

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

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| Our File/N/Réf. | 03 07-97-0099 |
| DATE | 20 May 1997 |
| TO/DEST. | Transportation Committee |
| FROM/EXP. | Co-ordinator, Transportation Committee |
| SUBJECT/OBJET | AIRPORT PARKWAY/HUNT CLUB ROAD INTERCHANGE |

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. Approve the preliminary design for the Airport Parkway/Hunt Club Road Interchange as illustrated on drawings R-30736-1;**
- 2. Approve the installation of traffic control signals at the intersection of the Airport Parkway ramps and Hunt Club Road;**
- 3. Consider the implementation of a yield control at the southbound Airport Parkway off-ramp to westbound Hunt Club Road intersection;**
- 4. Authorize the relocation of the utilities as shown on presentation drawing R-30736-1;**
- 5. Approve that cycling route signs on the Airport Parkway be considered as part of the public hearing process;**
- 6. Resolved that: In recognition of the Cycling Transportation Network status of the Airport Parkway and in recognition of the additional traffic which the Parkway is expected to carry; that signs be placed on the Parkway this year urging motorists to share the road (such additional signage not to come from the cycling budget.**

BACKGROUND

On 7 May 1997, the Transportation Committee, considered the attached report dated 15 April 1997 from the Environment and Transportation Commissioner. Details of the discussion are contained in the extract of Minute, immediately following the report. Among other recommendations, staff were directed to:

1. *Conduct an impact study of the traffic implications to the communities of Old Ottawa South, Glebe and Centretown to the north and;*
2. *Consult with the residential community backing on the Airport Parkway to identify a preferred option and budget for enhanced landscaping and/or noise attenuation.*

The results of the impact study and the consultation will be available prior to the meeting.

As this report is now before committee for a public hearing, the original staff recommendations, *as amended*, have been reinserted to appropriately reflect the action committee should take with respect to the “approval” of this project.

The project was advertised in the three local papers on May 10, 11, 17, 18, 22, 23, 31 and June 1 1997. On 7 May 1997, the Committee received a letter dated 5 May 1997 from Kim Wong and comments dated 26 March 1997 from the Regional Cycling Advisory Group with respect to this project (copies attached). No other objections or comments have been received to date.

*Approved by
Rosemary Nelson*

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. **25 12-97-R079**
Your File/V/Réf.

DATE 15 April 1997

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Engineering Division
Environment and Transportation Department

SUBJECT/OBJET **AIRPORT PARKWAY/
HUNT CLUB ROAD INTERCHANGE**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee:

- 1. Approve the preliminary design for the Airport Parkway/Hunt Club Road Interchange as illustrated on drawings R-30736-1, subject to the Public Hearing Process;**
- 2. Authorize the initiation of the Public Hearing Process as required by Sections 297 and 300 of the Ontario Municipal Act;**
- 3. Approve the installation of traffic control signals at the intersection of the Airport Parkway ramps and Hunt Club Road;**
- 4. Authorize the implementation of a yield control at the southbound Airport Parkway off-ramp to westbound Hunt Club Road intersection;**
- 5. Authorize the relocation of the utilities as shown on presentation drawing R-30736-1;**
- 6. Refer this report to Council following the Public Hearing Process.**

EXECUTIVE SUMMARY

The existing Airport Parkway/Hunt Club Road interchange has ramps which allow traffic to go to the MacDonald-Cartier Airport from Hunt Club Road and to exit the Airport Parkway at Hunt Club Road (northbound direction only).

The 'Bridge Transfer Agreement - MacKenzie King and Laurier Bridges' includes a provision of the transfer of the Airport Parkway and its lands from the National Capital Commission to the RMOC as partial compensation for acceptance of these bridges. This land transfer now gives the RMOC the opportunity to construct additional ramps to allow all traffic movements between the Airport Parkway and Hunt Club Road. Full traffic movements at this location will make more efficient use of the existing Regional Road network and will reduce neighbourhood 'short-cutting'.

The project is a Schedule 'A' undertaking as defined by the Class Environmental Assessment (EA) guidelines for Municipal Road Projects as it is considered to be an operational improvement at an existing interchange. Schedule 'A' projects are considered to be approved and may proceed with construction. However, there is a need to cross the Cahill Tributary with the northbound on-ramp. All water course crossings fall within Schedule 'B' under the EA guidelines. This will require an environmental screening to be carried out for this particular portion of the project (currently underway).

Eleven alternative designs were considered by the design team. Using a weighted average system which considered many factors such as: cost, safety, land requirements, level of service, etc., the 'Single Point Diamond' interchange was the preferred alternative. This design brings all the ramps at the interchange to a single intersection under the existing Airport Parkway overpass controlled by a single set of traffic lights.

The proposed design incorporates traffic lights at the main intersection, full illumination of the entire interchange and widened lanes on the ramps to create shared use cycling lanes. The project requires the relocation of an existing sanitary sewer running along Hunt Club Road on the North side and the relocation of the overhead electrical and cable television lines, also on the north side of the road.

There are no property requirements for this project which is located entirely within the Airport Parkway and Hunt Club Road rights-of-way.

The estimated total cost of this work is \$3,575,000.

PURPOSE

The purpose of this report is to :

1. Advise the Transportation Committee of the activities followed in the planning and design process leading to the preparation of the preliminary design and the environmental screening report for the Airport Parkway/Hunt Club Road Interchange.

2. Seek an approval from the Transportation Committee, in principle, regarding the scope and the preliminary design of the project, so that a Public Hearing process, as required by the Ontario Municipal Act, can be initiated and the utilities can be relocated.
3. Advise the Transportation Committee of the public concerns/comments received as a result of the Public Open House held on 29 January 1997.

BACKGROUND

In March 1996, the Regional Municipality of Ottawa-Carleton entered into an agreement with the National Capital Commission, known as the 'Bridge Transfer Agreement - Mackenzie King and Laurier Bridges'. This document sets out the details of the RMOC acceptance of ownership and maintenance responsibilities of these two bridges. The Airport Parkway, from Bronson Avenue to the Ottawa MacDonald-Cartier Airport, was transferred to the RMOC under this agreement.

The Airport Parkway was constructed by the National Capital Commission in the early 1970's. The interchanges at both Walkley Road and Hunt Club Road have ramps which only provide access to and from the airport (northbound on-ramps and southbound off-ramps are not provided). The Regional Municipality of Ottawa-Carleton has, for many years, wished to provide full access at both Walkley and Hunt Club Roads. This change of ownership now provides the possibility for the RMOC to carry out this initiative.

DISCUSSION

Project Scope and Justification

The scope of this project is limited to the inclusion of access ramps at the Hunt Club Road Airport Parkway Interchange.

The Airport Parkway from Brookfield Avenue to the MacDonald-Cartier Airport is a two lane roadway with a rural cross-section. This roadway has recently been transferred from the National Capital Commission and is now designated as a Regional Road. The Draft Transportation Master Plan identifies the need to include new ramps at both Walkley and Hunt Club Roads (to make use of the existing residual capacity on the Airport Parkway in the short term) and the need to widen the Airport Parkway from Brookfield Road to the MacDonald-Cartier Airport in the next few years. This would eventually connect with the Bowesville Road extension as shown on Schedule C1 of the Official Plan.

