

CITY OF NEPEAN

PUBLIC WORKS DEPARTMENT



REGIONAL MUNICIPALITY
OF OTTAWA-CARLETON
OTTAWA-CARLETON CENTRE
111 LISGAR ST, ~~4TH FLOOR~~
~~TRANSPORTATION DEPT.~~
~~OTTAWA, ONTARIO K2P 2L7~~

ENVIRONMENTAL STUDY REPORT

STRANDHERD DRIVE

HIGHWAY 416 TO JOCKVALE ROAD

Transportation Planning Section
Development Services Department
City of Ottawa

RECORD COPY
PLEASE DO NOT REMOVE

VOLUME 2

MAY 1991



McNEELY ENGINEERING

consulting engineers architects acoustics

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VOLUME 2

Appendix A-1	Public Agencies: comments
Appendix A-2	General Public: comments



APPENDIX A-1

PUBLIC AGENCIES: COMMENTS



250 Davisville Avenue
Toronto, Ontario
M4S 1H2

250, avenue Davisville
Toronto (Ontario)
M4S 1H2

November 10, 1989

440-3483

MEMORANDUM

TO: Dave McAvoy
Kingston Office
Ministry of Transportation

FROM: Nigel Wood
Environmental Assessment Branch
Ministry of the Environment

RE: Hwy 416 - Fallowfield Road Interchange



Further to our meeting on Monday, November 6, 1989, I have now obtained a legal opinion regarding the re-alignment of the above interchange.

Following a review by our Legal Services Branch with respect to the Approval of the Highway 416 environmental assessment and the proposed interchange at Fallowfield Road, the following conclusions were reached. It would appear that the only restriction placed on the exact location of the Fallowfield Interchange is the definition of "final design stage". If this is a direct reference to the Design and Construction Report, then the only limits placed on the location of the interchange may be existing policies or guidelines with respect to what can and cannot be done through the Design and Construction Report.


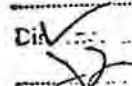
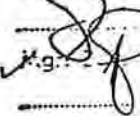
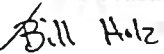
Provided that you do not find any restrictions in your final design stage procedures, as discussed above, this Branch has no objection to the minor re-alignment of the Fallowfield Interchange and would support such a change. Our support is based on the fact that the interchange will remain within the approved corridor, the service of this location will not change, the capacity of the interchange will not change, and the re-alignment of Fallowfield Road will follow the approved Class EA for Municipal Roads. The proposed re-alignment will result in safer and more efficient service to the people of Ontario.

If you have any questions regarding the above, please call me at (416) 440-3483.

*Original Signed
By.*

Nigel Wood
A/Supervisor, Provincial Unit

cc: EA File No. TC-SE-02
City of Nepean

- FOR INFO
- 
- Mgr. Admin.
- Dir. City D.
- Dir. Gen.
- Dir. 
- Mgr. 
- Mgr. Exp.
- Mgr. Comm.
- Enquiry
- B. F.
- 

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME: GORDON SCALE / RMD C
TRANSPORTATION

MAILING ADDRESS: 111 & 156th St. Ott.

COMMENTS:

Have you evaluated joining Fallowfield opposite N to W
416 left turn slot. It would reduce cost of Fallowfield
road works & may be easier to pull together. would it
have signalled entrances on curve.
Please give me a ring @ 560-2064

Thanks

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7



PUBLIC WORKS DEPARTMENT

our reference:

your reference: W.D.B. 107

October 25, 1990

McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Attention: Mr. Doug Rathwell, P.Eng.

Dear Mr. Rathwell:

**Re: Comment Sheet - Route Location Study
for Strandherd Drive**

Enclosed for your information is a letter of introduction dated October 19th, 1990 received from Tasi Wood & Associates being the planning consultants working on behalf of D.C.R. Phoenix and the City of Nepean.

We have also enclosed the comment sheet regarding the route location study for Strandherd Drive.

Yours truly,

Gary J. Craig, P.Eng.
Director of Engineering

/cjb
Attach.(2)

Tasi Wood & Associates

→ WED 10.7

Planning & Land Development Consultants

34 McArthur Avenue, Suite 1, Vanier, Ont., Canada K1L 6A2 • (613) 748-3415

October 19, 1990
File No: 19-90



Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepointe Drive
Nepean, ON
K2G 5K7

Dear Mr. Craig:

Re: Route Location Study for Strandherd Drive
City of Nepean

We are the planning consultants working on behalf of D.C.R. Phoenix, in conjunction with the City of Nepean, to prepare a master plan for the Barrhaven West area which includes the Standherd Drive extension. We expect to have preliminary design drawings in the next three weeks, once we receive the Annis O'Sullivan plan being prepared for the area, and meet with Bill Leathem and Bill Holzman on their return from vacation.

FOR ACTI
C.P.W.
Mr. ...

Therefore, we are not in a position at the present time to make comments on the proposed location. Once we review the area in more detail, we will have a formal response.

Dir. ...
Eng. ...

In conclusion, please keep us notified as to progress on the extension, and we look forward to working with you in planning for this area.

Mr. ...
B. Holzman
Mgr. Dev.

Mgr. Cap. P

Mgr. Const

Mgr. Infr.

MTW

Mr. Gary Craig
Director of Engineering

- page 2 -

We will be arranging a meeting with the Planning Department the week of October 29, 1990, and we would appreciate your presence at that meeting.

Yours sincerely,

Mary Tasi-Wood

Mary Tasi-Wood, M.C.I.P.
MTW/kt

c.c Mr. Bill Holzman,
Nepean Planning Department

RECEIVED DEC 3 1990

Maclean Hunter Cable TV
475 Richmond Road
Box 6315, Station 'J'
Ottawa, Ontario K2A 3Y8
Tel: (613) 722-1111
Fax: (613) 725-2223

**Maclean Hunter
Cable TV**

November 29, 1990

Your File: M-2869

McNeely Engineering Limited
Consulting Engineers
260 Terence Matthews Crescent,
Kanata, Ontario.
K2M 2C7

Attention: Mr. Doug Rathwell

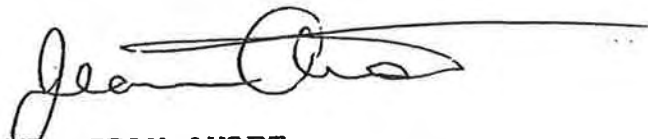
Dear Mr. Rathwell:

Re: Strandherd Drive
Route Location Study

With reference to your letter dated November 12, 1990 our only comments with respect to the proposed Strandherd Drive - Location Study is that we presently have buried cables placed to feed the homes on the north side of Strandherd Drive. These cables are placed on easements at the rear of the properties. There are also a few cable crossings which are in place for future use on Strandherd Drive.

At a time when you are able to provide a more detailed plan we would be in a position to show you our cable routing and would be able to identify any possible conflicts on said plan.

Yours truly,



MR. JEAN AUDET
Planning Supervisor

JA/tb



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AGRICULTURAL LAND USE SYSTEMS

P	MONOCULTURE SYSTEM	— Continuous cultivation of corn or cereal grain, without crop rotation. This system is restricted almost exclusively to land of Class 1 or 2 soil capability for agriculture. Farms on average are the largest in the region and are often composed of numerous scattered parcels of owned and rented land. High fertilizer application rates are used to maintain average crop yields but crop specialization keeps capital investment at moderate levels. Labour requirements are low. The monoculture system is usually associated with enterprises such as beef feedlots, feeder hog operations, or feed mills.
	CORN SYSTEM	— Corn, cereal grain, hay and pasture in rotation, with corn comprising between 30 and 90% of total acreage. This system is concentrated on Class 1 and 2 soils, but Class 3 and 4 soils may form a significant portion of individual farms. Farm units tend to be compact, and most incorporate some rented land. Fertilizer use is universal, but application rates are moderate; capital investment per acre is very high, and labour input is moderate. Most farms are moderate in size, with intensive land use. Fully mechanized dairy operations with relatively large herds are common.
	MIXED SYSTEM	— Corn, cereal grain, hay and pasture in rotation, with corn comprising less than 30% of total acreage. Farm characteristics are similar to those of the corn system except that land quality, capital investment, and animal density are appreciably lower. There is less utilization of rented land.
	HAY SYSTEM	— Hay, grain and pasture in rotation, with hay dominant in area. Owned land in this system has a moderately high proportion of Class 1 and 2 soils, while the small area of rented land is almost exclusively Class 5, 6 or 7. Fertilizer application rates and crop yields are average, capital investment is moderate, and labour inputs are very high. Farms are generally small, compact dairy or mixed beef operations.
	PASTURE SYSTEM	— Hay and pasture in approximately equal proportions but without crop rotation. Production is based on utilization of established stands of perennial grass and forage. Land quality is approximately 50% Classes 1 to 4, and 50% Classes 5 to 7. Fertilizer use on hay is slightly above average, yields are slightly below, capital investment is low, and labour input is low. Farms are characteristically small mixed beef, sheep or horse operations.
G	GRAZING SYSTEM	— Livestock grazing on permanent or native grass pasture, with minimal cultivation and mechanical harvesting. Land quality is generally poor, capital investment is very low, and labour input is low. This system usually occurs as an adjunct to a more intensive system, but may comprise the entire land use of a part-time farm. These part-time farms are small, have a variety of livestock types, and rarely incorporate rented land.

Modifier—(S): Small, irregular shaped fields, generally less than 4 ha. in size.

SPECIFIC LAND USE TYPES

K	SPECIALTY AGRICULTURE (orchards, market gardens, etc.)
SF	SOD FARMS
A1 ^a	ABANDONED FARMLAND (weeds, grasses, willows, and small trees)
A2	SCRUBLAND (unproductive—bedrock, sand, etc.)
Z	WOODLAND (continuous cover over 6 metres in height)
Zr	REFORESTATION
X	SWAMP or MARSH
B	BUILT UP (urban related uses, industrial, etc.)
R	RECREATION (parks, golf courses, etc.)
E1	EXTRACTION (sand and gravel)
ⁱⁱ E2	EXTRACTION (top soil)



RIVER

O'KEEFE

FOSTER

DRAIN

DRAIN

FRASER

CLARKE DR.

BURNETT DRAIN

TODD DR

JOCKVALE

BARR HAVEN

CANADIAN

10 11 12 13 14 15 16 17 18 19 20 21

12

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12



MINISTRY
OF
AGRICULTURE AND FOOD

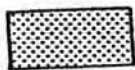
Legend



Drain



Watershed boundary



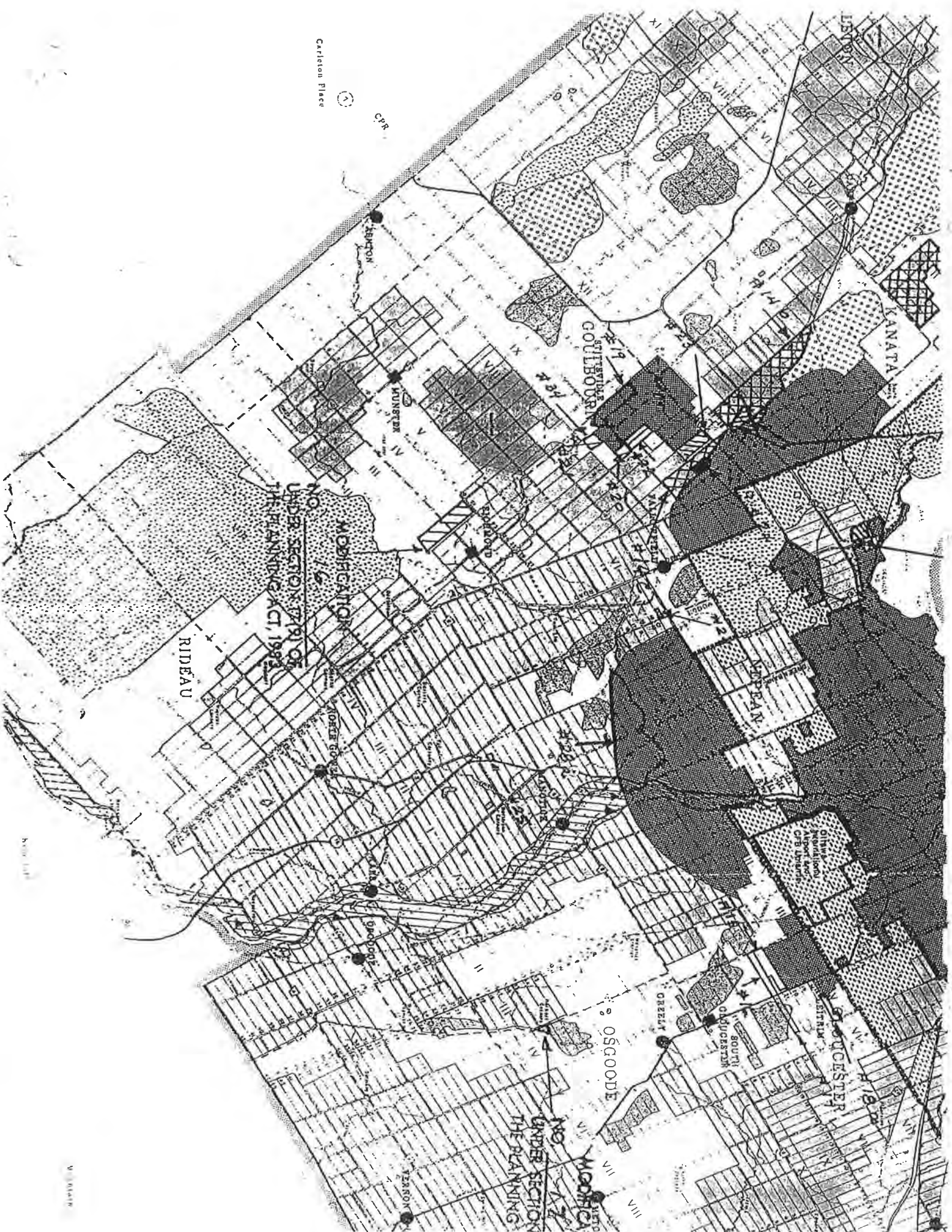
Tile drainage



Tile drain random

INFORMATION USED IN COMPILING THIS MAP WAS SUPPLIED BY
LAND OWNERS, MUNICIPALITIES, CONSULTANTS AND TILERS.
NOTE THAT SOME OMISSIONS MAY OCCUR

ONTARIO MINISTRY OF AGRICULTURE		
REGIONAL MUNICIPALITY	OTTAWA-CARLETON	
TOWNSHIP	WEST CARLETON (SOUTH)	
DESCRIPTION	ARTIFICIAL DRAINAGE SYSTEM	
DRAWN BY	HUNTER AND ASSOCIATES	
SCALE 1:25000	DATE JUNE 29, 1981	DWG 1



Carleton Place

CPR

NO
UNDER SECTION 7(1) OF
THE PLANNING ACT, 1992

RIDEAU

MODIFICATION

OSGOODE

NO
UNDER SECTION
THE PLANNING

OSGOSTEP

Other
Residential
Apart and
CBE Units

BOUTH
OSGOSTEP



Ontario

Ministry of
Agriculture
and Food

Ministère de
l'Agriculture et
de l'Alimentation

RECEIVED NOV 30 1990

Land Use Planning Branch

Box 2004
Kemptville, Ontario
K0G 1J0
Tel: (613) 258-8306
Fax: (613) 258-8392

November 27, 1990

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Dear Mr. Rathwell:

RE : Route Location Study for Strandherd Drive
City of Nepean, Region of Ottawa-Carleton

Staff of this Ministry have completed a review of the above-noted proposal which would identify a route location for Strandherd Drive within the South Urban Community. Consideration has been given to the matter in terms of the goals and objectives of this Ministry and the criteria and policies contained in the Food Land Guidelines, which is the provincial policy on planning for agriculture.

As the bulk of the Study Area is located within the designated boundary of the South Urban Community (Regional Official Plan) which indicates a commitment to future urban development, this Ministry has no comments or concerns with the proposal.

Should you have any questions or wish to discuss this matter further, please contact this office.

Yours truly,

Gary McTavish
Land Use Specialist

cc: Janet Anderson
District Manager, Toronto

strandea.gjm



If we can be of further assistance, please do not hesitate to contact Karen Kowalewich who may be reached at (819) 953-0323.

Yours truly,



Ian C.W. Spear
A/Director
Rail Infrastructure Directorate
Dispute Resolution Branch

Encls.



Office national
des transports
du Canada

National
Transportation
Agency of Canada

RECEIVED NOV 21 1990

OTTAWA, Ontario
K1A 0N9

NOV 26 1990

RID No. INQ146

Mr. Doug Rathwell
McNeely Engineering
Consulting Engineers
260 Terence Matthews Crescent
KANATA, Ontario
K2M 2C7

Dear Sir:

This is further to your letter of November 12, 1990 concerning a request for information to assist in the route selection for Strandherd Drive in the City of Nepean.

On January 1, 1989, the Railway Safety Act came fully into force. It transferred jurisdiction over railway safety matters from the Agency to Transport Canada. Simultaneously, the Railway Act was revised to reflect this change in responsibility and references to safety were, for the most part, deleted. As a result, the Agency may only grant an application "on such terms and conditions as to the convenience of the public". Railway safety is now the sole responsibility of Transport Canada.

Therefore, inquiries concerning requirements under the Railway Safety Act should be directed to Mr. Colin Churcher, Director General, Railway Safety Directorate, Transport Canada, Ottawa, Ontario K1A 0N5 - telephone: (613) 998-2984.

Enclosed for your information is a copy of the Agency's General Order No. E-4 which outlines the regulations respecting the construction/reconstruction of a crossing of a railway and a highway at grade. If you intend to construct a road across a railway, you are required to submit an application to the Agency in accordance with these regulations.

Also enclosed for your information is a copy of the environmental procedures the Agency intends to adopt on December 1, 1990 for your information and assistance. Upon application to the Agency for a new crossing, we will require a brief statement of the environmental impact for the portion of the project which involves the railway/highway crossing only.

... /2

Canada

RECEIVED NOV 28 1990



400 Coventry Road
Ottawa, Ontario K1K 2C7

1990 11 21

McNeely Engineering
Consulting Engineers
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Attention: Doug Rathwell

Dear Sir:

Re: Strandherd Drive
Route Location Study

In reply to your request we have reviewed your preliminary proposal and find no conflict with the existing natural gas distribution system. I would point out that a major gas pipeline is located within the existing Right of Way on Fallowfield Road.

Should you require additional information please do not hesitate to contact me at 748-6746.

Yours truly,

A handwritten signature in cursive script, appearing to read "C. Paquette".

C. Paquette
Supervisor
Planning and Technical Services

CP:db

RECEIVED NOV 21 1990

Bell Canada
Room 1100, 427 Laurier Ave. West
P.O. Box 8239
Ottawa, Ontario
K1G 3J4

Bell

1990 11 19

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Dear Sir

Re: Route Location Study For Strandherd Drive

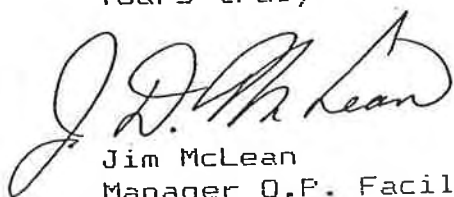
In response to your letter dated 12 November 1990 we have reviewed the proposal for the extension of Strandherd Road as a major East-West arterial Road between Jockvale Road and the New Highway #416.

Bell Canada has very little in the way of existing facilities along the proposed road alignment and its associated collectors. There is only a small aerial distribution cable along the west side of Cedarview Road and another along the south side of Strandherd (West of Cedarview Only). There are, however, high profile, fibre optic and LD4 carrier trunk systems along the south side of the Fallowfield Road Right of Way which would have to be taken into consideration when designing the two access road intercepts indicated there.

We would, of course, plan to extend our network in conjunction with the road works in order to provide for future development in the area west of Cedarview between Fallowfield Road and the Jock River.

We greatly appreciate the opportunity to participate at this early stage and look forward to continued involvement as the project progresses.

Yours truly



Jim McLean
Manager O.P. Facilities



Ministry
of
Transportation

Ontario

Ministère
des
Transports

Planning and Design
355 Counter St.
Kingston, Ontario
K7L 5A3

November 15, 1990

Mr. Doug Rathwell
Project Manager
McNeely Engineering
260 Terence Matthews Cres.
Kanata, Ontario
K2M 2C7

Dear Mr. Rathwell:

As per your request, attached is the following information for the future Fallowfield Road / Highway 416 Interchange.

- i) Horizontal Alignment Sheets (# 52-416/175, 179 - 183) and Profile Rolls.
- ii) A 1 : 2000 Plan of the future interchange.
Note: This info was sent to Ed Vickers on July 6, 1990.
- iii) Traffic Information :
 - the traffic data is from 1989.
 - McCormick Rankin's "Highway 416 Traffic Study Update"

With respect to your "Route Location Study" for Fallowfield Rd.:

Provisions must be made by the City of Nepean to connect the realigned Fallowfield Road Intersection to existing Fallowfield Road temporarily, if new Strandherd Drive is not in place when the intersection is complete, (1993/94).

If you have any questions, please give me a call at 545-4811.

Sincerely,

Ken Polson, P.Eng
Sr. Project Manager

Attach.
cc: B.E. Ruck

Regional Municipality of Ottawa-Carleton
Ottawa-Carleton Centre, Cartier Square
111 Lisgar Street, Ottawa, Ontario K2P 2L7

Transportation Department
Tel. (613) 560-2064
Fax. (613) 560-1390



Municipalité régionale d'Ottawa-Carleton
Centre Ottawa-Carleton, Place Cartier
111, rue Lisgar, Ottawa (Ontario) K2P 2L7

Service des transports
Tél. (613) 560-2064
Télécopieur (613) 560-1390

4 December 1990

File: T65-8-66

City of Nepean
Nepean Civic Square
101 Centrepointe Drive
Nepean, Ontario
K2G 5K7

Attention: Mr. Gary Craig, Director of Engineering

Dear Sir

Re: Strandherd Drive Route Location Study

We have reviewed the materials presented to the public at the 18 October 1990 Public Information Session, and would like to make the following comments:

- a. The Strandherd Drive horizontal geometrics appear acceptable. However, we would like to review the design criteria and typical cross-section(s) used in the study.

Our thinking is that this facility will be, ultimately, a 6-lane UAD with a 5 metre median, and a design speed of 90 kph (consistent with the McCormick-Rankin draft E.S.R. for Strandherd east of Greenbank).

Once finalized, we will forward a copy of the McCormick-Rankin report to the consultant as this will ensure consistency between the two studies.

- b. As Strandherd will be the major east-west road in the South Urban Centre, it would be very desirable to maximize capacity and minimize delay by limiting access points. Ideally, access should be restricted to intersecting arterial and major collector roads only, with no access to private land uses. Such an approach will require the cooperation of Nepean to ensure land parcels are packaged to ensure access off the minor street network.

We would be happy to discuss this further with Nepean staff, if desired.

Intersection spacing indicated on the preliminary plan is acceptable. Presumably Opal Lane will be closed at Strandherd.

- c. The consultant should evaluate the relocation of the "T" intersection of Fallowfield with Strandherd to a point opposite the Highway 416 northbound off-ramp, to see if this would improve traffic operations. Such a configuration may also be the least expensive means of building an interim connection between the interchange and Fallowfield, should this be the option selected.
- d. We trust Nepean is aware of Regional staff's position that Cedarview between Fallowfield and Strandherd is no longer considered a future Regional Road, due to the network modifications contained in the South Urban Centre Strategic Transportation Study. A Regional Official Plan Amendment will be processed once secondary planning sorts out the road network in more detail.

An outcome of this is that we recommend that the Cedarview railway crossing be closed at the time the new Strandherd crossing is opened. We also support the closure of the existing Strandherd Drive railway crossing and the northerly relocation of existing Strandherd between Highway 416 and Cedarview.

- e. We have been requested by the consultant to supply traffic projections; unfortunately none are available apart from the very preliminary ones included in the S.U.C. study. We assume the consultant will undertake some more detailed projections to support the construction of this road and we ask that we are provided with an opportunity to review these.
- f. We recommend that Nepean protect sufficient property at the major intersections to permit installation of multiple turning lanes (similar to the protection implemented at Strandherd and Greenbank). In particular, we suggest that a double-right may be required in the long term for the westbound Fallowfield to westbound Strandherd movement, and a double-left for the reverse movement.

- g. We do not favour the approximate 400 metre eastward shift of Cedarview to line up opposite Tartan Drive. The indicated arrangement creates a somewhat circuitous trip for Cedarview vehicles to/from Strandherd to the west, and will require the abandonment of a considerable length of existing Cedarview. In addition, the resulting horizontal geometry is less than ideal.

Lining up the two streets is clearly desirable, and we suggest that it be done by relocating the extension of Tartan Drive to the west, similar to that shown on the attached sketch.

- h. At least one member of the public attending the open house noted that closure of the existing railway crossing at Cedarview will further compound existing pedestrian crossing difficulties. We suggest Nepean consider such impacts in the study.
- i. In light of recent RMO policy decisions requiring increased awareness of bicycles as a form of transportation, we suggest some consideration be given to the potential for cycling within this corridor. The impact cycling would have on the cross-section and right-of-way should be considered.
- j. We ask that the RMO be contacted before the noise analysis is begun, as we would like to review the methods and assumptions used by the consultant.
- k. It is desirable to have this section of Strandherd in place at the time Highway 416 is opened and inclusion of a "temporary link" back to Fallowfield from the interchange is to be avoided if possible. The primary benefit in doing so is that it will establish ultimate travel patterns at an early stage of development and minimize the need to construct roadworks that ultimately will be throwaway (the temporary link and improvements on Cedarview that may not be required with the mature network in place, for example). This would also reduce the possibility of arterial traffic using neighbourhood streets.

An evaluation of the staging options should consider such factors.

1. There was clearly some degree of opposition at the open house to the alignment being close to existing houses near Opal Lane. As there appears to be opportunities to shift the alignment to the south, we recommend this be considered also.

Yours truly

A handwritten signature in black ink, appearing to read "B Reid". The signature is fluid and cursive, with a large initial "B" and a stylized "Reid" following.

Brendan Reid, P. Eng.
Chief Facilities Planning
Engineer
Transportation Planning Division

RGM/GSS/bc

c.c.: McNeely Engineering
Attention: Doug Rathwell

Development Services Division
Attention: Wally Gerus

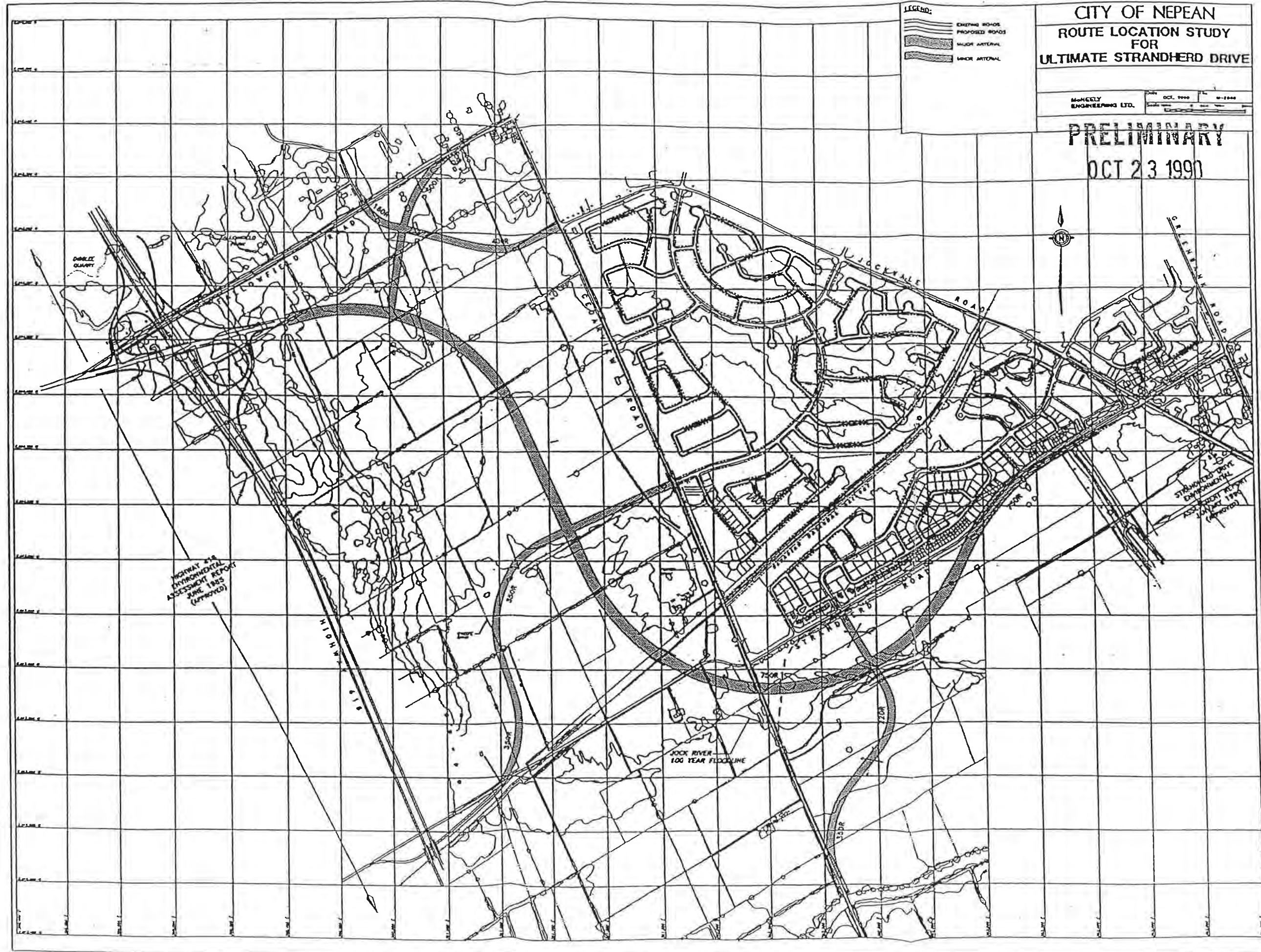
CITY OF NEPEAN
ROUTE LOCATION STUDY
FOR
ULTIMATE STRANDHERD DRIVE

McNEELY
ENGINEERING LTD. Date: OCT. 1990 No: 1000

PRELIMINARY

OCT 23 1990

LEGEND:
EXISTING ROADS
PROPOSED ROADS
MAJOR ARTERIAL
MINOR ARTERIAL



HIGHWAY 416
ENVIRONMENTAL
ASSESSMENT REPORT
JUNE 1985
(APPROVED)

STRANDHERD DRIVE
ENVIRONMENTAL
ASSESSMENT REPORT
JANUARY 1989
(APPROVED)

JOCK RIVER
100 YEAR FLOODLINE

RECEIVED JAN - 7 1991



RIDEAU VALLEY

CONSERVATION AUTHORITY

January 03, 1991
File: 1 G8-27
Your File:M-2869

McNeely Engineering
260 Terence Matthews Cres.
Kanata, Ontario
K2M 2C7

Attention: Doug Rathwell

Subject: Route Location Study for
Strandherd Drive
City of Nepean

Dear Mr. Rathwell,

Thank you for your November 12, 1990 letter by which you circulated information regarding the relocation of Strandherd Drive. The Conservation Authority offers the following comments for your consideration:

Based on the preliminary route location map (November 9, 1990), Strandherd Drive appears to be located to the north of the 1:100 year flood plain limits of the Jock River. Since Strandherd Drive is intended to be a major arterial road, it is the Authority's recommendation that the road surface should not be susceptible to flooding during a 1:100 year flood event on the Jock River. As such, a depressed road profile may not be a feasible option for this location. The Regional Municipality of Ottawa-Carleton and the City of Nepean should be satisfied that the level of service expected for a major arterial road will be maintained for Strandherd Drive during a 1:100 year flood event.

