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Your File/V/Réf.

DATE                                17 June 1996

TO/DEST.                        Co-ordinator, Transportation Committee

FROM/EXP.                      Director, Transportation Planning Division  
   Environment and Transportation Department

SUBJECT/OBJET                **FALLOWFIELD ROAD ENVIRONMENTAL ASSESSMENT  
STUDY - FINAL RECOMMENDATIONS**

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### **DEPARTMENTAL RECOMMENDATION**

**That the Transportation Committee recommend Council approve the preparation and filing of an Environmental Study Report for the widening of Fallowfield Road between a point just west of Cedarview Road and just east of Woodroffe Avenue, as detailed in this report.**

### **BACKGROUND**

In June 1993, the Environmental Assessment (EA) of the proposed widening of Fallowfield commenced with the approval by Transportation Committee of the draft Environmental Assessment Proposal (EAP). Final approval of the EAP was issued by Transportation Committee on 10 November 1993, after revision to incorporate public comment.

The limits of the study (Figure 1) are a point approximately 400 metres west of Cedarview Road, to a point about 600 metres east of Woodroffe Avenue. Fallowfield west of the study limits to Highway 416 has been the subject of an EA associated with Strandherd Drive, undertaken by the City of Nepean. Fallowfield east of the study limits has not been subject to an EA.

On 23 March 1994, a report on the Problems/Opportunities phase was received by Transportation Committee. The report recommended that Fallowfield Road be widened to four lanes, due to current congestion and expected growth in traffic associated with the expansion of Barrhaven. In addition, the report also identified inadequate illumination, poor pedestrian and bicycle facilities, substandard drainage, at-grade railway crossing, access difficulties at minor intersections, and noise, as problems to address in the study.

On 01 March 1995, a report detailing interim findings was received by Transportation Committee. The report proposed a cross section, incorporating a combined urban/rural cross section, widening away from the residential community located on the south side, and lowering of the profile where possible. A petition signed by residents adjacent to Fallowfield was attached to the report. This petition requested that noise mitigation, in the form of an earth berm, be constructed as part of the project.

This study has proceeded in conjunction with the Environmental Assessment of the Southwest Transitway. A separate report with the final recommendations for the transitway was considered by Transportation Committee on 21 February 1996.

Presentation drawings detailing the proposed alignment and profile will be available at the Transportation Committee meeting. Reduced scale copies will be available from the Committee Coordinator before the meeting.

#### Horizontal Alignment

The road is proposed to be located so that the south curb is approximately 12 metres from the current south side property line. This offset is consistent with widening of other Regional Roads bounded by residential communities on one side and NCC Greenbelt lands on the other. The offset is somewhat greater where the road profile is either higher or lower than adjacent lands, to accommodate grading, and somewhat less at intersections, where turning lanes have been provided. The widening is generally away from the residential community, towards the Agriculture Canada lands.

There are currently sharp back-to-back curves immediately east of Woodroffe Avenue. These curves are proposed to be flattened.

#### Cross Section

The cross section will be comprised of four lanes, separated by a standard 5 metre median. A unique combination urban/rural cross section is proposed, to enable a transition between the urbanized environment of Barrhaven/Longfields on the south side of Fallowfield, and the Agriculture Canada lands on the north side (see Figure 2).

The south side of the corridor will contain two travelling lanes, a cycling lane, and will have curbs on both sides. Roadway drainage will be collected by means of standard catchbasins along the outside curb. The boulevard will contain a recreational pathway (City of Nepean responsibility) and be planted in accordance with the Regional Greening Policy. Swales to collect localized drainage will be required in certain locations. A privacy fence is proposed in much of the corridor. This is covered in more detail in the section titled "Noise".

The north side of the corridor will have two travelling lanes and a curb on the median side. The outside will not be curbed, but instead have a shoulder draining into a ditch. The shoulder will be paved for cyclists.