Planning and Design Process

This project is planned in accordance with the Class Environmental Assessment (EA) for Municipal Road Projects which stipulates that for a project of this type, the following phases must be carried out:

Phase 1: Problem Identification

- Phase 2: Planning Alternative Identification and Evaluation
- Phase 3: Design Alternative Identification and Evaluation
- Phase 4: Environmental Study Report, Design Drawings and Approvals
- Phase 5: Construction and Monitoring

For this project, Phases 1 and 2 are complete for the interchange section. The determination of EA schedule for the ramps (exclusive of the Cahill Tributary crossing as described below) has been determined by the fact that the interchange between Hunt Club Road and the Airport Parkway currently exists; however, access is only available to go to and from the airport. The addition of the new ramps to provide access to go to and from the north (of the interchange) is considered to be an operational improvement for which only a Schedule 'A' class EA is required. Schedule 'A' projects are considered to be approved and may proceed to construction (Phase 5).

Since the proposed northbound on-ramp must cross the Cahill Tributary, this portion of the project must be planned under Schedule 'B' which involves an environmental screening process. At this time, the EA for the crossing is currently in the middle of Phase 2. An initial notice was published in the local newspapers asking for public input on the Cahill Tributary crossing. Once the study, which will consider the input received, is complete (end of Phase 2), a notice of study completion will be published at which time the 30 day period for a request for a 'bump-up' to the Minister of Environment and Energy begins. The project may proceed to construction if no requests are forthcoming.

Existing Conditions

Roadways

Hunt Club Road, in the vicinity of the interchange, is a 4 lane divided roadway with curbs (urban cross-section). The roadway is currently posted at 50 km/hr; however, this speed limit is currently under review. Full illumination is provided along Hunt Club Road and drainage is carried out through a storm sewer system.

The Airport Parkway is a 2 lane road with shoulders and no curbs (rural cross-section). No illumination is provided and drainage is generally accomplished through the use of overland ditches. The posted speed is 80 km/hr.

The interchange currently has ramps on the south side of Hunt Club Road only. This arrangement allows traffic to travel to the MacDonald-Cartier International Airport from Hunt Club Road and to exit from the Airport Parkway (northbound only) at Hunt Club Road. It is not possible to go north towards downtown from Hunt Club Road nor is it possible to exit at Hunt Club Road when travelling south on the Airport Parkway.

The municipal boundary between the City of Ottawa and the City of Gloucester runs parallel to Hunt Club Road approximately 70 metres south of the Hunt Club Road centreline.

Sidewalks, Bike Lanes

Sidewalks currently exist on both the north and south sides of Hunt Club Road in this area. There are no sidewalks on the Airport Parkway; however, a partially paved shoulder exists approximately one metre wide. There is currently no provision for pedestrian crossings of Hunt Club Road in this vicinity. The Airport Parkway is designated as a secondary cycling route north of Hunt Club Road only and Hunt Club Road is signed as a 'on-street' cycling route.

Topography

The study area is generally flat with the lands sloping gently downwards to the north. Hunt Club Road goes underneath the Airport Parkway, the Canadian Pacific Railway (CPR) and the Transitway (both east of the Parkway) in a cut approximately 5 m deep. The Cahill tributary (to Sawmill Creek) flows under Hunt Club Road in a 0.4 km long pipe exiting into the creek channel to the north of Hunt Club Road.

Natural Environmental Features

The Airport Parkway right-of-way to the south of Hunt Club Road is generally tree covered beyond the actual limits of the roadway. To the north, the right-of-way is open grassland located on or above the flood plain of the Cahill Tributary. The NCC has planted many coniferous trees along the western edge of the right-of-way adjacent to the residential properties. The open grasslands on the east side of the Airport Parkway are proposed to be used for the Sawmill Creek Constructed Wetlands project.

The Cahill Tributary in the vicinity of the interchange is in a man made channel and is considered to be a warm water creek. The creek flows through 0.4 km of sewer pipe before exiting into the area to the north of Hunt Club Road. Studies have been carried out to determine the varieties and quantities of aquatic life and plants. There is little or no tree cover to cool the water and limit the growth of algae. The species of fish found were warm water varieties tolerant of degraded conditions. The creek is considered to be a Type 3 Habitat (Department of Fisheries and Oceans, Fish Habitat Protection Guidelines for Developing Areas). This highly altered watercourse is organically and nutrient polluted to some level and does not contribute significantly to fish habitat productivity. The Type 3 classification considers that the creek does not have a reasonable potential for enhancement or restoration. The potential for the watercourse further downstream is somewhat greater and therefore, the design of the culvert at the new crossing will take into account the necessary features for fish and habitat protection.

Heritage Resources

There are no heritage structures located within the project area.

Archaeological Resources

A Stage 1 study (literature review) has been completed and it has been determined that the creek bed (Cahill Tributary) is a potential site for archaeological findings. It is planned to carry out excavations prior to construction in any affected areas that have not been previously disturbed by other construction works such as the original parkway construction and its associated sewers. This will ensure that any archaeological significant objects are preserved.

Soils

A subsurface investigation was carried out which indicates that within the study area generally there exists a layer of brown silty clay crust with an underlying grey silty clay layer down to about 3 metres. The material below the grey silty clay is a dense silty sand and silt mixture which continues down lower than the maximum excavation depth required for the ramps.

Existing Utilities

There are a number of existing underground and overhead utilities within the study area which are affected by or pose physical constraints on the project.

Consumer's Gas - A gas main runs east west along Hunt Club Road on the south side.

Ottawa Hydro - An overhead transmission line runs east and west along the north side of Hunt Club Road.

Bell Canada - An underground telephone cable in duct runs along the south side of Hunt Club Road and an overhead fibre optic cable runs east-west along Hunt Club Road on the Ottawa Hydro poles on the north side of the road.

Cable TV - Television cables in underground ducts run east-west along Hunt Club Road on the south side.

Watermain - A 1220 mm main parallels the Airport Parkway along the east side of the road north of Hunt Club Road and runs south-eastwards to follow the northbound off-ramp along its east side. In addition, a 406 mm main runs east and west along the south side of Hunt Club Road.

Sanitary Sewer- A 450 mm pipe runs from west to east along the north side of Hunt Club Road.

Storm Sewers - A 450 mm pipe flows from the east under Hunt Club Road to the low point in the 'sag' of Hunt Club Road (immediately west of the CPR overpass) and then flows north about 0.4 km in a 900 mm pipe which joins the Cahill Tributary behind the Wal-Mart store on Bank Street. This sewer is in need of a complete cleaning. The

cleaning is required in order to ensure that the slight increase in flow attributable to the ramp construction can be accommodated by the existing sewer.

The Cahill Tributary, which is on the east side of the Airport Parkway flowing northwards, enters an 1800 mm pipe which redirects the tributary to the northwest. The pipe goes under the Airport Parkway, turns north, joins the incoming 1500 mm storm sewer flowing from the west under Hunt Club Road. From this point the flow continues north easterly in a 2500 mm pipe which goes under the Airport Parkway and exits into the open channel which again becomes the Cahill Tributary running roughly parallel to the Airport Parkway along its east side.

Land Use and Property

The Airport Parkway right-of-way was recently transferred from the NCC to the RMOC under the terms of the 'Bridge Transfer Agreement-Mackenzie King and Laurier Bridges-Ottawa, Ontario'. The right-of-way in the area north of Hunt Club Road is approximately 160 metres wide. The right-of-way consists generally of open fields with a large number of mature coniferous trees that have been planted along the west side of the Parkway. The right-of-way is bordered by residential backyards along the west side and by the CPR train tracks along the east side. The Southeast Transitway runs parallel to the railway immediately to the east. Commercial development exists beside the transitway; namely, the South Keys Shopping Mall and the office development on Hunt Club Road at Bridle Path Drive. Immediately to the west of the interchange, single family residential properties front onto Hunt Club Road.