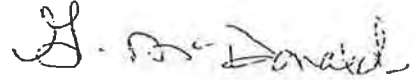
The realignment of Cedarview Drive would appear to require the placing of substantial volumes of fill in the Jock River flood plain which will result in a loss of flood plain storage capacity. It is the Authority's policy to encourage the preservation of flood plain storage capacity so as to minimize the cumulative affects of such losses on flood levels. As an alternative, we would suggest following the existing alignment of Cedarview Road as much as possible. Should this alternative not be feasible, the Authority will require a balance in flood plain storage capacity through the

.../ 2

application of the balanced cut and fill principle. This principle requires that a compensating excavation be undertaken for any fill which is placed in the flood plain. The excavation shall be undertaken in the same range of elevations and in the same volumes as the fill placement.

If you have any questions or require additional information please contact Bruce Reid or Glen McDonald at this office. Please keep the Conservation Authority apprised of any future developments in this regard.

Yours truly,



G.D. McDonald,
Plan Review
Technician.

GDM/ap
cc. City of Nepean



January 20, 1991

Mr. Doug Rathwell
McNeely Engineering
260 Terence Matthews Crescent,
Kanata, Ontario
K2M 2C7

Dear Mr. Rathwell:

Ref: Your File M-2869 Re Route Location
Study for Strandherd Drive

Further to telephone conversations I have had with your colleagues at McNeely Engineering, I wish to express the views of the Executive of the Orchard Estates Community Association concerning the above matter. We hope you will take our concerns into consideration when preparing your location study for Strandherd Drive.

Firstly, we appreciate receiving preliminary information dated November 9, 1990. Unfortunately, this material arrived too late to discuss at our December general meeting and hence has been passed to committee to undergo further examination.

In general our concerns lie with the location and construction of the proposed interchange of Strandherd Drive with the proposed Hwy. 416, the relocation of Fallowfield Rd. to meet Strandherd Drive, plans for the currently existing Fallowfield Road between Cedarview Rd. and the proposed Hwy. 416, and what appears to be a proposal for Foxtail to join up with an extended Jockvale Road.

In keeping with the quiet residential nature of our community and the emphasis on natural building materials and harmonious co-existence with our surroundings, we strongly support deadending of the current Fallowfield Road at Fallowfield Park, with the new Fallowfield Road, as on the November 9, 1990 proposal, bending down to join the Strandherd Drive extension. We feel this would serve to divert much heavy traffic away from what is a peaceful residential community and to reduce noise and pollution levels in Orchard Estates. With the latter in mind, we also wish to be assured that the suggested Strandherd Drive-proposed Hwy. 416 interchange be designed so as to minimize noise and pollution levels in our neighbourhood. Further to this, we feel that connecting Foxtail to an extended Jockvale Road would only encourage traffic through our community and would suggest that this linkage would serve no useful purpose at this time.

Obviously, our concern is one of maintaining a tranquil residential atmosphere in tune with our environment and as such, our concern lies with minimizing commercial traffic within our neighbourhood while at the same time, providing residents of our community with efficient roadways. Our government liaison committee will be meeting to discuss such matters and will examine in full detail this preliminary proposal and any other proposals you might make.

Again, let me thank you for sending this information to my attention and let me assure you that we wish to work with you in examining locations for Strandherd Drive and, indeed, for any other roadways in our vicinity. Should you have further questions or information, please do not hesitate to contact me.

Yours sincerely,

Shirley E. Mills

Dr. Shirley E. Mills
President,
Orchard Estates Community Assoc. Inc.

Regional Municipality of Ottawa-Carleton
Ottawa-Carleton Centre, Cartier Square
111 Lisgar Street, Ottawa, Ontario K2P 2L7

Transportation Department
Tel. (613) 560-2064
Fax. (613) 560-1390



Municipalité régionale d'Ottawa-Carleton
Centre Ottawa-Carleton, Place Cartier
111, rue Lisgar, Ottawa (Ontario) K2P 2L7

Service des transports
Tél. (613) 560-2064
Télécopieur (613) 560-1390

7 February 1991
File: T65-8-66

McNeely Engineering
260 Terence Matthews Cres.
Kanata, Ontario
K2M 2C7

Attention: Doug Rathwell

Dear Sir

Re: Strandherd Drive Route Location Study

Further to our recent telephone conversations and our meeting of 18 Jan 91, I would like to document some of our discussions on this project:

Horizontal Alignment

Regional practice has been to use the MTO and RTAC standards for horizontal geometry and determination of superelevation. Maximum superelevation is 6%. Using the tables, this results in minimum curve radii of 250 metres at 80 km/h design speed and 340 metres at 90 km/h design speed.

A special case occurs when access locations (either intersections or private accesses) are, or may be, situated on the curve. Under these circumstances it is not desirable to provide full superelevation as this tends to make turning movements awkward and can affect the profile on the cross-street. While there is no formal Regional policy on how to handle these cases, a review of previous designs and discussions with staff indicate that the practice has been to consider 4.0% superelevation as an absolute maximum at intersections, with 3.0 to 3.5% a desirable maximum. The lower value would be more appropriate when the cross-street is an arterial or major collector, or when there is any significant volume of traffic crossing over the major road.

These superelevation values translate into larger minimum curve radii. Our recommended approach is to use RTAC's Table B.3.1.4a, Superelevation for $e_{\max} = 4\%$. Using the above superelevation values at a design speed of 90 km/h, minimum radii become:

Absolute minimum radius ($e=4.0\%$)	380 metres
Desirable minimum (minor cross-streets) ($e=3.5\%$)	600 metres
Desirable minimum (major cross-streets) ($e=3.0\%$)	770 metres

In the case of Strandherd Drive, the proposed minimum horizontal radius of 700 metres is considered to provide a reasonable alignment with flexibility to locate intersections such that signal progression can be maximized. We do not recommend any reduction in radii below 600 metres unless there are other overriding technical/environmental reasons to do so. Substantial reduction in radii (below 500 metres) would require that consideration be given to restricting or even prohibiting access on the curve.

Vertical Alignment

Regional practice has also been to use MTO/RTAC for maximum grades on new arterial roads (6% absolute maximum, 5% desirable maximum), with several engineers noting that 5% is rarely exceeded.

As with horizontal geometry, intersections require reductions in these standards. I have noted that several references (e.g.: ITE) recommend maximum down grades approaching intersections of 2 to 3%. These figures are confirmed by staff, who have suggested values of 3.0 to 3.5% as the maximum that would be considered under normal circumstances. These grades should be maintained back about 80-100 metres from the stop line.

Interim vs. Ultimate Cross-section

As we briefly discussed, there may be a concern with the intended two-lane rural cross-section. Depending upon the likely capacity life of the proposed cross-section, the Region may wish to discuss with Nepean the adequacy of this design, and the mechanisms that could be used for upgrades.

At the appropriate point in the study we would appreciate receiving any technical documentation that will assist us in studying this issue.

Future Grade Separation

We agree that the possibility of future federal funding of the grade separation should not be lost by freely abandoning the existing seniority at the Cedarview crossing. Should you consider it prudent, we could discuss this with the City of Nepean.

Traffic Projections

We have reviewed your traffic projections, which we understand are based on the South Urban Centre Strategic Transportation Study model results. We have taken the approach of estimating future volumes using expected growth rates and redistributional effects; this should provide a reasonable check. Please note that we are commenting only on Year 2001 projections as this method is not particularly reliable over longer time frames. We also will not comment on Cedarview and Jockvale volumes as these are best addressed by City of Nepean staff.

Current AADTs on Fallowfield range from about 12-13,000 near Cedarview to about 20,000 just west of Woodroffe. As the initial growth area in the South Urban Centre (Longfields) should not significantly affect Fallowfield, a moderate growth rate of 4-5% could be expected. These suggest Year 2001 AADTs of 19,000 increasing to 30,000 at Woodroffe.

The opening of Highway 416 is expected to cause a significant restructuring of traffic patterns within Barrhaven. The tendency for volumes to increase to the east is likely to be replaced by a more balanced distribution, as residents west of Greenbank adjust their routes to take advantage of the freeway. Our feeling is that Year 2001 AADTs of approximately 23,000 and 25,000 could be expected at Cedarview and Woodroffe, respectively.

Should Strandherd be extended through to Highway 416, further redistribution could be expected. A reduction in Fallowfield AADTs to about 20,000 at Cedarview would seem reasonable.

It is somewhat more difficult to estimate Strandherd volumes, as existing data is scarce, and the imposition of extensive development traffic on top of low existing volumes tends to discredit the use of the growth factor method of projections.

The sole Strandherd count available, taken in 1989 at the intersection with Greenbank, indicates an AADT of 4000. We would expect that the current volume would be less at Cedarview, probably about 2-3,000. The development of Longfields is certain to have a significant impact on Strandherd east of Greenbank, but less so to the west, as most trips will be oriented toward the northeast. Highway 416, and consequently Strandherd West, is not likely to attract the majority of these trips.

Taking the pessimistic view of potential development (Longfields and little else), it would be difficult to foresee Strandherd West AADTs in excess of about 8,000. Should the higher levels of development expected by Nepean materialize, the impact on Strandherd will be very dependent on where it occurs. Development of the Merivale south business park and the city centre area south of Strandherd-Greenbank, for example, would likely only add 2-3000 vehicles per day, while development west of Cedarview could easily add 5,000+.

We suggest you discuss development scenarios with Nepean before deciding on final volumes.

In summary, we believe the Year 2001 AADT volumes projected for Fallowfield (13,000) are somewhat low; we suggest a range of 17,000 to 22,000 is more appropriate. In contrast, Strandherd projections (12,000 to 14,000) appear to be at the upper end of what might be expected; AADTs as low as 8,000 should also be considered. The "combined" total (on Strandherd between Fallowfield and Highway 416) resulting from these projections is estimated to be 21,000 to 27,000.

Yours truly



R. McCallum, P. Eng.
Head Functional Planning
Section
Transportation Planning
Division

/mhb

CC: Head Project Planning Section
Senior Operations Research Engineer
Senior Road Programme Engineer



RECEIVED FEB 06 1991

Planning and Design
355 Counter Street
Postal Bag 4000
KINGSTON, Ontario
(613) 545-4811
Fax (613) 545-4821

February 5, 1991

McNeely Engineering Limited
260 Terence Matthews Crescent
KANATA, Ontario
K2M 2C7

Attention: Doug Rathwell

Re:W.P. 122-87-00
Highway 416
From Fallowfield Rd. to Knoxdale Rd.
Fallowfield Road Interchange

Subsequent to your FAX of January 23, 1991 the Ministry of Transportation maintains the following position with regards to the future intersection of Realigned Fallowfield Road and Realigned Strandherd Drive.

The Ministry has designated Highway 416 as a Controlled Access Highway. At all interchanges, such as Fallowfield Road we do not allow access points anywhere within these limits.(See Attachment #1)

The new westerly Right of Way limit for the Realigned Fallowfield Road could be located at the same starting point as the taper for the crossing road exit terminal, (See attachment #2).

If you have any questions on the foregoing please do not hesitate to contact the undersigned.

Jeff Sergeant, C.E.T.,
Senior Designer
Highway 416 (North)

JMS/jms
Attach.
cc B. Ruck/K. Polson





CONTROLLED ACCESS
HIGHWAY

REFERENCE PLAN
P-6118-28

ROAD CLOSING OMB
P-6118-1

A

DESIGNATION
P-6062-33

A

REFERENCE PLAN
P-6118-29

REFERENCE PLAN
P-6118-28

REFERENCE PLAN
P-6118-3

ORIGINAL ROAD ALLOWANCE (FALLOWFIELD ROAD)

ORIGINAL ROAD ALLOWANCE (MOODIE DRIVE)

O.H. EASEMENT

REFERENCE PLAN
P-6118-21

LOT 19

LOT 20

LOT 21

LOT 22

LOT 23

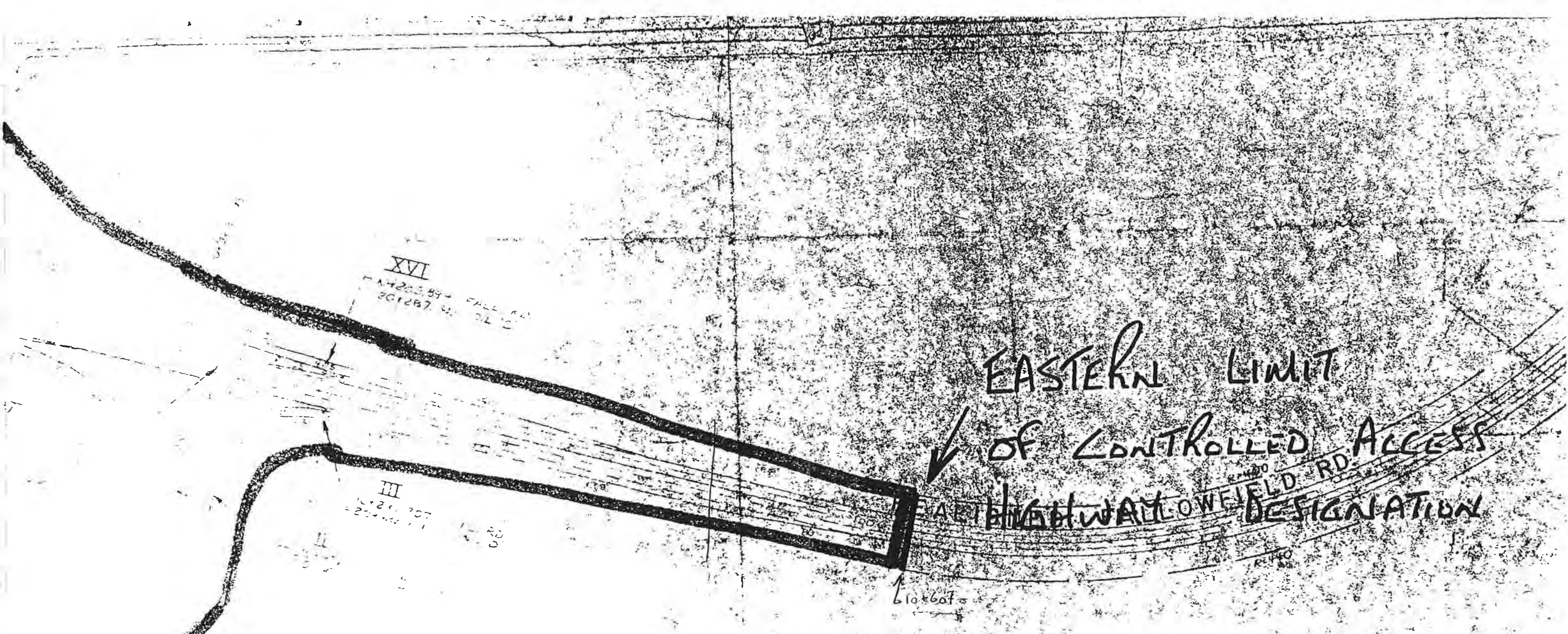
EASTERN LIMIT
ALONG RE-ALIGNED
FALLOWFIELD RD. →

CONCESSION 4 (RIDEAU FRONT)

HALF LOT LINE

MINISTRY OF TRANSPORTATION, ONTARIO P-6118-177 11-85

1:5000



PRELIMINARY

SUBJECT TO CHANGE

FEB. 1/1991

W.P. 122-87-00
H.W.Y. 416 / FALLOWFIELD
Scale 1:2000



McNEELY ENGINEERING

March 6th, 1991

File Ref: M-2869

Mr. George Levine
Engineering Technician
Nepean Hydro
1970 Merivale Road
Nepean, Ontario
K2C 3G2

Dear Sir:

RE: Strandherd Drive Route Location Study
Existing Utilities

Further to our telephone conversation of February 27th, 1991, I would like to confirm the existing hydro utilities in the vicinity of Strandherd Road in the City of Nepean. This information will be used in the preparation of cost estimates for 3 alternative alignments for the Strandherd Drive Route Location Study and will be documented in the Environmental Study Report.

As per our discussion, the following hydro poles exist within the limits of the study:

1. South side of Strandherd Road - Jockvale Road to Cedarview Road;
2. West side of Cedarview Road - Fallowfield Road to Strandherd Road; and
3. North side of Fallowfield Road and west of Cedarview Road.

In addition, costs for relocating existing poles are as follows:

.../2.

McNEELY ENGINEERING LIMITED

Regional Municipality of Ottawa-Carleton
Ottawa-Carleton Centre, Cartier Square
111 Lisgar Street, Ottawa, Ontario K2P 2L7

Transportation Department
Tel. (613) 560-2064
Fax. (613) 560-1390



Municipalité régionale d'Ottawa-Carleton
Centre Ottawa-Carleton, Place Cartier
111, rue Lisgar, Ottawa (Ontario) K2P 2L7

Service des transports
Tél. (613) 560-2064
Télécopieur (613) 560-1390

28 May 1991

Phone: 560-1294
File: T65-8-66

McNeely Engineering
260 Terrence Matthews Cres.
Kanata, Ontario
K2M 2C7

Attention: Doug Rathwell

Dear Sir

Re: Strandherd Drive Alternative 'D'

We have reviewed the City of Nepean's approved alignment for the extension of Strandherd Drive from Jockvale Road west to Highway 416 (Alternative 'D'), and wish to confirm that the various elements, including design criteria, horizontal and vertical geometry, major intersection location and spacing, and ultimate capacity, meet with our general approval.

We also wish to state our belief that the approved alignment best satisfies the various social and environmental concerns raised by members of the public.

We would like to note some concern with the inclusion of a bi-directional bicycle path on the CNR overpass. If such a facility is incorporated, a barrier wall will be required to provide separation from vehicular traffic. Consideration should also be given to revising the cross-section, either now or in future reports, to reflect the "soon-to-be-released" 1991 edition of the OHBDC. Such a revision would likely also resolve the bicycle path problem.

We have reviewed in some detail the location of the collector road intersection on Fallowfield immediately northeast of Strandherd, and have concluded that this is not expected to cause any significant problems. We can confirm, though, that the intersection spacing is less than desirable and we request that Nepean look for opportunities to increase the spacing during the subdivision planning process.

...2

There are a number of outstanding issues related to this project that will require attention at some point. As these issues relate to land development and design details, and do not affect the route location approved by Nepean, we do not believe they require consideration at this time.

When completed, please forward two copies of the Environmental Study Report; further comments will be provided once we have concluded our review.

Should you have any further questions, please do not hesitate to contact Mr. R. McCallum of this Division at 560-6001 ext. 1710.

Yours truly,



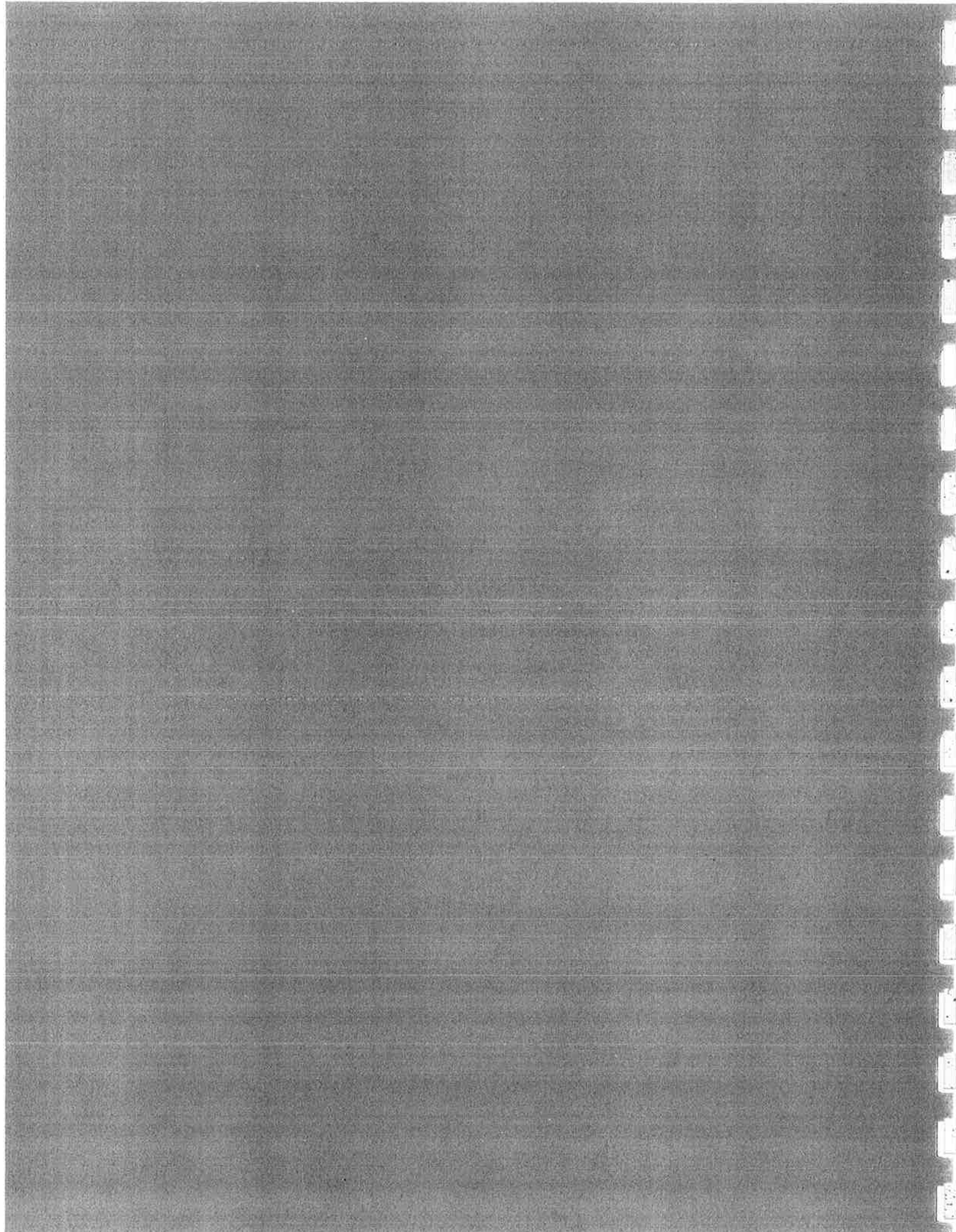
for Brendan Reid, P. Eng.
Manager Facilities Planning Branch
Transportation Planning Division

RGM/

c.c. City of Nepean
Attn: F. Petti, Manager of Development

APPENDIX A-2

GENERAL PUBLIC: COMMENTS



October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Brett Wilson

MAILING ADDRESS:

32 Tripp Cres. Nepean, Ont.

K2S 1C6

COMMENTS:

Backing onto Fallowfield Rd. (around Greenbank) it seems the new road proposed would take some of the traffic off Fallowfield Rd, especially during rush hour. The only thing that could be a problem with the proposed road is that I do not think it goes far enough to make commuting from the rapidly growing Barrhaven easy enough in years to come. Expansion of Fallowfield, (after Greenbank towards ~~west~~ Prince of Wales) would also alliviate

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

some of the traffic problems that would continue to arise after there is another road loop in indirectly onto Fallowfield

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

LLOYD BUNBURY
VICE PRESIDENT, CEDARHILL COMMUNITY ASSOC.

MAILING ADDRESS:

27A CEDARHILL DRIVE
NEPEAN, ONTARIO
K2R 1C5

COMMENTS:

The association supports the plan
presented for the strandherd route.

We wish to be notified of all subsequent
changes or meetings

THANKS

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Barrie & Valerie Moodie

MAILING ADDRESS:

71 Halley St.
K2J 3W1

COMMENTS:

We are very much opposed
to having a superhighway in
our back yard, as we presently
back onto Strandherd. We would
appreciate receiving any further
info. in regards to this development
in the future. Thank you.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

ROY A EDWARDS

MAILING ADDRESS:

11 HALLEY ST

NEPEAN ONT

COMMENTS:

* N.B THIS IS A REQUEST TO ENSURE THAT I
AM COPIED ON FURTHER INFORMATION FORWARDED
TO THE PUBLIC. I AM DIRECTLY AFFECTED IN TWO WAYS.
1ST I BACK DIRECTLY ONTO STRANDHERD (LOT 115A) & 2ND
I OWN A PORTION OF THE OLD ROAD ALLOWANCE WHICH
BECAME AVAILABLE WHEN STRANDHERD WAS MOVED IN 1987/88.

- MAJOR COMMENT, MOVE PROPOSED ALIGNMENT FURTHER SOUTH.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

ROY A EDWARDS

MAILING ADDRESS:

11 HALLEY ST

NEPEAN ONT.

COMMENTS:

① Being a landowner directly abutting the existing Strandherd, I feel that the entire proposed relocation should be pushed further southward possibly as far south as south of the new shopping plaza. At the very least, if a new "buffer" zone is being proposed at the west end of the existing Strandherd, all other homeowners currently abutting the road should receive the same. If this buffer is zoned residential, at least the new homeowners go in fully knowledgeable.

② To me, the need for such a major road needs to be reassessed, why force the traffic flow north, only to return south why not have the major artery as Cambrian?

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

③ The entire traffic pattern in existing Barbours is north a.m., south p.m., why is the proposed Strandherd going against this pattern?

④ What are the intentions re. sound barriers, fencing, terms etc.?

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Doug Collins

MAILING ADDRESS:

31 Burnett's Grove Circle

Nepean

825-1581

COMMENTS:

Closing off Followfield to through
traffic to middle Drive is crazy.
I can appreciate you wanting Strandherd
as the connector to 416 but don't route
traffic to a stop sign at Followfield
at Strandherd.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

GERRY TAGUE
& DONNA TAGUE

MAILING ADDRESS:

45 HAWLEY ST

NEPEAN ONT K2J 3W4

COMMENTS:

PLEASE CONSIDER MOVING STRANDHERD RD
FURTHER SOUTH TO PROVIDE A BUFFER ZONE
BETWEEN THE HOUSING & THE PROPOSED
ROAD.

WE ARE MOST CONCERNED ABOUT THE AREA BETWEEN
CEDARVIEW RD & JOCKVALE AS THE ROAD WOULD
BE VERY CLOSE TO OUR BACK DOOR!!
PLEASE NOTIFY US OF FUTURE MEETINGS

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MR - MRS DW Juy

87 TOWNSEND DRIVE

MAILING ADDRESS:

NEPEAN K2J 2V4

COMMENTS:

Please ensure that the north side of
Strandherd, within $\frac{1}{2}$ mile on either side of Opal, has
will be provided with a "barr" (2p?) that is adequate
to keep the noise level on that portion of Strandherd
from increasing by more than 20% of current levels as
heard from corner of Opal and Tartan).