The road will be illuminated in accordance with Regional Roadway Lighting Guidelines. It is proposed that "cut-off" fixtures be used, to reduce spill over lighting into the Greenbelt. This illumination is similar to that provided on the sections of the Hunt Club Road, St. Joseph Boulevard, and March Road projects that edge or pass through the Greenbelt.

### Profile

Efforts were made to lower the profile of Fallowfield wherever possible, to assist in controlling noise levels and visual intrusion in the adjacent residential community. The new profile ranges between a match to existing, and 1.5 metres below existing.

There is currently a crest curve on Fallowfield, with the crest occurring at the Larkin intersection. The crest will be flattened slightly to improve visibility.

### Grade Separation

The design incorporates a grade separation under the VIA Rail line west of Woodroffe Avenue. An overpass was also evaluated, but rejected due to higher cost and greater visual and noise effects. Localized pumping of stormwater at the underpass into the Black Rapids Creek drainage system will be required.

An issue of concern was whether an underpass would draw down the groundwater level, and as a result, affect the research operations on the Agriculture Canada lands. Geotechnical analysis has indicated that groundwater lowering will be localized and have minimal effect on the farm.

### Intersections

Full access will be provided at all existing public roads, viz:

- Woodroffe
- Holitman
- Wolfgang
- Greenbank
- Orr
- Barran/ADRI Access
- Larkin
- Cedarview

Nepean supports full access at all intersections, as closure or restricting access to "right-in-right-out" would increase traffic on access roads where full access is provided.

Traffic signals will be provided at existing locations (Woodroffe, Greenbank and Cedarview) and other intersections as warrants are met. At present, no other intersection meets warrants for signalization.

In addition, full access and the existing traffic signals will be maintained at the entrance to the shopping centre west of the VIA Rail line. The second access from the shopping centre at the east end (right-out

only), immediately adjacent to the VIA Rail line, will need to be closed upon construction of the grade separation due to the difference in elevation. This was understood at the time the shopping centre was constructed.

### Property Requirements

Between Cedarview Road and Woodroffe Avenue, all property required for the widening will be acquired on the north side, from Agriculture Canada. This includes a stone house east of Greenbank, currently occupied by Agriculture Canada employees. It will be necessary to relocate or replace this residence elsewhere on the farm.

East of Woodroffe Avenue, land will be required from the National Capital Commission and surplus land will be returned, following realignment of the road.

West of Cedarview, private property will be required on both sides of the road. A private residence on the north side may be required to be removed.

### Noise

Concern over noise has been the most significant public issue during this study. Noise has been the most frequently mentioned topic in comment sheets submitted at public consultation meetings, and has resulted in a petition attached to the staff report for the 01 March 1995 meeting.

A noise study was conducted to determine current and future projected noise levels associated with the proposed widening. The study has concluded that noise levels 10 years in the future will increase by 1 dBA typically. This increase is less than the 5 dBA increase necessary to warrant noise mitigation according to the MTO/MOEE protocol for highway noise.

A difficulty with the protocol is that it does not warrant noise mitigation in cases where there is a pre-existing situation of high noise levels. Current noise levels adjacent to Fallowfield are approximately 63 dBA, high even without a 5 dBA increase.

In the past, Regional Council has approved the installation of unwarranted noise barriers on the Eagleson, Tenth Line, and Baseline Roads widening projects, following requests by adjacent residents. In these cases the Region agreed to pay for the installation of the barrier (without subsidy, since they were not warranted) and the area municipality agreed to assume ownership and responsibility for maintenance. These situations were similar to Fallowfield in that there were high noise levels, but the increase associated with the project was less than 5 dBA.

In 1995 Regional Council approved a policy which formalized this practice.

On 09 May 1995, Nepean Council passed a resolution agreeing to assume ownership and maintenance responsibility for the fence (attached as Annex A).

The noise mitigation is proposed to be provided on the south side of the road, between Cedarview Road and a point 380 metres west of the railway crossing. East of this point, noise mitigation has already been constructed by developers.