PLANNING ALTERNATIVES

The primary objective of the project is to provide full vehicular access to the Airport Parkway from Hunt Club Road while minimizing the impacts on the natural environment and maintaining compatibility with any future widening of the Airport Parkway. This will allow more efficient use of the existing Regional Road network by eliminating the current movement restrictions at this interchange.

Ten (10) actual designs were considered but they may be grouped into the following general alternatives:

1. 'Do Nothing' - This alternative would keep the movement restrictions in place. (Figure 1)
2. Split Diamond' Intersection - This option would consist of constructing ramps in both the northeast and northwest quadrants to provide full access from all directions. (Some variations on this design were considered which restricted some of the traffic movements to and from the airport requiring traffic to use Uplands Drive and Hunt Club Road to access the airport.) This would necessitate two signalized intersections on Hunt Club Road (one on either side of the Airport Parkway overpass). In addition, Hunt Club Road would have to be widened for approximately 0.3 km to construct a left turn lane in both directions. (Figure 2)

3. 'Split Diamond' Intersection With Southeast Loop Ramp - This alternative is essentially the same as the above except that instead of providing a left turn on Hunt Club Road for the heavy morning northbound traffic, a loop ramp in the southeast quadrant would be provided. (Figure 3)
4. 'Single Point Diamond' Intersection - This option utilizes one signalized intersection, located directly underneath the Airport Parkway overpass, to control all movements between Hunt Club Road and the Airport Parkway. (Figure 4)

The planning alternatives were assessed and evaluated in terms of:

- Addressing the Project Needs,
- Traffic Improvements,
- Environmental Impacts, and
- Costs

The do-nothing alternative, while offering the greatest capital cost savings in comparison to the other alternatives, has been rejected as it does not address the needs for improved access, network continuity or upgraded transportation service to this area. Also, it does not offer any relief to the adjoining neighbourhoods from the excessive 'short cutting' traffic which exists due to the lack of access from the Airport Parkway to Hunt Club and Walkley Roads.

The 'Split Diamond' intersection provides full access to and from the Airport Parkway and Hunt Club Roads (most variations examined, though, did restrict access). This option requires the widening of Hunt Club Road which is of a considerable cost and the introduction of two traffic signals will likely give the perception of significant delays to east or westbound traffic.

The 'Split Diamond' intersection with a loop ramp in the southeast quadrant precludes the need for the widening on Hunt Club Road; however, the loop is, by necessity to climb the height difference between the Airport Parkway and Hunt Club Road, very long (approximately 1 km). This may be perceived by drivers as an unnecessarily long detour away from the expected direction of travel. In addition, the land area required to build the loop is somewhat excessive and would necessitate the removal of a large number of mature trees. The long length of ramp makes this alternative considerably more expensive than the 'Single Point Diamond'.

PREFERRED PLANNING ALTERNATIVE

The 'Single Point Diamond' intersection with new ramps constructed on both sides of the Airport Parkway north of Hunt Club Road has been selected as the preferred alternative to address transportation needs in this area. This design is very innovative and quite unique. There are no others of this type in the RMOC and very few in Ontario.

The preferred alternative was established by a design review team which considered the following factors: level of service (both a.m. and p.m.), visibility, number of potential conflicts (accident possibilities), pedestrian safety, land requirements, amount of 'throw away' construction (the amount of work to be replaced at the time of widening the Parkway), and the number of traffic

movements restricted. Values were assigned to each of these categories as well as relative weights. The scheme with the highest weighted average, the 'Single Point Diamond', is the preferred planning alternative.

This design addresses the need for the provision of access from all directions between Hunt Club Road and the Airport Parkway and has adequate capacity to carry the 10 year projected traffic (see Appendix A).

FEATURES OF PREFERRED ALTERNATIVE

The construction of ramps at the Hunt Club Road/Airport Parkway Interchange involves new ramps in the northeast and northwest quadrants, forming the northbound on-ramp and southbound off-ramp respectively (Figure 4). The 'Single Point Diamond' intersection will be controlled by a single set of traffic lights. Both the existing southbound on-ramp and the northbound off-ramp intersections with Hunt Club Road (south side) require some minor modifications. The left turn lane for eastbound to southbound traffic on Hunt Club Road is to be constructed within the existing median. The cross-section of the ramps will vary; however, generally, curbs will be used where the ramp is in a cut section in order to minimize the amount of excavation. All the new lanes are wide enough to provide for shared use cycling where appropriate.

A pedestrian crossing will be provided at the west side of the intersection which will operate when a request is received. This will reduce vehicular capacity as almost all vehicles must stop (except the southbound Airport Parkway off-ramp to eastbound Hunt Club) while the crossing is in operation. Even with this crossing, no vehicles may turn and cross the pedestrian's path, as is possible at a normal intersection, affording the most protection (i.e. cars turning left or right with the light or turning right on a red light). The capacity reduction is not considered to be a problem as the pedestrian volumes are quite low. A recent study has found that in the two hour morning peak period approximately 2 crossings of Hunt Club Road and about 20 east/west movements along the sidewalk on the north side of Hunt Club Road occurred. (There were approximately 10 east/west movements along the south side sidewalk.)

The pedestrian crossing of the four ramps closest to the Airport Parkway overpass will be protected by pedestrian signals which will be displayed automatically on each cycle.. The signal timing will be arranged in order to provide for a complete ease to west crossing of both ramps in one phase. This will ensure that pedestrian delays are equal to or less than other intersections operating under similar conditions. In addition, the 'Single Point Diamond' intersection affords improved pedestrian safety as no vehicles may pass in front of a pedestrian while they cross with the signal and the crossing distances are much shorter than standard intersections. Another advantage is that the cars on each of the crossings approach from one direction only which further enhances safety.

Full illumination will be provided from the ramp junction points with the Airport Parkway to Hunt Club Road as well as the Airport Parkway between the ramps. This will include the existing ramps to the south of Hunt Club Road to ensure that the entire interchange is uniformly illuminated. The light levels will follow the existing Regional Street Lighting Policy. In this

regard, the Airport Parkway is considered to be rural in nature and thus, the lowest level (9 lux) will be utilized at the end of the lighting area. This level will be gradually increased to meet the existing 21 lux on Hunt Club Road. Flat glass fixtures will be installed to minimize glare. This will respect, as much as possible, the rural night-time character of the roadway as originally envisioned by the NCC as an entrance way to the Capital.

The existing right turning northbound off-ramp is controlled by a yield sign as will be the new southbound off-ramp. The angled design of these off-ramps (right turns) yields the shortest possible pedestrian crossing which should afford the most safety. No parallel acceleration lanes are to be provided on Hunt Club Road to reduce the speeds of vehicles making this right turn.

The Regional Forester has recommended that approximately three groups (7 to 10) of large calliper coniferous trees be planted in locations that would be in conformance with the widening of the Parkway and not too close to the roadway where salt spray would damage the trees. This planting arrangement would essentially follow the same 'theme' of the existing landscaping carried out by the NCC along the west side of the parkway between Hunt Club Road and Walkley Road. This work will be carried out after the completion of the roadwork.

