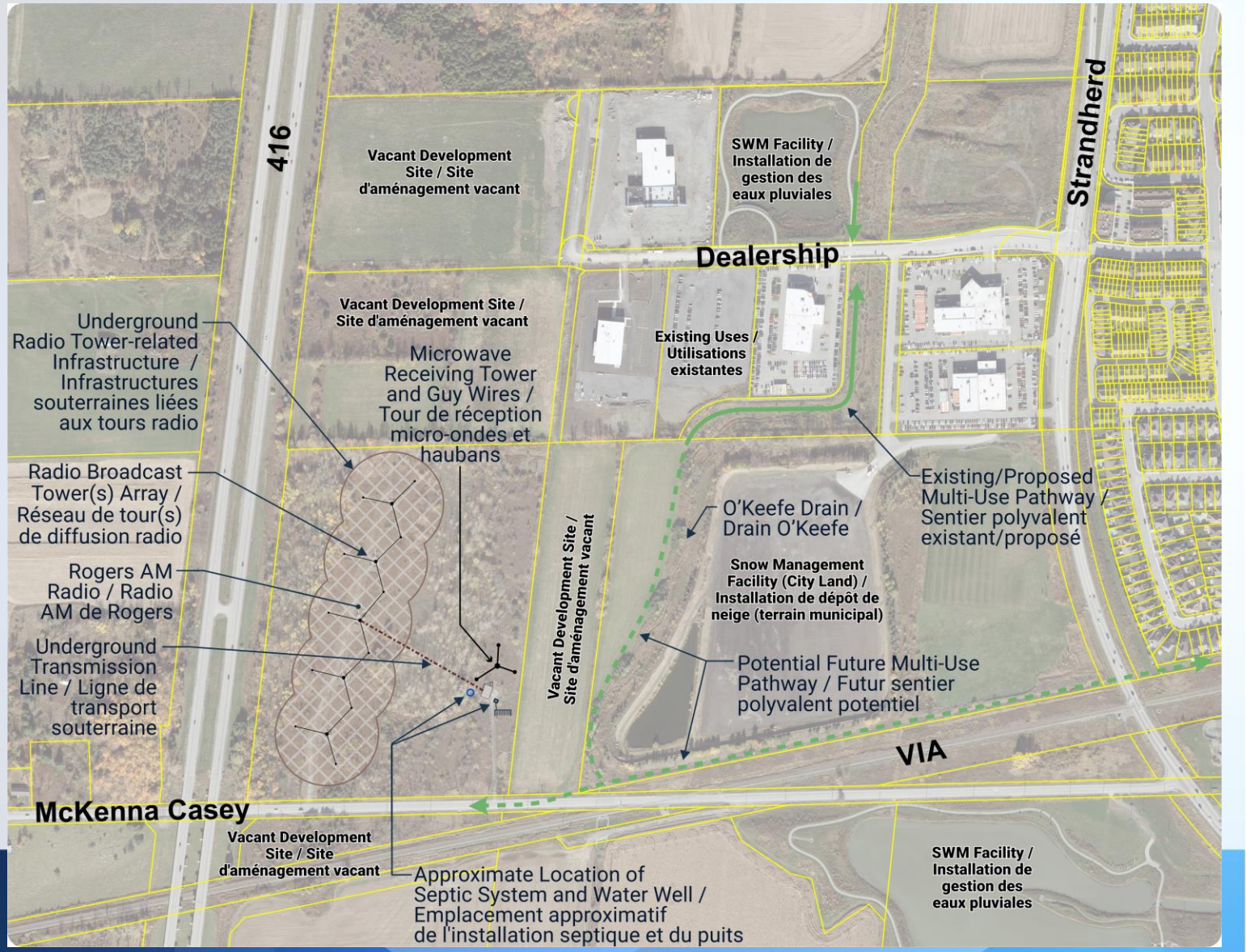
A copy of the addendum documentation and the original 1991 Environmental Study Report will be available for a 30-day review period for stakeholders. Only the items in the addendum (the change to the original project) are open for review and response including requests for a Part II Order (a request to elevate the project to higher level of assessment). Requests for a Part II Order are limited to matters relating to existing Aboriginal and Treaty rights. If no objections are received within the 30-day review period, the proponent is free to proceed with implementation and construction.

Updated Existing Conditions

The Study Area is situated in Barrhaven. The area has undergone changes and development since the original EA. Specifically, the Citigate Corporate Campus and abutting lands are emerging as an important employment area.

In the immediate vicinity there are existing car dealerships and associated land uses along Dealership Drive. There are also several active development applications for the area. An AM radio broadcasting site exists and the implications of planning a transportation corridor near this location are addressed in this environmental assessment study. Coordination with this landowner, and other landowners in the area, has been an important part of the study process.

Current Land Uses in the Vicinity

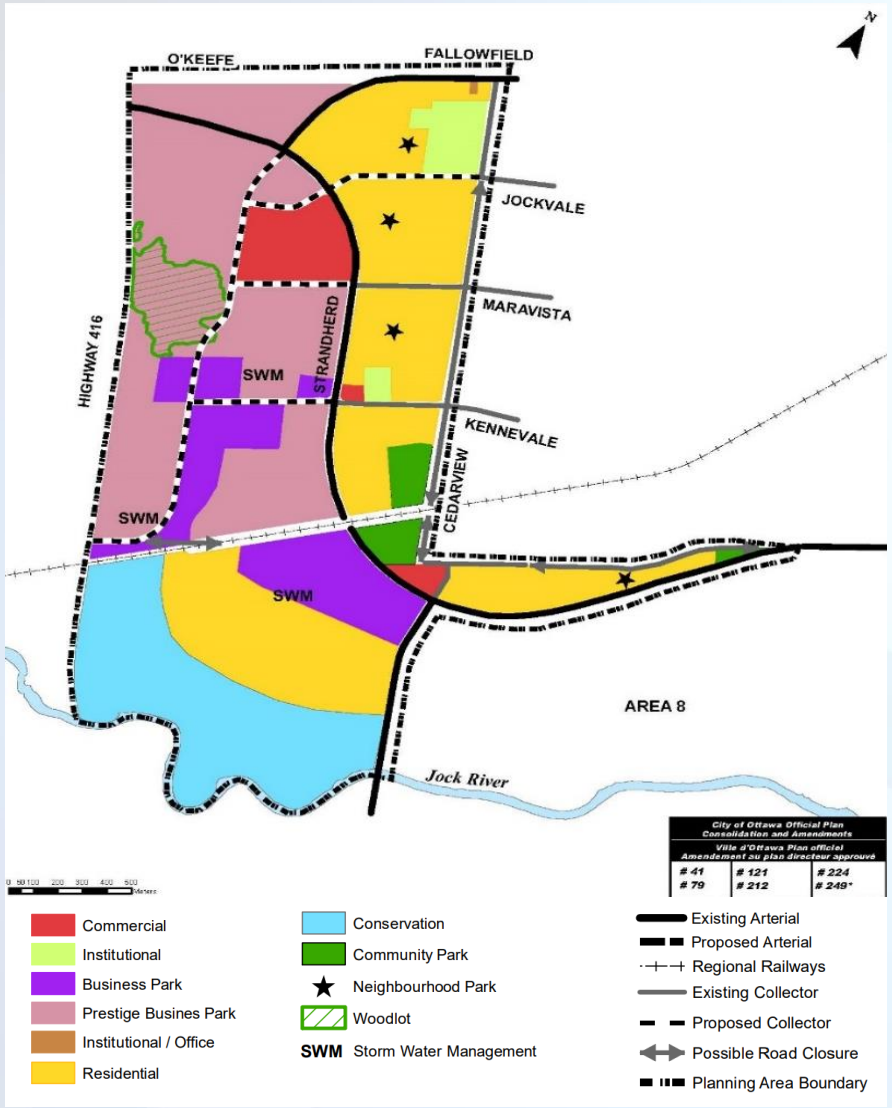


Area Planning Context

The site is designated as an Employment Area in the City of Ottawa Official Plan.

The study area is also located within the South Nepean Areas 9 & 10 Secondary Plan. This plan designates the lands between existing McKenna Casey and Dealership Drive as Business Park and Prestige Business Park.

The Secondary Plan also indicates a proposed collector road that connects McKenna Casey Drive northerly to Dealership Drive and beyond. The City's Official Plan designates this road as a Major Collector.