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MR - MRS D. W. Joy

MAILING ADDRESS:

85 TOWNSEND DRIVE NEPEAN
K2J 2V4

COMMENTS:

When Strandherd is connected to 416 interchange,
please do NOT have access to OPAL from Strandherd. At that
time Opal should become a "no exit", dead-end street.
Otherwise, the increased traffic on Opal would be
unacceptable to locals.
Adequate access would seem to be available
from Jockvale and Tartan extension.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME: Warren Gould.

MAILING ADDRESS: 73 Halley Street, Nepean

K2J 3W1

COMMENTS: Maintain the proposed alignment
as far south as possible. ~~from~~ from the present Strandherd Drive

Please forward MAP.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MURRAY AIRTH

MAILING ADDRESS:

RR#7

NEPEAN, ONT K2H-7V2

COMMENTS:

- CONCERNED ABOUT THE PROPOSED GREEN
SPACE RE-ZONING WEST OF 416, SOUTH OF
FALLOWFIELD.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

LORI REDMAN

MAILING ADDRESS:

70 DANAHER DR. K2J 3S4

COMMENTS:

I would like to receive
a map regarding this
proposal. As it stands, I do
not see a problem with the
"new" Strandherd. I am located
at Tartan & Strandherd, and I
think that the new Strandherd
will not affect me as much.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

^{ca}
John Marinčák

MAILING ADDRESS:

129 HALLEY STR.

K2J 3R8

COMMENTS:

Please send copy of current proposals.

1) Strandherd should be kept as far from existing housing as possible.

2) Where is access for students to schools on other side of tracks if cedar vic is closed + ~~main~~ crossing moved further west.

ie Both public + separate schools on other ~~side~~ south side of tracks

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

DONALD MATHER

MAILING ADDRESS:

10 COLLEY ST

NEPEAN ONT K2J 3Z7

COMMENTS:

WOODROFFE & GREEN BANK SHOULD
BE WIDENED TO FOUR LANES BEFORE
THE PROPOSED STRANDHERD CHANGES
ARE DONE.

THE STRANDHERD PLAN SEEMS GOOD.
PEOPLE ALONG THIS ROUTE PURCHASED
PROPERTY KNOWING A MAIN ROAD WOULD BE
BUILT ALONG THIS ROUTE AND HAVE NO REAL
GROUND TO COMPLAIN AT THIS POINT.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Dorothy & Evelyn KAVANAGH

MAILING ADDRESS:

2959 Moodie Dr. RR#7

Nepean, Ontario K2H 7U2

COMMENTS:

Interested in

maintaining Strandherd
through to Moodie in lieu that
there are few east/west
travel and Fallowfield has
become busy.

What part is the proposed

"Greenbelt" have on this area.
Will we be affected Between Fallowfield
and Strandherd

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

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PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Richard Fraser

MAILING ADDRESS:

RR#3

Stittsville, ~~HOA~~ K2S 1B8

COMMENTS:

I question why destroy

Cedarview as a north-south artery.

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Strandherd Drive
in the
City of Nepean

NAME:

TOBY J. KOYMAN

MAILING ADDRESS:

17 HALLEY ST.

NEPEAN.

COMMENTS:

I am in agreement with the contents
of the letter from Mr. David Roddick, of the
Strandherd Neighbourhood action group,
that the Strandherd road should be moved to the south
of the existing road, especially the section from
Yachuk to just past Opel Lane.
I strongly object to having a 4.0/6 Lane Highway
about 60ft from the back of my home.

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Strandherd Drive
in the
City of Nepean

NAME:

BARBARA ROBERTSON

MAILING ADDRESS:

72 DANAHY DRIVE
NEPEAN K

COMMENTS:

- I'm concerned about
the combination of current residential
uses with a proposed major arterial
link of an expanding community.
How are all interests to be balanced?
Particularly given the number of homes
backing onto Strandherd. Swinging at Strandherd
away sounds Good to me!

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Gerald Casey

MAILING ADDRESS:

RR 7 Nepean Ont
K2H - 7V2

COMMENTS:

- like to speak to someone about moving
Strandherd more south to the flood plain
area.

- don't like the idea of a 6 lane highway
going in front of my house. & running value
of land.

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for
Strandherd Drive
in the
City of Nepean

NAME: Xi-Nam DAM

MAILING ADDRESS: 3195 GREENBANK RD., RR#3
NEPEAN ONT K2C 3H2

COMMENTS: Overall, the plan is good. However,
the following should be improved.
(1) Cedarvale should be considered one of the
major collector road to joint ^{North} south of Doch River
together. Therefore the cut-off at railroad
crossing is not necessary. I suggest
a rail road overpass should be
considered when the traffic volume increase.
I consider such cut-off is a major fault
of the study

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* Please keep me informed the progress
of this study.

If the traffic volume is low. Just leave it as it
is today. as built road.

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

J. Morgan

MAILING ADDRESS:

38 Halley St.

Nepean, K2T 3W2

COMMENTS:

- ① The proposed routing of Strandherd Drive is unacceptable to residents of Halley St & Scho Dr. whose property backs on this routing.
- ② It should be moved further south along its whole length to a point south of the existing storm water drainage basin south of Halley St.
- ③ I think that the bus system should be improved rather than build this new road!

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Thank you

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

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Mr. Doug Rathwell
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Please send me a detailed map. Thank you

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for
Strandherd Drive
in the
City of Nepean

NAME:

ALEX MILOSEK

MAILING ADDRESS:

6 TIMBER CREST RIDGE

NEPEAN ONT. K2R 1B4

COMMENTS:

I believe that the intersection of
Fallowfield Road and Strandherd must have a
lighted intersection. Turning left from Strandherd
onto Fallowfield going EAST will be
very busy crossing lanes of traffic going
west.

Thank you Alex Milosek

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Strandherd Drive
in the
City of Nepean

NAME:

David Barstead

MAILING ADDRESS:

55 Holley St.

Nepean

K2J 3W3

COMMENTS:

Phase II of ESR process

should identify alternative alignments.

You have only identified one alignment.

Why?

Can the alignment be pushed further

south to allow a larger buffer between

houses & 6-lane road. (noise, pollution,

visual intrusion). (leg) Hunt Club)

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→ Why ^{wasn't} didn't the roadway alignment identify before I bought my house!

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for
Strandherd Drive
in the
City of Nepean

NAME:

GEORGE TAYLOR

MAILING ADDRESS:

69 HALLET ST.

NEPEAN ONT K2J 3W1

COMMENTS:

AS STRANDHERD RD WAS
RELOCATED SEVERAL YEARS AGO, I FEEL
THAT YOU ARE USING EXISTING ROADS TO
FIT INTO A FUTURE PLAN. RE ROUTE RD
INTO INDUSTRIAL PARK AND AWAY FROM
EXISTING HOMES. CHANGE PRESENT SPEED
80KM TO 60KM ON STRANDHERD RD.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

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Strandherd Drive
in the
City of Nepean

NAME:

Gilbert G. Elliot

MAILING ADDRESS:

11 Fulham Ct.

Nepean K2J 2L6

COMMENTS:

On listening to comments this evening I
some conclude that most residents that live near the "realigned"
Strandherd are upset at having a major roadway such as this at
their back door. The whole section of Strandherd between Cedarview
and Greenbank should proceed east on a line at a point that
represents the southern boundary of the new proposed First City
shopping mall. The resultant space, north of Strandherd and south
of the current residential area could become business park, This which
would have much less impact on residents. I think the so called
long term plan is being chipped away bit by bit (witness First City)
Please forward all comments by October 26th, 1990 at 4:00 p.m. to: so that we will end
up with something
far less desirable
to the family
of this area
than has been
promised by progress
long term planning

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

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McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
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October 18th, 1990

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

DOUGLAS RAE

MAILING ADDRESS:

43 PEPPERHALL CRESCENT

NEPEAN, ONT. K2J 3V9

COMMENTS:

1. PROPOSED RE-LOCATION OF STRANDHERD DR. TOO CLOSE ^{TO} RESIDENTIAL AREA FOR A MAJOR REGIONAL ROADWAY.
2. I WOULD LIKE TO KNOW IF REGION OR CITY OF NEPEAN ARE PROPOSING ANY FENCING OR EARTH BERMS TO MITIGATE EFFECT OF ^{PROPOSED} HIGHWAY NOISE. I WOULD LIKE TO KNOW WHAT ARE THE EXISTING STANDARDS FOR NOISE "POLLUTION" FOR (I.E. DECIBEL LIMITS) A MAJOR REGIONAL ROADWAY VERSUS THE NOISE OR CONTOURS THAT IS BEING PROTECTED WITH THE ADVENT OF

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

THE PROPOSED RE-LOCATION.

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
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October 18th, 1990

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

BRUCE HILL

MAILING ADDRESS:

RR #7 NEPEAN K2H7V2

COMMENTS:

It was hard to find property that
of our south side of Strandherd. It would
help if lot numbers were put on maps. Concerned
about getting to property one student is rerouted

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Route Location Study
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Strandherd Drive
in the
City of Nepean

NAME:

Gordon & Barbara Hill

MAILING ADDRESS:

Rt 2 Richmond K0A2Z0

COMMENTS:

We have concerns about the closing
of the westerly portion of Strandherd from
Woodie to the past the new street
travelling north. We farm 50 acres
on the south of Strandherd east of Railway.
and at looking at the map fear
access will be much more difficult.
When preparing your maps, why were
lot numbers not included so landowner could
identify properties more easily.

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for
Strandherd Drive
in the
City of Nepean

NAME:

WAYNE OSBORNE

MAILING ADDRESS:

13 HALLEY STREET

NEPEAN, K2J 3W6

COMMENTS:

- ① STRANDHERD DR where it meets Jockvale - road swings from the back of houses except for the last 1.5 blocks - if vacant land is available, road should bypass residential areas completely. Last block will be subject to excess noise, dust, etc. Failing moving of road sound barriers will "have" to be provided.
- ② Copies of maps of proposal should also be available.
- ③ Road should swing farther south completely → over

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so as to bypass residential homes completely.

3) Please put my name on the meeting list for all future documentation concerning this realignment.

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for
Strandherd Drive
in the
City of Nepean

NAME:

Linda Weston

MAILING ADDRESS:

125 Hally St

Nepean, Ont K2J 3R7

COMMENTS:

I do not feel the expansion
of Strandherd fits with the atmosphere
of the area. I think it would make
far more sense to bring a major road
in further south, possibly between the
business area and the commercial area.
I think that this will also considerably
lower the value of our properties. Another
alternative is to continue straight across

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Fallowfield. This would be a far more direct route and mean the expansion of a road that was built in a business nature or environment not a residential area.

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Jo-Ann Aubot

MAILING ADDRESS:

33 Halley

Nepean, Ontario K2S 3W5

COMMENTS:

Your proposal in the region
of 750R on your plan for the
use of Strandherd road is totally
unacceptable. How can you justify
placing a major artery right on the
periphery of someone's backyard when there
is land available to the right to
alleviate this problem. As an alternate
why not have some useful greenspace. →

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Bourbon needs green space. more soccer fields etc.
Why not use this space.

I moved to Bourbon because it is a residential area. Tell me how would you like to live with a highway in your backyard?

My inquiries to "The City of Napa" when I was considering purchasing my home were met with the answer that the road I was looking at would be like that for twenty years. Surprise, please reconsider and establish a proposal which will respect the rights of the taxpayer in a residential.

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Chris & Lise Chappell

MAILING ADDRESS:

47 Holloway St.

Nepean, Ont. K2J 3W4

COMMENTS:

The proposed realignment of Strandherd Rd is totally unacceptable to us and our neighbors because of the proposed distance between our property line and the new road. We are very angry that the City informed us of very different planned land use behind our back yard. The only acceptable remedy to the problem is to provide adequate space between the road and our property to allow for noise dissipation and safety. If the City Planners had been sincere two years ago,

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

(see over)

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We would have chosen to raise our family elsewhere and not gone ahead and built a house along side a major arterial roadway! The cost of providing a buffer zone between our backyard and the new road is absolutely justified because your road proposal as is will ruin our neighborhood by raising noise levels & pollution levels and the unsightly appearance a few feet from our back fence. Thank you for your consultation on this matter at this time in the planning process.

I expect revisions to the plan utilizing the vacant land behind our home, specifically south along Strandherd Road for a buffer zone between existing homes and the major roadway.

cc Bill Leitham
cc Ben Franklin

Thank you
Lh Chappell

October 18th, 1990

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Judy Hardiman

MAILING ADDRESS:

64 Burnett's Grove Circle

Nepean, Ontario K2J1N7

COMMENTS:

Interesting changes.....
but still quite preliminary.

There should have been maps at
the meeting for people to take.

Please send a map of the current
proposal..... and any future modifications.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

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for
Strandherd Drive
in the
City of Nepean

NAME:

L. GREENMAN

MAILING ADDRESS:

6 OPAL LANE

NEPEAN ONT. K2J-2V7

COMMENTS:

I understand that ~~OPAL LANE~~
OPAL LANE will be a dead end. I find this
outis factory.

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Strandherd Drive
in the
City of Nepean

NAME:

W.C. FREEMAN

MAILING ADDRESS:

23 HALLEY ST.

NEPEAN - K2J 3W5

COMMENTS:

WE FEEL that the road

as proposed is too close to houses
that back on to the proposed road
where it starts at about 600' with
of Jack oak ^(green). We feel that this curve
should start right at this point
where you show the proposed road
in yellow. (The city should appropriate
enough property to do this).

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

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Route Location Study
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Strandherd Drive
in the
City of Nepean

NAME: ROB NOTMAN

MAILING ADDRESS: 21 HALLEY STREET

NEPEAN ONTARIO K2J 3W5

COMMENTS: The proposed expansion of Strandherd road would negatively effect the quality of life for a number of homes ^{behaving to Strandherd} from Jockvale to just past OPM lane in that. The 4-6 lane road goes closer to the homes before it heads south into farm fields. A better solution would be to push the road further South from the Jockvale intersection so that the road is no closer to any of the homes that back onto Strandherd than it already is.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to: Rob Notman

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R.S. Notman

October 18th, 1990

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

L. Reid

MAILING ADDRESS:

5 Peppurall Cres.

COMMENTS:

We do not like the proposed
Strandherd road as it comes too close to the present
homes that back onto it. However, where it takes a
large southerly loop we would like that section
(backing onto Strandherd) to be part of this southerly loop
where Jockvale + Strandherd meet. Whatever is required to
expropriate the land to accomplish this must be done. Keep the road
as far away from the residential backyards please.
also, do not like industrial park areas from
residential area. Should be put on most southerly part of
Strandherd away from private homes *Thank you.*

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

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Route Location Study
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Strandherd Drive
in the
City of Nepean

NAME:

R. Reid

MAILING ADDRESS:

5 Peppurall Cr.

Nepean K2J 3W7

COMMENTS:

I have just found out the proposed speed
limit is 90km. This is totally unacceptable coming
through our neighbourhood.

Also hand outs of designs & plans for meetings are critical
with this vital information.

P.S. - Notification of all future
meetings required.

Thank you
R. Reid

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Director of Engineering
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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

BCA President - Tom O'Neill

MAILING ADDRESS:

40 64 Burrett's Grove Circle
Nepean, Ontario K2S 1N7
(Past President, BCA - Judy Hardiman)

COMMENTS:

Hardout maps of the
current proposal should have been
available at the Open House.

Kindly update the BCA on any & all
future modifications - - as the BCA
might like to be involved in route location
planning which might be more applicable
and relevant to (Banheren) residents.

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Harold Hedley

MAILING ADDRESS:

19 Halley Street

Nepean Ontario K2J 3W6

COMMENTS:

The proposal shows that Strandherd
will be moved a little to the north
of the existing road at about Opal Drive.
I don't understand why it would be
necessary to encroach on existing housing
area when there is presently no building
to the south of the present road in this
section.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MALCOLM McDOWELL

MAILING ADDRESS:

85 HALLEY ST

NEPEAN ONT K2J 3R5

COMMENTS:

THE CURRENT PROPOSAL TO MOVE
STRANDHERD AWAY FROM THE HOUSING
ON HALLEY WOULD BE SUPPORT.

PLEASE INFORM ME OF OTHER
PUBLIC MEETINGS ABOUT STRANDHERD.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

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Director of Engineering
City of Nepean
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Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MR. & MRS. PETER WILSON

MAILING ADDRESS:

32 TRIPP CRESCENT, NEPEAN, K2J 1C6

COMMENTS:

As our property backs directly
onto Fallowfield Rd. between Greenbank and
Cochran Rds, we have interest in whether the
heavy traffic flow, which includes many heavy
trucks and construction traffic at present, will
ease with the construction of the new roads
around Barrhaven.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Don S. Ewardvich

MAILING ADDRESS:

9880 St. Laurent Blvd. South

Ottawa, Ont. K1G 4K1

COMMENTS:

Would like to obtain
copy of the Route Location Study for Ultimate
54 Strandherd Dr. from Rideau River to
New 417 Hwy. and any reports.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET
PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

T.R. WARD

MAILING ADDRESS:

170 PICKWICK DR. K2J3B9

COMMENTS:

COULD YOU PLEASE SEND ME A COPY
OF THE MAP RE: HIGHWAY 416 ETC.
THANKS.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

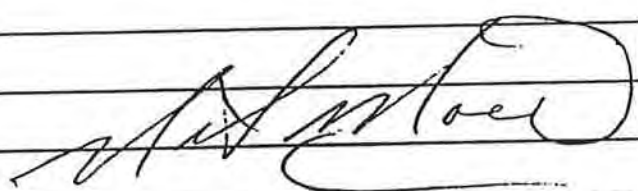
NICK MAIORINO

MAILING ADDRESS:

70 STRADWICK AVE
NEPEAN ON

COMMENTS:

PLEASE SEND MORE
INFORMATION



Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Larry Choy

MAILING ADDRESS:

113 Halley Street, Nepean

COMMENTS:

Please keep me inform of all
developments & information sessions.
Thank you!

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Ran Reediger

MAILING ADDRESS:

18 Langholm Cres.
Nepean, On.

COMMENTS:

I would like to be kept informed
of changes and I would also like a map
of the proposal as it exists.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME: B J McKenna

MAILING ADDRESS: Box 3070

RR 3, NEPEAN K2C 3H2

COMMENTS: MAP PLEASE

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Carl Fraser

MAILING ADDRESS:

RR# 3, Box 3219

Nepean K2C 3H2

COMMENTS:

Please send me a map
of the study area with lot & lot
numbers marked.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR-

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Carl Fraser

MAILING ADDRESS:

RR# 3, Box 3219

Nepean K2C 3H2

COMMENTS:

Please send me a map
of the study area with lot & lot
numbers marked.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR-

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Mrs. Laurie Skender

MAILING ADDRESS:

6 Beddington Ave.
Nepean, Ontario, K2J 3M7

COMMENTS:

Please send a map of the plans
of development of Strandherd.
Thank you.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

H. McKendry

MAILING ADDRESS:

6 Halley St.

Nepean Ont

#25 246

COMMENTS:

Would like a map sent please.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME: J.R. SYLVESTER

MAILING ADDRESS: 18 STRADWICK AVE

NEPEAN ONT K2J-2Z8

COMMENTS: MAP REQUEST.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

D. Doherty

MAILING ADDRESS:

41 Stradwick Ave

Nepean, Ont

COMMENTS:

K2J 2Z9 tel 825-6548

Please send me info & keep
me informed

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Mr. Gerald Clarke

MAILING ADDRESS:

1122 Carver Drive

Ottawa, Ontario K2C1Y7

COMMENTS:

Major concerns with the
location of entering road
the Bayshore area

Detailed
MAP requested
for Nepean

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Brent TAYLOR^{Co} Taylor Developments

MAILING ADDRESS:

6509 JEANNE D'ARC Blvd.
6 Gloucester ONT
K1C 2R1

COMMENTS:

Please notify us of any future meetings,
council meetings etc. on this MATTER.
I would also like copies of the material (MAPS etc)
shown today. Please send to me.
Thank you

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

J. LAPOINTE

MAILING ADDRESS:

101 HALLEY ST

NEPEAN, ONT. K2J 3R4

COMMENTS:

- PLEASE SEND ME A MAP

- PLEASE INFORM ME OF ^{CONCEPT APP} A FUTURE AVAILABLE
LITERATURE, AS WELL
AS FUTURE MEETINGS

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

RICHARD DWEN

MAILING ADDRESS:

54 CEDARHILL DR

NEPEAN K2R 1C3

COMMENTS:

I would like a map

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

S. SIVASUNDARAM.

MAILING ADDRESS:

V.P. Govt. Liaison, Barrhaven Community
Association
53 CONSTABLE ST. NEPEAN
ONTARIO K2J 2E5

COMMENTS:

would like to receive, map, information, and any
facts sheets on this project

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

D. E. STIMPSON

MAILING ADDRESS:

149 HALLEY ST.

NEPEAN, ONT.

COMMENTS:

K2J 3S2

Please provide a copy of
route location study.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Kelly LeBlair

MAILING ADDRESS:

63 Rueter St.

Nepean, Ont. K2J-3V6

COMMENTS:

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

RECEIVED OCT 19 1990

19 October 1990.

Mr. Gary Craig,
Director of Engineering,
The City of Nepean
Nepean Civic Square
101 Centrepointe Drive
Nepean, Ontario
Canada K2G 5K7

Mr. Xi-Nam Dam
3195 Greenbank Rd.,
RR#3,
Nepean, Ontario,
Canada K2C 3H2

and

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
Canada K2M 2C7

Ref: Comments on Route Location Study for Strandherd Drive

Dear Sirs:

I had attended the open house of the above subject dated October 18, 1990 and would like to provide detailed comments as follows:

First I would like to commend the openness of the process of this study to allow early input from the public and the professional attitude of the staffs involved. Regarding to the Strandherd Drive alignment, in general it is a very good design. However, I found that the proposal has significant impacted of the traffic pattern of Cedarview road and potentially created public safety on the detouring around it.

The cedarview road has been used for through traffic for many years and can be considered as a historical/landmark of Nepean. The proposal detour by going through: Kennevale Drive extension, Strandherd Drive and Tartan Drive extension would cause a lot of inconvenience and confusion to the public. Such detour may be known by residents living around the areas. It would definitely a great confusion to the others who just drive through the areas. In addition, the detouring around Kenneval Drive extension and Tartan Drive extension may cause safety concerns to those who will live or work by those extensions. Thus, I strongly believe that the flow through traffic on Cedarview must be maintained.

To achieve that, I would like to suggest the followings:

(1) The proposed Strandherd cut-off at the railroad should be cancelled. In stead, the current railroad crossing should be maintained. In the future, if traffic volume has significant increase (that would prove the usefulness of the Cedarview Road), an overpass can be considered at that time. By then the cost/benefit should be well justified.

(2) Portion of the Cederview Road should be aligned to provide 90 degree crossing with Strandherd Drive (this could be done in the future because the current crossing angle is not that bad). Traffic light must be installed initially for public safty.

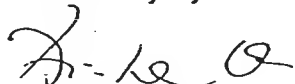
(3) The Tartan Drive extension should join Cedarview at 90 degree and a 'STOP' sign should provide at Tartan Drive. With the arrangement, traffic from Tartan Drive can go either north or south of Cedarview Road. (If the Tartan Drive extension/Strandherd Drive crossing is too close to that of Cedarview/Strandherd, the Tartan Drive extension and its crossing could be cancelled. Future road planning of the subdivision along south of Strandherd Drive should provide roads access to Cederview Road as well as Strandherd Drive.)

With the above arrangement, I believe that it will provide a better design of Strandherd Drive alignment as well as maintaining the smooth flow-through traffic on Cedarview Road to avoid the confusing and dangerous detouring around the subdivisions.

Should you have any question about my comments, please feel free to contact me.

Thank you very much for giving us the opportunity to voice our comments and hope it will be considered favourably.

Sincerely yours



Xi-Nam Dam

RECEIVED OCT 24 1990

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Mana, Natman

MAILING ADDRESS:

21 Helley St.

Nepean, Ont. K2J 3W5

COMMENTS:

After looking at the study and especially the proposed ideas for the surrounding area, it seems that the obvious solution to avoid the unstable land (if Strandherd was extended straight out to the 417) and to avoid a negative effect on real estate values and the quality of life for existing homeowners backing on to Strandherd would be to plan a new road south of these stumbling blocks.

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

To: Doug Rathwell, FAX#: 591-8864
(McNeel Engineering, Tel#: 591-7500)

From: Xi-NAM DAM
3195 GREENBANK RD., RR#3, NEPEAN, ONT K2C5H2

Subject: Strandhead Drive Study

In discussing the Strandhead Drive Study with residents around the Bankhaven Area, I found that one of their concerns is that the new Strandhead Drive is too close to the established subdivision (similar concern to that of Hunt Club Rd. Expansion). To address this concern, you may consider the following alignment alternative:

- New Strandhead Dr. should start heading southward at the middle of Concession #2.
- Run through the triangle land (owned by Nepean City, at the corner of Jockvale / Greenbank)
- Go along the boundary line of Lot 14 / Lot 15 of Concession #3
- Cross Cedarview Road
- Go along the boundary line of Lot 14 / Lot 15 and heading northward to join 416 at Fallowfield.

With this arrangement, the 6-lane Strandhead Drive will be quite away from the established subdivision. Please feel free to call me, should you have any question.

B. Ke O

October 26, 1990

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Dear Mr. Rathwell:

RE: PROPOSED ROUTE LOCATION STUDY - STRANDHERD DRIVE

In response to the initial drawings displayed at the Walter Baker Sports Centre on Thursday, October 18, 1990 regarding the Route Location Study for Strandherd Drive, we wish to express our objections to this proposal.

The information displayed on October 18th was a shock to us, as we are in the process of finalizing the construction of our new home at the proposed junction of Strandherd Drive and the redesigned Cedarview Road. The house was designed with the Cedarview Road as the main frontage. The increased noise would be a major concern for us. As this information was not shared with us prior to granting a building permit, I am urging that NO change be made to the design of Cedarview Road connecting with Strandherd Drive.

We propose that the Strandherd Drive (major outer route) or an equivalent road be placed further south in the designated open space/recreation area along the Jock River and south of the planned City Centre. This would meet the transportation needs for the future growth south of Jock River and minimize the traffic at the northern edge of the City Centre. It would be a real option for motorists travelling from Kanata/Hwy 416 to Gloucester/Orleans or Montreal.

We would be prepared to meet with you to explain our concerns in greater details. Your consideration of this objection and the proposed alternative would be appreciated.

Sincerely,

Betty Clarke
Glenn Clarke
Glenn and Betty Clarke
P.O. Box 3048
R.R. #3, Nepean K2C 3H2
Tel. 825-2425 (H)

October 26, 1990

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Dear Mr. Rathwell:

RE: PROPOSED ROUTE LOCATION STUDY - STRANDHERD DRIVE

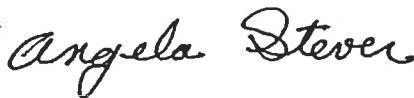
The proposed changes to the Strandherd Drive and the Cedarview Road which were displayed on Thursday, October 18, 1990 at the Walter Baker Sportsplex have left me with several objections to the design. I foresee this proposed design creating similar traffic concerns as presently exists on the Merivale Road area at City View.

The traffic flowing on Highway 416 from Bells Corners or the proposed redesign of Cedarview Road will channel all the traffic past the outer edge of the planned City Centre. The local traffic from Barrhaven will be volume enough on the 4 lane Strandherd Drive for motorists attempting to access the planned shopping complex or business park.

I propose that the Strandherd Road for the purpose of moving large volumes of traffic west to east be placed further south on either side of the Jock River. This will allow motorists from the existing Barrhaven communities and the future growth areas to access a fast route to the western or eastern areas of Kanata/Bells Corners or Gloucester / Orleans / Ottawa South.

Thank you for considering this objection during your more detailed planning of the transportation routes for the Barrhaven area.

Sincerely,



Angela Stever
7-24 Glencoe Avenue
Nepean, Ontario

October 26, 1990

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean K2G 5k7



FOR ACTION/INFORM.

C.P.W. _____

Mgr. Admin. _____

Dir. Bldg. Dev. _____

Dir. Op. _____

Dir. Eng. *W.S. Holzman*

Mgr. Dev. _____

Mgr. Cap. Proj. _____

Mgr. Const. _____

Mgr. Infrastr. _____

Dear Mr. Craig:

RE: PROPOSED ROUTE LOCATION STUDY - STRANDHERD DRIVE

The proposed changes to the Strandherd Drive and the Cedarview Road which were displayed on Thursday, October 18, 1990 at the Walter Baker Sportsplex have left me with several objections to the design. I foresee this proposed design creating similar traffic concerns as presently exists on the Merivale Road area at City View.

The traffic flowing on Highway 416 from Bells Corners or the proposed redesign of Cedarview Road will channel all the traffic past the outer edge of the planned City Centre. The local traffic from Barrhaven will be volume enough on a 4-lane Strandherd Drive for motorists attempting to access the planned shopping complex or business park.

I propose that the Strandherd Road for the purpose of moving large volumes of traffic west to east be placed further south on either side of the Jock River. This will allow motorists from the existing Barrhaven communities and the future growth areas to access a fast route to the western or eastern areas of Kanata/Bells Corners or Gloucester / Orleans / Ottawa South.