A new crossing of the Cahill Tributary is required to construct the northbound on-ramp. The preliminary findings indicate that a round aluminized steel culvert 3 metres in diameter is the appropriate solution. This part of the project is considered to be a Class 'B' Environmental Assessment (EA). As such, a screening report will be prepared and public input will be sought. The final design of the culvert crossing will take into account the public concerns raised through the EA process. The culvert crossing will include provisions necessary to protect the fish habitat

The sanitary sewer along the north side of Hunt Club Road must be relocated to allow construction of the new ramps. It is proposed to 'detour' the sewer to the north along the west side of the southbound off-ramp, continue eastwards to a point approximately opposite the new Cahill Tributary creek crossing and return southwards adjacent to the CPR. A new boring under the CPR will be necessary to connect to the existing sewer on the east side of the CPR right-of-way.

The Ottawa Hydro line on the north side of Hunt Club Road has two hydro poles that interfere with the proposed design. Ottawa Hydro has indicated that in order to relocate the two affected poles, 5 poles need to be adjusted slightly to straighten the line.

The residential area to the west of the southbound off-ramp is the only one that is considered to be noise sensitive as described in the RMOC's 'Noise Control Guidelines for New Construction, Reconstruction and Widening of Regional Roads and Transitways'.

The houses on Bankview Place (#'s 18, 24, 27, and 31) will have traffic closer to their backyards due to the construction of the southbound off-ramp. Using the projected traffic volumes (Appendix A) and considering the ramp geometry which requires the ramp to approach Hunt Club Road in a deep cut (which will mitigate noise), it was found that the 10 year projected increase in the 16 hour equivalent sound pressure level (Leq) for both 18 and 31 Bankview Place was 1 and 2 decibels (dBA) over that which would have occurred if the ramps had not been constructed (do-nothing alternative). The results for the 8 hour night-time Leq increase were the same. The

guidelines, referred to above, indicate that if the increase in sound level over the projected do-nothing ambient values is less than 5 dBA, then no noise mitigation is required. The impact of an increase of up to 3 dBA is described as insignificant'.

PROPERTY REQUIREMENTS

There no property requirements for this project. The Airport Parkway was acquired by the RMOC as part of the 'Bridge Transfer Agreement-MacKenzie King and Laurier Bridges-Ottawa, Ontario'.

CONSULTATION

This project is being carried out under Schedule 'A' of the Class Environmental Assessment for Municipal Roads and as such, the project is already approved. Public consultation is deemed to be discretionary for this schedule.

A Public Open House was held on 29 January 1997 at the Jim Durrell Arena on Walkley Road in Ottawa. (The Sawmill Creek Constructed Wetlands project Public Open House was held concurrently in the same location.) The identified problems, planning alternatives and constraints, and mapping were presented and public input was sought. Sixteen (16) people attending the combined Open House specifically registered to indicate their interest in the Airport Parkway/Hunt Club Road Interchange project. Of these, eleven (11) returned comment sheets, letters or electronic-mail.

The public meetings were advertised in the Ottawa Citizen, the Ottawa Sun, Le Droit, the Gloucester News and the Hunt Club/Alta Vista News. Before the Open House, notices were hand delivered to all the adjacent residences.

Public Concerns/Comments

In general, based on the feedback at the Open House, there is significant public support for the construction of the proposed ramps. All but one of the comments received were positive and most essentially said 'long overdue!'. Several of the responses indicated that this project (and the Walkley Road ramps currently proposed for 1998) would help reduce the traffic cutting through adjacent residential neighbourhoods. One letter received expressed general concerns about the potential increase in traffic on Hunt Club Road (and the surrounding area) due to the construction of the ramps.

A letter was received from the Ottawa MacDonald-Cartier International Airport Authority which expressed support for the inclusion of ramps but concerns were raised about the potential for traffic impedance which may delay their clients. The proposed design arrangement of the ramps has sufficient capacity (with the 10 year projected volumes) to ensure that traffic queues on the southbound off-ramp will not block the southbound through lane on the Airport Parkway. It should be recognized that sometime near the 10 year horizon, traffic volumes will likely rise to

levels where the widening of the Airport Parkway will be necessary to provide an acceptable level of service.

Staff have met with the NCC to discuss the project as required in the 'Bridge Transfer Agreement' which states that the RMOC has 'full authority and control over design' and 'The RMOC covenants to consult fully with the NCC on all matters of design'. General agreement on the civil engineering features of the project has been reached. It was also agreed that further consultation between the parties will be carried out to design the landscaping which will be installed after the completion of the roadwork.

Comments were received from the Regional Cycling Advisory Committee (RCAG). In general, their concerns were regarding the lane widths on the southbound off-ramp and the crossing of the northbound on-ramp for cyclists already on the Airport Parkway travelling north. The lane widths on the southbound off-ramp have been increased as requested and a right angle cycling crossing has been included at the northbound on-ramp junction point. RCAG recommended the extra width lanes (4.0 m) on the three lane section of the southbound off-ramp as opposed to separate cycling lanes.

FUNDING AND SCHEDULING

The 1997 RMOC Capital Budget schedules the construction of the Airport Parkway/Hunt Club Interchange to occur in 1997.

Based on the recommended preliminary design, a cost estimate was developed for the project in 1997 dollars (GST excluded) and is summarized below:

| | |
|--------------------------------------|--------------------|
| Construction | 2,140,000 |
| Engineering | 600,000 |
| Property | 0 |
| Utilities/Relocations | 510,000 |
| Landscaping | 25,000 |
| Project Management and Miscellaneous | 300,000 |
| TOTAL PROJECT COST | \$3,575,000 |

To accomplish the work this year, it is necessary to bring forward the 1998 authority requirement of \$2.51 M identified in the 10 year Capital Budget recently approved by Council.

*Approved by
J. Miller, P.Eng.*

NMS/al

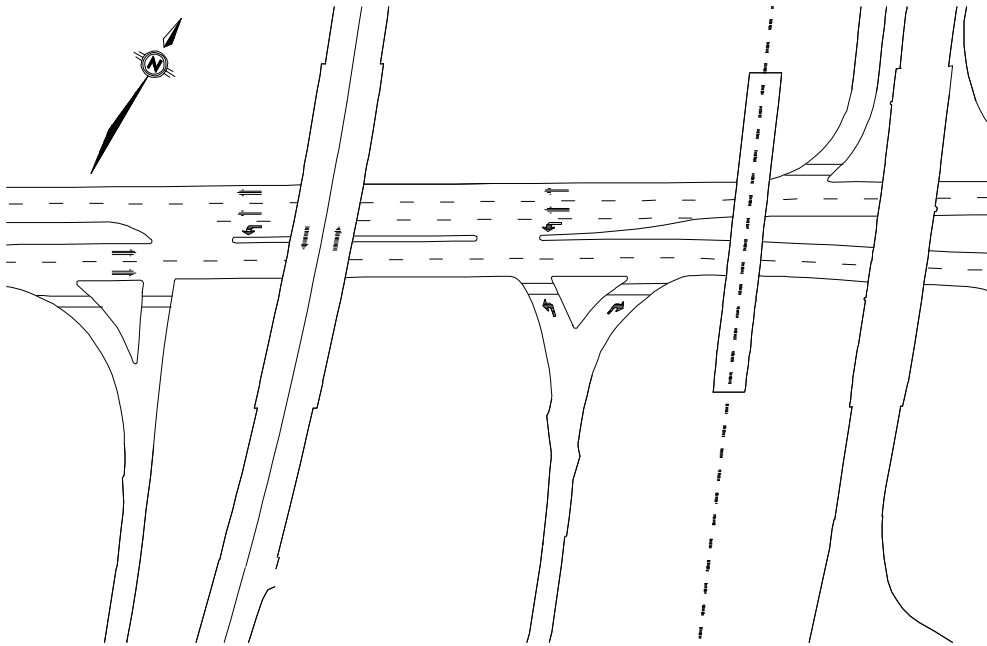


FIGURE 1 - "DO NOTHING"