The petition also asked the Region to consider using an earth berm instead of barriers for noise mitigation. Staff reviewed situations where earth berms have been constructed in place of fences as a means of noise mitigation. Two locations have been identified:

- Hunt Club Road - Merivale Road to Highway 416
- Blackburn Hamlet Bypass

Both these situations involved the construction of entirely new roads, as opposed the widening of an existing road (the case with Fallowfield).

In situations where existing roads bounded on one side by residential areas and on the other by the Greenbelt have been widened, such as Hunt Club east of Conroy, and Eagleson Road south of Robertson/Hazeldean, noise mitigation in all cases has been provided in the form of barriers.

Staff also checked the cost of a barrier and the cost of a berm. A barrier is estimated to cost between \$900,000 and \$1.4 million, depending on the size and type of construction. A berm is estimated to cost \$4 million, including additional land that would be required from Agriculture Canada.

Staff recommend that a noise mitigation be provided in the form of a barrier, with the location, height and material of the barrier will be determined during detailed design, in consultation with the City of Nepean.

It is recommended that a berm not be provided, as the noise fence will provide adequate mitigation, is less expensive, and is in conformity with past Regional practice.

#### AGENCY COMMENTS

The City of Nepean, Agriculture Canada, and the National Capital Commission have all participated in this study and the findings reflect their input.

## CONSULTATION

Public input was sought through a Public Advisory Committee (PAC) and at public consultation meetings. Most meetings included information on both the Fallowfield Road and Southwest Transitway projects.

The PAC met a number of times, including a meeting on 25 August 1994 devoted solely to Fallowfield Road. The study findings are generally supported by the PAC.

A total of three public consultation meetings were held, including a meeting on 20 June 1995 to present the proposed study recommendations specifically for the Fallowfield Road project. As there was considerable interest in the noise issue, a presentation and "question and answer" session was held during the latter portion of the meeting. The Regional Councillor for Barrhaven moderated the public meeting. About 80 people were in attendance.

Comments received both verbally and on comment sheets indicated broad support for widening Fallowfield, provided noise mitigation was included. Other comments indicated support for traffic signals at Larkin, and for greening of the roadway corridor. The underpass option for the grade separation at the railway was favoured.

## FINANCIAL IMPLICATIONS

Council approval to undertake this study was given in July 1993. The project is not currently programmed for construction.

## FUTURE ACTION

The Environmental Study Report (ESR) will be prepared and filed in accordance with the requirements of the Class Environmental Assessment Process. Any person having concerns over the contents of the ESR may request that the project be "bumped up" to an individual environmental assessment.