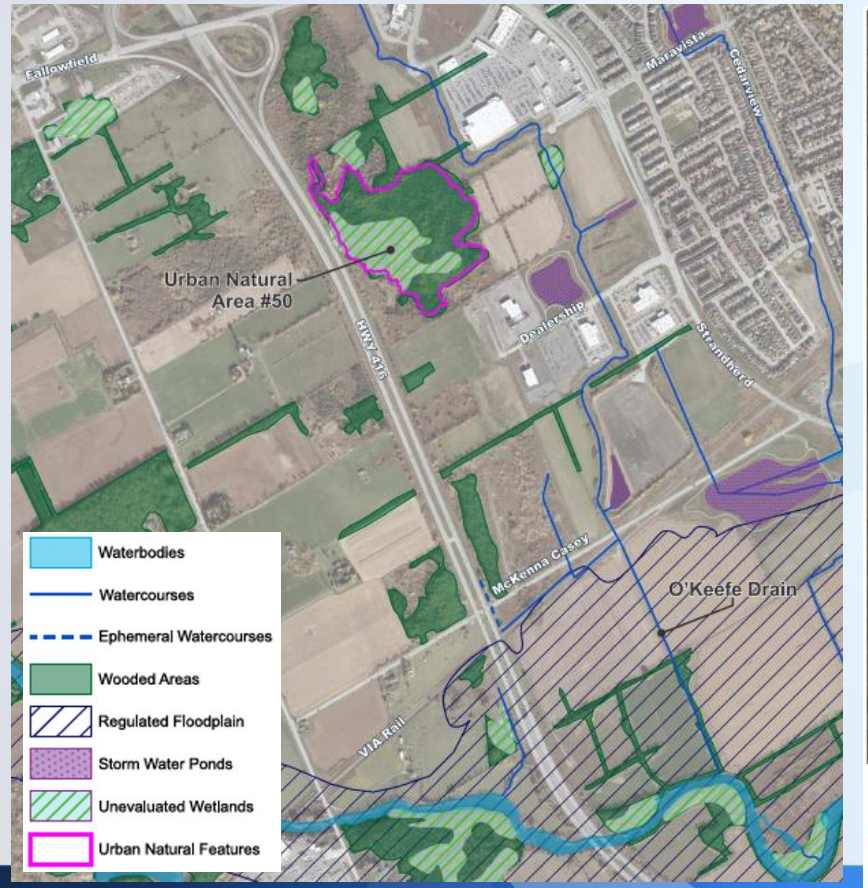
Updated Existing Conditions and Transportation Need

Environmental conditions which may have changed in the study area since 1991 have been studied as part of this EA Addendum, including:

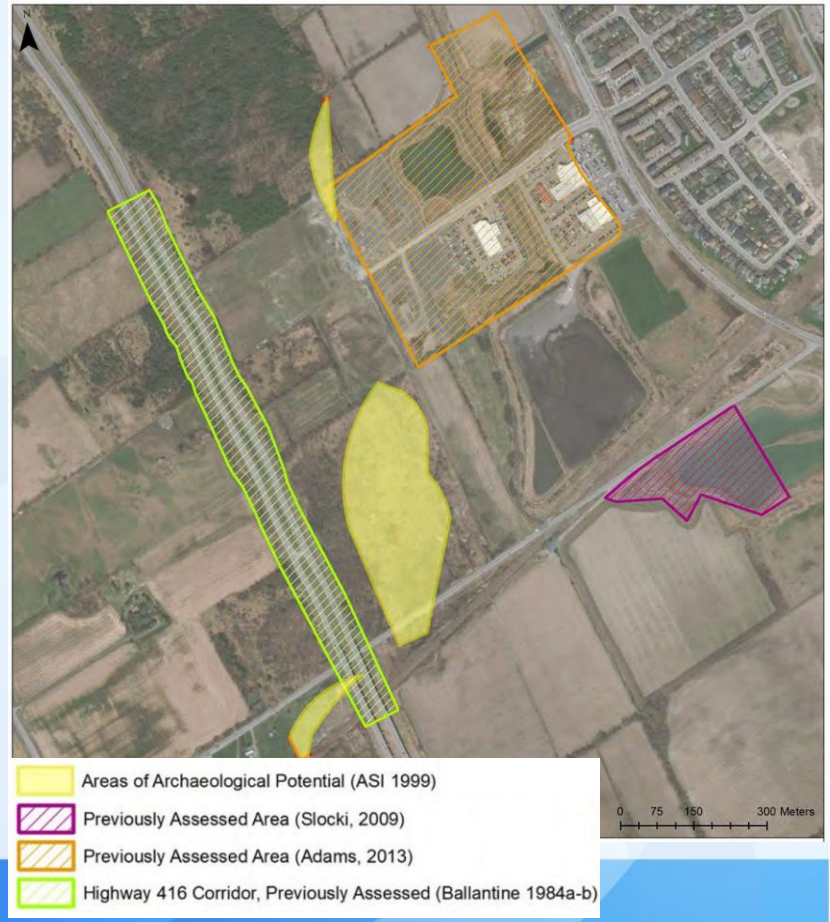
- Area transportation infrastructure
- Transportation needs
- Land use and development
- Geotechnical conditions
- Potential for impacted soil and groundwater
- AM radio infrastructure
- Archaeological resources
- Cultural heritage resources

The transportation study has identified the need to extend McKenna Casey to Dealership Drive as a two-lane Major Collector roadway and multi-modal route.

Natural Environment Overview:



Archaeological Potential and Areas Previously Subject to Archaeological Assessment:



Design Requirements and Evaluation Process

A range of alternative alignments were developed to address the need to extend McKenna Casey Drive to Dealership Drive as a two-lane Major Collector roadway and multi-modal route.

Design Requirements include:

- Providing connectivity between existing McKenna Casey and Strandherd Drive via Dealership Drive
- Eliminating the existing dead-end at McKenna Casey
- Accessible pedestrian facilities
- Separated cycling facilities
- Two travel lanes (one in each direction) as a Major Collector road
- Truck route
- Trees with sufficient setback from road
- Snow storage along curb line
- Overhead utilities where required
- 26 m right-of-way (per current City policy, with additional grading strips where required)
- Posted speed of 60km/h (design speed of 70km/h)
- Not divided
- No on-street parking
- Space for potential below-grade municipal services, pending land developer proposals

The Evaluation Process involves evaluating each alternative alignment against these groupings of performance criteria:

- Transportation System Sustainability
- Ecological and Physical Sustainability
- Land Use and Community Sustainability
- Climate Change Mitigation and Adaptation
- Economic Sustainability