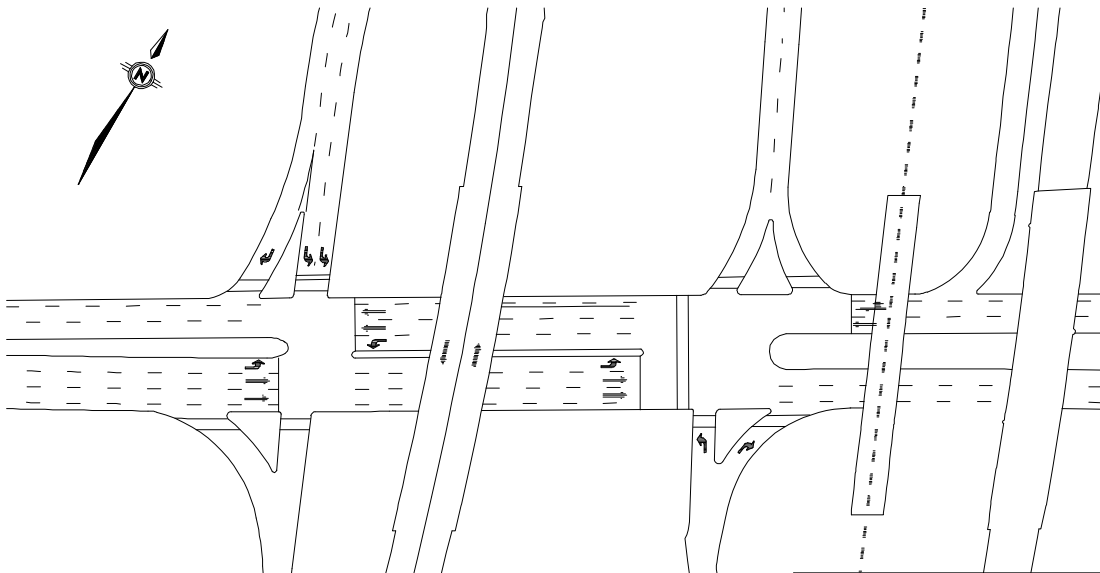
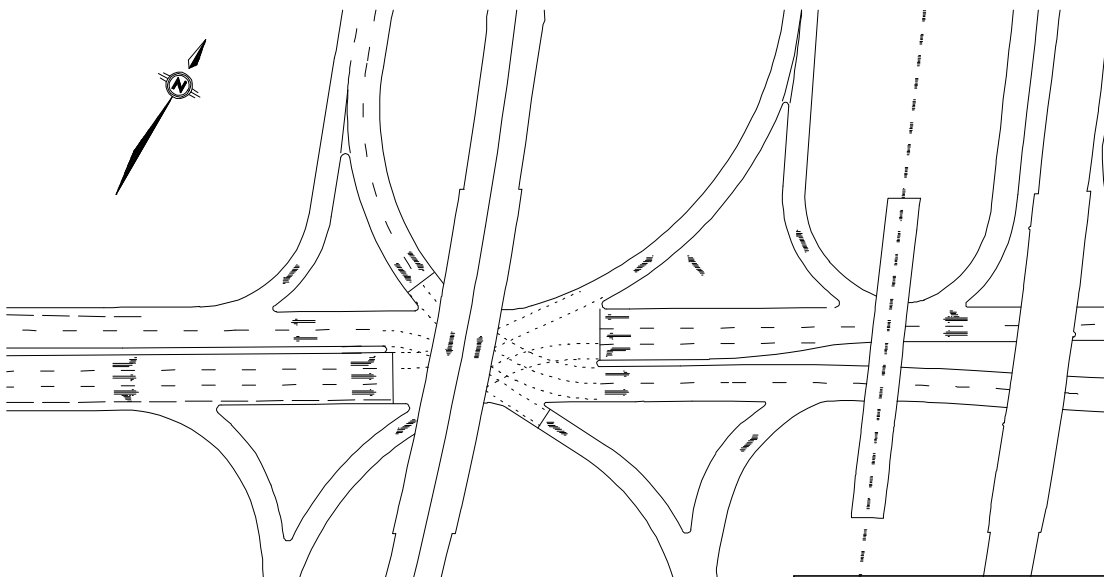
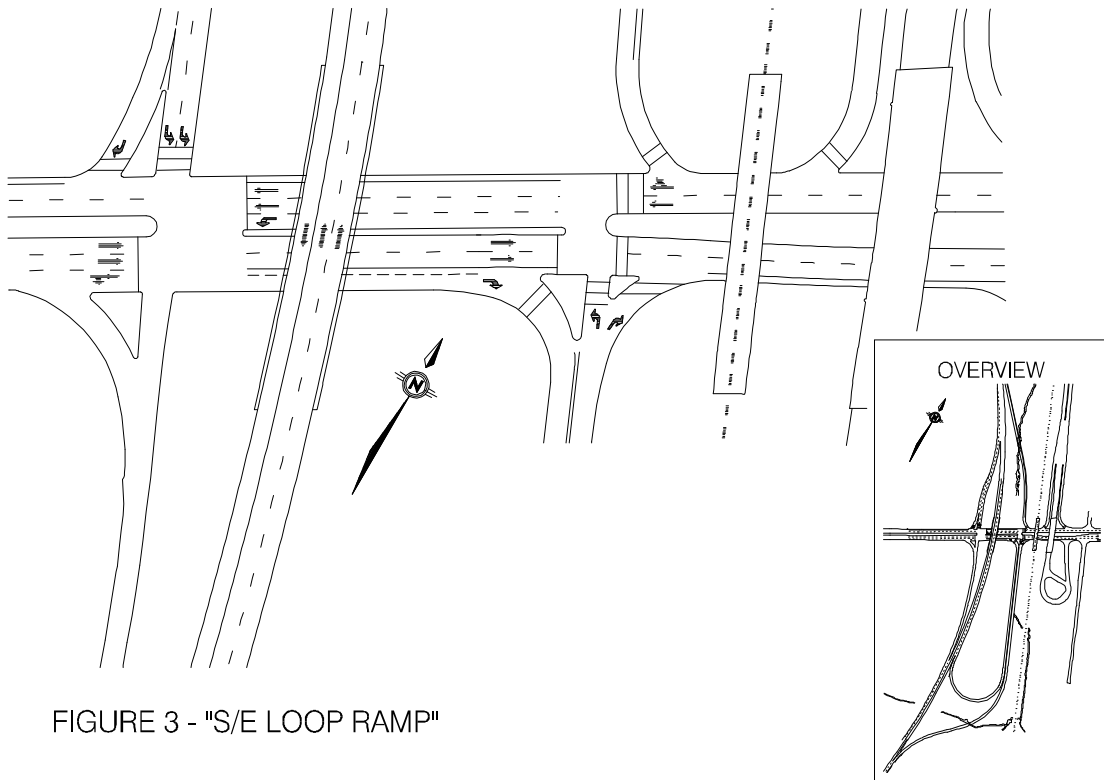


FIGURE 2 - "SPLIT DIAMOND"