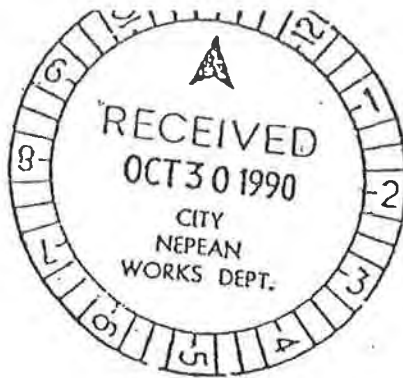
Thank you for considering this objection in your further planning of the transportation routes for Barrhaven.

Sincerely,

Pat Houlahan

RR#3 Box 3211
NEPEAN ONT.
K2C-3H2
825-4130.

October 26, 1990



Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean K2G 5k7

Dear Mr. Craig:

RE: PROPOSED ROUTE LOCATION STUDY - STRANDHERD DRIVE

In response to the initial drawings displayed at the Walter Baker Sports Centre on Thursday, October 18, 1990 regarding the Route Location Study for Strandherd Drive, I wish to express my strong objections to this proposal. At the same time, I do recognize the need for a major transit route south of the existing Barrhaven community.

FOR ACTION/INT
C.P.W. <input checked="" type="checkbox"/>
Mgr. Admin. _____
Dir. Bldg. Dev. _____
Dir. Op. _____
Dir. Inv. <input checked="" type="checkbox"/>
Mgr. Dev. _____
Mgr. Comm. Proj. _____
Mgr. Comm. Serv. _____
Mgr. In Const. _____

OBJECTIONS TO THE OCTOBER 18TH PROPOSAL:

- . the Highway 416 traffic eastward bound plus the existing Barrhaven traffic would be forced to use the widened Strandherd Drive causing high volumes of traffic at the northern edge of the planned City Centre;
- . the Strandherd route being placed through the centre of a Business Park limits the use of the lands within the park;
- . there is a lack of consideration for the additional future traffic from the development south of the Jock River; and
- . I urge no changes to the existing Cedarview Road in connecting with Strandherd Drive.

PROPOSAL:

I propose the "Outer Ring Route" be moved further south, either in the the flood plain area of the Jock River or on the southern side of the Jock River. This would prevent the high volume of traffic from being channelled through the edge of the planned City Centre making Barrhaven similar to the existing Bells Corners or City View area (Merivale Road). Furthermore by placing the road further south would allow traffic using Hwy 416 to travel east without interfering in the local traffic. The only Barrhaven users would be the people travelling in the east or west direction to the Gloucester/Orleans/Montreal or Kanata direction.

Your consideration for our concerns and the proposed option shown on the enclosed map ould be appreciated.

Sincerely,
Gary Clarke
Gary Clarke
1122 Canoe Dr
Ottawa K2C 1Y7

225-2500 (H)

Mary Clarke
RR #3 Nepean
K2C 3H2

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

Caroline Taylor

MAILING ADDRESS:

69 Halley Street

Nepean Ont K2J 3W1

COMMENTS:

Please see Attached.
(4 Pages)

FOR ACTION/INFO.

C.P.W. [Signature]

Mgr. Admin. _____

Dir. Rdg. Dev. _____

Dir. Op. _____

Dir. Eng. [Signature]

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Mgr. Dev. _____

Mgr. Const. _____

Mgr. Const. _____

Mgr. Infrast. _____

COMMENT SHEET
"PROPOSAL FOR ULTIMATE STRANDHERD PROJECT"

The proposed plan for the "Ultimate Strandherd" is simply ludicrous. For the City of Nepean, and the Regional Municipality of Ottawa-Carleton to allow a residential subdivision to be built and then plan to build a major arterial highway through it, simply put, is gross and utter STUPIDITY.

I live on Halley Street, which backs out onto Strandherd. I bought that particular lot because of a number of things: I love the design of my Woodfield home, and I love the wide-open space behind me. The feeling I get when I am out in my backyard presently is a nice one, it gives me all the comforts of the City, yet it feels like country -- no houses, wide-open spaces, no congestion, and at present, little noise!! Before I purchased the property, I called the City of Nepean to find out what would be going in behind. I was told by the City of Nepean, Planning Dept. that an Industrial Park had been planned for that area. I can live with that, but a 4 to 6 lane highway, there's no way. Had I known that the City and the Region, in their infinite wisdom, decided to change the plans accordingly, I would never had bought the property.

I am sure that the residents who live on Soho, Halley, and Danaher, etc., feel the same way. Residents of the area like to go for walks on Strandherd. Quite often we see families walking along the shoulder of Strandherd Road. It would be nice to be able to close the road off for Recreational purposes, especially on Sundays, to be used by people who like to cycle, walk, run, etc.

Another point to ponder is the present traffic speed of Strandherd Road. Why is it that it is posted at 80 Km/hr, when speed on Jockvale, Cedarview, Greenbank and Fallowfield Road is posted at 60km? There are numerous times, especially at night, (since I am not there during day time hours), that vehicles are speeding. When I spoke to Councillor David Pratt about this, he said "there isn't really alot of areas where a speed trap could be set up". I suggested that he look at the possibility of setting one up on Opal Lane and one at the west end of Tartan Drive at Strandherd. He assured me that he would look into this. There have been numerous times when the squealing of tires and the swooshing of speeding vehicles have waken me during the night. I now sleep with the windows closed. If the City of Nepean looked into this, they could make a fortune!!!

Anyone with half a brain could figure out that the present study of the proposed plan is a sheer waste of taxpayer's money. The planners have the road running in the wrong direction!! May I suggest that you sit down and look at a map of the area. Where does the present traffic flow to? It flows onto Woodroffe Avenue, Fallowfield Road and Highway 16. Most people who live in the area and who work, work downtown. Plans to develop the Longfields Subdivision will bring yet another 20,000 or so residents to the area. Here again the bulk of traffic will flow out of Barrhaven in a north/northeast direction, not south/southwest!! This pattern will not likely change too much in the future, because people will still continue to work downtown.

If residents of Barrhaven use public transportation, where do the buses go? To the only logical place of course -- to the transit station located at Baseline and Woodroffe. Here again the traffic is flowing north/north east, not south/southwest. Although plans are currently in the works to expand the present transit way to Barrhaven, buses are not the bulk of the traffic problems, however, cars are.



As an example of the traffic problems on Woodroffe Avenue, of which I am sure you are more than aware of, Thursday, October 18, I took an OC-Transpo Bus (#73) out of Barrhaven, and paid the premium rate. I caught the 7:20 a.m. bus and usually I am downtown by 8:00 a.m. However, because of an accident at Norice Street and Woodroffe Avenue, traffic was backed up past the Nepean Sportsplex on Woodroffe Avenue. At 8:30 a.m. I was still sitting on the bus, at Knoxdale Road. Traffic in that whole area of Knoxdale/Woodroffe is HORRENDOUS. It took me 2 hours and 10 minutes to get to work on Sussex Drive.

The problem of bus transportation is another matter, and it needs to be reviewed as well. It seems to me that the Planners should be looking at ways to correct the traffic situation going into the City of Ottawa/Nepean, instead of building a highway that goes to Kanata.

The roads that need developing are Fallowfield Road, to at least 4 to 6 lanes. It would have made sense to put the Hunt Club Bridge at the end of Fallowfield Road and Highway 16. There is plenty of land available on the NCC Greenbelt, where there is no residential development, and this could be developed to alleviate the problem of traffic congestion. Woodroffe Avenue is in extreme need of a complete redesign, but short of expropriating homes in the Manordale/Tanglewood area, there appears to be no room for expansion there. Again the Planners goofed; they didn't allow for future growth.

Residents of Barrhaven are not fools nor are they idiots!!! The residents of Barrhaven will not endorse the proposed plan as it is now designed. If the Regional Planners, Designers and the City of Nepean endorse this plan and think the residents of Barrhaven will accept such a proposal, they are the ones who are the fools. The residents of Area 5 have paid fair market value for their homes, and high taxes to boot!! To propose a major highway in Area 5, will drive prices down, cause pollution, noise, traffic congestion and who knows what else. How about a noise bylaw, such as the City of Ottawa is proposing?

It is apparent that the City of Nepean and the Region don't care for the wants and needs of their residents as long as they get their pound of flesh!! The whole concept of a major arterial highway in a residential area such as Area 5, is foolish. By offering no compensation for the residents of Area 5, in the form of lower taxes or noise barriers for the inconvenience and discomfort they are to endure, is indeed selfish and stupid.

After attending the Information Session on Thursday evening, Oct. 18, 1990, I was more disillusioned than ever. I spoke to three different people, who were suppose to be knowledgeable about the whole concept, and when each of these three persons were asked what would be going in behind the residents on Halley, on the other side of Strandherd, three different responses were received - one was another row or two of residential; medium-to-low rise industrial; and the third response was "a strip mall".

When the question of noise barriers was put forward, the answer was that "no plans had been made for noise barriers, because they didn't feel there would be the need for them". What an utterly ridiculous answer!! May I suggest that the next time that one of these information sessions is held that the people who are hosting such an evening, get their stories straight?

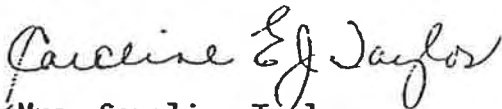
The idea of a South Urban Community Plan is a good one, but more public input is needed. Why not ask the public and the residents of Barrhaven for alternatives?

The idea of a Shopping Centre at Jockvale and Strandherd is a good one, but the proposed location of the entrance, via Strandherd, drawing traffic into the Shopping Centre, is in a poor location. An entrance from another location to the shopping centre could be proposed. It seems that the whole concept of this highway is situated around this particular proposed shopping centre. I know that if this goes through as planned, I will encourage the residents of Area 5, to boycott the new mall just on the principle of the matter. By boycotting the mall, business will lose money, and the City of Nepean and the Region will lose the tax revenues they want.

The idea of another shopping centre might work. However, I have serious doubts that it will be successful. If one in the Planning Department did a little research on the present shopping centre located on Greenbank, (Loblaws, Bank of Nova Scotia, etc.), one would find that the present mall is currently half empty. Why, do you ask? Well, it is simple really - the types of tenants/stores that the mall owners have been attracting, are the wrong types of businesses, in the wrong location, for Barrhaven. Rents are too high, and prices too expensive. The needs of the residents in Barrhaven are not being served well. People who work in the downtown core, most likely have stores they frequent, i.e. the Rideau Centre, and the Sparks Street Mall, are just two examples. I know myself that I usually go to Bayshore Shopping Centre, or Carlingwood Mall. Residents of Barrhaven have large mortgages on their homes and have limited clothing budgets. Women who are fortunate enough to be able to stay home with their children, do not have a lot of money to spend on expensive clothing for themselves or their families. However, they do want value at an affordable cost. I have been a resident of Barrhaven since 1978, and from my perspective, these needs are not being satisfied, and the whole concept of shopping in Barrhaven needs to be reviewed before any major shopping malls or major arterial highways are built.

In closing, I fully intend to get totally involved in blocking the current proposal. Perhaps we need some Indians in the area to do the protesting - perhaps another OKA. However, I can assure you that the people in Barrhaven, and particularly in Area 5, are not going to swallow this proposal. In fact, by suggesting a proposal such as this one, is opening a whole can of worms, causing everyone involved more headaches than its total worth ! ! ! ! !

Yours truly,



Mrs. Caroline Taylor
69 Halley Street
Nepean, Ontario
K2J 3W1

cc: Mayor Ben Franklin
Councillor David Pratt

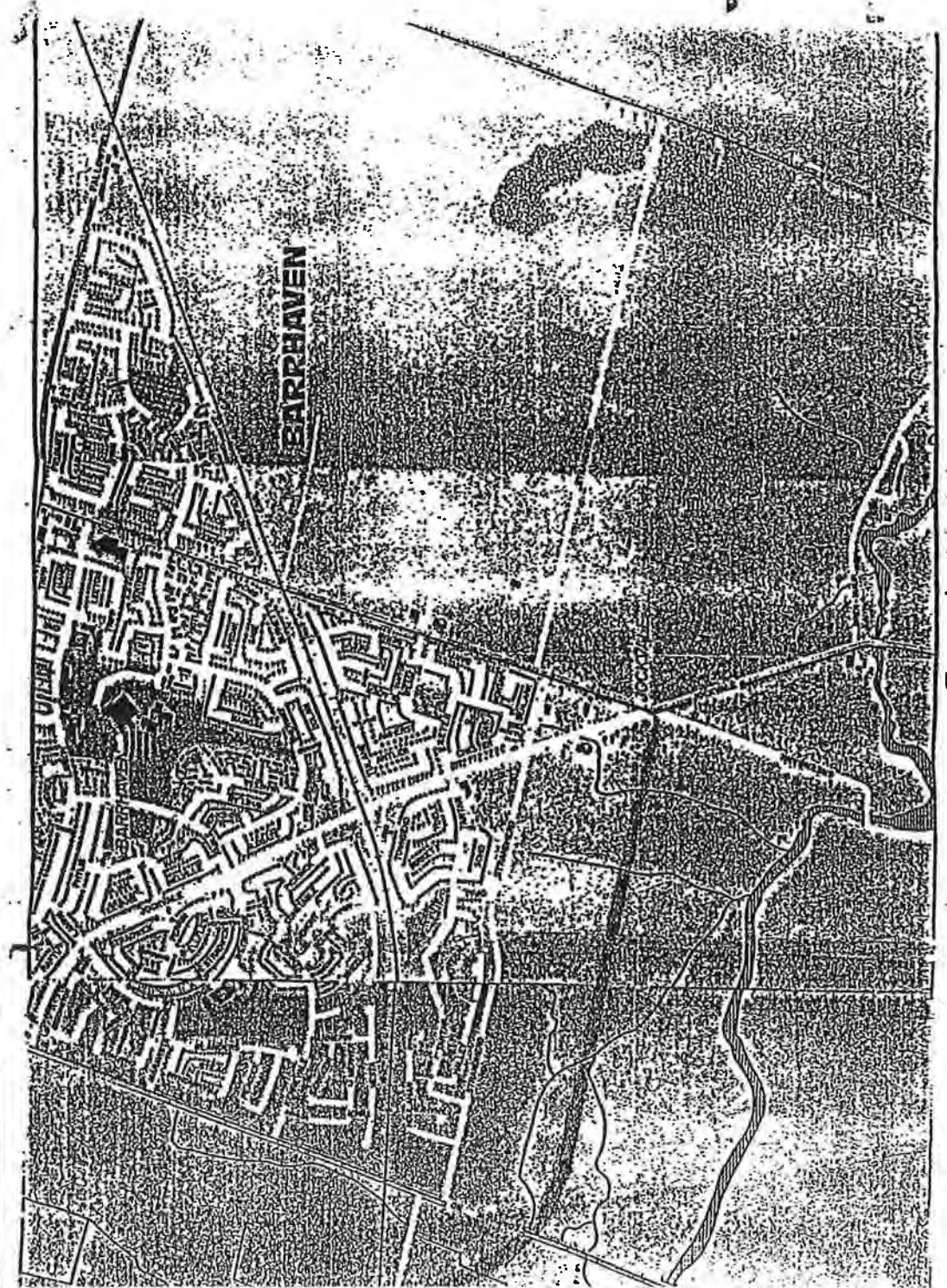
NORTH

EAST

Present
Proposal

Suggested
Proposal
of
Relocation

Traffic
Flow



SOUTH

Scale 1:10,000

Mr. Gary Craig, P. Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

November 5, 1990

Dear Mr. Craig:

As a home owner on Soho Crescent in Barrhaven, it was with considerable concern that I viewed the Route Location Study for Strandherd Drive that was presented to a public meeting on October 23.

Of particular concern was the close proximity of the expanded road to houses immediately southwest of Jockvale Drive. By that, I am referring to those dwellings on Soho Crescent, Bentbrook Crescent and Halley Street that back onto Strandherd.

The preliminary drawings clearly show that Strandherd would be relocated further south at the west end before Cedarview. I would very much support extending this move to the east section near Jockvale so that the homes I have referred to are distanced somewhat from the road.

It would seem appropriate that, in locating the new route for Strandherd, the preservation of existing homes and their environs be taken into account. There is considerable undeveloped land south of Strandherd at this time. It seems completely unnecessary, then, to locate what could be a six-lane highway so close to our homes, particularly when the road has been moved further away only a short distance further along.

I understand that the land in that section will also be developed, but homebuyers at that time will be well aware of what they are purchasing. This has not been the case for us. The dwellings that back onto Strandherd in this area are, for the most part, occupied by young families who require at least some degree of safety, cleanliness and quiet. We thought we had acquired that, and it is discouraging and upsetting to discover otherwise.

Two other questions: Why is Fallowfield not being considered as the major east-west route in the south urban community? This road is already established as a main route and serves several commercial properties. It would seem to make far more sense, from both an economic and quality-of-life point of view. Second, why did these plans for Strandherd not appear in the regional plan

that was released just a few short months ago? It seems the relocation is moving ahead with very little public consultation or forethought.

Neither I nor most of the homeowners involved were naive enough to believe that Strandherd would remain the dirt road it was when we purchased our houses. As a resident of Nepean for 21 years, I have seen the city expand to such a degree that most of the land west of Richmond Road and South of Knoxdale is virtually unrecognizable.

I believe that, for the most part, the homeowners backing onto Strandherd are prepared for such development when it is necessary. But to locate the new road so close to our homes seems so unnecessary. There are so few homes along Strandherd, and so much undeveloped land to the south, that it would clearly be a simple logistical task to locate the new road further away. The use of Fallowfield as the major east-west route should also be readdressed. I urge you to reconsider your plans and look forward to hearing from you.

Susan Barclay
17 Soho Crescent
Nepean, Ontario
K2J 2W4
825-6246

cc. Mr. Doug Rathwell

October 18th, 1990

COMMENT SHEET

PUBLIC INFORMATION MEETING

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

DAN + GINA WATERS

MAILING ADDRESS:

31 HALLEY ST.

NEPEAN K2J-3W5

COMMENTS:

AFTER ATTENDING THE OCT. 18 INFORMATION
SESSION AT WALTER BAKER CTR. I'M MORE CONFUSED THAN EVER
ABOUT THIS ISSUE. I FOUND ANSWERS WERE LACKING AS TO TIME FRAME,
EXACT PROPOSED LOCATION ETC. MY HOME IS LOCATED ON THE SOUTH SIDE OF
HALLEY, FACING THE EAST ENTRANCE TO PEPPERBALL CRT. ACCORDING TO YOUR
MAP MY HOME AND TWO OR THREE TO EITHER SIDE OF ME ARE GONE. AM
I TO ASSUME THAT OUR PROPERTIES WILL BE EXPROPRIATED? I DON'T
HAVE AN OBJECTION TO THE PROPOSED ROADWAY GOING IN. I DO HOWEVER
OBJECT TO LOCATING IT AS CLOSE TO OUR PROPERTIES AS THE

Please forward all comments by October 26th, 1990 at 4:00 p.m. to:

Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

MAP ON DISPLAY THAT EVENING SHOWS, (ASSUMING OF COURSE I'M NOT EXPROPRIATED AND STILL HAVE A PROPERTY).

RIGHT NOW MY LOT IS 40 FEET FROM THE PAVED EDGE OF STRANDHERD ROAD. HOW IS IT POSSIBLE TO ADD TWO LANES TO THE ROAD AND NOT END UP HALFWAY INTO MY YARD?

WHEN I BOUGHT HERE, I MADE INQUIRIES AS TO THE FUTURE PLANS FOR THE AREA BEHIND ME, I WAS ASSURED BY THE REGION ANY EXPANSION OF STRANDHERD ROAD WOULD NOT TAKE PLACE FOR 10-25 YEARS. AND THAT EVERY CONSIDERATION WOULD BE GIVEN TO PROPERTY OWNERS BY PROVIDING A GREENSPACE AND EARTH SOUND BARRIER BETWEEN US AND THE ROAD SIMILAR TO OTHER MAJOR ROADS IN THE REGION SUCH AS HAZELDEAN, HUNT CLUB, ORLEANS ETC.

AS PLANNERS FOR THE FUTURE OF OUR CITY, IT IS YOUR RESPONSIBILITY TO ENSURE THAT THE BEST INTERESTS OF THE CITY AND ITS RESIDENTS - THE TAXPAYERS - ARE KEPT IN BALANCE. NO ONE I'M SURE WOULD OBJECT TO IMPROVING OUR COMMUNITY, BY PROVIDING A CITY CENTRE, EDUCATIONAL FACILITY, SMALL BUSINESS CENTRE AND ADEQUATE ROADWAYS TO ACCESS IT ALL. BUT WE ASK YOU PLEASE DON'T DESTROY THE SENSE OF COMMUNITY PRIDE BY LOCATING A MAJOR ROADWAY SO CLOSE TO OUR HOMES. THANK YOU.

SINCERELY
Paul M. [Signature]

10: Mr. Doug Kattwell (FAX# 591-8064)

From: Xi-NAUDAM (Tel# 763-3977)

Subject: Strandherd Drive Study.

In response to the concern that ^{the proposed} Strandherd Drive was too close to the established subdivision, I suggest two potential alternatives as shown in the attached diagram.

Alternative #1: Should take care of all the concern but require major alignment of Strandherd Drive east of Greenbank.

Alternative #2: Should take care most of the concern but not all.

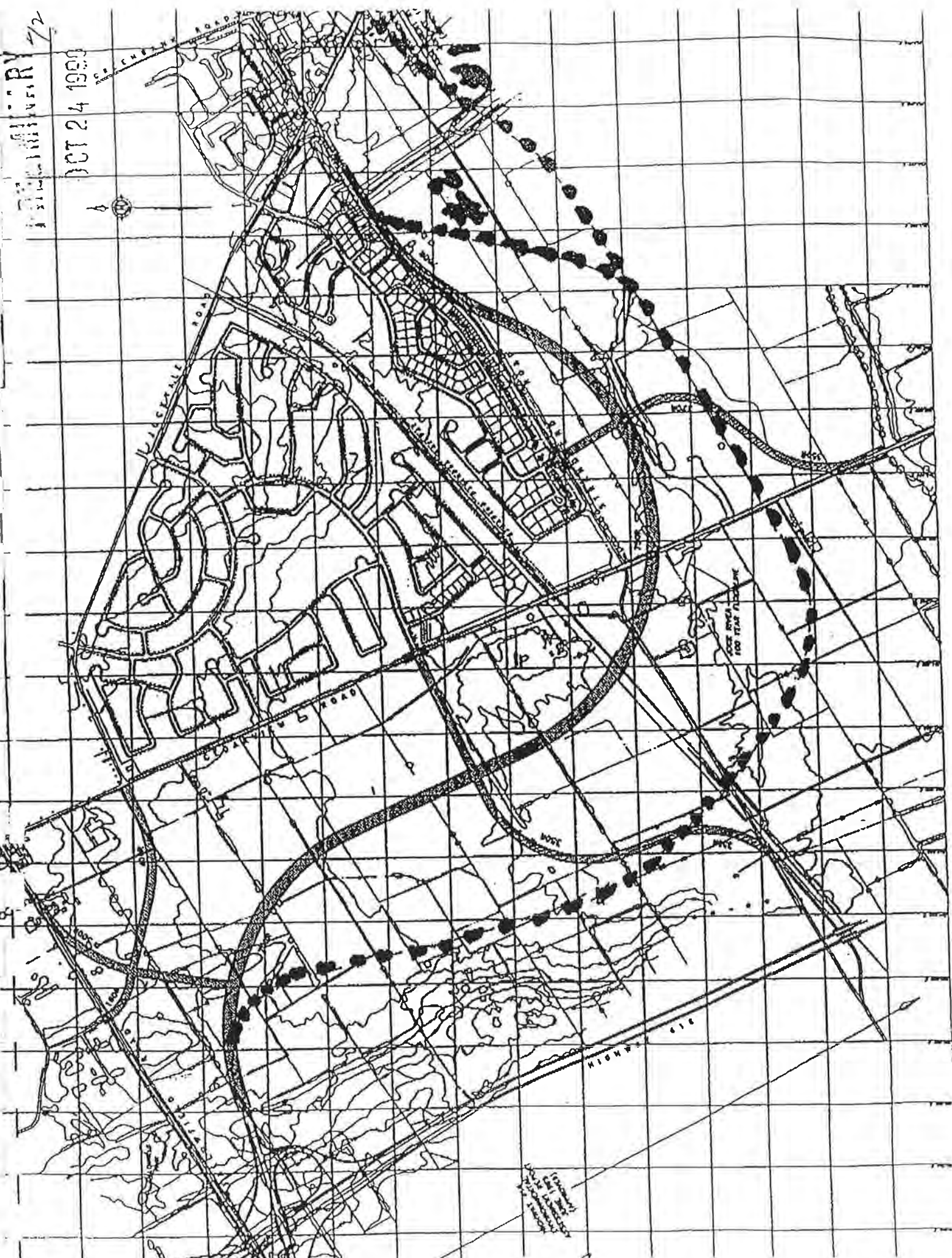
Should you have any questions, please feel free to call me

J. K. O

90-11-07

LIBRARY 1/2

OCT 24 1950



SEE MAP FOR
100 FT. PLACEMENT

SEE MAP FOR
100 FT. PLACEMENT

NOV. 7-1990

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME: Nick Mairino

MAILING ADDRESS: 70 Stradwick Ave Nepean K2J 2Y8

Tax # 226 75 27 phone - 226-116

COMMENTS:

Please find enclosed;
Your copy of the alternative road layout for
a portion of the Strandherd Drive route
location study, between the railroad crossing
and the intersection of Cedarview and
Strandherd Drive. Our route would eliminate
the need to construct two new roads; one access
to the Casey property and two - a road from
Cedarview to Strandherd Drive. Looking forward to hearing
from you.

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

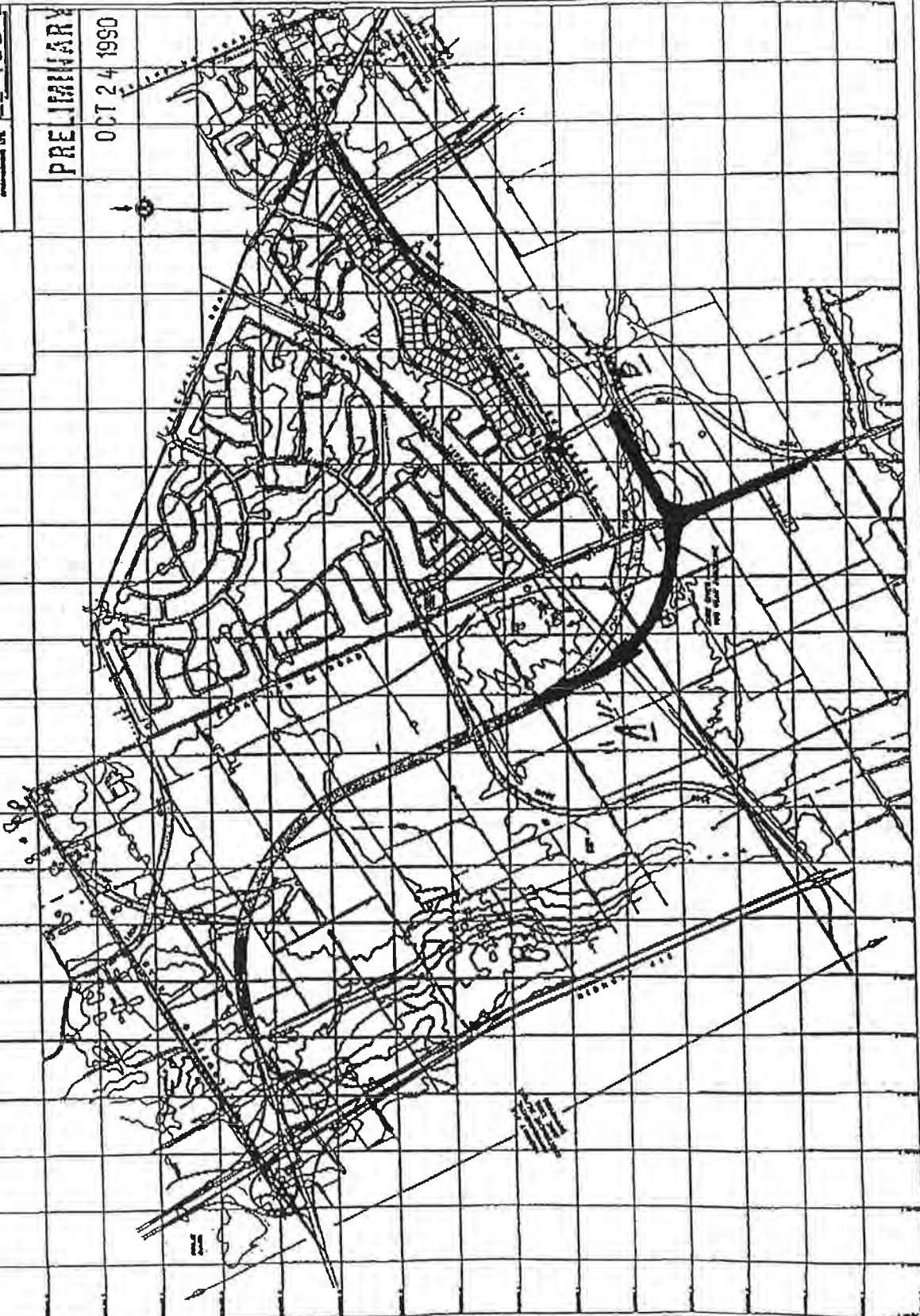
CITY OF NEPEAN
ROUTE LOCATION STUDY
FOR
ULTIMATE STRANDBERO DRIVE

Scale: 1" = 100'

PRELIMINARY

OCT 24 1990

- LEGEND
- Proposed Road
 - Proposed Right-of-Way
 - Proposed Utility
 - Proposed Structure



October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

IAN and SUSAN SKINNER

MAILING ADDRESS:

27 Soho Crescent, Nepean, Ontario. K2J-2W3

COMMENTS:

I'am writing you to express my concerns over
the proposed east-west arterial road planned for Strandherd Rd.
My private residence backs onto Strandherd Rd. at the point where
the proposed route is closest to the homes.