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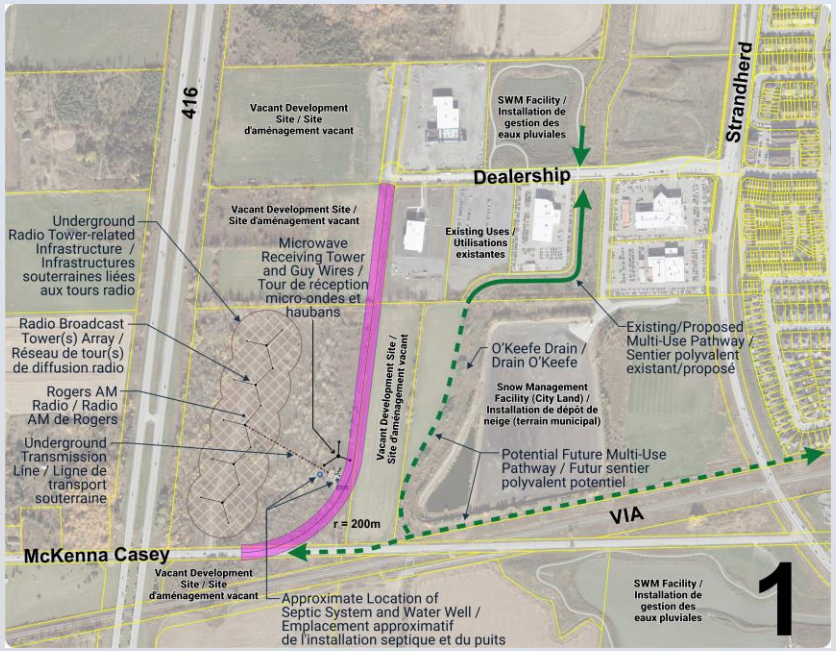
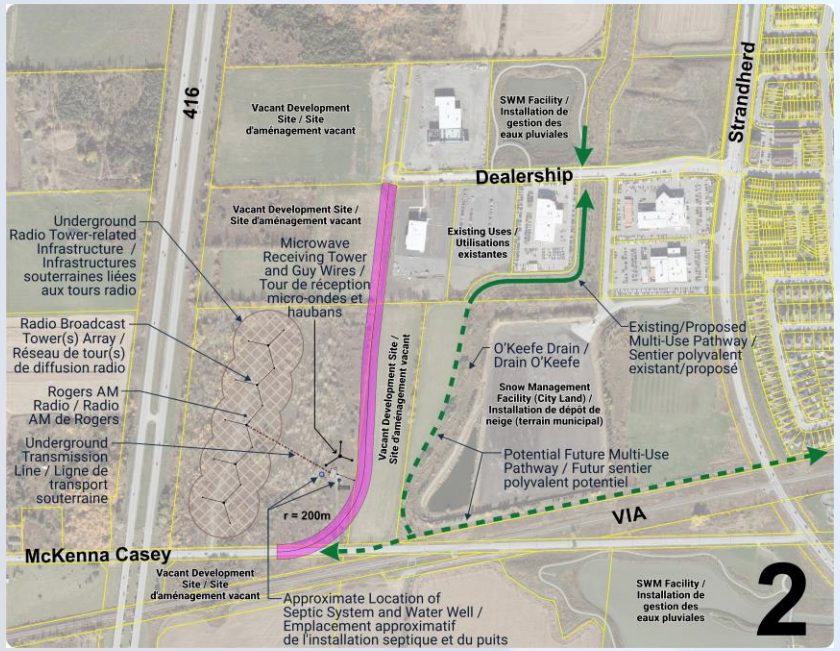
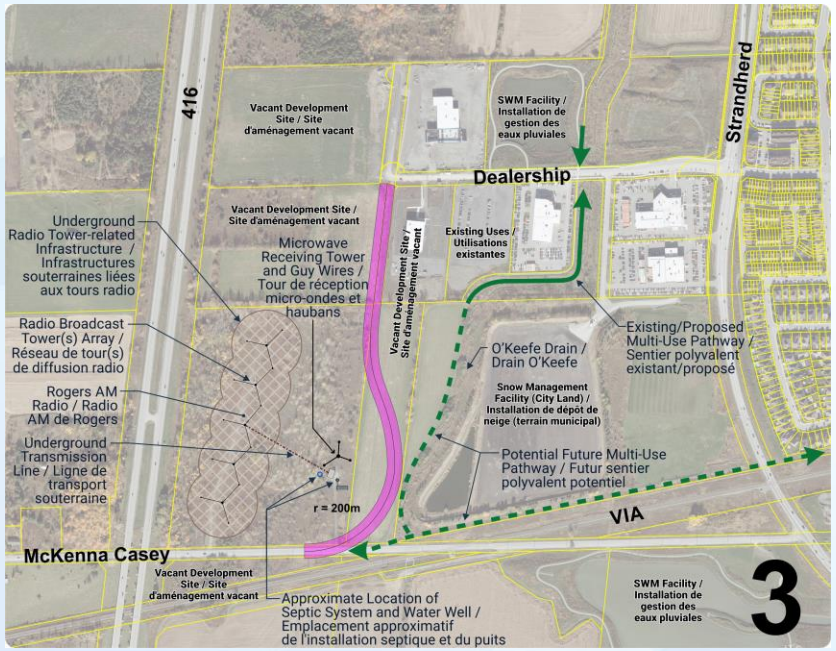
Evaluation of Alternative Alignments

Nine (9) alternative alignments were developed and evaluated using the performance criteria. The alternatives illustrate various means of connecting existing McKenna Casey Drive to Dealership Drive. Alignments 1 to 3 (depicted as a pink corridor) are shown on this page.

Following a multi-disciplinary evaluation, **Alternative 2** is preferred and forms the basis of the Draft Recommended Plan. This is primarily because it forms a relatively direct connection, it avoids impacts on the AM radio infrastructure, it avoids area with archaeological resource potential, it minimizes displacement of trees, and it minimizes property fragmentation.