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|--|------------------|----------------|
|  Ottawa-Carleton | | |
| AIRPORT PARKWAY HUNT CLUB ROAD INTERCHANGE | | |
| GENERAL PLANNING ALTERNATIVES FIGURES 1 & 2 | | |
| TRANSPORTATION AND ENVIRONMENT DEPARTMENT ENGINEERING DIVISION ROADS AND TRANSITWAY PROJECTS BRANCH I | EXHIBIT 1 | APR. 97 NTS |



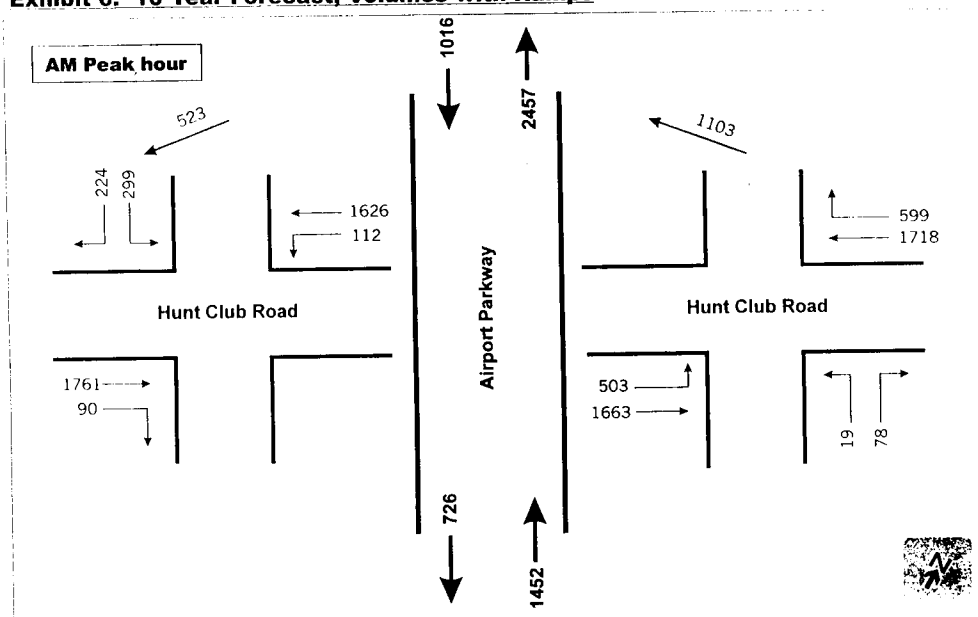
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|  Ottawa-Carleton | |
| AIRPORT PARKWAY HUNT CLUB ROAD INTERCHANGE | |
| GENERAL PLANNING ALTERNATIVES FIGURES 3 & 4 | |
| TRANSPORTATION AND ENVIRONMENT DEPARTMENT ENGINEERING DIVISION ROADS AND TRANSITWAY PROJECTS BRANCH | EXHIBIT 2 APR. 97 NTS |

A study, titled "Airport Parkway/Hunt Club Road Interchange - 1996 Traffic Study" was prepared by staff in Transportation Planning to establish the anticipated a.m. and p.m. peak hour vehicle volumes for all movements at the proposed interchange in order to provide sufficient information to carry out the geometric design.

It should be noted that the forecast volumes reflect not only the redistribution of traffic in the area but also the future widening requirements of the Airport Parkway to provide capacity for the increased volumes. (The indicated volumes exceed the capacity of a two lane facility.)

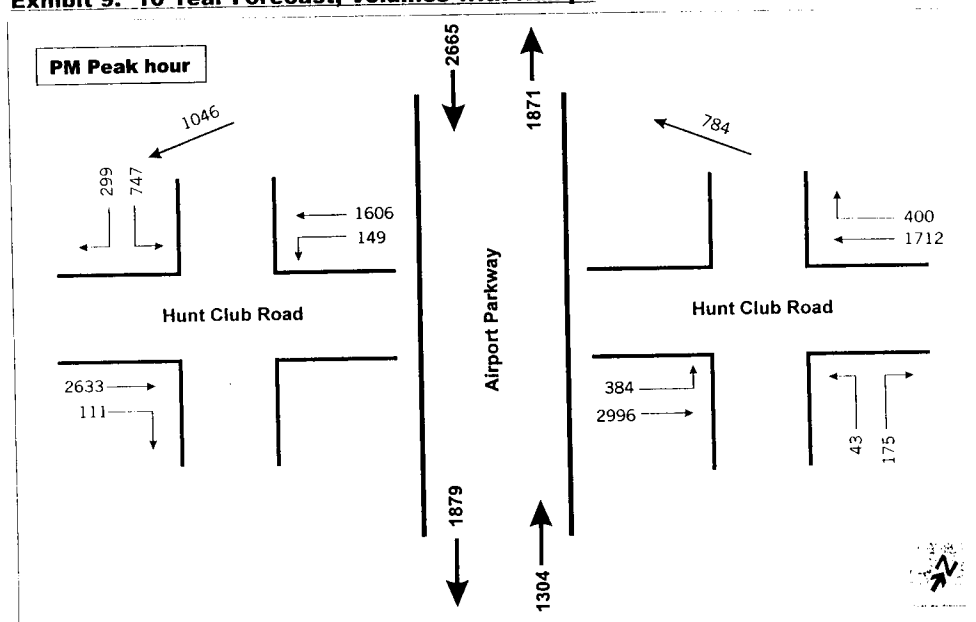
The following figures are taken from the above mentioned study:

Exhibit 6: 10 Year Forecast, Volumes with Ramps



**Airport Parkway
Hunt Club Road Interchange**
Environment and Transportation Department

Exhibit 9: 10 Year Forecast, Volumes with Ramps



**Airport Parkway
Hunt Club Road Interchange**
Environment and Transportation Department

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4. AIRPORT PARKWAY/HUNT CLUB ROAD INTERCHANGE
 - Director, Engineering Division report dated 15 Apr 97

The Committee received the following correspondence in conjunction with this item:

1. K. Wong letter dated 5 May 97
2. B. Delmage, Regional Cycling Advisory Group letter dated 26 Mar 97

The Committee received a detailed presentation of the report by staff.

Councillor Cullen was concerned about potential conflict between motorists making opposing left-turns at the ramps. Staff advised there would be approximately 5 metres between the two lanes which leaves ample room for turning manoeuvres. The councillor suggested having a feature on the road to help guide motorists as they make their turns and to ensure they stay to the left of that. Staff agreed to look at his suggestion.

Councillor McGarry questioned when the twinning of the Airport Parkway might occur and J. Miller, Director, Engineering indicated this has been identified in the Transportation Master Plan in the second five years. When questioned what that does to this project, staff advised this was one of the criteria used to establish the preferred alternative, adding that the ramps and intersection changes on Hunt Club Road will all remain the way they are when the Parkway is widened and the lane configurations on both ramps are designed to be compatible with the future volumes anticipated. The councillor further questioned whether an impact study had been or will be undertaken on communities such as Ottawa South and the Glebe as a result of the construction of these ramps and Brendan Reid, Manager, Multi-Modal Planning Branch, indicated that associated with the widening of the George Dunbar Bridge, there was a modification to Bronson Avenue up to the canal that will provide six lanes of capacity through to the canal and which will tie into the existing configuration at the canal; therefore, additional traffic from the Airport Parkway will have continuity through the Sunnyside Avenue intersection and to the canal corridor. The road system to be provided by the George Dunbar Bridge and for Bronson Avenue in the vicinity of Carleton University will deal with the additional traffic coming from the south.