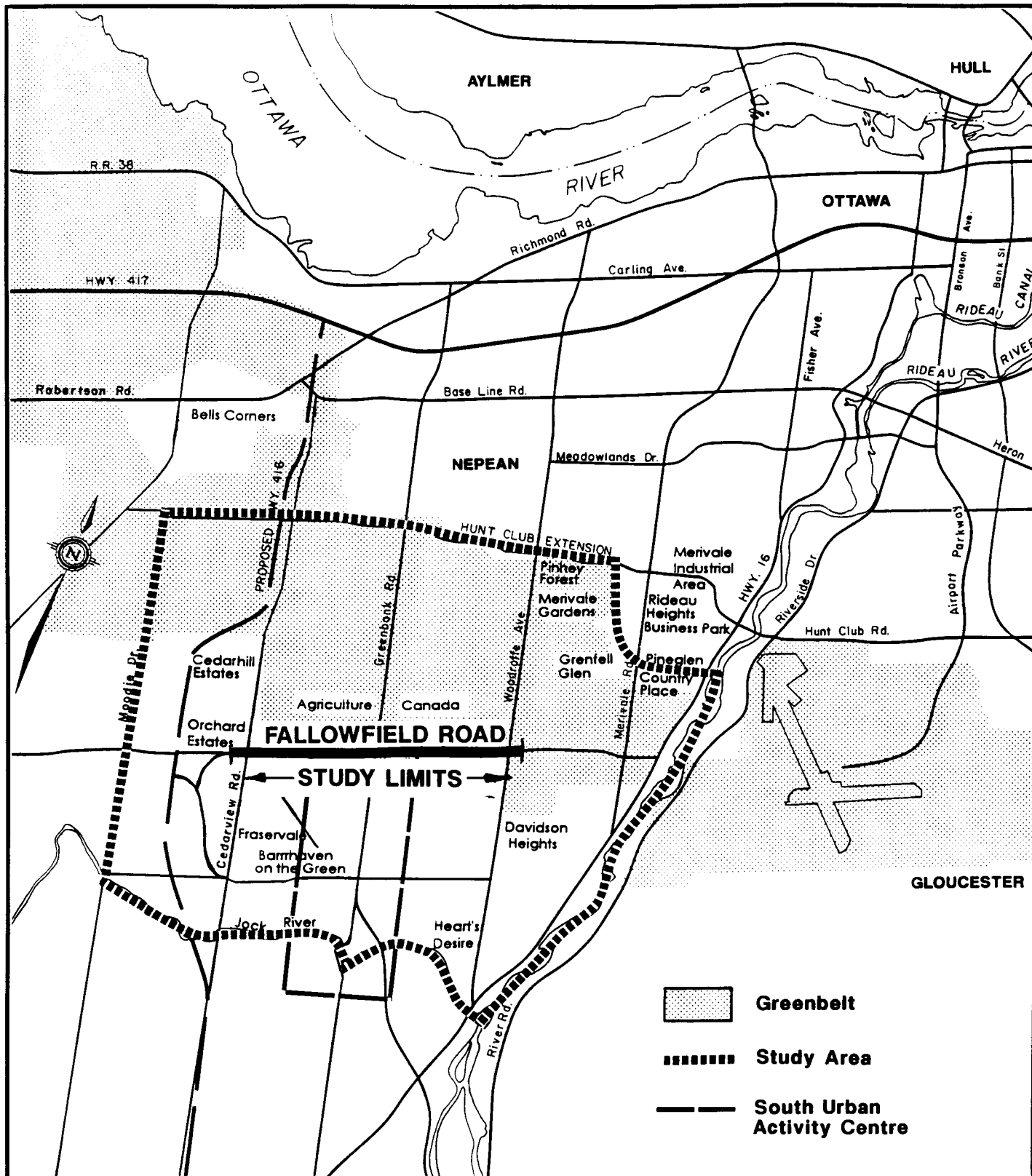
The next step, after EA approval is obtained, will be to undertake functional and detailed design.

The widening of Fallowfield Road has been identified by the Transportation Consultation Forum and endorsed by Regional Council as one of the six projects for earliest implementation.

*Approved by  
Louis Shallal, P. Eng., Ph. D.*

RGM/md

Attach.(3)