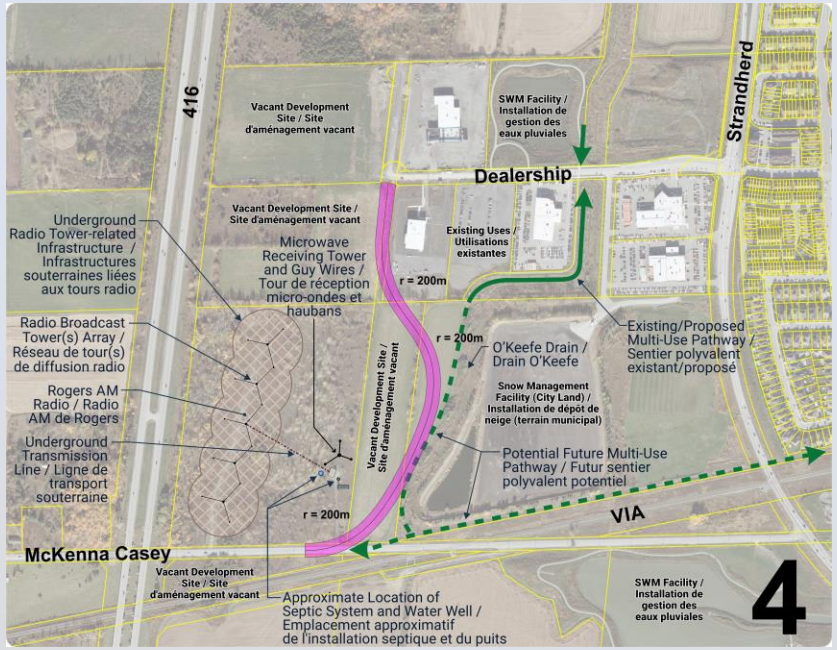


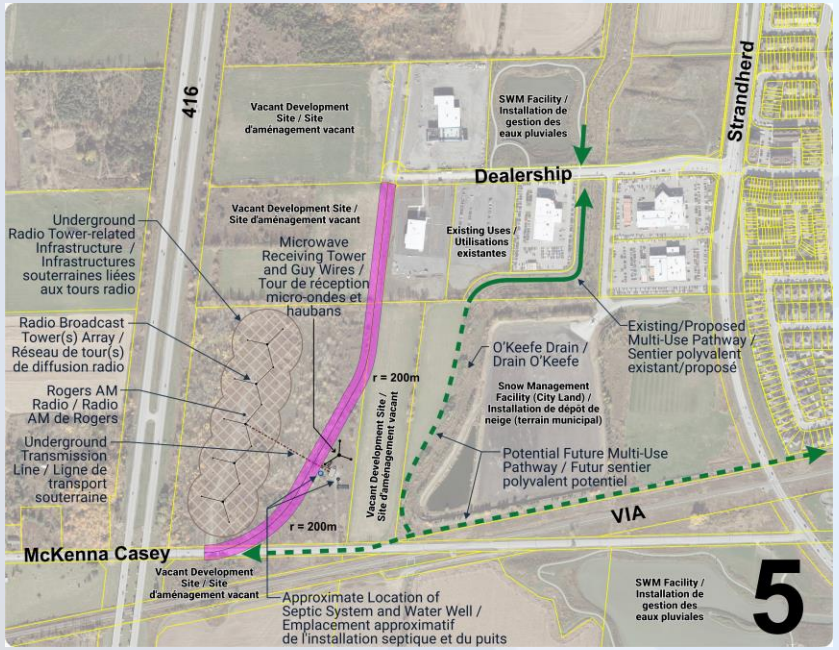


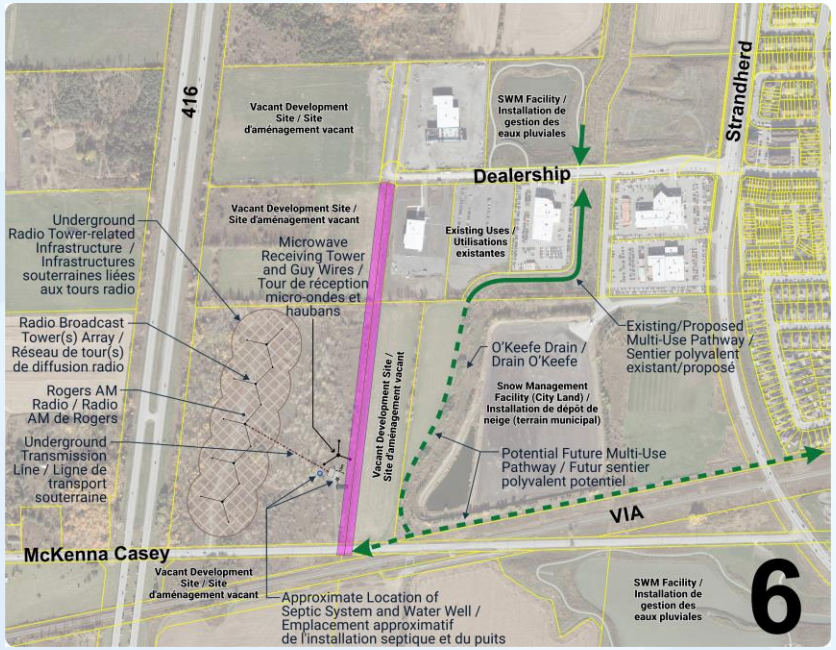


Evaluation of Alternative Alignments

Alignments 4 to 6 are shown on this page.

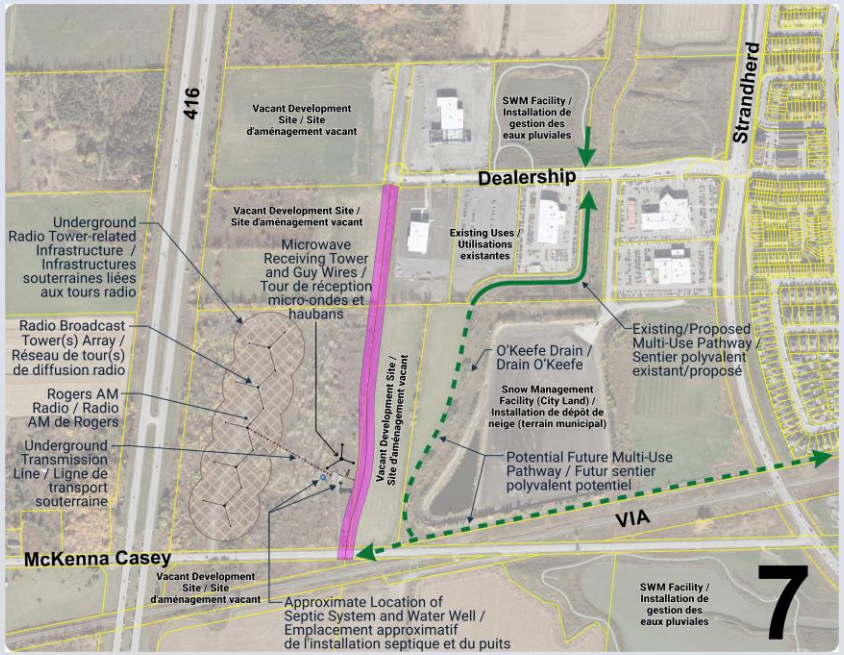


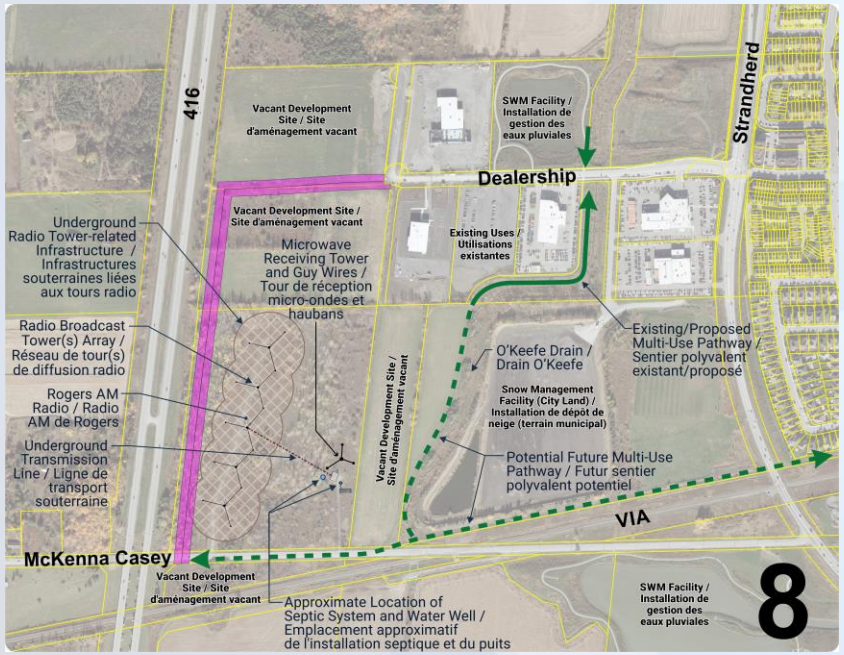


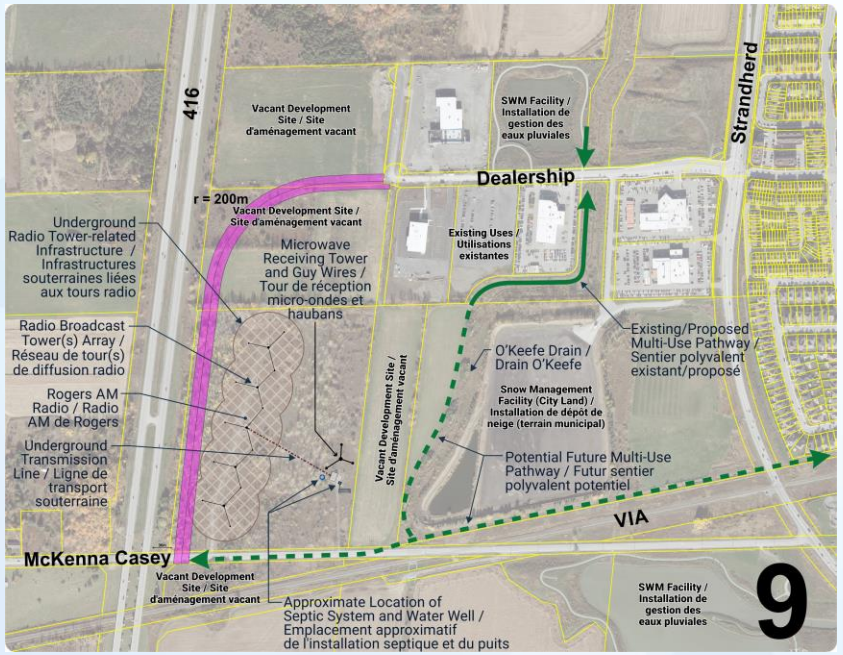


Evaluation of Alternative Alignments

Alignments 7 to 9 are shown on this page.