Councillor McGarry was extremely concerned about traffic from the Airport Parkway filtering in through the neighbourhoods of the Glebe and old Ottawa south. He related the same fears to committee by making reference to letters he received from residents of those communities. He was relieved to hear there were no plans to widen Bronson Avenue north of the bridge, but noted the traffic has to go somewhere once it reaches the canal. He added that he had voted in favour of the project to date in order to reduce the traffic in another area of the Region, not at the expense of putting that traffic in another community. B. Reid indicated that if traffic is not on the Airport Parkway it will be on other streets e.g. Bank Street and

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Riverside Drive and will filter through the communities to get to the downtown. With the growth anticipated in the Official Plan there is going to be additional congestion in the existing network downtown and there are very few facilities in the Official Plan to relieve congestion within the inner urban area. The councillor objected to drawing excessive traffic onto one Regional road (Bronson Avenue) which will make that road excessively busy and traffic will come to a halt at the canal and ultimately find its way from there through residential neighbourhoods. He further questioned whether it was normal for the Committee to approve the design before the public hearing is held and was advised by the Committee Chair that the proposed final design is always approved by Committee, subject to the public hearing process.

Chair Cantin questioned whether studies have been done on where the traffic will originate from and staff advised that the immediate effect of this will be to attract traffic from other roads, particularly that filtering through the Riverside Park community; the utilization of spare capacity on the Airport Parkway was always one of the recommended solutions to that problem. He reiterated it will be the growth to the south, rather than the road itself, which will generate new traffic.

Councillor Holmes was concerned about the safety of cyclists as they travel on both Hunt Club Road and the Airport Parkway. She noted the recommendation to implement a yield control sign for motorists on the southbound Airport Parkway off-ramp to westbound Hunt Club Road, but in discussions with the cycling community, thought a stop sign would be erected instead, particularly since vehicles will be coming off the ramp at a high speed. N. Stout indicated their main concern was the width of the lanes, although he confirmed motorists would have to yield to cyclists travelling along Hunt Club Road.

Councillor Stewart indicated residents have very serious concerns about their quality of life which will be effected by increased noise levels due to the additional traffic anticipated on the Parkway. She knew the community in direct vicinity of the Parkway is quite concerned and believed there will have to be more attention paid to landscaping along this corridor. In light of these and other comments, she asked that staff consider those people in the Hunt Club area, noting growth in the south will put more cars on the Parkway and the fact there are other unrestricted accesses to the Parkway further south, although it is virtually useless to the residential community in Hunt Club.

Chair Clark recognized the traffic problems in Riverside Park and although he believed the Parkway will attract motorists that may have been using other routes, he indicated most of them heading towards the core were using Bronson Avenue anyway and he believed the Region had to be concerned about traffic in the downtown neighbourhoods.

Councillor Legendre noted the Airport Parkway is part of the Region's Cycling Transportation Network and in recognition of that and of the additional traffic which the Parkway is expected to carry; he proposed that signs be placed on the Parkway urging

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motorists to share the road, the funding for such signage not to come from the cycling budget. The Committee Chair questioned whether there will be bilingual signs on the Parkway and D. Brousseau, Director, Mobility Services and Corporate Fleet Services advised that would seem appropriate and assured Councillor Legendre that staff would look for the least expensive way to erect the signs he was proposing.

Councillor Holmes was concerned the recommendations call for committee approval of the design, prior to the public meeting and suggested amending Recommendation 1 to read “Consider” instead of “Approve”. Further, she suggested Recommendation 4 be amended to change “Authorize” to “Consider” because she wanted to ensure the type of traffic control used at the southbound ramp exiting onto Hunt Club Road will not put cyclists and pedestrians at risk as significant numbers of vehicles are added to this intersection. She was also concerned that excessive use of the Parkway may cause delays for traffic travelling to and from the Airport.

Moved by D. Holmes

That Recommendation 1 be amended to change the word “Approve” to “Consider” to read as follows: “Consider the preliminary design for the Airport Parkway/Hunt Club Road Interchange as illustrated on drawings R-30736-1, subject to the Public Hearing Process;”

CARRIED

Moved by D. Holmes

That cycling route signs on the Airport Parkway be considered as part of the public hearing process.

CARRIED

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Moved by D. Holmes

That Recommendation 4 be amended to change the word “Authorize” to “Consider” to read as follows: “Consider the implementation of a yield control at the southbound Airport Parkway off-ramp to westbound Hunt Club Road intersection;”

CARRIED

Councillor Holmes proposed that the Airport Parkway/Hunt Club interchange be deferred until an impact study is completed of the traffic implications to the communities of old Ottawa south, the Glebe and Centretown to the north. The Committee Chair indicated he would rule this Motion “Out of Order” because Council has already decided to construct the ramps. The Solicitor, Geoff Cantello, indicated that normally if a project goes through Council and is approved, then it is not subject to subsequent deferral. He supposed a traffic impact study might be one factor in proceeding with the project and could delay and to that extent the Chair’s ruling is proper; however, he did not necessarily believe it could delay the project. The Committee Chair then called the question on the Motion to defer.

In response to concerns expressed by Councillor Stewart about delaying this project further, Councillor McGarry emphasized it was never his intention to reduce traffic in one community by directing it into another. He was just particularly surprised to find out now that no traffic impact study had been undertaken.

Councillor Holmes made reference to the study of Transportation Demands to and from the Southeast Sector, in which one of the major recommendations was traffic management; however, what has occurred so far is more road construction and increased capacity, with no attempt to decrease vehicle usage and increase public transit. She found it incredible to expect more traffic on Bronson Avenue to exit at the Queen Elizabeth Driveway and yet there has been no assessment of the impact this will cause in those surrounding communities.

There was mixed reaction with respect to deferral. Some councillors maintained it would be acceptable, given the fact it is not known what the impact of this project will have on other communities. Some believed motorists will use preferred routes to get to the downtown and may still continue to wind their way through the communities north of Bronson Avenue. Others opined it was not a matter of the ramps generating more traffic, but rather a re-locating of existing traffic. It was even suggested that an origin/destination study of traffic in the downtown may be a better way to determine traffic impact, which is something staff could investigate.

The Committee Chair suggested the Motion be divided for voting purposes.

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Moved by D. Holmes

That an impact study be completed of the traffic implications to the communities of Old Ottawa South, Glebe and Centretown to the north.

CARRIED

Moved by D. Holmes

That the Airport Parkway/Hunt Club Road interchange be deferred until an impact study is completed of the traffic implications to the communities of Old Ottawa South, Glebe and Centretown to the north.

LOST

YEAS: A. Cullen, L. Davis, D. Holmes....3

NAYS: D. Beamish, R. Cantin, P. Clark, H. Kreling, J. Legendre....5

Moved by J. Legendre

Resolved that: In recognition of the Cycling Transportation Network status of the Airport Parkway and in recognition of the additional traffic which the Parkway is expected to carry; that signs be placed on the Parkway this year urging motorists to share the road (such additional signage not to come from the cycling budget.

CARRIED

Moved by J. Legendre

That recommendations 3, 4 and 5 be amended by adding the words “subject to the Public Hearing Process” to each recommendation.

CARRIED

Councillor Beamish proposed that staff be directed to consult with the residential community backing on the Airport Parkway to identify a preferred option and budget for enhanced landscaping and/or noise attenuation. He indicated the Parkway was built to service the airport and people whose homes back onto that corridor, never anticipated it would be used in this way and their concerns must be addressed.

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Councillor Stewart asked that staff work with the community to look at options for noise attenuation and landscaping. The Director of Engineering advised they had met with the community at which these concerns were discussed and although the Department is not recommending it, staff could bring forward a couple of options in advance of the public hearing.