**FALLOWFIELD ROAD**  
Cedarview Road to Woodroffe Avenue  
**ENVIRONMENTAL STUDY REPORT**



**STUDY LIMITS**

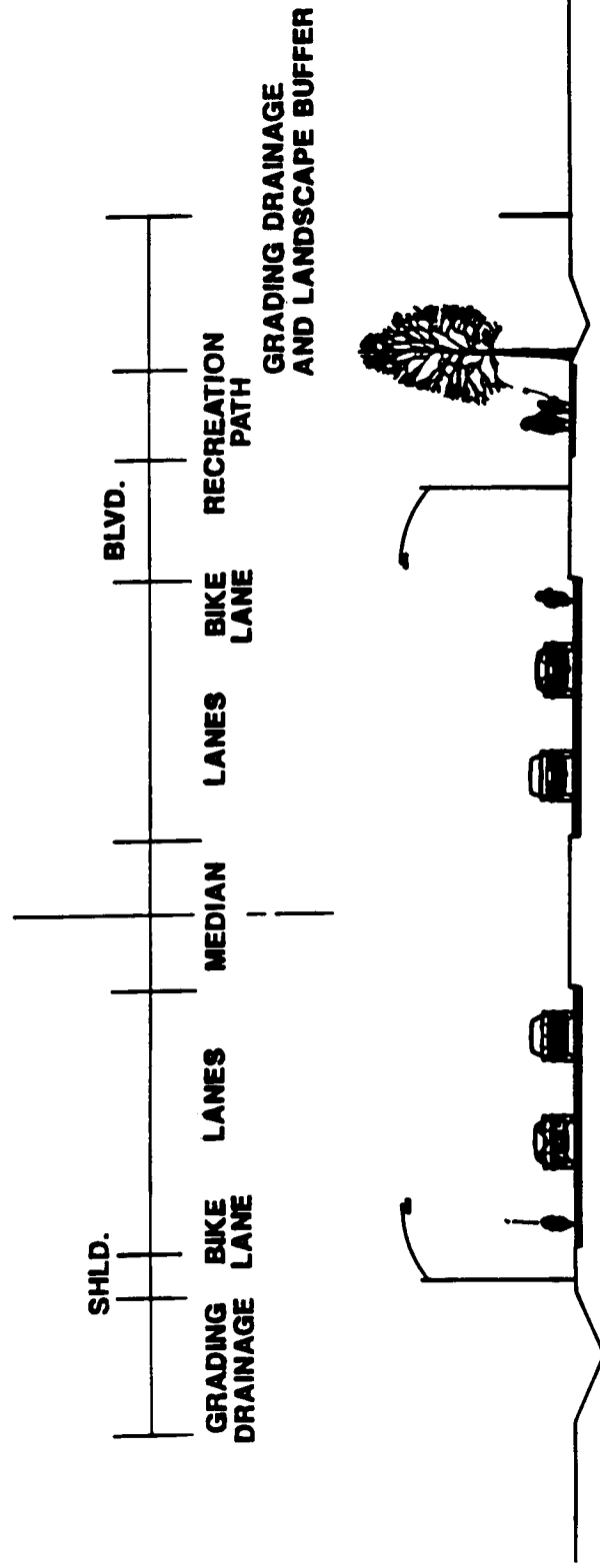
**FIGURE**

**1**

NORTH

SOUTH

FALLOWFIELD ROAD



**FALLOWFIELD ROAD**  
Cedarview Road to Woodroffe Avenue  
**ENVIRONMENTAL STUDY REPORT**



**Urban / Rural Cross Section**  
**(RECOMMENDED)**

**FIGURE 2**





**THE CORPORATION OF THE CITY OF NEPEAN**

**CITY COUNCIL RESOLUTION - MAY 9, 1995**

**MOTION NUMBER 110-95**

Moved by Councillor Doug Collins

Seconded by Councillor Molly McGoldrick-Larsen

WHEREAS Public Works Committee at its meeting on April 27, 1995 considered Public Works Department Report No. 053-95 and approved the recommendation concerning the construction of privacy fencing on Fallowfield Road from CN Railway to Cedarview Road and Baseline Road (from Nepean limit) to Queensway-Carleton Hospital;

BE IT RESOLVED THAT the Regional Municipality of Ottawa-Carleton be requested to construct privacy fencing on the south side of Fallowfield Road from CN Railway to Cedarview Road and on the northside of Baseline Road from Nepean limit to Queensway-Carleton Hospital at the time of improvements to these roadways;

AND BE IT FURTHER RESOLVED THAT the City of Nepean will accept ownership of this fence and the obligation of maintenance of that fence after it is constructed;

AND BE IT FURTHER RESOLVED THAT the design of that fencing is to be approved by the City and that discussions of Regional Policy related to infrastructure within the Regional road allowance are to continue as part of the Regional Policy Review.