Evaluation of Alternative Cross-Sections

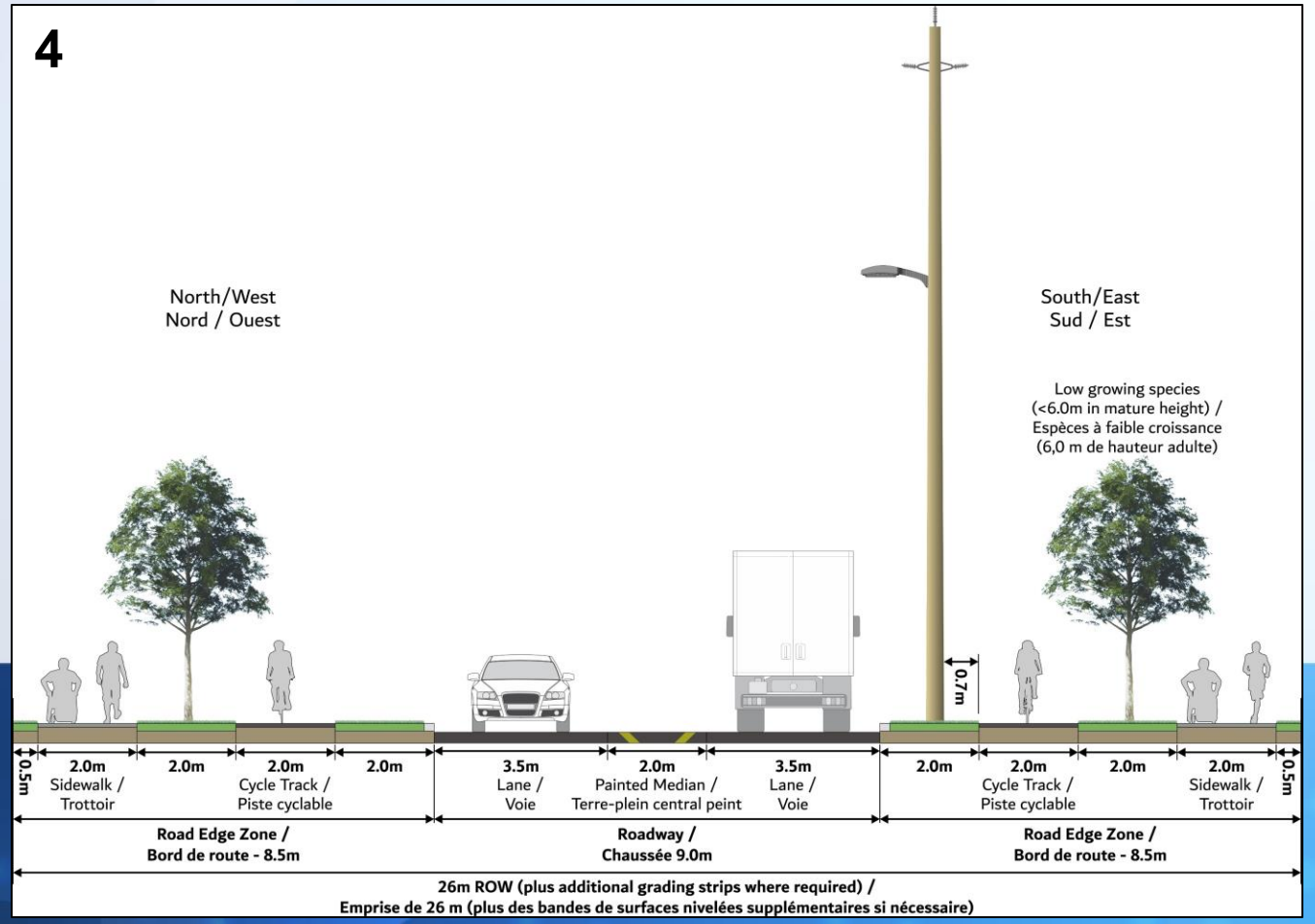
With a preferred alignment selected, eleven (11) alternative cross-sections were developed.

The alternatives were developed offering variation in terms of roadway median style, tree boulevard/snow storage configuration, and active transportation mode delineation. Some options feature multi-use pathways while others delineate/separate sidewalks and cycling facilities. Two options featured a larger cross-section in order to evaluate a rural or partial rural cross section which uses drainage ditches.

Cross-section **Option 4** best fits the evaluation criteria for the project for all road users. It features an urban cross-section with sidewalks and uni-directional cycle tracks provided on both sides of the street. A 9m curb to curb roadway width provides for one vehicle lane in each direction, plus space for a safety buffer in the middle of the road and room for traffic to pass by a disabled vehicle.

The alternative cross-sections are presented on the following two boards.

Preliminary Preferred Cross-Section



Evaluation of Alternative Cross-Sections

Cross-section alternatives 1 to 7 (excluding 4) are shown on this page.

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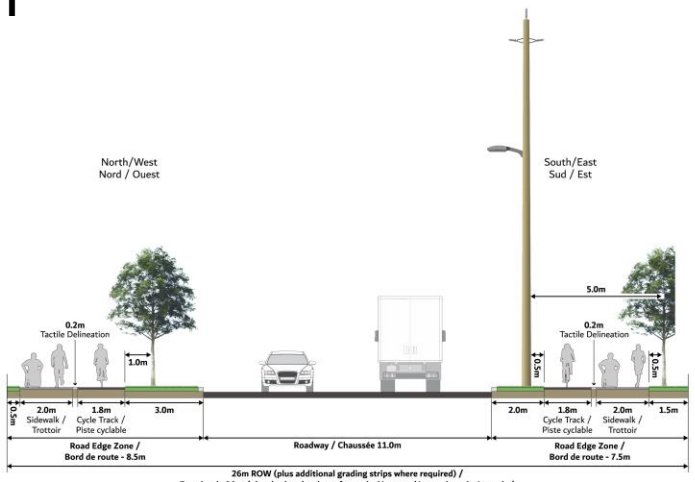

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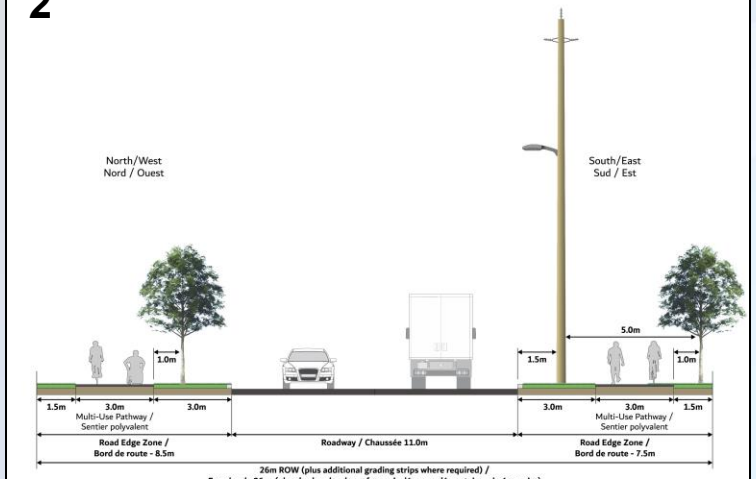

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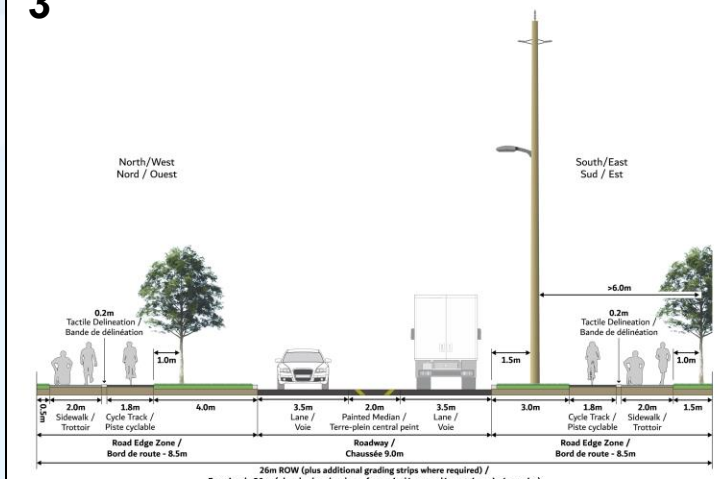

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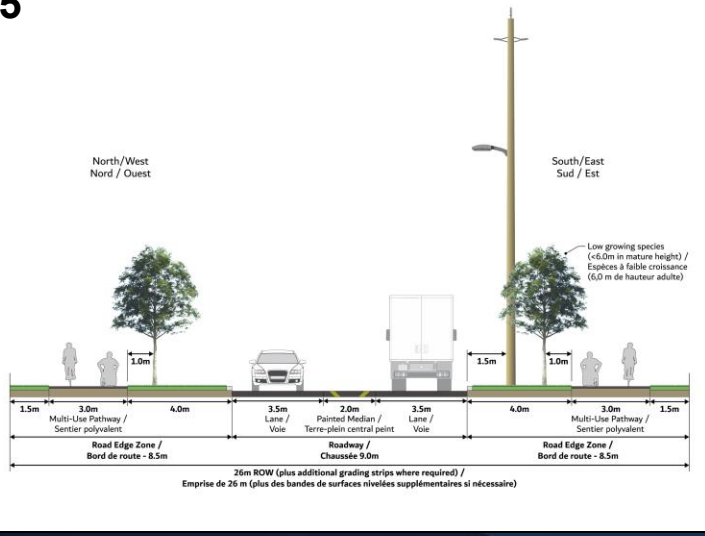

