

EXECUTIVE SUMMARY

INTRODUCTION

The Terry Fox Drive Environmental Assessment Addendum (“EA Addendum”) has been prepared in order to record changes to the October 2000 ESR. The Terry Fox Drive Environmental Study Report, Eagleson Road to March Road was filed in October 2000. Subsequent to the filing of the Environmental Study Report (“ESR”), a preliminary design assignment was undertaken by Dillon Consulting Limited for the segment of Terry Fox Drive between Richardson Side Road and March Road. A Draft Design Brief was completed in June 2001 that indicated significant modifications to the ESR alignment would be necessary. *These changes relate to the roadway cross-section, alignment and rail grade-separation property requirements and together, required the preparation of an Addendum to the ESR.*

STUDY AREA

Exhibit E-1 shows the primary and secondary study areas considered in this Addendum Report. The primary study area is the immediate vicinity of the alignment for Terry Fox Drive from Richardson Side Road to the Realigned Goulbourn Forced Road (Second Line Road). A secondary study area, that also includes the primary study area, was defined for the purpose of evaluating environmental issues. The secondary study area includes the area bounded on the south side by Richardson Side Road, on the west side by the Carp River, on the north side by Klondike Road and on the east side by the Realigned Goulbourn Forced Road (Second Line Road).

EA ADDENDUM

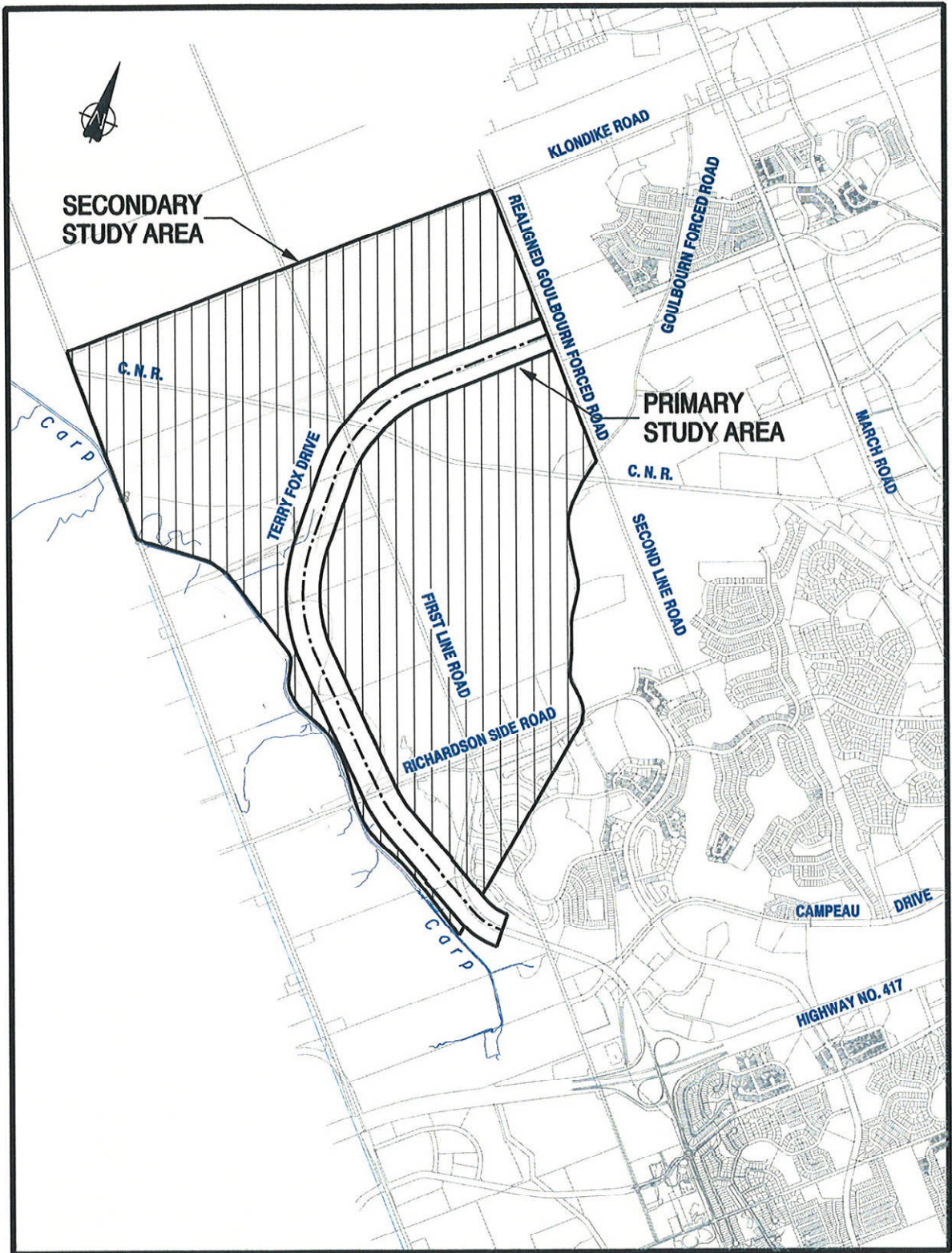
As work on the preliminary design assignment advanced, it became apparent that modifications to the functional design would be required for the roadway extension/ widening of Terry Fox Drive, as outlined in the October 2000 ESR.

The changes required to arrive at an acceptable roadway design solution were significant and as such, the Municipal Class Environmental Assessment (June 2000) requires that the filed ESR be reviewed by the proponent and that an addendum to the ESR be written.