My family did not move into Barrhaven, a quiet, almost semi-
rural bedroom community, only to have another Queensway built at
our backdoor. I have several points I would like you to consider
in your study.

Firstly, the location & size of the proposed route location

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

would have a profound effect on the waterfowl currently using this area. The drainage basin directly behind my residence is busy yearlong with birds. Blue Heron, Purple Martins, and especially migratory birds. There is a general concern of the loss of wetlands for these birds, and the proposed route would further degrade a location they find favourable.

Secondly, and just as importantly would be the effect on the human environment. The quality of life would be drastically changed. The noise pollution caused by cars & trucks speeding by on a major highway would be significant. The currently proposed route runs 60-65 ft. from the back bedrooms of our house. Without sound barriers the traffic noise would be deafening.

By straightening out the curve as indicated on the attached map it would move the route far enough away from my residence to make the noise & dirt pollution more bearable, although still unwanted.

Your consideration of my points would be appreciated. I will be awaiting future developments with concern and interest.

Yours truly



I. Skinner

MAJOR ARTERIAL
MINOR ARTERIAL

ULTIMATE S

MURPHY ENGINEERING

PRE



November 8th, 1990.

8 Vesta Street,
Nepean, Ontario.
K2J 3Y8

McNeely Engineering,
260 Terence Matthews Cres.,
Kanata, Ontario.
K2M 2C7

Attention: Mr. Doug Rathwell

Dear Sir:

Re: Strandherd Drive Study

Further to our telephone conversation I would like to formally indicate my concern as it relates to the above noted study.

On paper the curvilinear design appears to work. However, having lived in the community for over a year now I believe I can provide you with additional information which could result in a more functional design.

The section of Strandherd Drive just west of Jockvale I believe could be moved away from the residential units due north of it. I realize that a storm pond runs through the land south of the existing Strandherd Drive and you may be trying to save costs by not adding another large culvert for the Storm Water. However I believe there would be significant benefit to move the road south. (See attached sketch). The lands south will soon be developed and the land could be acquired at no cost to Nepean and R.M.O.C. for the new road location.

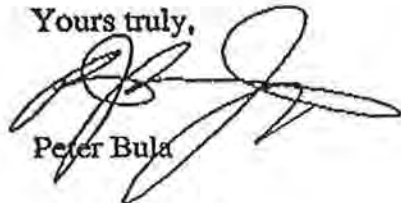
Your suggestion to use Kennevale as a feed through the neighbourhood I believe is not appropriate. Kennevale has a large number of townhouse and single family driveways accessing onto it as well as a public school. With people parking on both sides of Kennevale the possibility of an accident is increased. The route that would be safe and serve the new community west of Cedarview better would be an extension of Maravista Drive. The new route would be Jockvale to Weybridge to Maravista. Weybridge has very few driveways accessing on to it and Maravista has no driveways on it. Maravista appears to have a wider road allowance with no driveways on it and a sound (Alcuf) fence at the rear of the units which backs onto it. Maravista extension would bisect the community west of Cedarview north of the tracks and south of Fallowfield in a better location.

The Jockvale Road extension would not be needed. Access to Jockvale Road would be obtained from Cedarview and Fallowfield. (See attached Plan.)

Fallowfield is a major east west link. Morning traffic along Fallowfield is heavy. The potential for congestion at Strandherd and new Fallowfield link is likely.

Please call me once you have received this letter and should you have any further questions.

Yours truly,

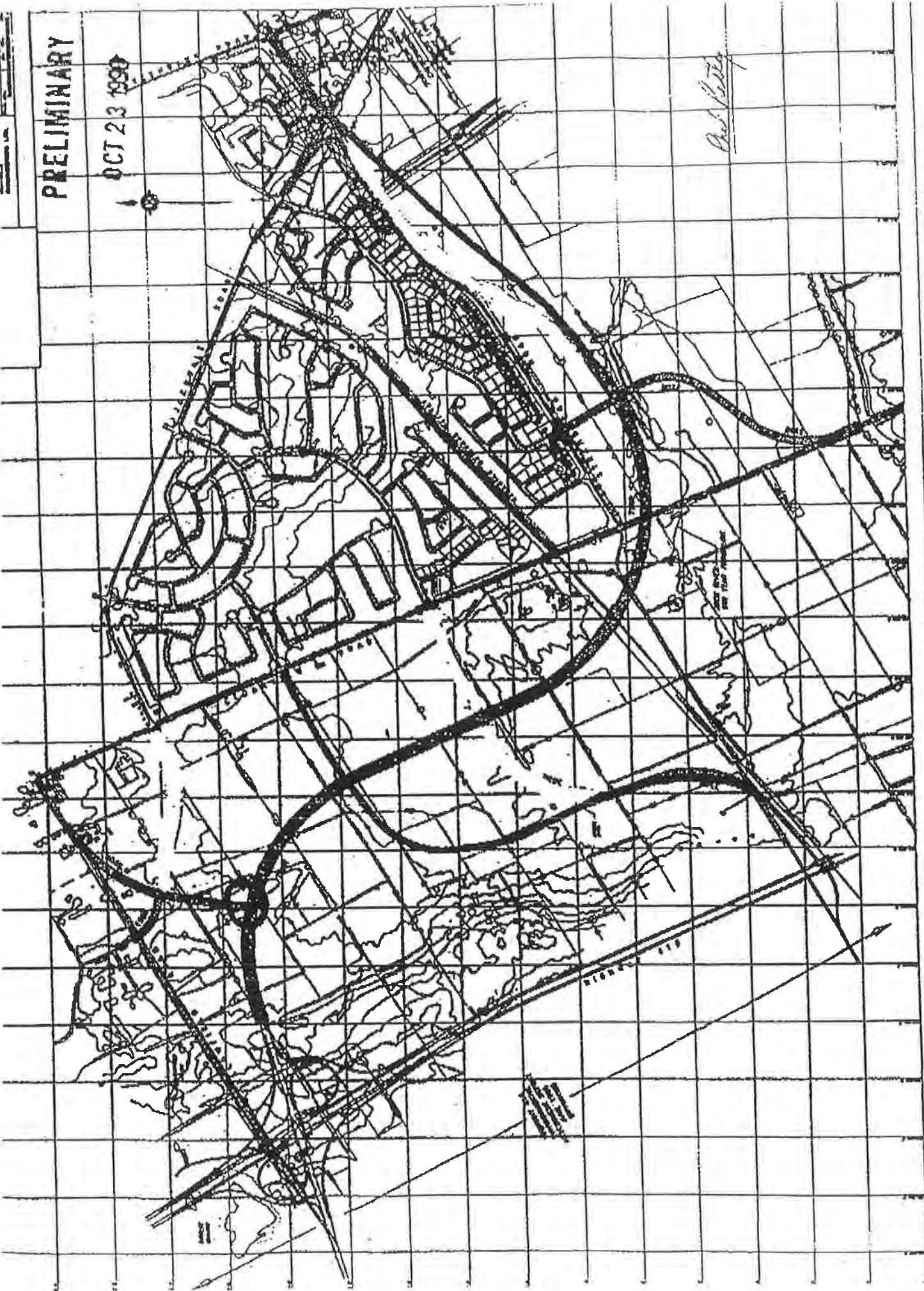


Peter Bula

PRELIMINARY

OCT 23 1990

Bob Carter



LEGEND

SEE PLAN SHEET

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

Chris + Lisa Chappell

MAILING ADDRESS:

47 Halley St.

Nepean, Ont. K2J 3W4

Page 1 of 3

COMMENTS:

Concerning Strandherd Drive bordering Halley St.

Problem: The close proximity (a few feet) of the proposed
major arterial road to existing homes on Halley St.,
Opaf Lane and Sals Cres.

Consequences: Noise pollution, Air pollution, Tardy appearance of
the roadway, safety hazard of large trucks and their often
dangerous cargos, Elimination of current heavy
recreational use by children, cyclists, dog owners;
The isolation of the proposed parkland along the Jack

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Continued from page 1

River, Lowering tax assessments for the affected homes, and drastically lowering the market value of the existing homes by 15 - 25%.

Best Solution: Provide a sufficient buffer zone between the major arterial road and the existing homes by utilizing the vacant lands south of where Strandherd drive now exists. Specifically, the major arterial road could go along the southern border of the proposed business park.

Benefits: - elimination of the negative consequences your current proposal has for affected residents
- continued use of Strandherd Drive by Barrhaven residents for local traffic and for the proposed business park and/or other business establishments, and perhaps additional residential uses.

Closing Remarks:

After careful consideration of your proposed major arterial road plans for Strandherd Drive, we have made several important conclusions. First I must emphasize that we are for better roads in Nepean but, in this case there is no justification for your locating the roadway so close to the houses. This proposal is absolutely outrageous and unacceptable.

Closing Remarks ; continued

After disussing the proposal with some of our neighbors, we were shocked to discover that none of them had been informed or had attended the meeting. Two weeks after the meeting, we finally got written material on the proposal, made dozens of copies and delivered them to all of the affected residents and discussed the issues of this proposal. Over 65% of the residents had no knowledge of the proposal and had not attended the Oct 14, 1990 meeting because they had not been informed or invited to attend. A pathetic effort to inform residents! A pathetic effort to get feedback on this proposal! Further, your comment sheets indicate a deadline of November 7, 1990, hardly allowing enough time for the people to have a fair say on this issue which was not communicated to them.

We have concluded that raising our family in Nepean is the wrong choice since moving here from Toronto. We will inform family, friends, and business associates of our experiences here which are clearly unjust for tax paying middle income homeowners.

Yours Truly

H. Chappell

H. Chappell

cc David Pratt
cc Ben Franklin

David&Jo-Ann Aubut
33 Halley St.
Nepean, Ontario
K2J 3W5

Tel: 825-8395

Mr. Gary Craig, P.Eng
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

Dear Sir,

The following is an explanation of our concerns/suggestions with regards to the "Route Location Study for Strandherd Drive".

As residents of Barrhaven situated at 33 Halley Street, our backyard is adjacent to Strandherd Drive. Evidently our attendance at the October 16th Open House, was a rude awakening.

We purchased our home from Macdonald Homes less than 2 years ago. At the time we were informed that the area south of Strandherd which our backyard faces, was zoned residential. Telephone inquiries with The City of Nepean Planning Office, further confirmed this. We were also told that Strandherd Drive was a relatively new road and that we could expect it to remain as such for 20 years. You can imagine our shock when at the Open House it was discovered that a six lane highway is being planned with a proximity to our backyard which is beyond our worst expectations. The study for this route location shows no indication that a buffer zone will be provided for the residents and it literally depicts the highway at the perimeter of our backyard and our neighbors backyards.

It is very difficult for a resident of a supposedly residential area to phantom that such a highway is being considered. This is further compounded by the fact that there is land available south of the existing road which should be used for this highway. For this reason we can not understand nor accept that the highway is being built so close to our neighborhood. It seems inconceivable that a highway can be built so close to residences with no consideration for the taxpayers.

Our home is our investment, with this announcement its value has just dropped considerably. Who will compensate us for our losses??

We have been living in Barrhaven for three years now. When we upgraded to this home, we chose to remain within Barrhaven because we really enjoy the community.

We are totally in favor of this highway and the prosperity that it will bring to Barrhaven. But we can not justify by any means its construction so close to our home, and to that of our neighbors.

If this road is to become a major artery to link the west to Gloucester why not construct a highway which will project a positive image of Barrhaven. Leave some green space, build soccer fields, bike paths or parks. Would that not depict a more favorable image of Barrhaven than the opportunity to peer in residents backyards. Additional housing could also be built, as is being planned further west of us. That is not to say that I would like to dump this problem on someone else. But it is an entirely different situation if you purchase your home knowing that you will have a road of major consideration behind you than when you are told the area beyond you is zoned residential and the road should be as is for 20 years. Evidently housing sold further from the highway will be more costly than that which is sold adjacent to the highway as this is no longer prime property. It therefore appears that this highway is being built at our expense as it is our investment which is being depreciated by this concrete structure and we will suffer a financial loss. We assume that our taxes should drop as a consequence of this. Have you considered the loss of this income from your perspective for an estimated 200 homes.

The field behind us is absolutely beautiful but when we purchased our home we knew that we would have to appreciate every day we would look onto it, because realistically it would not remain as such once it was developed for residences. We therefore foresaw a road like Jockvale with homes on either sides. This is entirely different from what is being planned now. In fact there are very few six lane highways in Ottawa, never mind Nepean, so how could we ever have anticipated or predicted the construction of a major highway at the perimeter of our backyard.

As we examine the proposal for the realignment of Strandherd Drive, it would actually seem more suitable to continue it along a southern axis of the existing structure in the area which you identify as 750R and start moving inward as far East as possible leaving all the residents some sense of privacy. Furthermore, Strandherd Drive is elevated with

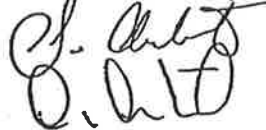
respect to our homes, why not construct a road which is lower such as to provide a berm as a sound barrier.

If Strandherd Drive is to become the link to our city center why not make it something to be proud of. With a shopping center and bus terminus, at the corner of Greenbank and Strandherd, pedestrians will require access, therefore a walkway is required. Trees along its route and a bike path would both beautify the road and function to allow people access to the shopping and city centers being planned.

We ask you to please reconsider and redesign the realignment of Strandherd Drive. We oppose the present design as we feel it has total disregard for the taxpayers that are bordering Strandherd. It represents a tremendous financial loss to our investment as well as to the quality of life that we expect living in this Residential area.

We thank you for your consideration of the above comments and hope for a satisfactory outcome to our concerns.

Sincerely,



David Aubut, P.Eng.
& Jo-Ann Aubut

cc Ben Franklin, Mayor
Councillors: Gord Hunter, Frank Reid, Al Loney,
Les Casey, David Pratt, & Rick Chiarelli

Nov. 6, 1996

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

DARYL KENDACK

MAILING ADDRESS:

5 HALLEY ST
NEPEAN, ONT. K2J-2U7

COMMENTS:

It seems ludicrous to place
a 6-lane highway immediately
behind a large number of single-family homes. There
was no notice given of these plans in articles
published in the Ottawa Citizen on Oct. 29/89 or on
Feb. 24/90 although Strandherd Rd. is specifically
mentioned in each report. A buffer zone should be
present to separate the road from the homes for the
safety of the children and to reduce the noise
associated with such a high traffic flow.

- FOR ACT: _____
- C.P.D. _____
- Mgr. Adm. _____
- Dir. Eng. _____
- Dir. Op. _____
- Dir. Inv. _____
- Mgr. Dev. _____
- Mgr. Cap. _____
- Mgr. Com. _____
- Mgr. Inf. _____

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



- FCR AC
- C.P.W.
- Mgr. Adm
- Dir. Bld
- Dir. Op.
- Dir. Eng
- Mgr. De.
- Mgr. Ca
- Mgr. Co
- 3-1

NAME:

Mr + Mrs Nardone

MAILING ADDRESS:

15 Halley St

Nepean, ont K2J 3W6

COMMENTS:

The alignment of Strandherd Dr could be moved to the East 100' to 150' so that strandherd Dr becomes one long and straight roadway. This would result in a road being safer for users and it would satisfy the noise and traffic problems for homes with backyards bordering on Strandherd drive.

As a homeowner with a vested interest in my community I would not like to see a neighborhood destroyed because it is cheaper to keep the roadway as it is rather than move it away from the homes!

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

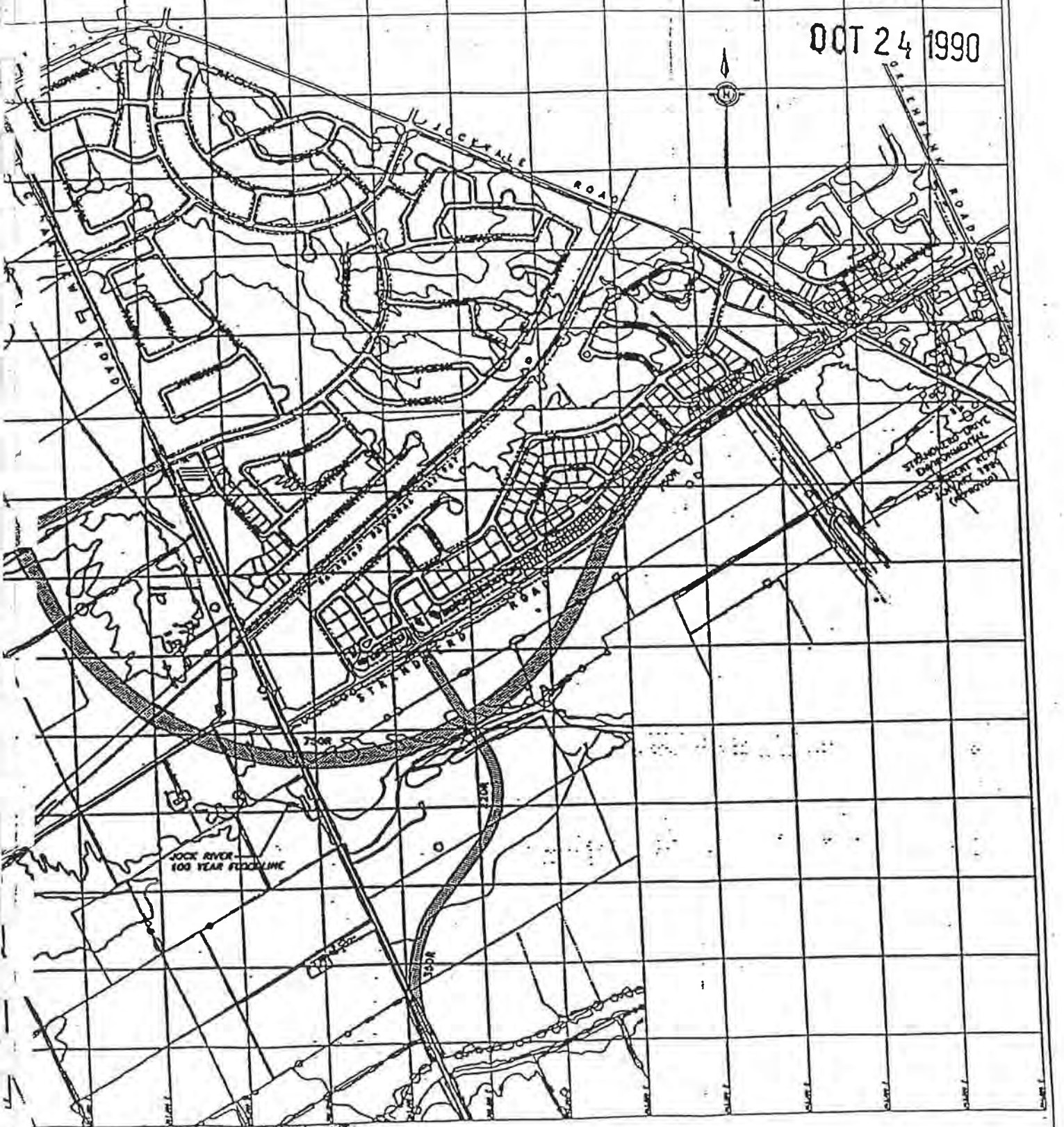
ULTIMATE STRANDHERD DRIVE

MUNCELY
ENGINEERING LTD.

OCT. 1990

PRELIMINARY

OCT 24 1990



STRANDHERD DRIVE
ENVIRONMENTAL
IMPACT REPORT
(PRELIMINARY)

JOCK RIVER
100 YEAR FLOODLINE

LOCKHALL
ROAD

COLLIERIE
ROAD

STANDHERD
DRIVE

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

SARA & ROBERT WARD

MAILING ADDRESS:

7 PEPPERALL CRESC

NEPEAN, K2J 3W7.

COMMENTS:

MOVE THE ROAD 500 YDS
SO AS NOT TO DISRUPT FAMILY HOMES.
THE ROAD IS TOO CLOSE TO THE DEVELOPMENT !!
BUILD A RETAINING WALL FOR NOISE
REDUCTION. THIS ROAD WAS NOT
IDENTIFIED TO HOME BUYERS A YEAR
AGO! IT IS NOT FAIR TO NOW PUT A
ROAD IN THEIR BACK YARD!!!

- FOR AC
- C.P.H.
- Mgr. Adm
- Dir. Bld
- Dir. Op.
- Dir. En
- Mar. Ec
- Mgr. C
- Egr. C
- Rep.

Please forward all comments by November 7th, 1990 to:

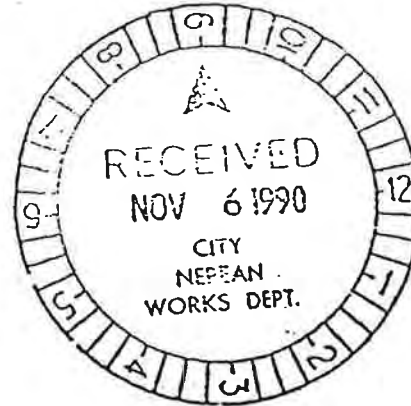
Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 30, 1990

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7



Dear Mr. Craig:

I would like to express my anger and outrage at the proposal that was presented at the meeting held on October 18, 1990. Unfortunately, I was unable to attend the meeting because of a commitment to my Guide company, which meets on Thursday evenings. However, thanks to a neighbour, I was provided with a copy of the proposal.

As a resident of Barrhaven, who travels to work in downtown Ottawa, I can certainly appreciate the need for improvement of our present road system. However, I don't believe that this should be done at the expense of the homeowners. My family and I purchased our home four years ago and moved from Kanata to Barrhaven because we felt that Barrhaven could provide us with the climate which would best suit our family's lifestyle.

Our decision to move was not made lightly and we investigated the zoning of the area to ensure that the land surrounding our home would be compatible with residential housing. It was and still is our intention to remain where we are in Barrhaven.

In the four years we have lived here, we have endured a number of inconveniences and upsets such as, four years of construction, overcrowding at the schools, low priority for completion of the park in our neighbourhood, zoning of the land south of Standherd for a business park. We will not however, put up with a major highway in our backyard. This proposal is totally unacceptable.

Perhaps in your mind and the minds of the other planners this seemed like the best option. Well I'm writing to tell you that it is not, there are many families that will be affected if you go ahead with this proposal. We are homeowners and tax payers and we are entitled to the enjoyment of our property. We are not willing to give this up for the good of the community when other options are available.

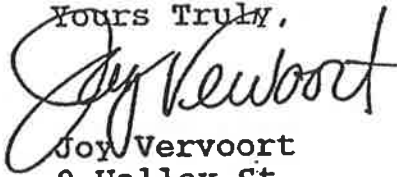
FOR AC
C.P.W.
Mgr. Adm
Dir. Bldg
Dir. Op.
Dir. Eng
Mgr. Dev
Mgr. Cal
Mgr. Co
Mgr. In

- 2 -

I feel that the option to move Strandherd south of the business park should be given serious consideration. This would involve the purchase of additional land by the region, however, with the money that is already committed to the new 416 and the rest of Strandherd I think that this is an expense that is not unreasonable to request.

I would also like to be placed on the mailing list for all future correspondence concerning proposals for this area.

Yours Truly,

A handwritten signature in black ink, appearing to read "Joy Vervoort". The signature is written in a cursive style with a large, looping initial "J".

Joy Vervoort
9 Halley St.
Nepean, Ontario
K2J 2V7



43 SOHO CR
NEPEAN, ONT K2J 2W1

RE: ROUTE LOCATION STUDY FOR
STRAWDHERO DRIVE



TO: MR GARY CRAIG,
DIRECTOR OF ENGINEERING, CITY OF NEPEAN

I moved into my first home, my dream home in June of 87. I don't make decisions easily and this house was no exception. We were assured by the planning committee of Nepean that the property behind our home (STRAWDHERO BETWEEN JOCKVALE & OPAL) would be rural for 20 years. My concerns were to assure my quality of life, I was purposely lied to, to ensure the developers profit, and I'm angry.

Six lanes directly behind my home, when it could be moved a good distance further, with absolutely no plans for noise control! No BERM OR TREES. I AM NOT TRYING TO DISCOURAGE progress nor terminate THESE PLANS, I AM ASKING FOR CONSIDERATIONS,

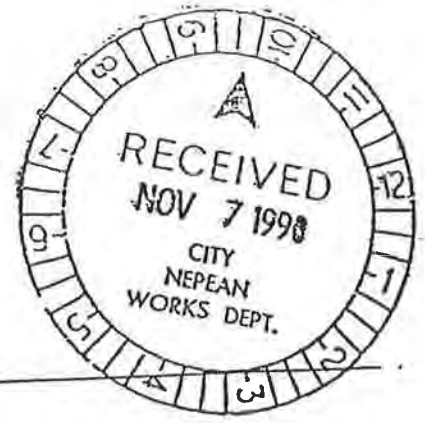
THESE ARE MY TAX DOLLARS FUNDING THIS PROPOSAL AND I WILL BE HEARD, NO MATTER HOW MUCH NOISE I HAVE TO MAKE OR TO WHOM,

I AM ASKING YOU FOR YOUR HELP.

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

MR. T.J. KOYMAN

MAILING ADDRESS:

17 HALLEY STREET

NEPEAN - K2J 3W6

COMMENTS:

I strongly object to having a major 400b
lane arterial running about 50 feet behind my back
yard. I am thinking about the traffic noise and air pollution
why can this arterial not be moved more to the East, as
I have indicated on the enclosed chart, this would mean
only minor alterations to the steamwater control systems
and would save money in not to have to erect either a berm
or other noise barriers.

Yours Truly
T.J. Koyman

- FOR ACT
- C.P.W.
- Mgr. Adm
- Dir. B. I.
- Dir. Cr.
- Dir. En.
- Mgr. En.
- Mgr. Cr.
- Mgr. In.

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering-Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

CITY OF NEPEAN
 ROUTE LOCATION STUDY
 FOR
 ULTIMATE STRANDHERD DRIVE

LEGEND:
 DASHED LINE: EXISTING ROADS
 SOLID LINE: PROPOSED ROADS
 HATCHED AREA: MAJOR ARTERIAL
 DOTTED AREA: MINOR ARTERIAL

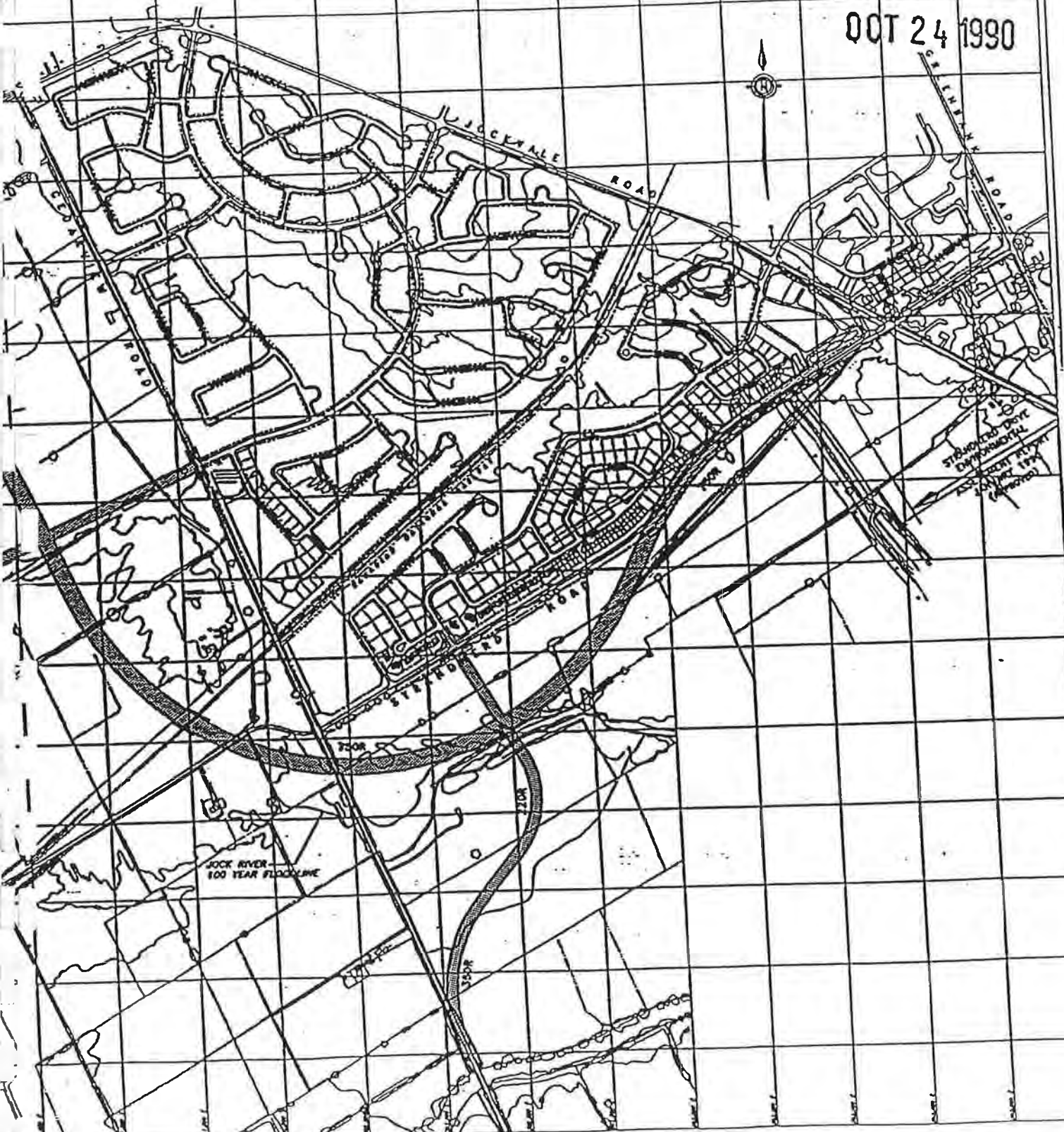
McNEELY
 ENGINEERING LTD.