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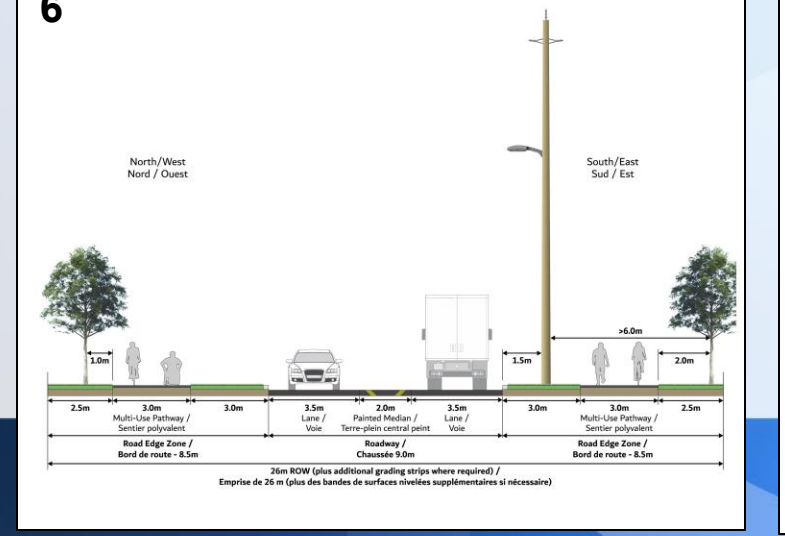

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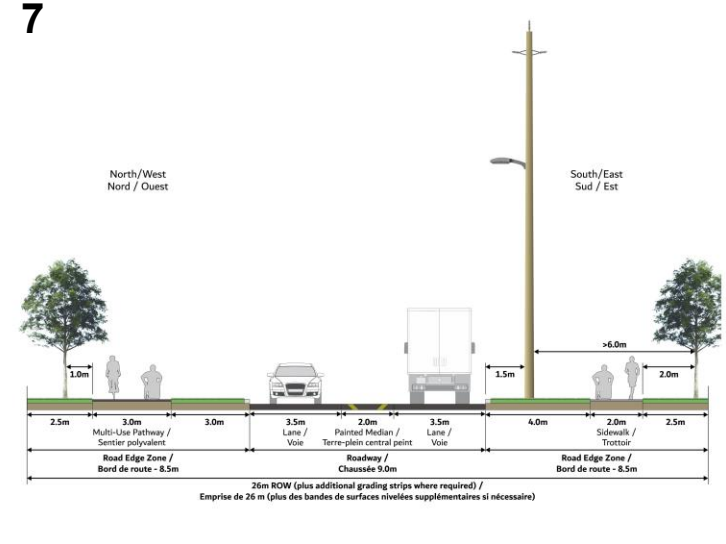

Evaluation of Alternative Cross-Sections

Cross-section alternatives 8 to 11 are shown on this page.

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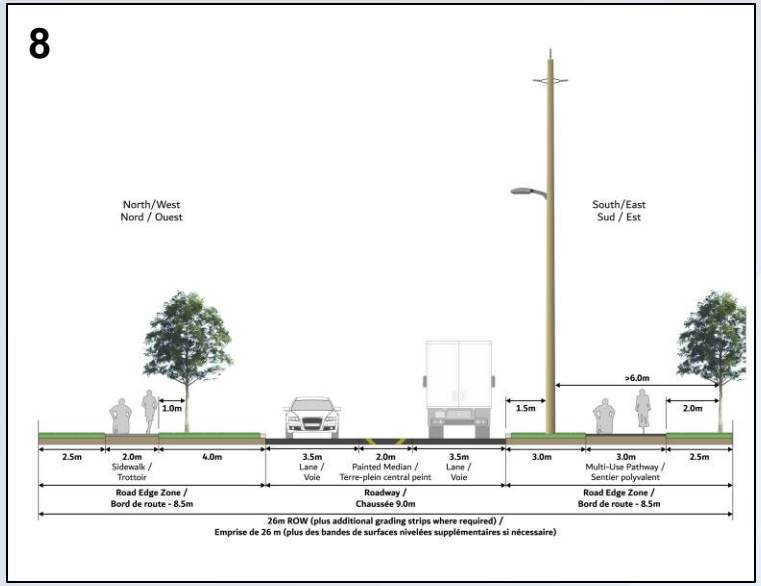

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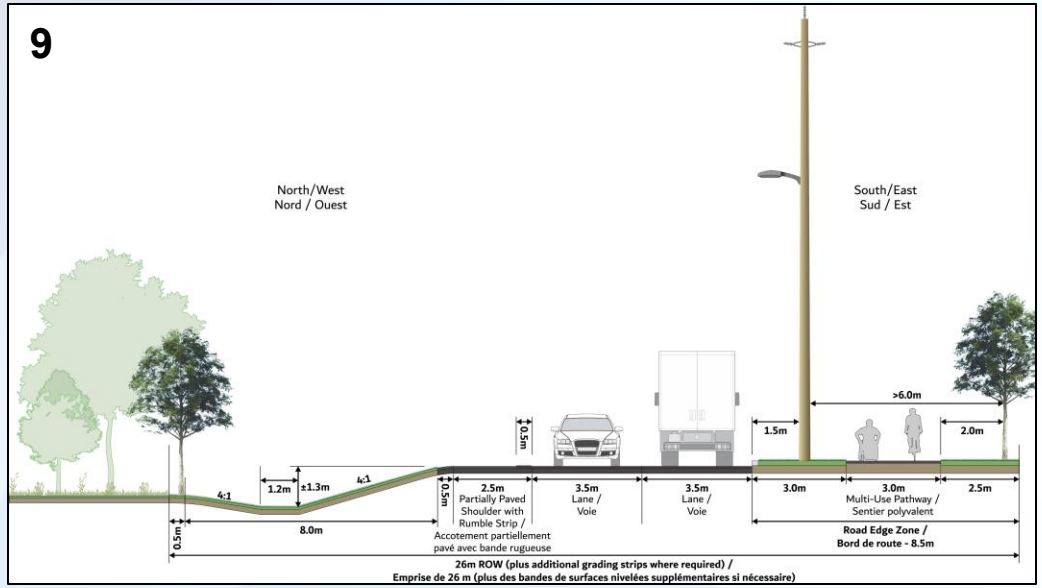

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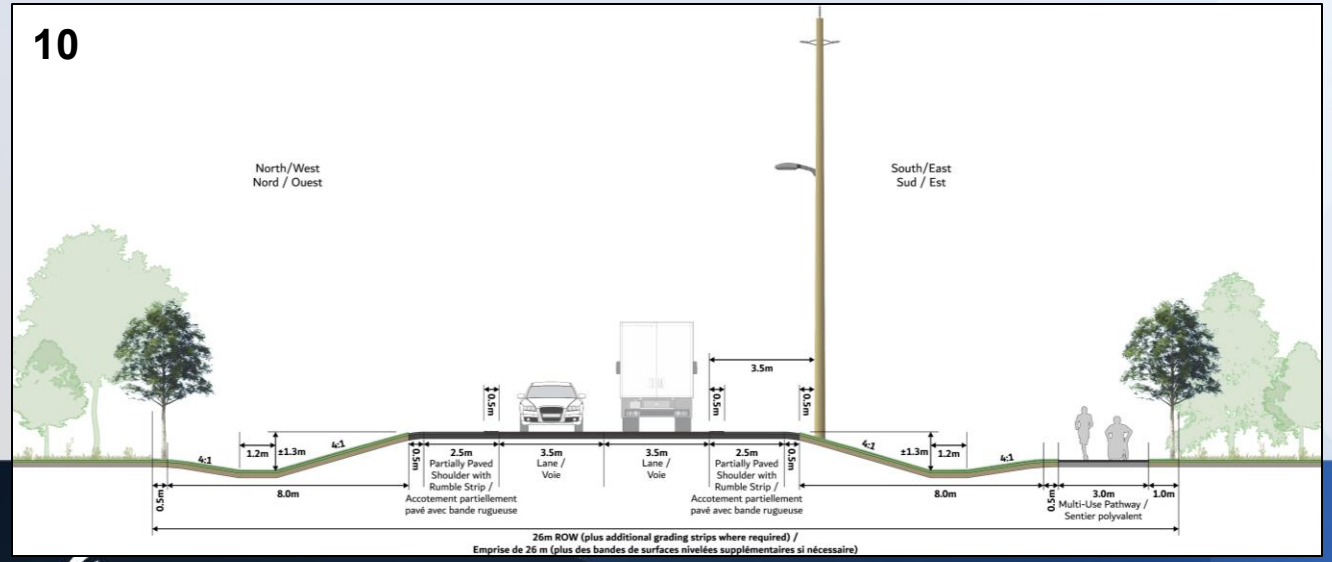