The study team identified three significant changes to the October 2000 ESR roadway that have driven the need for an Addendum. These changes are:

- modifications to the roadway cross-section;
- modifications to the roadway alignment; and
- identification of property requirements for rail grade-separation

It is important to note that the interpretation of “significant changes” is subject to public scrutiny. Members of the public can object to the above-noted list of significant changes and suggest, with supporting arguments, that other changes to the October 2000 ESR are significant, and should be included within the EA Addendum.



STUDY AREA

**TERRY FOX DRIVE ENVIRONMENTAL ASSESSMENT ADDENDUM
RICHARDSON SIDE ROAD TO REALIGNED GOULBOURN FORCED ROAD**

DATE: August, 2004

SCALE: N. T. S.

FIGURE No.: EXHIBIT E-1

PUBLIC AND AGENCY CONSULTATION

The EA Addendum public consultation process exceeded the minimum requirements of the EA process, continuing the City of Ottawa's commitment to urban planning in an open and inclusive process.

Public and Agency Consultation activities included:

- numerous Technical Advisory Committee meetings;
- discussions with the Mississippi Valley Conservation Authority;
- discussions with local landowners;
- a Public Open House; and
- *a Special Study Area Workshop.*

PLANNING AND DEVELOPMENT

During Phase 1 of the Preliminary Design of Terry Fox Drive a number of drafts of the Official Plan were released. On April 23, 2003, the City of Ottawa adopted its first Official Plan since the amalgamation of 12 former municipalities in 2001. At the time this report was written, Ontario Municipal Board approval for the new Official Plan was pending. *However, all appeals dealing with the study area lands (i.e. the "Special Study Area"¹) were resolved through Official Plan Amendment (OPA) 16. The new Official Plan (including OPA 16) was used as the base condition for the planning context of this report and its 2006 update.*

Active development concepts for all parcels of land adjacent to Terry Fox Drive were in various stages of the planning process during the time that the Phase 1 Preliminary Design was undertaken (2001-2003). A number of meetings were held with the landowners and their representatives to share information, address concerns and integrate the extension/widening of Terry Fox Drive with the adjacent developments.

MODIFICATIONS TO THE 2000 ESR

Changes to the ESR Cross-Section

The October 2000 ESR selected a two-lane rural arterial undivided (2 RAU) cross-section with bicycle lanes in both directions and a pedestrian facility on the east/south side as its preferred design for Terry Fox Drive through the study area. This assumption was reviewed in light of revisions to the planned 2021 development levels across the City to accommodate the planned growth in population and employment levels which were presented in the new City of Ottawa Official Plan (April 2003).

The City provided extracts from its long-range transportation model representing Terry Fox Drive and the surrounding development areas. The results of the model were adjusted to represent the planned access patterns to the adjacent lands from Terry Fox Drive. Given the forecasted traffic volumes, it was concluded that four general purpose traffic lanes would be required throughout the study area by 2021.

Having established the need for four general purpose traffic lanes, the preferred roadside treatment/drainage system for this segment of Terry Fox Drive was reviewed. Although the October 2000 ESR recommended a rural cross-section, the requirement for a four lane facility prompted a detailed review of the preferred roadside treatment/ drainage system.

¹ *The "Special Study Area" lands were defined to be bounded by Terry Fox Drive, the First Line Road road allowance and Richardson Side Road.*

The recommendation of a four lane cross-section created the need for a centre median to serve delineation and drainage functions while enhancing roadway safety (i.e. divided roadway). From the selection of a centre median came the selection of a preferred cross-section alternative. An evaluation of divided roadway alternatives was completed with consideration of factors including safety, service for pedestrians, consistency with adjacent land uses, drainage considerations, property requirements and cost. Based on this evaluation the preferred alternative is a four lane divided arterial roadway with a fully urban cross-section ***that minimizes right-of-way width and impact on both environmental and development lands.***

Horizontal Alignment

A number of minor shifts have been made to the Terry Fox Drive alignment to improve the roadway geometrics, and to resolve a number of conflicts with local features. The floodplain storage area for the Carp River was adversely affected by the modified alignment, increasing the roadway impact from 27,000 cubic metres in the ESR to 45,000 cubic metres. These results have been discussed with the Mississippi Valley Conservation Authority (“MVCA”). The MVCA has deemed the impact to be negligible and is prepared to accept the additional impact, on the condition that a compensation strategy will be prepared during the detailed design phase.

Protection for Rail Grade-Separation

It is City policy to protect for potential future grade-separations at all at-grade arterial road/rail crossings. In addition to the Do-nothing option, four grade-separation options were considered for the CN Rail crossing at Terry Fox Drive:

- an overpass/short bridge;
- an overpass/long bridge;
- an underpass/open cross-section, and
- an underpass/closed cross-section.

The overpass/short bridge option was selected as the most preferred grade-separation strategy. It ranked first in Staging, and equally preferred in the Transportation and Engineering Environment Criteria Groups. The property envelope for this option was added to the right-of-way requirements for Terry Fox Drive, as this is the ultimate configuration sought. An at-grade crossing may be considered as an interim construction scenario.

NEXT STEPS

To complete the requirements of the 2000 MEA Class EA process, a thirty-day review period for public review followed the issue of the Notice of Filing of Addendum. The public was given the opportunity to review or respond to the changes proposed in the EA Addendum.