OCT. 1990

9-2044

PRELIMINARY

OCT 24 1990



T. Koyman - R. Hillier St.

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



- FOR ACT...
- C.P.N. _____
- Mgr. Admin. _____
- Dir. Bldg. Dev. _____
- Dir. Co. _____
- Dir. Eng.
- Mgr. Dev. _____
- Mgr. Cap. Proj. _____
- Eng. _____
- Eng. _____

NAME:

ROBERT PELCIS

MAILING ADDRESS:

30 HALLEY ST.

NEPEAN, ONT K2J-3W2

COMMENTS:

In regards to the route location study for Strandherd I must say I find it poorly planned. A high-speed connector is necessary but not so close to our neighbourhood. Lights and slowdowns will be required at Jackvale and Greenbank.

This road does not need to curve back into our back yards, but can continue straight to get past the houses, and then back to Strandherd. It will probably fit on the far side of the proposed malls at Jackvale, with less disruption of traffic and people.

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

FOR ACTION/INFO.

October 23rd, 1990

C.P.W. _____

Mgr. Admin. _____

Dir. Bldg. Dev. _____

Dir. Op. _____

Dir. Engr. *[Signature]*

Mgr. Dev. _____

Mgr. Cap. Proj. _____

Mgr. Eng. Serv. _____

Mgr. Infrstr. _____

Staff _____



COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MIKE WEST

MAILING ADDRESS:

35 HALLEY ST.

NEPEAN, ONT.

825-9404

COMMENTS:

Why would a planning group decide to put a major arterial road so close to an expanding community. Long term plans show growth moving south, right into the path of the proposed road. Why doesn't the map show the proposed residential expansion. As resident of the Strandherd Road area, I am opposed to any proposed road construction of this nature so close to a major residential area, that is scheduled to expand in that direction. Is this a realistic proposal that is short sighted and not good for the Strandherd residences or the long term route planning of the region.

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

It would make more sense to have the proposed route located several miles further south, but north of Manotick. Is this long term planning, or convenient planning.

W.D.S.14

October 23rd, 1990



COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

KHUSPRIT S MALOKA

MAILING ADDRESS:

7 HALLEY ST. NEPEAN ONT.

K2J-2V7

COMMENTS:

I don't like the idea of having a highway built besides my backyard. I wouldn't mind if the highway was to be built one km from my house. If the highway is connected to Strandherd, the value of my house will go down by 25% and I don't want to lose money. I would be pleased if you guys take the highway at least one kilometer away from the already developed area. And I know you can do it because there are many empty fields back there.

FOR ACTION!

C.P.W. _____

Mgr. Admin. _____

Dir. Bldg. Dev. _____

Dir. Op. _____

Dir. Exp. _____

Mgr. Dev. _____

Mgr. Cap. _____

Mgr. Eng. _____

Mgr. Insp. _____

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

Carol Ladouceur

MAILING ADDRESS:

28 Halley

Nepean, Ont. K2J 3W2

COMMENTS:

I have no objection to the
change proposed for Strandherd Drive.
I am however concerned about any
increase in the level of noise coming
from Strandherd. I therefore would
suggest the erection of noise barriers
where the road nears homes.

FOR ACTION/INFO.

C.P.#

Mgr. Admin.

Dir. Bldg. Dev.

Dir. Op.

Mgr. Dev.

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Engr. /

RECEIVED NOV 19 1990

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MR. & MRS. MICHAEL McCool

MAILING ADDRESS:

32 HALLEY ST.

NEPEAN, ONT. K2J 3G2

COMMENTS:

I strongly object to plans
to change Strandherd Drive into a
6 lane major traffic route.
Thousands of undeveloped acres
are available for this purpose.

Mrs. Heather McCool

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

November 7, 1990



Mr. Gary Craig
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

Dear Mr. Craig:

I am writing concerning the proposed "Route Location Study for Strandherd Drive" which was the subject of the public meeting of October 18, 1990. I have already filled out one of the comment sheets and I would like to reiterate my opposition to the proposed plan.

I am one of the home owners backing onto Strandherd Road which would be negatively affected by this proposal as my home is located on Halley Street close to Opal. Although my motives may be selfish, I have some questions of logic as to the rationale for locating the road as indicated.

One of the comments/arguments provided at the public meeting for this location was that it was governed by the 100 year flood line for the Jock River. If this is the case, I wonder how on the "Concept Plan", which was included in the package I received, the land south of Strandherd Road could be identified as suitable for the "Community Centre" for "Business Park" and for "Major Institution" but not suitable for a road. I find this very disturbing, does this mean that if in the future this land was developed and if there was a flood then those businesses who had built in this area would have legal recourse against the city which for allowing the construction in a flood plain. This of course would lead to higher taxes and who knows what other ramifications.

FOR ACTION
C.P.W. _____
Mgr. Admin. _____
Dir. Bldg. I _____
Dir. Op. _____
Dir. Eng. ✓ _____
Mgr. Dev. _____
Mgr. Cap. _____
Mgr. Eng. _____
Mgr. Inf. _____
_____ s

In reviewing the proposed plan I can't help but notice that the only existing homeowners who are going to be negatively affected if this road goes through as planned are those that purchased their homes from the so called "Smaller Builders", that is to say, not from the major builders in the area (ie. Minto, Tartan or Holitzner). I trust that this did not affect the decision to propose the plan as it currently is although it does seem strange.

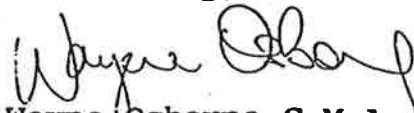
As I review the package of material that was supplied to me I can't help but question the need for this proposal in the first place. The "Concept Plan" indicate there will be a "Provincial Highway Bypass" south of Cambrian Road, if this is constructed, most users who would be trying to get to the industrial park on Highway 16 will take this route. Anyone wishing to get into the Barrhaven area could very easily make use of the existing road network at Fallowfield Road. Since these roads could very easily be modified to handle the increased traffic flows and the homeowners that are currently backing onto Fallowfield knew all along that Fallowfield Road was a major East/West artery, it would make more sense from an economic standpoint to make this the preferred option. I would also like to point out that when we purchased our home we had not heard of any plans to expand Strandherd Road beyond its existing size.

-3-

From a economic standpoint, one of the arguments put forward at the public session was that in order to keep costs down, the purpose was to make use of existing roadwork. If this is the fact, I wonder why that except for the last few hundred metres, the roadway will be completely new. This does seem to me as being the most cost effective route on which to build the road. If the argument of cost effectiveness is not important (as is confirmed by the proposal) then it would seem to be fairer to move the last section of the road further south so as not to have a dramatic effect on the existing homeowners.

I trust that I have made my points clear and that they will be considered before any final decisions are made concerning this proposal. I would also like to ensure that as a homeowner that will be affected by whatever decision is made, that I am kept informed of the status of this issue.

Yours truly,



Wayne Osborne C.M.A.
13 Halley Street
Home: 825-2613
Office: 992-8185

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

DICK STODDART, P. Eng.

MAILING ADDRESS:

26 HALLEY ST.
NEPEAN K2J 3W2 825 9405

COMMENTS:

NO ALTERNATIVES ARE GIVEN. I ONLY HEARD
ABOUT PUBLIC MEETINGS AFTER THEY WERE HELD; MORE NOTICE REQUIRED.
I'VE BEEN IN MY HOUSE 1 1/4 YEARS; THIS PLAN WAS NOT AVAILABLE
TO ME WHEN I BOUGHT - WHY NOT? WHY NOT EXPAND EXISTING
MAJOR ROAD (FALLOWFIELD) TO CARRY TRAFFIC AS IT IS
CLOSER TO EXIT & TRAFFIC FROM SOUTH WOULD NOT HAVE
TO CIRCLE BACK TO STRANDHERD? WHY NOT HOOK UP TO
ONE EXIT FURTHER SOUTH ON #416 & CROSS NEPEAN FURTHER
SOUTH SO AS NOT TO DISTURB EXISTING HOUSING? WHY NOT MOVE
STRANDHERD ARTERIAL FURTHER SOUTH AWAY FROM EXISTING HOUSING?

Please forward all comments by November 7th, 1990 to:

CONSULTED ON ANY DEVELOPMENT THAT IS TO BE CREATED THROUGH
Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR
REZONING THAT WILL
HAVE THE EFFECT
OF PLACING A

Mr. Doug Rathwell
Project Engineer
McNeely Engineering-Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

"QUEENSWAY" 2 DOORS FROM MY HOME.

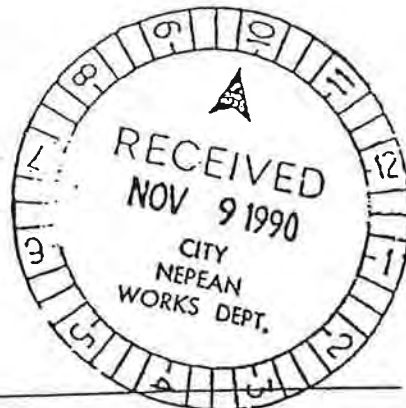
R. Stoddart
5/10/90.

FOR
C.P.V
Idgr.
Dir.
Dir.
Dir.
Dir.
Mgr.
Mgr.
M.
M

October 23rd, 1990

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



FCR AC
C.P.W.
Mgr. Adm
Dir. Bldg
Dir. Op
Dir. R/C

NAME: S. DAVID HOGG

MAILING ADDRESS: 59 HALLEY ST
NEPEAN ONT. K2J3W3
(925-4785)

COMMENTS:

I am disappointed about two things,
(1) The location of the roadway right behind homes - if it could be moved further south this problem could easily be alleviated.
(2) The meeting that was held - how was it publicized? If it was only in the Clanon, then that is also unfair as our Clanon delivery is very inconsistent. A meeting of this importance needs to be further publicized.

Mgr. De
Mgr. C
Mgr. E
Mgr. I

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

too short
of a
deadline

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
Canada K2M 2C7

1990-11-19

Ref: Comments on Route Location Study for Strandherd Drive

Dear Mr. Rathwell:

Attached please find a alignment of Strandherd Drive Alignment. I would like to highlight the following major benefits of the suggested alignment.

- (1) The alignment will be further away from the established subdivision. This should answer the concern that the Strandherd Drive would be too close to the established subdivision.
- (2) It provides larger areas on the north of the suggested alignment. This would minimize unnecessary smaller parcel fragmentations as that proposed in the open house. As the results, better land usage planning and use can be achieved.
- (3) It provides 90 degree intersection with Cedarview Road. This would allow proper intersection to be built without incurring extra cost.
- (4) It provides 90 degree intersection with the railroad crossing. This would minimize construction cost of the crossing bridge.
- (5) The suggested alignment would be somewhat more central between Cederview Road and the future Highway 416. This would allow equal size land on both side of Strandherd Drive to be developed. This would better distribution of traffic and avoid local traffic congestion.
- (6) The suggested alignment would allow longer distance between railroad crossing and Strandherd/Cederview intersection such that proper future crossing can be design according to standards.

In addition to the above benefits, the suggested alignment should be integrated to the existing design very well. It also provides

framework to allow Cederview Road to be continued) used a major collector road that is very important to direct traffic to the Strandherd Drive as well as to the 416 intersection at Banfield Road.

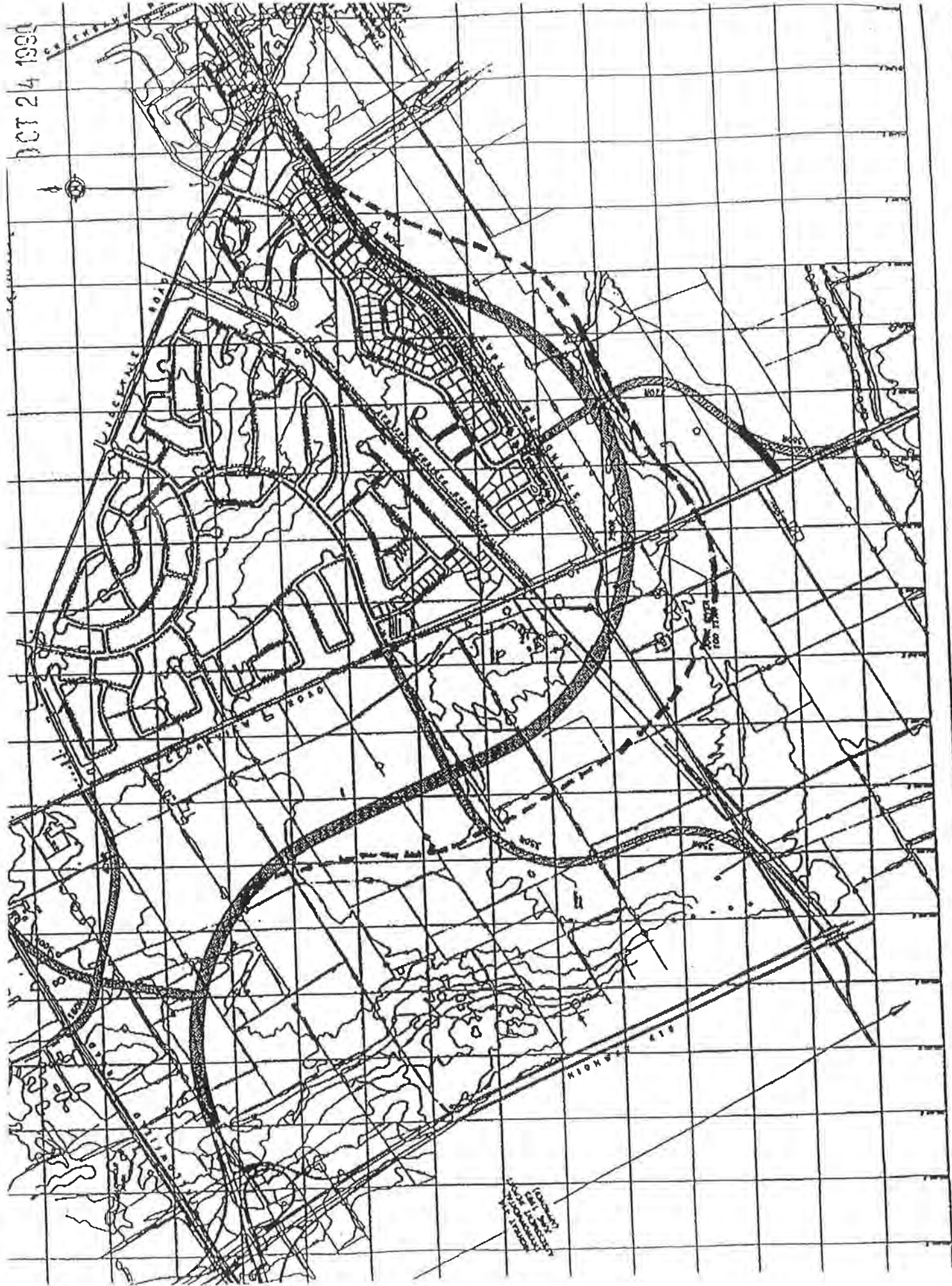
Should you have question, please feel to contact me at 763-3977.

Sincerely yours



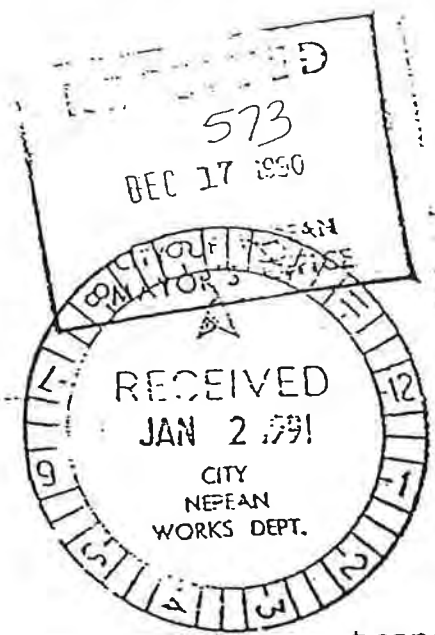
Xi-Nam Dam

OCT 24 1990



1. 1/4" = 100' (1:25,000)
2. 1/4" = 100' (1:25,000)
3. 1/4" = 100' (1:25,000)
4. 1/4" = 100' (1:25,000)

Please copy to under.



December 8, 1990
31 Halley St.
Nepean, Ontario

K2J 3W5

David Pratt
Councillor Bell-Barrhaven
Nepean Civic Square
101 Centrepointe Drive
Nepean, Ontario

Dear Mr. Pratt:

I am writing this letter to state my strong objection to the proposed expansion of Strandherd Rd. as presented to the community on October 23, 1990. I was totally frustrated and angered by the attitude of the officials at the public meeting that evening. They provided precious little information when asked about specific details such as:

- distance from property lines this multi-lane road will be
- will an earth berm be provided for the bordering homes
- will a sidewalk separate us from the road
- and one question of particular importance to me, the map shows houses on the lots bordering Strandherd - except - the five lots on Halley St. opposite the east entrance to Pepperall. Are we (the five homeowners) to assume we will be expropriated?

It makes no sense to me why a multi-lane road should be built so close to our property line so as to destroy the privacy and tranquillity of our own little piece of this community, when behind us to the south are acres upon acres of wide open land. All we ask is that some reasonable amount of space and earth berm be built in as a buffer between us on Halley St. and the expanded/relocated roadway.

I take pride in being a resident of this progressive City of Nepean, and living in Barrhaven a family oriented community gives one a sense of pride of ownership. I look forward to the expanding residential and commercial base the south urban community will bring. But I also feel we the residents will have been ignored - taken for granted - and considered insignificant, if this project is allowed to continue as proposed.

FOR ACT
C.P.S.
Mg.
Dir.
Dir.
Mgr. Dev.
Mgr. Corp.
Mg.
Mg.

9012-27-Copy to: A.C. Bellinger, Public Works Comm.12

As our elected representative, we the residents of Halley St. and neighbouring areas, are asking you Mr. Pratt to appreciate our concerns and consider our proposals when this matter comes up for further debate. Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Daniel M. Waters".

Daniel M. Waters

c.c. Mayor Ben Franklin
Councillor Gord Hunter
Councillor Frank Reid
Councillor Al Loney
Councillor Les Casey
Councillor Rick Chiarelli



November 7, 1990

R. Edwards
11 Halley St.
Nepean, Ont
K2J 2V7

Dear sir(s),

When you are reading this letter, I hope that it is not regarded as being yet another letter from an irate NIMBY home owner who is upset simply because his home could potentially depreciate by ten or twenty percent (\$20,000 to \$40,000). While you at the city / region must approach projects and requests with financial responsibility, so must I. However, the issue goes beyond that - we currently enjoy our home backing onto Strandherd and the farmers' fields beyond. Words can not describe how nice it is after working downtown amongst concrete all day to be able to see things such as the geese swooping down in the fields during their migration, or the untouched snow during the winter time, or enjoying a leisurely walk alongside the fields in the summer time. As such, I find it difficult to see why there is such a need for a major arterial road leading east / west when Barrhaven already has one in Fallowfield Rd at the north extremity of the community and the potential for Cambrian road at the southern limit of the new South Urban Community. Nevertheless, please find within some objective comments / suggestions concerning the proposed re-alignment of Strandherd Drive.

Comments on the Public Forum of October 18, 1990

(I must apologize for not being able to associate names with some of the following comments, it is in instances like this that I wish I had recorded the names of the individuals involved).

Being an analyst by profession who spends most of his day doing consulting work internal to my establishment, I was appalled to see that my tax dollars went to paying the two (if not more) consulting firms. The presentations were incomplete in my opinion and it took only a few questions to realize that the firms worked completely independent of each other, right up to and including the presentations at the public forum. Neither representative appeared informed of what the other had proposed, roads existed on one map but not the other and the public was consistently bounced back and forth from proposal to proposal trying to get questions resolved. Literature was not available for the public to take home for further study, the copy I requested arrived about a week afterwards by mail. During the presentation, a city representative informed me that "affected home owners" were supposedly advised of the meeting by mail - I have yet to find a neighbour who received such a notice. I guess backing onto the proposed highway and owning a piece of the old road allowance does not constitute being an affected home owner. It is however convenient that the city seems to find my mailing address easy enough each February and May. Is it asking too much to request some degree of collaboration amongst the representatives in advance of the forum so that definitive

FOR ACTION /:

C. P. W. _____

Mgr. Aduln. _____

Dir. Bldg. Dev. _____

Dir. Op. _____

Dir. Eng. *[Signature]*

Mgr. Dev. _____

Mgr. Cap. Pro _____

Mgr. Eng. Sci. _____

Mgr. Infrastr. _____

Staff _____

answers can be given? Lack of answers and nonchalant comments does nothing for public relations. Examples of comments I personally received included, "it is only in the conceptual phase, anything is possible", "well, if you want, you can go over there (to the comment sheets) and tell us what you want", "this is only one of many concepts we have done, however we only brought one with us tonight" (God only knows what they have decided to hold back on), "I'm not sure about that, but I'm sure he can help you at the other board" (I heard that one more than once as I bounced back and forth), and the best one yet "consider yourself lucky, it was originally planned as another Queensway and you wouldn't like that would you?" Questions pertaining to time schedules were far from consistent. Discussions with neighbours revealed that the stated times varied from three years to twenty years. It seemed they only gave the answer which would satisfy the individual asking. If these consultants are not prepared in advance to face the public and support or present their proposals then they are in the wrong line of work, after all they are being paid for by us, the public.

Is There a Need for Such a Road?

In light of the existing east / west arterial road in Fallowfield Road, is there even a need for a major six lane highway in Strandherd Drive? The fact that two commercial plazas already exist on this road and that the vast majority of residents in Barrhaven, Richmond and Goulbourn currently travel to and from downtown each day (which is currently being served and can continue to be served by Fallowfield), why would there be a need at the south end of existing Barrhaven leading to Manotick of all places? Are these residents expected to be detoured out of the way along Strandherd?

Fallowfield is already identified as the location for the major interchange with the 416 and it also enjoys the benefit that it fully borders on farmland thereby limiting the impact on residential areas. Fallowfield spans from Dywer Hill Rd. to the Rideau River and could continue to serve as the east / west arterial road for south Nepean.

If the Hunt Club Road extension is pursued and developed as it now seems destined to be, why would the region want such another large expenditure for another major arterial road which is only four or five miles further south? This extension will effectively serve as a bypass and direct access route to south Ottawa, the same region supposedly served by the future Strandherd re-alignment.

If the proposed Provincial by-pass also comes about, that would mean four major east / west arterial roads (Queensway, Hunt Club, Strandherd, and by-pass) and four minor arterial roads (Carling, Baseline, Fallowfield and Cambrian) all within a north / south span of only 12 to 15 miles. Is that not overkill?

Comments re. Conceptual Re-alignment

- 1) Why should there be a need to bisect the Barrhaven community in manner similar to that of what was done for the Bridlewood community? Barrhaven currently has a "natural" dividing line in the CN Railway tracks. Further division can be avoided if the major arterial road is designated for

Cambrian Road which is immediately south of all Barrhaven and could connect conveniently into the new proposed bridge area.

When one looks at the "flow" of the proposed Strandherd re-alignment, why can it not continue its swing south further in the east direction beyond the "S" curve at Opal Lane before kicking north to meet the approved section of Strandherd? This would protect the interests of those home owners already residing on Halley St., Opal Lane and Soho Cr. and would provide treatment equal to those residing in the western portion of Neighbourhood 5.

During the meeting it was mentioned that the optimal location of the new Strandherd should use as much of the existing road allowance as possible to reduce costs. This sounds fine BUT looking at the maps provided, it is obvious that this policy is followed ONLY for that section between Opal Lane and Jockvale Rd (much more than the approved 200 metres west of Jockvale), all other portions of the re-alignment requires the building of the new road from scratch.

If Strandherd is to remain as it is proposed, why can it not be pushed south of the entire business park or at least bisect the business park? If such were the case, it would buffer the noise to existing residential areas and still meet the traffic flow requirements and maintain access to the business park.

Furthermore, if the ultimate location of the road is limited by the existence of the floodline for the Jock River, how can the city promote the development of the land south of Strandherd for a business park despite it falling within the floodline? Furthermore, how can the city allow the building of a private residence in land destined to be zoned recreational / conservation? Are these the trade-offs required to acquire the land peacefully and without the threat of expensive expropriation?

2) Opal Lane should be closed off if Strandherd remains in or about where it is currently located. This would reduce noise pollution associated with necessary traffic lights and would also restrict the volume of traffic flowing into, out of and through the neighbourhood.

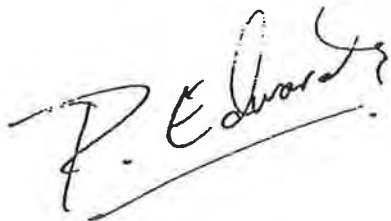
3) Taxes - Should the road remain at or about where it is currently located, affected home owners will likely force the issue for future tax assessments to reflect the appreciable decrease in property values. If home owners can win concessions because group mailboxes are located adjacent to their property, what would a six lane highway be worth?

4) Why can Strandherd not be maintained as a minor arterial road serving residents of Barrhaven and not those simply wishing to bypass the area?

5) What are the region's intentions re. noise barriers (such as those recently awarded to Kanata home owners backing onto Eagleson Road or those residing in the east end who back onto 10th Line? Will the new roadway be elevated? What will the speed limit be? Will truck traffic be restricted during certain hours? Will pedestrian access routes be developed for the enjoyment of the recreation / conservation area? What type of interchanges are planned for promoting north / south traffic along Jockvale, Greenbank and Woodroffe?

One last note: Did advance knowledge of such a re-alignment leak out to the major developers in the area such as Tartan and Minto? I personally find it very coincidental that the residential areas developed by these companies have been conveniently protected from the re-alignment. Residential buffer zones seemed to have appeared out of nowhere considering the conceptual re-alignment of only a year or two ago had the new road following the Cedarview / Strandherd corridor. I realize that developers' reputations and future earnings are judged by how well their homes maintain their resale value but this "selective protection" looks very suspicious.

copies to: Mr. G. Craig, P.Eng
Director of Engineering
City of Nepean
101 Centrepointe Drive
Nepean, Ontario
K2G 5K7



Mr. Ben Franklin
Mayor
City of Nepean
101 Centrepointe Drive
Nepean, Ontario
K2G 5K7

Mr D. Pratt
Bell-Barrhaven Ward Councillor
City of Nepean
101 Centrepointe Drive
Nepean, Ontario
K2G 5K7

Mr. Doug Rathwell
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
Canada K2M 2C7

1991-01-01

Ref: Inputs on Evaluation Factors for New Strandherd Drive
Alignment

Dear Mr. Rathwell:

As discussed, attached please some evaluation factors which should be considered in determining the best alternative of Strandherd Drive alignment.

Engineering Factors

- Roadway Geometrics to ensure the road is safty for traffic at specified maximum speed.
- Proper Road/Railway Crossing to ensure traffic safty and minimize cost of construction cost of crossings.
- Traffic Serviced & Network Analysis to ensure the road will be designed in such a way that the new Strandherd Drive, Cedarview Road, and the surrounding roads will service the traffic requirements in most effective manner.
- Staging Options consideration to evaluate whether the alternative provisions staging development options such that the cost can be splitted among several stages.
- Cost analysis to determine the most economic alternative. Please note that I have considered cost as the last factor among the other factors, such as that of proper roadway geometrics for public safty.