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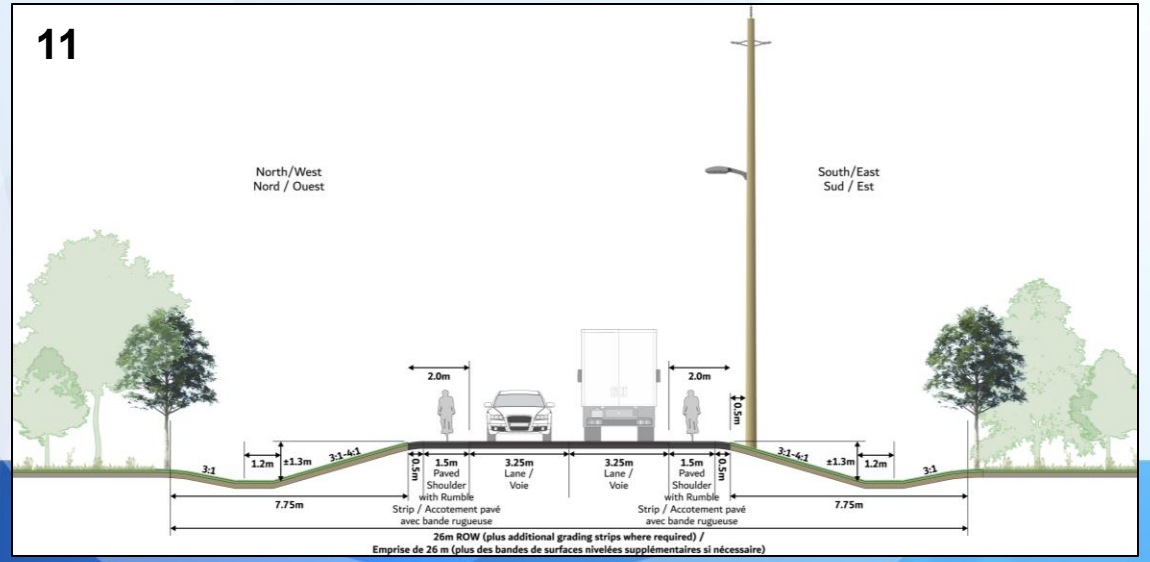

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Dealership Drive / McKenna Casey Drive Intersection Design

The EA Addendum addresses the intersection of the future realigned McKenna Casey Drive and Dealership Drive. Options that were evaluated for intersection treatment include:

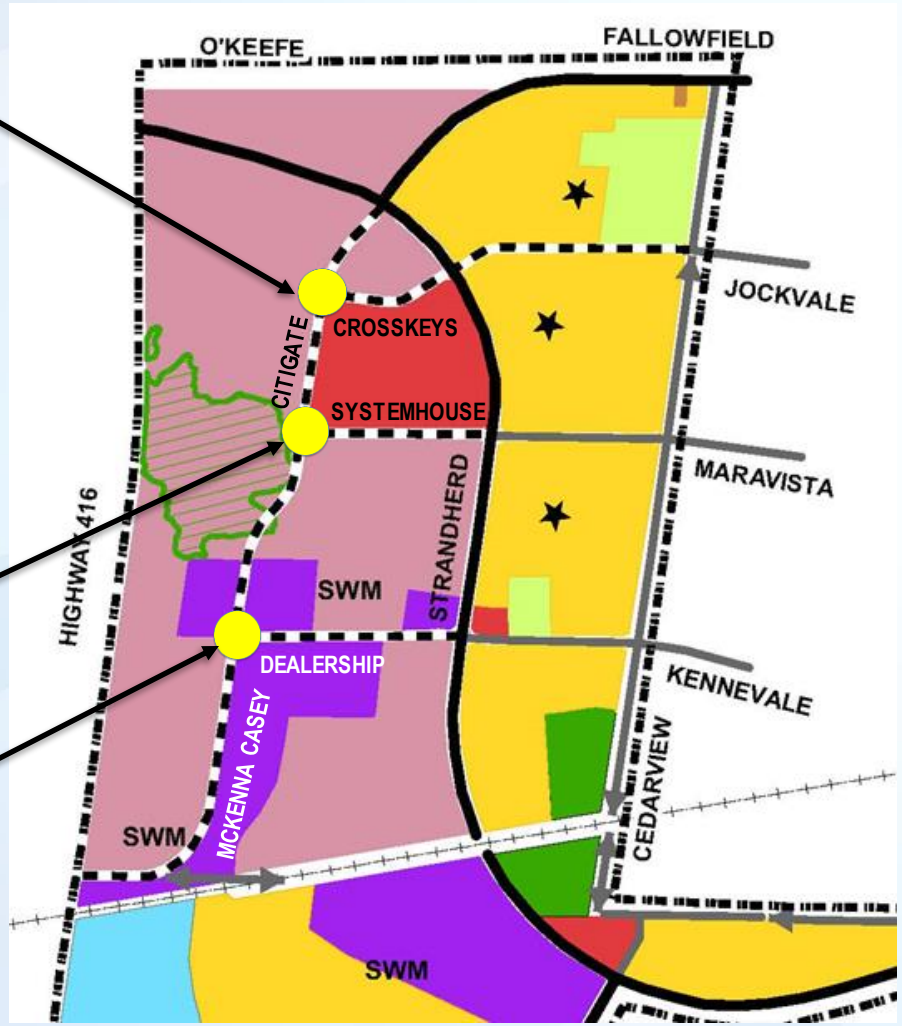
- STOP;
- Signalized; or
- Roundabout.

Based on the existing design and construction decisions of the area, and the operational requirements of the intersection, the roundabout intersection choice performs the best. It retains consistency and continuity for this planned Major Collector Road.

Existing Roundabout at Crosskeys

Planned Roundabout at Systemhouse

Proposed Roundabout at Dealership



Draft Recommended Plan

The preliminary preferred design:

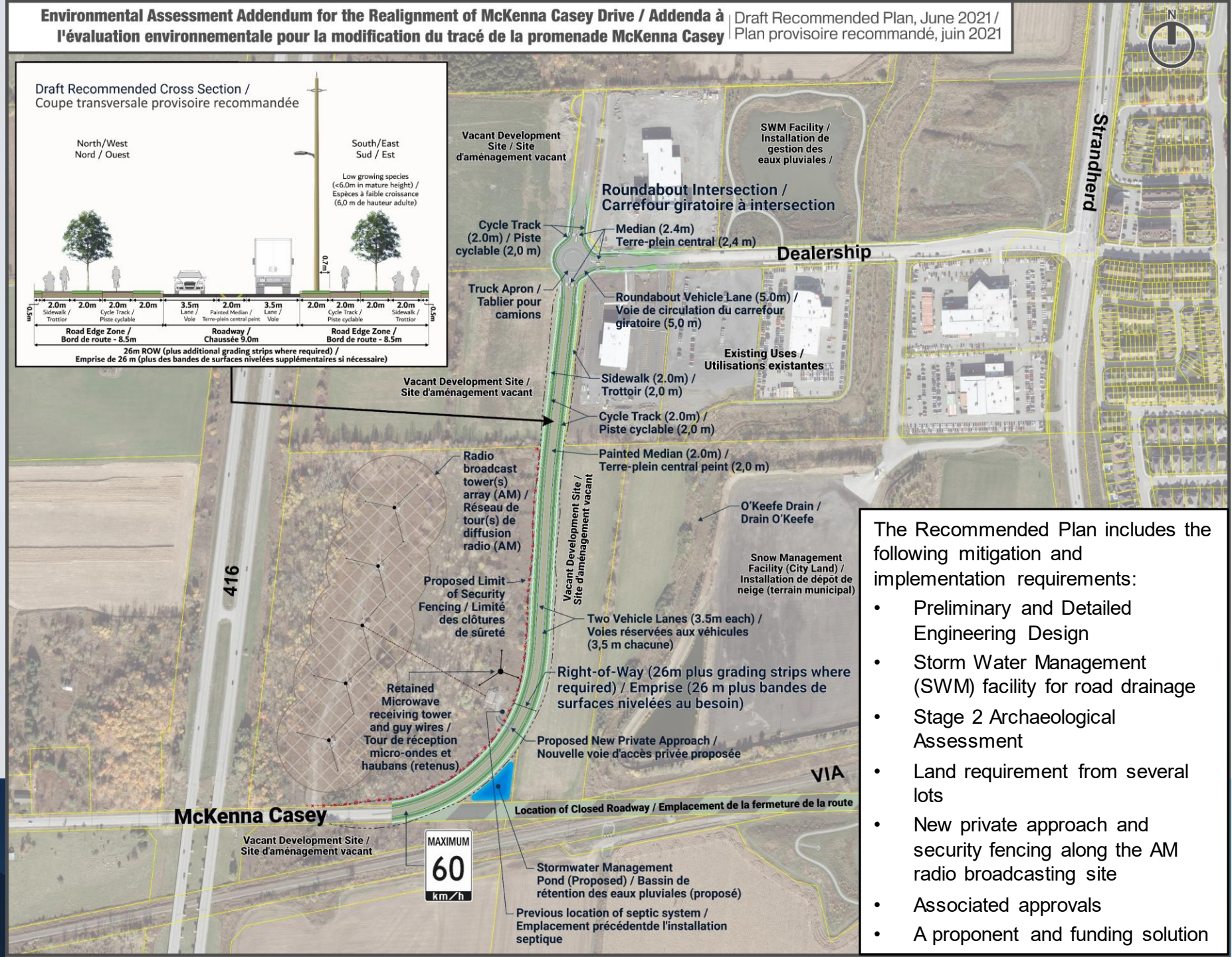
- The functional design is based on Alternative Alignment 2 (designed to avoid AM radio infrastructure)
- Uses Cross-section Option 4 and a roundabout intersection at Dealership

The design features:

- Sidewalk and uni-directional cycle track (2m each) separated by tree boulevard for accessibility, safety and snow storage
- 2 vehicle lanes (3.5m each with a 2m painted median)
- 26-metre right-of-way with additional grading strips where required
- Roundabout that accommodates all users including trucks

Benefits include:

- Direct alignment, appropriate geometry
- Avoids AM radio infrastructure
- Follows the property line for the majority of the alignment
- Minimizes environmental impacts



The Recommended Plan includes the following mitigation and implementation requirements:

- Preliminary and Detailed Engineering Design
- Storm Water Management (SWM) facility for road drainage
- Stage 2 Archaeological Assessment
- Land requirement from several lots
- New private approach and security fencing along the AM radio broadcasting site
- Associated approvals
- A proponent and funding solution

Draft Recommended Plan: Potential Interim Phase

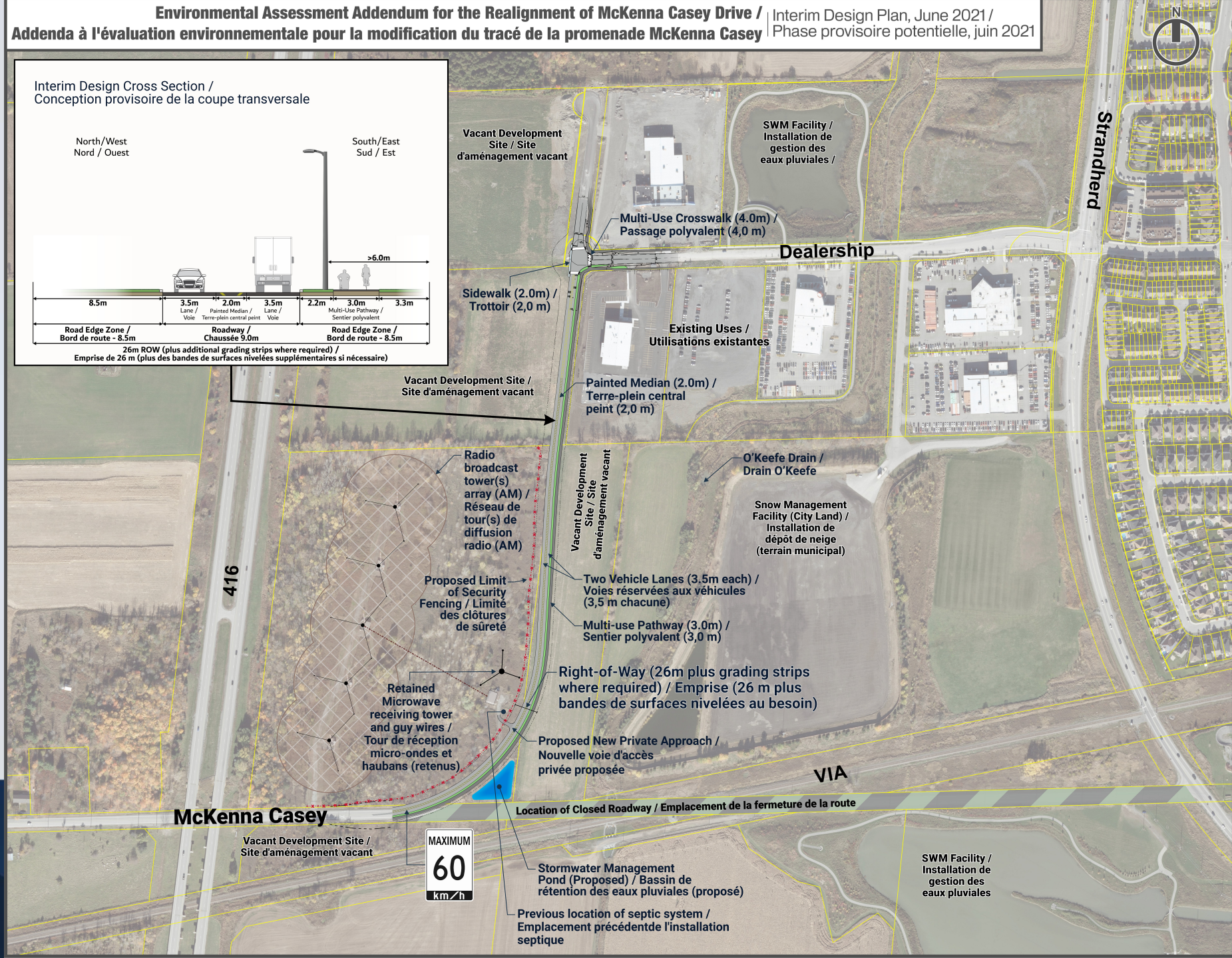
There is an opportunity to phase in this project, which could increase the likelihood of a shorter-term implementation. The Interim Design:

- Includes the roadway and street lighting in its permanent state
- Provides a 3m Multi-Use Pathway on east side for active transportation
- Includes interim stop-controlled intersection

These aspects can be incrementally added to the corridor as land development applications and funding solutions emerge:

- Separated pedestrian and cycling facilities on both sides
- Final landscaping including trees where appropriate
- Utilities in the boulevard area as appropriate
- Developer-driven water and sewer servicing infrastructure

Timing of the future modifications would be coordinated with the planning and development of the area.



Next Steps

Following this on-line public engagement, the study team will review comments and address concerns or questions that were raised. Next steps and milestones for the project include:

- Present the Recommended Plan to Transportation Committee and Council, for approval (October 2021);
- Prepare the EA Project Addendum Report (October 2021);
- Initiate the statutory 30-Day Public Review Period (November 2021);
- Upon completing the 30-Day Public Review Period, the City will proceed to complete a detailed engineering design.

It is important to note that at this time there is no identified funding plan or planned time frame for the project implementation. This study will however enable the City to move to the detailed design for the recommended Interim Phase.

Please provide your comments or questions to the City's project manager by July 12, 2021. Thank you.

Contact:
Frank McKinney
Program Manager, Transportation Planning - Environmental Assessments
City of Ottawa
100 Laurier Avenue West, 4th Floor, Ottawa ON K1P 1J1
613-808-9650
Frank.McKinney@ottawa.ca