Environmental Factors

- Safty analysis to ensure the recommended alternative do not post safty concerns to the public, such as to avoid detouring around the existing or future subdivisions.
- Noise analysis to ensure the recommended alternative generate minimum noise to the established or future residential subdivisions.
- Existing road use consideration to preserve and maximize exiting road use for public convinience and cost saving.
- Future land use and property effects for residential, institutional, commercial and recreational lands access. Quite a large portion of the land at Cedarview and Strandherd Drive is designated as 'open space and recreation use'. In the future, there would be high volume of traffic accessing to those areas for recreation, park events, sport events and public events such as National Day or Nepean Day celebration. Therefore, it would be ideal if the new Strandherd Drive can access to those 'open space and recreational land' directly.
- Minimize unnecessary land fragmentation to avoid unnecessary small parcels of land created due to the new alignment.
- Floodplain consideration. I have put this factor as the last of the environmental consideration because: (1) Other than it is potential flood areas under the current Rideau Valley Conservation Authority Floodplain, there is no major environmental issues. All the floodplain which may be run through by Strandherd Drive is 'flat and even' farmland. (2) There is already a two zone concept provisioned by Rideau Valley Conservation Authority, that allows the floodplain to be developed and land filled. (3) There is precedence that new Highway 416 has been allowed to go through some floodplain. (4) For proper roadway geometrics, the new Standherd Drive have to run through the floodplain anyway.

Best Alternative

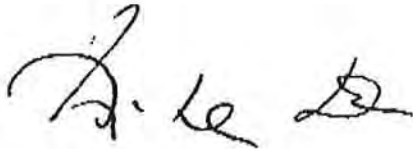
Based on the above engineering and environmental consideration, I strongly believe that the best alignment would be the alternative that starts heading southward after passing the Burnett Drainage; goes southward as far as possible; possibly only a few hundred feet or a thousand feet away from the Jock River; crosses Cederview at a

right angle; starts bending northward after crossing Cederview and joins the Fallowfield and 416 intersection.

Such alternative will provide excellent design in terms of engineering considerations. In addition, it should provide a very good effect in terms public safety, noise reduction, preserve the use of existing roads, minimizing land fragmentation and provision of good access to the future open space and recreation areas.

Should you have any questions on the above inputs, please feel free to contact me at 763-3977.

Sincerely Yours

A handwritten signature in black ink, appearing to read 'Xi-Nam Dam', with a stylized flourish at the end.

Xi-Nam Dam

**CC: Mr. Gary Craig, Director of Engineering, The City of Nepean
Mr. Ed Vickers, McNecly Engineering Ltd.
Mr. David Pratt, Nepean Councillor, The City of Nepean**

October 23rd, 1990

livered
hand
Nov 6/90.

COMMENT SHEET

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

GILLES + HEATHER ROY

MAILING ADDRESS:

31 SOHO CRES

NEPEAN, ONT K2J 2W3

COMMENTS:

We have lived in Barrhaven for over 8 years. One of the main reasons we moved (and stayed) here was Barrhaven's very obvious family/people orientation. It is very disappointing to hear of the City's intent to build a major traffic artery so close to existing housing (Yes it would be right behind my house).

My first objections are the obvious: increased noise and air pollution, and high risk to children (over)

Please forward all comments by November 7th, 1990 to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell
Project Engineer
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

FOR ACTION/

C.P.W. _____

Mgr. Admin. _____

Dir. Bldg. _____

Dir. Op. _____

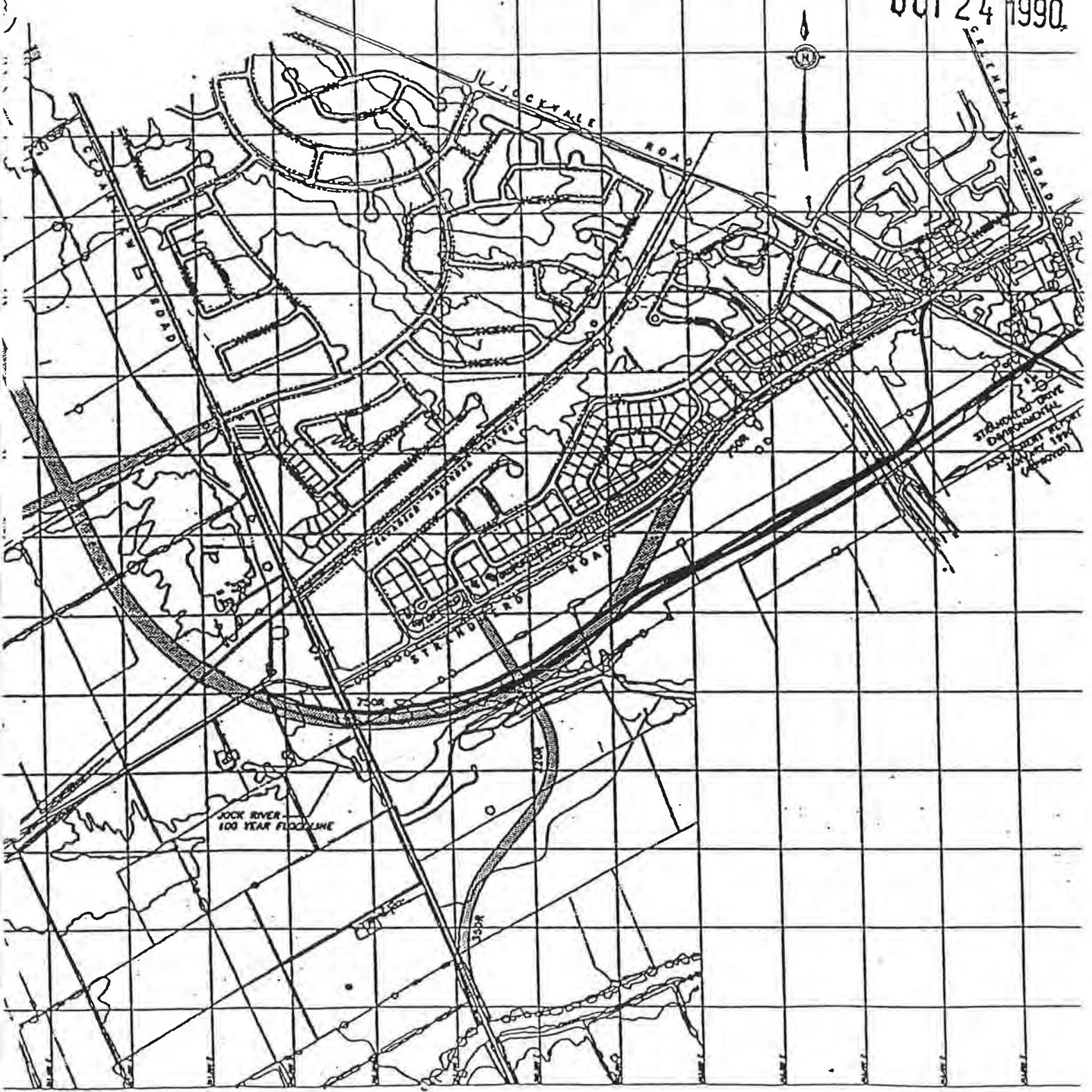
Dir. Plan. _____

Mgr. Gen. _____

Mgr. _____

PRELIMINARY

OCT 24 1990



LOCK RIVER
100 YEAR FLOODLINE

STANDARD DRIVE
DIMENSIONAL
ASSUMED 1990
(APPROX)

W.D.S.14

February 5, 1991

The Cedarview Alliance Church,
P.O. Box 11141, Station "H",
Nepean, Ontario.
K2H 7T8

Attention: Rev. Dan Driedger

Dear Sir:

Re: Strandherd Drive Functional Design Study - Hwy. 416 to Jockvale Road

With reference to your letter dated January 22, 1991 regarding the above, we are forwarding your letter and our response to our project consultants but will answer the questions you raised in the order that they were asked:

1. No property loss due to Strandherd Drive corridor. Consultants and staff are currently reviewing the possibility for extensions west of Cedarview for such roads as Jockvale, Maravista and/or Kennevale in conjunction with the proposed land use plan for the area west of Cedarview currently under study. The results of these studies will be presented to the public for review and comment this spring.
2. Premature until a street pattern west of Cedarview is established and a zoning by-law amendment is approved for this area.
3. Same as above. Depending on the nature of new roads, i.e., collector, arterial, etc., access could be considered following engineering and planning considerations.
4. Same as 2 and 3.

Our consultant will consider your comments and keep you advised as to any further information on the project. If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,



William S. Holzman, B.A.,
Land Development Coordinator.

WSH/cc

c.c.-Mr. D. Rathwell, McNeely Engineering Ltd.

The Cedarview Alliance Church



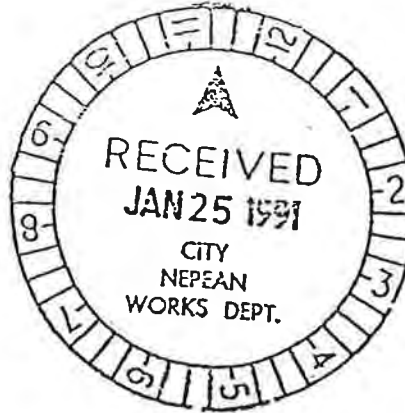
Mailing Address:
P.O. Box 11141,
Station H
Nepean, ON K2H 7T8

Located at:
2784 Cedarview Road
Nepean, ON
Dial: (613) 825-5393

Rev. Dan Driedger — Senior Pastor
Rev. Gerry Gould — Assistant Pastor

22 January 1991

Mr. Gary Craig
Director of Engineering
City of Nepean
Nepean Civic Square
101 Centrepointe Drive
Nepean, ON
K2G 5K7



Dear Gary:

This letter is to follow-up the phone call of January 18, 1991 with reference to the Jockvale extension and the possible implications for Cedarview Alliance Church. We do have various concerns which we would like addressed. They are as follows:

1. What is the actual amount of land that would be lost by Cedarview to the proposed development?
2. Whereas the setback for construction from a property line is less than the normal setback from a street frontage, what would be the implication for development of the south side of the property which we currently hold?
3. Would there be access available to the south side of our property should our long range plan have to be redesigned?
4. Whereas our understanding is that at some point we may have a senior's home along the south side of our property - what would be the implications if this development were to go ahead? We have concerns re: traffic and noise levels.

Please also place the church on your mailing list for all information relating to the development of the immediate area.

Yours

Rev. Dan Driedger

FOR ACT

C.P.W.

Mgr. Adm:

Dir. Eng.

Dir. Op.

Mgr. C.

Mgr. E.

Mgr. L.

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Don J. Ewarduk

MAILING ADDRESS:

4480 St. Laurent Blvd.

OTTAWA, ONT. K1G 4K1

COMMENTS:

Would like to obtain more
information on the Noise Impact Assessment
done by S.S. Wilson & Assoc., Division of
M.H.G. Engineering

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

GLEN STEPHENSON

MAILING ADDRESS:

34 TOWNSEND DRIVE

NEPEAN ONT K2S2T9

COMMENTS:

PLEASE FORWARD INFORMATION PACKAGE TO
THE ABOVE ADDRESS: YOU HAS RUN OUT OF COPIES

REGARD,



Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

David Dempster

MAILING ADDRESS:

79 Townsend Drive

K25 2V3

COMMENTS:

1/ Would you please send me
a copy of the plan? Thank you
2/ Will there be public access by foot
onto Strandherd at Opal?

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MALCOLM MCDOWELL

MAILING ADDRESS:

85 HALLEY ST

NEPEAN ONT K2J 3R5

COMMENTS:

I WOULD LIKE TO HAVE ~~THE~~
"ALIGNMENT A" FOR STRANDHERD APPROVED.

I WOULD LIKE TO BE NOTIFIED ABOUT THE
DECISION OF THE ALIGNMENT AS THE DECISION
PROCESS CONTINUES.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Kevin Terrada

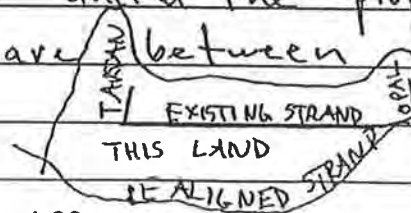
MAILING ADDRESS:

111 Halley St

Nepean K2J 3R8

COMMENTS:

We favour the proposed alignment
"A". This option impacts the most favourably
on our property. Although somewhat long
term as an issue we are concerned about
the future zoning of the land south of
the existing Strandherd Drive and ^{north} of the proposed
realignment. These lands are between Opul
and Tartan



Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Michael H. Verwoort

MAILING ADDRESS:

9 Halley St

Nepean K2J 2V7

COMMENTS:

Short of the whole road being
further south - Why sound barriers
are not part of the plan, be
it a bume or wall. I realize that
it not required, ~~that~~ four lane road
indicates a high volume of traffic
noise, pollution etc.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

RALPH BESJAVROS

MAILING ADDRESS:

43 SONO CR

NEPEAN, ONT

COMMENTS:

From a quality of life point
of view, and a property value point of view
the proposed (and optional) Strandherd Rd.
is completely unacceptable. I will
be happy to testify to anyone my views
and will follow this proposal and fight
it the entire length with all possible
avenues given to me.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

FURTHER!
SOUTH

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

JEFF GRAY

MAILING ADDRESS:

35 SOHO CRESCENT

NEPEAN ONTARIO K2J 2W3

COMMENTS:

I LIVE ON SOHO & FROM WHAT I
HAVE SEEN THE ROAD GOING DIRECTLY BEHIND
ME SHOULD BE DIRECTED FURTHER SOUTH THE
BUSES & TRUCKS THAT GO BY SHAKE THE HOUSE
GIVE US SOME CONSIDERATION & LOOK FURTHER
SOUTH BANKING, GRADING, NOISE, I'LL SELL YOU
MY HOUSE, I'LL MAKE YOU GUYS A DEAL
IT SUCKS MAYBE I WILL STOP PAYING
TAXES SINCE MY PROPERTY WON'T BE WORTH ANYTHING

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

AS YOU CAN TELL YOUR PROPOSALS AREN'T
~~BEING~~ ACCEPTABLE YET!

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

GORDON NORRIS

MAILING ADDRESS:

100 VESTA ST.

NEPEAN, ONT. K2J 3Z2

COMMENTS:

The termination of traffic going south on Cedarview, at the train tracks, prevents cars from nearby neighbourhoods to access the 10 acre park south of the tracks at Strandherd & Cedarview. To drive to the park (for kids' soccer, baseball, etc. from Barrhaven Meadows homes requires a circuitous route by Kennedale to Jockvale to Tartan, along Tartan & back to the park.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Increasing traffic through these neighbourhoods

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

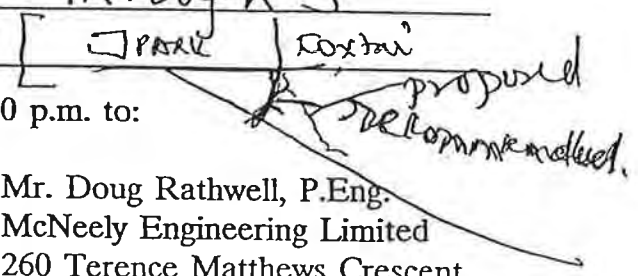
NAME: B. KARAMCHANDANI

MAILING ADDRESS: 32 SPRING CRESS DR

Member of Orchard Estates Community,
Oranienburg.

COMMENTS: Excellent over all plan (the
preferred option).

We would strongly urge you to
consider a direct access between
Baru Haven Community and the Park
(north of Fallowfield and west of Foxtail) and
avoid moving this traffic through 3
turns as proposed



Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

gary, please call me at 825-0419
to explain above and
recommendation. Thanks. B1

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

1022 W. ...

MAILING ADDRESS:

23 Soho Cr. K2T 2W3

Nepean, Ont.

COMMENTS:

A very clear view
in my opinion has been the view
of city planners to a situation
that has more solutions to alternatives
than these plans. Nobody wants
this in their backyard! Would you?

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

John LA PLANTE

MAILING ADDRESS:

53 Soho Cr

COMMENTS:

I Feel a very good effort has
been made to please us home owners and
keep your cost in line - but should there
be any possible way to realine the intersection
of Jockvale & Strandherd a few degrees or 75 to
100 ft (south) - thus reducing noise levels and
increasing back yard privacy to us.

Thank You

John LaPlante.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

H. Leatherston

MAILING ADDRESS:

R.R. 7 4200 Fallowfield Rd.

Nepean, Ont. K2H 7K2

COMMENTS:

We do not understand the need
for the re-alignment of Strandherd Rd. It is
totally unnecessary w/ a lot of valuable
farmland. Also the re-alignment of Fallowfield
Rd. seems to be completely unnecessary.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

STEPHEN YOUNG

MAILING ADDRESS:

153 HALLEY ST.

NEPEAN, ONT, K2J 3S1

COMMENTS:

THE RE-LOCATION OF STRANDHERD
MUST BE KEEP AWAY FROM THE
PRESENT HOMES. ALIGNMENT A
SHOULD BE THE DISTANCE KEEP FROM
HOMES, EG: TRATAN & STRANDHERD. OR.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Bruce Carson.

MAILING ADDRESS:

7 SOTO CRES.

NEPEAN ONTARIO K2J2W4.

COMMENTS:

Having reviewed the different proposals none are acceptable when it gets to the area east of OPAL and SOTO CRES. The noise from vehicular travel on STRANDHERD now is noticeable it will become unbearable once it has become a four (4) lane highway especially with the tremendous increase in traffic flow. Ground vibrations ~~apparently~~ will increase with the use of this roadway for heavy trucks etc. on a constant basis. I feel that some further studies should take place with the thought of purchasing or

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Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
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Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

trading off the land with First City so this road could be shifted further south at OPAL / SOTO.

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Susan Miller

MAILING ADDRESS:

24 Barron St. Nepean
K2J 1G4

COMMENTS:

There should be
another connection from Cedarview
Rd. to Strandherd on all alternates.
little way for traffic to get to
Strandherd.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MR. PEARCE Hohol

MAILING ADDRESS:

33 SOHO CRESENT

COMMENTS:

I truly think that what you are suggesting is not in the best interest for any of the persons living on Soho. Crescent. With the proposed highway closeness it will be like walking out my back door into the highway. Why so close? ~~But~~ Take into consideration the families living ~~with~~ so close with all the car pollution in their back yards. I think that your proposed highway closeness is a mistake.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

WARREN GOULD

MAILING ADDRESS:

73 HALLEY ST.

NEPEAN

COMMENTS:

WE STRONGLY PREFER ALIGNMENT A

IN ORDER TO MINIMIZE THE PRIVATE COSTS

TO HOME OWNERS OF THIS PUBLIC BENEFIT

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

HEATHER Roy

MAILING ADDRESS:

31 SOHO CRES.

NEPEAN, ONT K2J 2W3

COMMENTS:

I CAN'T BELIEVE A "FAMILY"
COMMUNITY COULD PROPOSE A MAJOR HIGHWAY
SO CLOSE TO AN ~~BE~~ EXISTING RESIDENTIAL
AREA. OF COURSE NO ONE WANTS IT IN
THEIR BACK YARD! WOULD YOU? >
AIR POLLUTION, NOISE POLLUTION, SAFETY (CHILDREN
& ANIMALS), ESTHETICS, LOWER PROPERTY
VALUES - THESE AREN'T GOOD REASONS?

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

John Marincak

MAILING ADDRESS:

129 HALLEY STR

Nepean ONT. K2J 3R8

COMMENTS:

Prefer Alignment "A"

would like to see a link
to the other half of Barclay for access
for school children to the two schools.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Gilles Roy

MAILING ADDRESS:

31 SOTTO CR. NEPEAN
K2J 2W3

COMMENTS:

FOR ALL RESIDENTS OF SOTTO WHOSE
LOTS BACK-UP ON STRANDHERD, THIS REPRESENTS A SHARP
DECREASE IN QUALITY OF ENVIRONMENT NOT TO MENTION
THE INEVITABLE LOSS IN OPTIMUM PROPERTY VALUE.
THE STRANDHERD EXPANSION DOESN'T COME AS A TOTAL
SURPRISE (EVENTHOUGH PLenty OF MISLEADING INFORMATION
WAS AVAILABLE 3 YEARS AGO WHEN WE BOUGHT) BUT THE
FACT THAT IT IS SO CLOSE TO OUR FAMILY ROOM THAT
WE'LL BE ABLE TO READ TICONE PLATES GOING BY IS SHOCKING
AND THAT

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

That there will BE NO NOISE
ABATEMENT Baffles (...) ME: HERE ALSO WE'RE LOOKING AT
A VERY SUBSTANCIAL DEGRADATION FROM EXISTING CONDITIONS.

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

HASSAN ELTAHER

MAILING ADDRESS:

51 SOHO CR.

NEPEAN, ONT K2J 2W1

COMMENTS:

AAA - THANK YOU FOR TAKING THE TIME TO GIVE US THE
OPPORTUNITY TO ASK QUESTIONS, EXAMINE THE
PLANS AND COMMENT.

BBB - WE WOULD LIKE TO BE INFORMED OF ANY FUTURE
MODIFICATIONS TO THE PLANS ESPECIALLY WITH
REGARD TO THE ROUNDABOUT THAT WILL
CLOSE OFF OPAL LANE.

CCC - PLAN A SEEMS TO BE THE LEAST HARMFUL NOISE
AND HAZARD WISE.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

EARL M SMITH

MAILING ADDRESS:

31 PEPPERALL CRES.

NEPEAN ONT K2J 3W1

COMMENTS:

THE ALIGNMENT OF STRANDHERD ROAD SHOULD BE TAKEN SOUTH OF THE INTERSECTION OF JOCKVALE AND GREENBANK THEN STRAIGHT TO THE CONNECTION OF CEDARVIEW ROAD. WHY TAKE SO MANY CURVES IN STRANDHERD AS YOU ARE TURNING SOUTH BY WOODROFFE TO THE RIDEAU RIVER. THIS ROUTE WAS PROPOSED SEVERAL YEARS AGO

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Barrie S. Moodie

MAILING ADDRESS:

71 Halley St.
Nepean K2J 3W1

COMMENTS:

We STRONGLY
recommend Alignment A.
We would rather have
homes behind us, than
the Queensway!
We feel that the
least disruptive Alignment
is in order, to be FAIR to the
present homeowners.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Catherine & Douglas Bailey

MAILING ADDRESS:

37 Soho Crescent

Nepean, Ontario K2J 2W1

COMMENTS:

Our primary concern is the effect of the proposed Strandherd Road development on our quality of life. Both noise and pollution will have ~~a~~ adverse effects on the residential communities along Strandherd. We believe that it is necessary to separate the road from the community. We believe that, at the very least, a large berm between Strandherd Road and residential properties is required. Better still would be to move the proposed route further south, away from

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

developed land.

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

J. Morgan

MAILING ADDRESS:

38 Halley St.

Nepean, Ont K2J 3W2

COMMENTS:

Thank you for listening. Align.
'A' is much preferred to the preliminary one
of last October.

However I question the wisdom of expanding
this road instead of extending the Transitway
& get bike paths. You seem to be doing
things in the wrong order.

Please include a bike lane in this
expansion. Thanks

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

ALEXANDER HOTOVSE, P. ENG.

MAILING ADDRESS:

48 CUMMINGS LN, NEPEAN
ONT K2H 8E1

COMMENTS:

I DISLIKE VERY MUCH COMPARING
COST OF THE PROJECT EXCLUDING THE COST
OF LAND. ESPECIALLY IN THE CASE, WHEN ONE OF
ALIGNMENTS (C) IN SUBSTANTIAL PARTS DOES NOT
REQUIRE NEW LAND.

I ALSO FIND HARD TO BELIEVE THAT THE COST OF
WORKS IN ALL THREE CASES IS ABOUT EQUAL, WHEN
ALIGNMENT C USES EXISTING ROAD, THAT RECENTLY
BUILT.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Steve Gunderson.

MAILING ADDRESS:

116 Tripp Cres.

Nepean Ont.

COMMENTS:

Since Strandherd will become a very
important link from 416 to Barrhaven and essentially a
gateway to the community, it is important that it be an
attractive road!! With this in mind we should be
able to leave room for significant landscape improvements.
All ^{bus} servicing ~~it~~ should be located so as to maximize
landscape opportunities ie under paved surfaces.

Good Luck

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

MARK HEBURN

MAILING ADDRESS:

52 PERRIN AVE

K2J 2X5

COMMENTS:

CONCERNING THE POSSIBLE FUTURE
USE ROADS COMING OFF THE REALIGNED
FALLOWFIELD (AND OFF ^{NEW} STRANDHERD) - I SUGGEST
THAT NO CONNECTION BE MADE FROM THEM
TO CONNECT TO CEDARVIEW. ~~THE~~ IF SUCH
CONNECTIONS WERE MADE THEY WOULD ROUTE
TRAFFIC THROUGH THE EXISTING RESIDENTIAL ^{AREA} AND
NOT ON THE REALIGNED STRANDHERD THIS
WOULD ~~BE~~ NOT BE A GOOD USE FOR THE FUTURE

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

STRANDHERD R
MND OF COURSE BA

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng. ^{FOR CONSULT}
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Gerald Casey

MAILING ADDRESS:

RR 7 Nepean Ont

K2H-7U2

COMMENTS:

I would like to
know how much land I have
on the North East side of the
New Strandherd Dr
+ how much land will the New
Strandherd take

Total Land all together

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Evelyn KAVANAGH

MAILING ADDRESS:

2959 Moodie DR.

RR# 7 Nepean, Ontario
K2H 7V2

COMMENTS:

- 1) Prefer Plan C as alignment
is much straighter
- 2) Glad that Strandherd will remain open
to Moodie DR. (Possible connect to Eaglesome)
- 3) Will lights be constructed at Moodie
Strandherd when 416 & Strandherd complete,
expect more local traffic.
- 4) What noise level will be heard from this

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

to Residents on
Moodie &

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

Dorothy E KAVANAGH

MAILING ADDRESS:

2959 Moodie Dr RR#7

Nepean, Ont K2H 7V2

COMMENTS:

- ①. Prefer alignment for Strandherd followed through on Plan "E" West towards Eagleson Rd. -
- ②. Mill traffic flow idea heavier on Tallamfield Rd. of Moodie Dr.
- ③. agree with Strandherd Dr. going East to Gloucester
- ④. There second barrier going to be constructed between #416 and moodie Dr.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

R. REID

MAILING ADDRESS:

5 Peppercall Cres.

Nepean, K2J 3W7

COMMENTS:

Nothing has changed or altered from the last meeting. Our concerns about Strandherd Drive being too close to our homes & back yards appears to have fallen on deaf ears. The area of particular concern is from Jockvale to Opal Lane. The southern swing of the road must occur at Jockvale & Strandherd - not Opal. There will be noise, ^{from} traffic, lights & speed of cars, increased speed all running through a neighbourhood of families & children. We have the right to privacy - to live in peace & harmony & not on a main road to a

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

(over)

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

highway. It is not too late to stop this madness. These road
builders do not live here - they build the road & leave.
Why aren't the elected officials at these meetings to see
the outpouring & outrage of families being held to concepts
that violate our residential setting. Please ensure they
all receive a copy of my comments (of the elected officials).
We do not want to live behind ^{poor} barriers. We want to see
the green fields, see the animals & birds. That is what
Barrehaven is - and roads to highway must not take
priority over families & their daily living & welfare.
We do not pay taxes to be violated. locate your
4-6 lane roads away from our residential homes.

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

DANIEL M. WATERS

MAILING ADDRESS:

31 HALLEY ST.

NEPEAN, ONT. K2J-3W5

COMMENTS:

THANK YOU FOR CONSIDERING COMMENTS
AND SUGGESTIONS AFTER THE OCTOBER INFORMATION MEETING. I MUST
SAY THE LATEST PROPOSAL IDENTIFIED AS "ALIGNMENT A PREFERRED"
IS A VAST IMPROVEMENT OVER THE LAST. HOWEVER, ~~STILL TO THE EAST~~
THE EXPANDED STRANDHERD WILL NO DOUBT BECOME A POPULAR ROUTE TO
FROM THE SOUTH AND AND EAST BY TRAFFIC ENTERING OR ^{EXITING} ~~EXITING~~ THE
REGIONAL VIA HWY 416. FOR THIS REASON A SOUND BARRIER OF SOME
SORT IS WITHIN REASON AND WILL NOT AFFECT THE COST TO ANY
GREAT DEGREE. ONCE AGAIN THANKS FOR THE OPPORTUNITY TO COMMENT.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

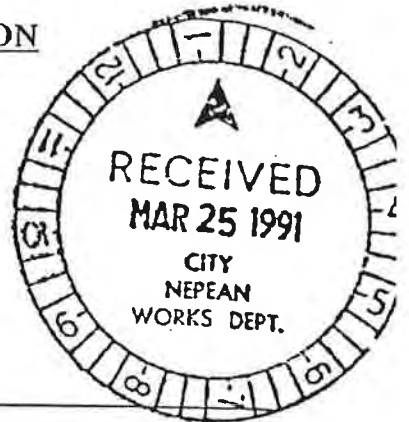
Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

W.C. & M.A. Freeman

MAILING ADDRESS:

23 Halley St., Nepean, K2J 3W5

Barrhaven Tel. 828 8585

FOR ACTI

COMMENTS:

C. P. W.

AFTER CONSIDERING THE PROPOSALS AT THE MEETING ON MARCH 20

Mgr. Admin.

I WOULD STATE THAT PROPOSAL A IS THE BEST CHOICE FOR HALLEY STREET OWNERS
OF THEIR HOMES.

Dir. Bldg. &

Dir. Op.

Dir. Eng.

Mgr. Dev.

Mgr. Exp. S.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

Mgr. Eng. S.

Mgr. Infrastr.

Staff

W.D.S.14

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

(STEVE CASEY) [Signature]

MAILING ADDRESS:

25 HALLEY ST. NEPEAN ONT.
K7J 3W5

COMMENTS:

PROPOSAL "A" IS OUR CHOICE
FOR ROAD AT REAR OF HALLEY ST. FOR AC
13 ARRHAVEN

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

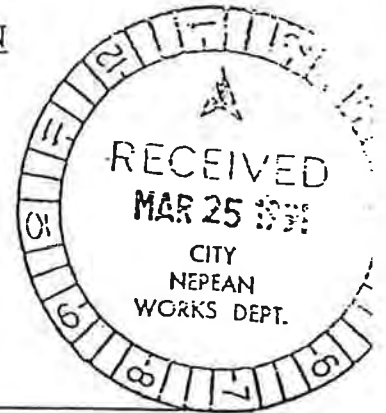
- C.P.W.
- Mgr. Admin.
- Dir. Eng. D.
- Dir. Eng.
- Dir. Eng.
- Mgr. Eng. S.
- Mgr. Eng. S.
- Mgr. Infrastr.
- Staff

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

Harold Hedley

MAILING ADDRESS:

19 Halley Street

Nepean Ont K2J 3W6

For Ac
C.P.W.
Mgr. A
Dir. Bid
Dir. Op
Dir. E
Mgr. D
Mgr.
Mgr.

COMMENTS:

Option "A" is the preferred option. I was unable to attend the open house on Strandherd Drive location on March 20th because I was out of town.

My neighbour has told me that you presented 3 options. I want to add my voice to those in favour of the option that places the road furthest to the south starting immediately west of the storm water treatment ditch.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean,
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

RECEIVED APR 04 1991

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

ROBERT NOTMAN

MAILING ADDRESS:

21 HALLEY STREET

NEPEAN ONTARIO K2J 3W5

COMMENTS:

Of the three options presented ALTERNATIVE "A" is by far the best as it minimizes the destruction in quality of life standards for residents who live onto Strandherd Drive. Having Strandherd curve as far south as possible, as soon as possible (OPM), would go a long way to helping property values stable and lessening the hardship caused by a major access road to the 416.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

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Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

58514

March 20th, 1991:

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean



A + I BISTOP

MAILING ADDRESS:

37 HALLEY ST

NEPEAN K2J 3W4

COMMENTS:

Proposal A is as far out as possible from houses.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

Barbara Robertson

MAILING ADDRESS:

72 Danaher Drive

Nepean, Ontario K2J 3S4

COMMENTS:

→ Somewhat satisfied with Alignments "A" & "B" ~~But~~ very distressed with Alignment "C". I imagine C was only shown to residents to lull them into accepting "A" & "B"

→ The question was raised several times through the evening as to why Strandherd Drive could not be completely swung into the field between Jockvale & Cedarview. At no point was a satisfactory answer ~~given~~ given. The only response given was that ^{the} alignment has been passed by City Council.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

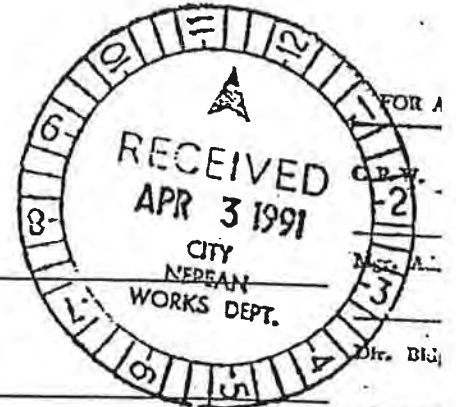
FO
C.P.
Mgr.
Dir.
Dir.
Dir.
Mgr.
Mgr.
Mgr.
Mgr.

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

MAILING ADDRESS:

COMMENTS:

I query us to whom to know without resident involvement as we have seen with this stage.

→ FINALLY I hope there will be one more meeting for residents before finalizing the route. Perhaps a meeting which also provides plans for the commercial area which is planned to how it will effect homeowners. Together with maps showing the plans for the area between the existing Strandherd to

Please forward all comments by April 5th, 1991 at 4:00 p.m. to: proposed Strandherd, 10. residential area?

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng. Industrial
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

W.D.S.14.

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

Ms. Marc Natman

MAILING ADDRESS:

21 Halley St

Nepean Ont K2J 3W5

COMMENTS:

Of the three current options, I
would have to say that Option A is the best
objectionable although we would still like to
see Strandherd swing south of the drainage
ditch so as not to affect the lives and property
values of current home owners.

POP
C. P. W.
Mgr.
Dir. S
Dir. C
Dir. E
Mgr. C-1
Mgr. E.
Dir. A

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

RECEIVED APR 02 1991

26 March, 1991.

Mr. Gary Craig,
Director of Engineering,
The City of Nepean
Nepean Civic Square
101 Centrepointe Drive
Nepean, Ontario
Canada K2G 5K7

Mr. Xi-Nam Dam
3195 Greenbank Rd.,
RR#3,
Nepean, Ontario,
Canada K2C 3H2

Ref: Comments on Route Location Study for Strandherd Drive

Dear Mr. Craig:

Thank you very much for your illustration during the public information session on March 20, 1991. I found that the preferred alternative design has been improved significantly. Particularly, some of the public inputs had obviously been taken into consideration. These included: (1) Further alignment to the south to minimize impact to the existing subdivision, and (2) better alignment of Cedarview Road to minimize unnecessary detouring traffic.

However, the disruption of Cedarview traffic by cutting it off at the railway is still the major concerns. I'd not repeat the importance and benefits of maintaining smooth traffic flow on Cedarview Road. Those points had been illustrated in my previous letters to you. I would like to present the following suggestions to maintain the continuous connection of Cedarview Road.

(1) The Cedarview Road alignment proposal on the south of Strandherd Drive is acceptable.

(2) The Cedarview Road alignment in the north of Strandherd, instead of cutting off at the railway, should bend eastward/southward to join the new intersection of Cedarview/Strandherd.

One may have concern that two railway intersections would be too close. However, we must understand that the intersection of railway and Strandherd will be an overpass bridge. It will enable traffic flowing without any disruption. Therefore, the intersection of railway

and Strandherd, in the view of traffic disruption and safety, is logically non-existing. I trust that, once the Railway understanding the requirements of maintaining Cedarview traffic flow, they would not object to these two intersections.

One may have concern that the suggested Cedarview Road alignment in this letter would divide the Park into two. However, I would like to point out that the park is in a poorly accessible location and is with little use since it was put in use. The Park is already owed by the City of Nepean and the City of Nepean has the authority to reuse some of the land of the Park for Cedarview Road alignment that will provide greater benefit to the public. The divided park will be reused. The east half can be used as a playground and west half can be used for other purposes.

In summary, the continuous traffic flow on Cedarview Road must be maintained for the public convenience and safety. It will be the City of Nepean's responsibility to negotiate with the necessary agents to ensure the necessary supports and cooperation be obtained.

I am looking forward to hear from you regarding to my assessments on this subject. Should you have any question, please feel free to contact me.

Sincerely yours



Xi-Nam Dam

CC. Mr. Doug Rathwell, McNeely Engineering Limited ✓
Mr. Ed Vickers, McNeely Engineering Ltd.
Mr. David Pratt, Nepean Councillor, The City of Nepean

RECEIVED APR 04 1991

March 20th, 1991

COMMENT SHEET

PUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean

NAME:

ROBERT NOTMAN

MAILING ADDRESS:

21 HALLEY STREET

NEPEAN ONTARIO K2J 3W5

COMMENTS:

*Of the three options presented
ALTERNATIVE "A" is by far the best as it
minimizes the destruction in quality of life stan-
dards for residents who back onto Strandherd
Drive. Having Strandherd curve as far south as
possible, as soon as possible (ORM), would go
a long way to helping property values stable and
lessening the hardship caused by a major
access of road to the 416.*

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

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Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

56 Tartan Drive
Nepean, Ont
K2J 2V5

3 April, 1991



Gentlemen,

It was most disappointing to review the proposed alignments for the upgrading of Strandherd Road between Jockvale Road and the proposed new Highway 416. It clearly showed a piecemeal approach to planning which resulted in unnecessarily hampering the ingenuity of the consultants.

McNeely Engineering were obviously directed to start their design at the western end of that part of the Strandherd upgrade environmental study which was approved in January 1990. Herein is the basic flaw in the three designs.

This letter is my objection to all three proposed routes. It affects Barrhaven residents of this area as follows:

- a. Alignment C is clearly unacceptable because it it will reduce property values for all people who own houses that back onto Strandherd by raising the traffic level well above current levels. People bought in this area because it was rural and quiet;
- b. Alignment B is unacceptable for the same reasons as alignment C however, those homes to the western end of Strandherd do gain some relief; and
- c. Alignment A is only marginally different from alignment B. It gives some relief to those just west of Opal Lane but does nothing for people who live on Soho Crescent or in the Minto townhouses to the east. At your public information meeting in the Walter Baker Centre, in response to a question, I was told that no one in the townhouses objected to the environmental study (approved Jan 1990). The reason should be obvious. The residents are tenants who have no vested interest while the landlord is a large developer who has no reason to care and who is now trying to sell these units. I doubt that prospective buyers are aware of the plans. You will probably have numerous objections once any purchasers find out.

At the above mentioned meeting I queried in detail the noise level predictions which were displayed. I gained

FOR ACT

C.P.W.

Mgr. Adm.

Dir. Bldg. I

Dir. Op.

Dir. Eng.

Mgr. Dev.

Mgr. Coj

Mgr. En

Mgr. Infr.



the distinct impression that my questions were unwelcome. The answers bordered on the evasive, using non-straight forward talk such as "do nothing scenario" and average future noise levels in 20 years. What it all actually meant when I summarized the conversation was that if development continues as planned (but not specified) the noise level on an unchanged Strandherd would reach the level displayed in 20 years time. In addition, figures were given for all three alignments given the same development prediction over the same period. Since Nepean Council controls (and can change) development plans, all noise figures are hypothetical at best. If current noise levels had been compared with predictions, considerably more discussion would have occurred.

In response to a question, I was told that the little circles drawn in various places on existing roads were cul de sacs or dead-ends. I was also told that Nepean planners or Council give a high priority to eliminating level railway crossings. This is a good idea but requires an unnecessary overpass on the proposed Strandherd extension which permits the closure of Cedarview Road at the railway crossing. It also closes Cedarview south of Strandherd necessitating two new access roads to the new arterial road south of Strandherd and it means that one house on Strandherd west of Cedarview must now go west on Cedarview to Moodie Drive in order to go east or, when built, through the new development to the north. The Cedarview level crossing can be closed, the overpass eliminated, the Strandherd level crossing closed and the new access roads eliminated by straightening the new arterial road so that it crosses Cedarview at the obviously desired right angle intersection. Access to the new proposed development does not need the arterial. Access can be gained from Cedarview north of the railway and from Fallowfield. Furthermore straightening the new arterial so that it joins the new highway 416 south of the railway will eliminate the complex and not particularly efficient "cloverleaf" at 416 and Fallowfield and will reduce traffic on the 1993-94 proposed road. This road in your plan is crucial to connecting Fallowfield with 416. It is also unnecessary if 416 crosses Fallowfield via an overpass with no access either way. As I understand it, the main east-west arterial to 416 is to be via Strandherd, therefore there is no reason to involve Fallowfield at this point. You can also save 1.5 km of arterial construction by straightening the arterial so that it crosses Cedarview at a right angle and then continues west to connect with 416 south of the railway. The remote but possible problem of the Jock River 100 year floodline can be eliminated by raising the arterial. This will form a dike which, in the unlikely event of flooding, will give Barrhaven some protection from flooding.

The previous paragraph contains my comments and suggestions regarding the proposed route of the arterial as a whole. Before I address the alignment of the arterial in the immediate vicinity of Strandherd, let me counter the answers to some of your published hypothetical questions in the handout.

- a. Regarding speed limit: Ninety kph is too fast in such close proximity to a residential area housing numerous small children;
- b. Regarding the location and alignment of the proposed interchange: The fact that it is finalized by the Ontario Ministry Of Transport does not mean it should not be reconsidered if a better proposal is offered;
- c. Regarding the section of Strandherd at Jockvale: An approved environmental assessment is no reason not to make a logical change in a defective proposal;
- d. Regarding the Jock River floodplain: The Conservation Authority recommends the road not be susceptible to flooding. I agree. A raised road will alleviate the problem and will also provide some protection to Barrhaven should this occur; and
- e. Regarding the three major constraints: All three are addressed in this submission and should not be considered to be cast in concrete.

As you know Strandherd between Jockvale and Cedarview is well paved and a good residential road. Strandherd between Jockvale and Greenbank is little better than a gravel country road. It is narrow and poorly maintained. Trees have been removed and other obvious signs of change are present. I find it difficult to understand why an environmental study was carried out which addressed this problem but which extends 200m west of Jockvale for no apparent reason. There is no road or other geographical feature to include this last 200m. Contrary to the answer provided to one of your own questions, the map does not show that that study continued to Opal, it shows it stopping about 300m short of Opal. You should now display some logic and consider the route from Greenbank to 416 as a whole. While few people want an arterial road in the immediate vicinity of a residential area, I assume that the Strandherd arterial as a route is virtually decided and only specific details are open to discussion. Since alignment A is the best of the three proposals, I will address improvements to that alignment only, because they also apply to alignments B and C. The start of the new arterial as proposed by the consultants should not be 200m west of Jockvale as shown on your map, it should be 200m east of Jockvale and the radius of curvature changed from 750R to 500R as is the case on alignment C in some places. This will route the arterial approximately 100m south of the back fences of the townhouses east of Soho and about 200m south of the fences of the houses

on Soho Crescent. The 100m is approximately the same as the distance from the back fence of unit 63 on Halley Street to your proposed route. It will also increase the distance from the new road to all houses east of unit 63. See attached drawings. The curve of the new arterial road could start just west of the existing Bell Telephone sub-station on Strandherd. It will also take it very close to an existing house on Jockvale which is boarded up and obviously slated for moving or demolition. While this minor change will probably not placate all residents of Soho, it should mute their protests somewhat and show that the Planning Committee and Council do try and satisfy the concerns of those directly affected.

One final point, approximately one year ago a map was published which showed that the area south of Strandherd between Cedarview and Jockvale was planned for light industrial use. No mention was made of an arterial road. It appears that someone has changed their mind thereby proving that it can be done. Environmentally it is highly undesirable to use perfectly good farm land for either purpose.

In summary I object to the ^{pro}posed alignments for the Strandherd arterial road for the following reasons:

- a. The start point is based on an approved study which did not consider the route as a whole to Highway 416. The approach was therefore piecemeal, illogical and hampered the ingenuity of the consultants;
- b. The noise level predictions do not address today's noise levels and are therefore not a valid comparison with today's environmental status as related to noise;
- c. The proposed route is unnecessarily close to existing residences;
- d. The proposed route is unnecessarily long from Cedarview to the proposed Fallowfield/416 interchange and will spread exhaust fumes over an unnecessarily large area;
- e. Heavy traffic will be routed through a proposed development at an excessive speed for no good reason; and
- f. The proposed route from Cedarview to the Fallowfield/416 interchange encourages the conversion of existing farm land to urban development.

Thankyou for your consideration of this letter, I would welcome an opportunity to discuss it in more detail.


L.G. Temple

ROUTE LOCATION FOR ULTIMATE STRANDHERD ALIGNMENT A
 WARELY ENGINEERING LTD.
 PREFERRED

EXISTING ROAD
 PROPOSED ROAD
 ROAD WITHIN
 POSSIBLE FUTURE ROAD

BELL TELEPHONE

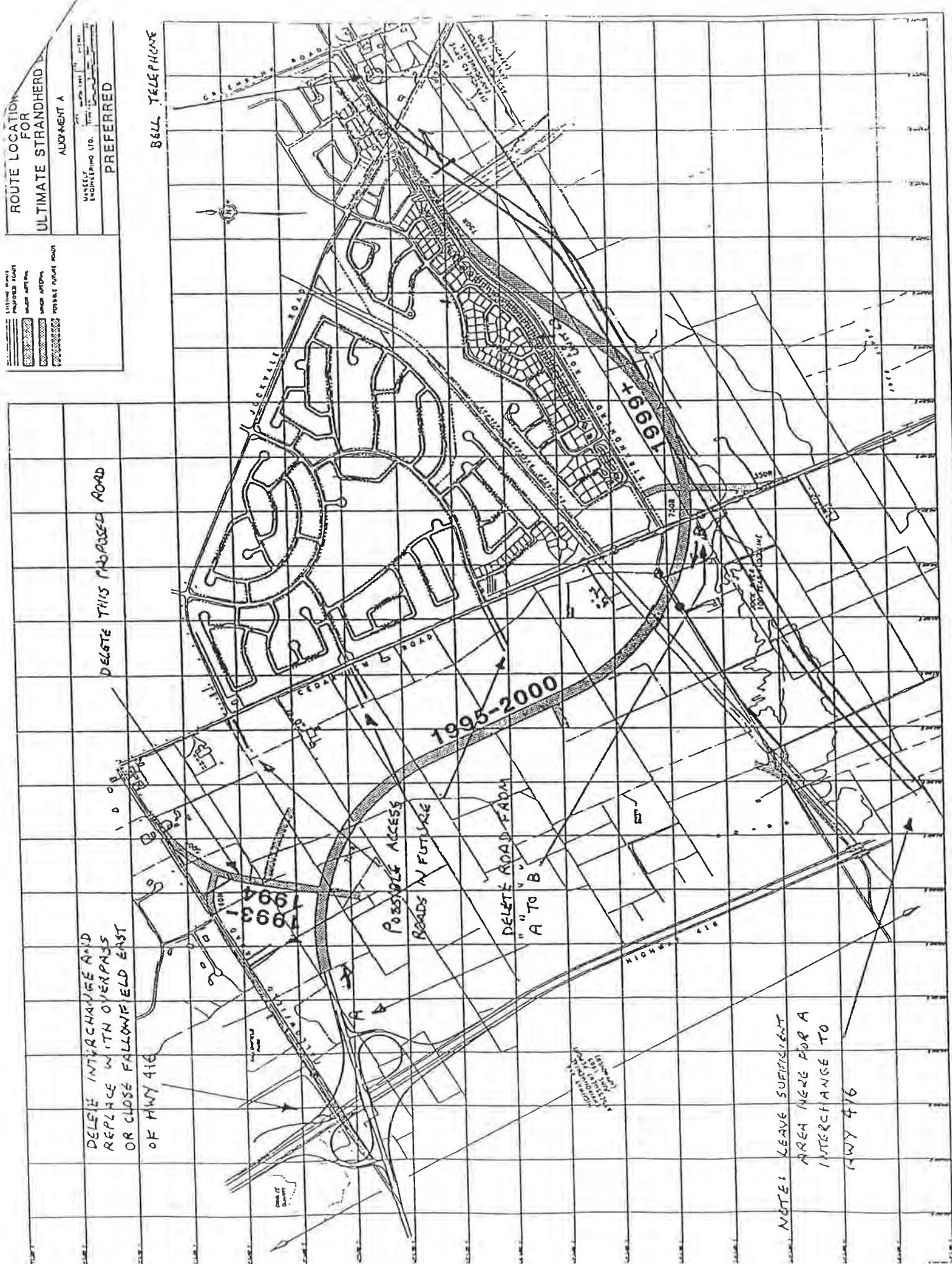
DELETE THIS PHASED ROAD

DELETE INTERCHANGE AND REPLACE WITH OVERPASS OR CLOSE FOLLOWFIELD EAST OF HWY 416

POSSIBLE ACCESS ROADS IN FUTURE

DELETE ROAD FROM "A" TO "B"

NOTE: LEAVE SUFFICIENT AREA HERE FOR A INTERCHANGE TO HWY 416



Recommended Route Change
For Strandherd Arterial

CITY OF NEPEAN
ROUTE LOCATION STUDY
FOR
ULTIMATE STRANDHERD DRIVE

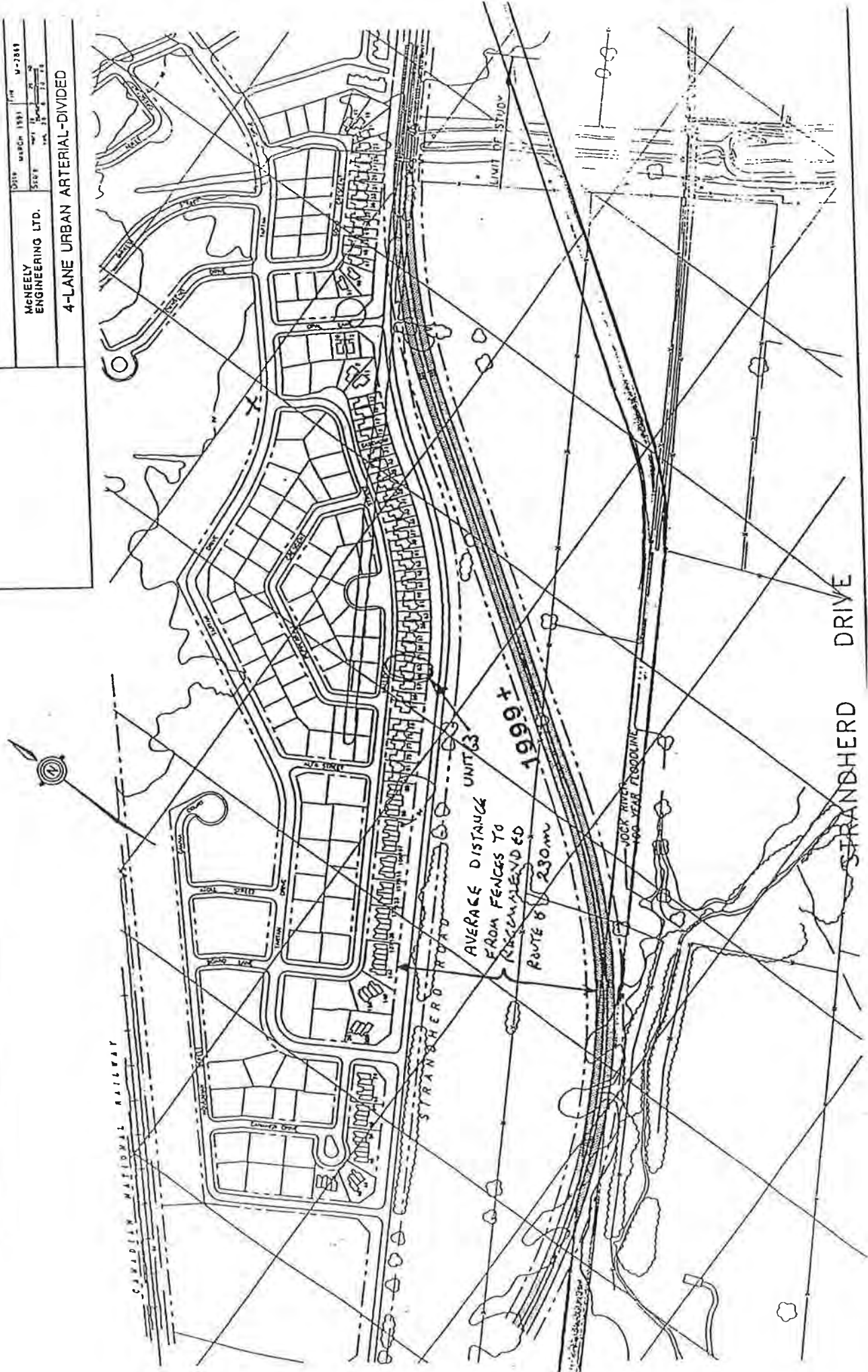
ALIGNMENT A

DATE: MARCH 1981 (REV. 4-28-81)
SHEET: 101 OF 104
PROJECT: 4-LANE URBAN ARTERIAL-DIVIDED

McNEELY ENGINEERING LTD.

LEGEND:

- EXISTING ROADS
- PAVEMENT
- CENTRE MEDIAN



STRANDHERD DRIVE

March 20th, 1991

COMMENT SHEETPUBLIC INFORMATION/CONSULTATION SESSION

Route Location Study
for
Strandherd Drive
in the
City of Nepean



NAME:

ROY A EDWARDS

MAILING ADDRESS:

11 HALLEY ST.

NEPEAN ONT K2J 2V7

COMMENTS:

- ① I still question the overall need for a six-lane divided highway when there are already a number of east/west arterial roads.
- ② At the meeting it was noted that a limiting factor in not being able to shift the roadway further south behind SHTO crescent was the storm drainage holding system - surely this holding drain could be altered at minimal expense.
- ③ if a plan has to be endorsed, I would endorse the "PREFERRED" option.

Please forward all comments by April 5th, 1991 at 4:00 p.m. to:

Mr. Gary Craig, P.Eng.
Director of Engineering
City of Nepean
101 Centrepont Drive
Nepean, Ontario
K2G 5K7

OR

Mr. Doug Rathwell, P.Eng.
McNeely Engineering Limited
260 Terence Matthews Crescent
Kanata, Ontario
K2M 2C7

W.D.S.14.

David & Jo-Ann Aubut
33 Halley St.
Nepean, Ontario
K2J 3M5

Tel: 825-6395

April 5, 1991

Mr. Gary Craig, P.Eng
Director of Engineering
City of Nepean
101 Centrepoint Drive
Nepean, Ontario
K2S 5K7



Dear Sir,

Following our attendance at the Public Information-
Consultation Session for the route location for Strandherc
Drive in the City of Nepean, held March 20, 1991, we would
like to offer the following as comments.

In reviewing the proposed alignments A thru D, the preferred
alignment which you have identified as alignment A is
evidently the alignment of choice in examining these. We
therefore agree that this is the best alignment of those
presented.

We do want to thank you for taking into account the many
concerns which we identified following the first Open House
regarding this issue. From our perspective residing at 33
Halley this will be better than the original proposed
alignment. However, I feel much sympathy and concern for
the residents of Echo Crescent as they find themselves with
no benefits from this realignment.

We are pleased that efforts are being made to move the
highway to the south as far possible as to meet with the
already approved road east of Opal. However, for those
residents such as ourselves, that will still remain in close
proximity to the highway, we expect that a berm and trees
will be established to shield us from the highway.

We have major concerns which remain regarding zoning. What
will the zoning laws be governing the bit of land that will
remain south of our house at 33 Halley and behind our
neighbor's properties? Will it be possible for a gas
station or Harvey's restaurant etc., to be established in
the limited space that will be available? Or alternatively
will the green space and bike path that is now evident
behind our property serve as the End lane should it be
required 20 years down the road? Alignment A only shows a

- FOR ACT
- C.P.W.
- Mgr. [unclear]
- Dir. Eng.
- Dir. Op.
- Dir. Exp.
- Mgr. Dev.
- Mgr. Cap.
- Mgr. Eng.
- Mgr. [unclear]
- St

four lane highway with a median and we understood that this highway was to be designed for a potential of six lanes.

To conclude, we wish to thank you for listening to us as we vented our frustrations as home owners being presented with a nightmarish back yard. We hope that you will continue to listen to our communities concerns so that together we can create a community and environment that residents of Barrhaven/Nepean can be proud of!

Sincerely,

A handwritten signature in cursive script, appearing to read "Jo-Ann Aubut", with a long horizontal line extending to the right.

David Aubut
& Jo-Ann Aubut

cc: Ben Franklin, Mayor
Councilman David Pratt

April 13, 1991

Environmental Assessment Committee
7th Floor
65 St. Clair Ave. East
Toronto, Ontario

RECEIVED APR 18 1991

Attention: Dr. Philip Byer

Re: Strandherd Drive Expansion to a 4 and ultimately 6 lane highway

We are homeowners who will be adversely affected by the proposed expansion of Strandherd road. The proximity of the proposed highway behind our homes is such that adequate noise control measures cannot be implemented. We are asking for help by having you support our request for a full environmental assessment study done in place of the simple class environmental assessment.

Please understand that we are aware of all three alternate proposals for the Strandherd road expansion, and it is not that we are unhappy with the plans, we are appalled at the inevitable impact these proposals will have on our lives and property and will not accept them as such.

Sincerely yours,

Christine Bestavros 43 Soho

Amal ELTAHER 51 Soho Apts.

STEPHEN HOOKE 49 Soho Apts

Barbara Stanton 47 Soho Apts.

GRETA FERNANDES 41 Soho Apts.

Leah M. 39 Soho

Quinette LaRue 39 Soho

Heather Roy 31 Soho.

Gilles Roy 31 Soho

A. F. 27 Soho

M. J. 21 Soho

A. DeLamont 15 Soho.

A. M. 37 Soho

Marie Bowring 45 Soho Cr.

Catherine A. Bailey 37 Soho Cr.

Jeff & Annie May 35 Soho Cr.

Janice & Michael 33 Soho Cr.

Wendy Taylor 29 Soho Cr.

Sandy Taylor 29 Soho Cr.

Mark Barclay 17 Soho Cr.

A.M. Smiley 20 Soho Cr.

K.J. Sellers 19 Soho Cr.

c.c. Baryl Gaffney, M.P. Nepean

c.c. David Pratt, Nepean Councillor

c.c. Doug Rathwell, McNeely Engineering Ltd. ✓

c.c. Kirk Hansen, Ontario Ministry of Environment

c.c. JOHN KRUGER, ONT MUNICIPAL BOARD