Moved by D. Beamish

That staff be directed to consult with the residential community backing on the Airport Parkway to identify a preferred option and budget for enhanced landscaping and/or noise attenuation.

CARRIED
(D. Holmes dissented)

That the Transportation Committee:

- 1. Approve the preliminary design for the Airport Parkway/Hunt Club Road Interchange as illustrated on drawings R-30736-1, subject to the Public Hearing Process;**
- 2. Authorize the initiation of the Public Hearing Process as required by Sections 297 and 300 of the Ontario Municipal Act;**
- 3. Approve the installation of traffic control signals at the intersection of the Airport Parkway ramps and Hunt Club Road;**
- 4. Authorize the implementation of a yield control at the southbound Airport Parkway off-ramp to westbound Hunt Club Road intersection;**
- 5. Authorize the relocation of the utilities as shown on presentation drawing R-30736-1;**
- 6. Refer this report to Council following the Public Hearing Process;**

CARRIED as amended

Kim Wong
31 Bankview Place
Ottawa, Ontario
K1V 0G3
5th May 1997

Ms Wendy Stewart
Regional Councillor/Ward R16
111 Lisgar Street, Ottawa
Ontario K2P 2L7

Dear Ms Stewart:

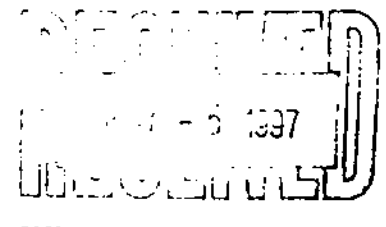
Our house was built before any decision was made to build the on and off ramps on the Airport Parkway in Hunt Club. We are concerned about the noise, the pollution and the view, due to the increase of traffic behind our backyard. In addition, the value of our property will depreciate as a result of the ramps. Our family, as well as homeowners in this neighborhood, has invested our lives savings into this house; therefore this issue concerns us very much.

As original residents of the Bankview Place community, we feel that it is legitimate for us to request improvements of your plan. We would like to suggest measures that would not result in a total loss of our investment. The regional council should allocate more money towards landscaping ventures, instead of merely the \$25,000 has been so far suggested. Rows of mature (6 to 8 feet) evergreen trees should be planted behind the properties within lots No.24 to No. 31. At this moment, there are many bare spots, and trees behind our house (No.31) are all deciduous. We believe that the only solution to this problem is to plant lots of evergreens behind our properties, in order to block the view of constant traffic rush.

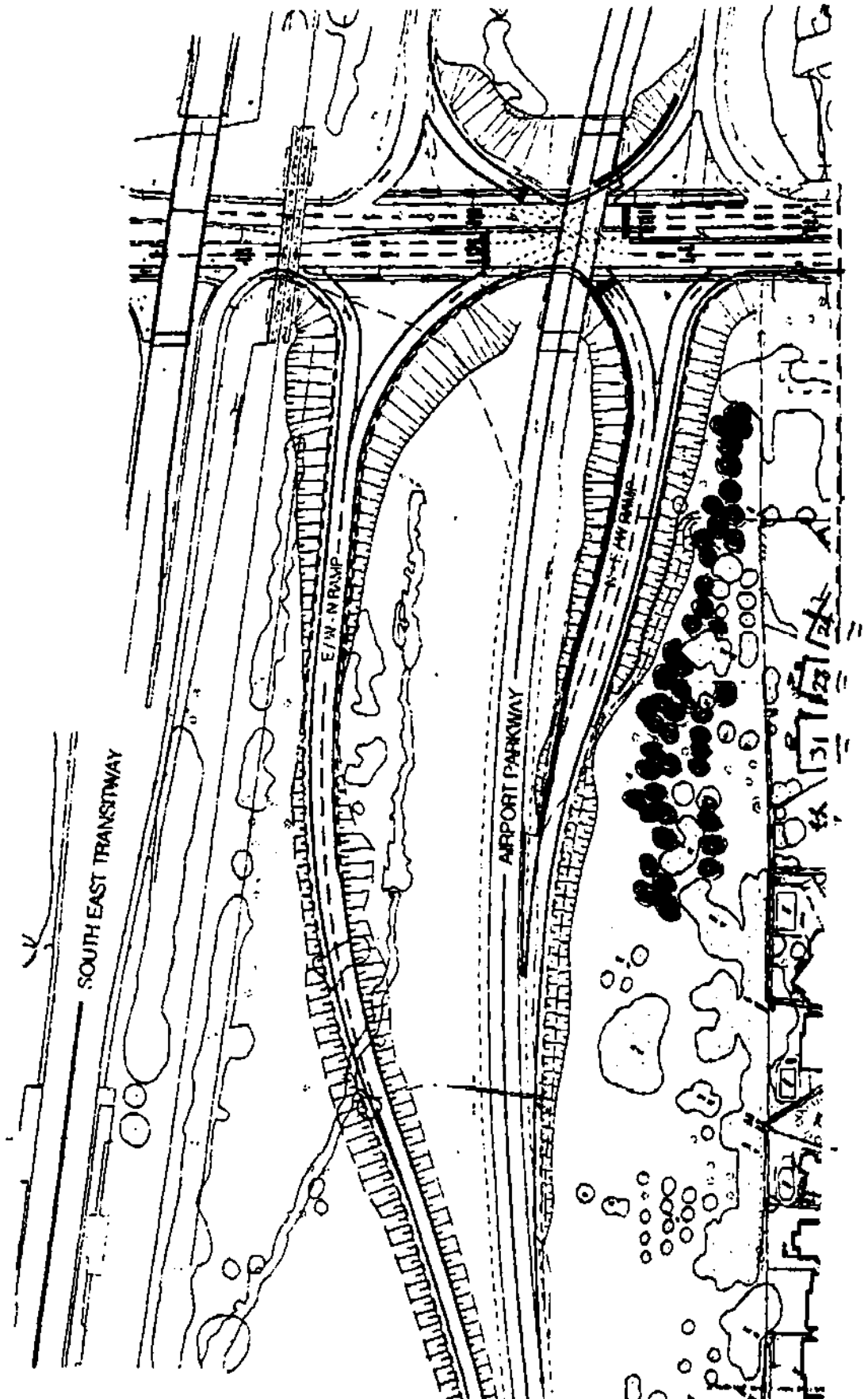
I hope that you would seriously consider our proposal. We have enclosed a copy of a map that illustrates the trees we would like you to plant in rows to cover the whole property behind our houses.

Thank you for your support.

Yours sincerely,



31 Ban Kview Place



Bankview

evergreen

MEMO

To: Peter Steacy, fax 560-6069
Copy: Grant Malinsky
From: Brett Delmage, Regional Cycling Advisory Group (729-0323)
Date: 1997 March 26
Re: Additional comments on Airport Parkway Hunt Club interchange

Thank you for meeting with RCAG representatives on Tuesday to go over the updated plans for this project. Because this interchange is at the intersection of two important routes on the Cycling Transportation Network it is important that conditions not be made worse for cycling traffic, and highly desirable that operating conditions actually be improved by the construction. With the changes noted below it appears that this may generally be accomplished.

The northbound entrance ramp introducing merging vehicles at "freeway speeds" onto the Airport Parkway will create a significant new hazard for cycling traffic on the Parkway. As discussed, RCAG strongly recommends that an optional-use, perpendicular crossing of the ramp be provided, as described in MTO Interim Bikeway Guideline section, "Bikeways Crossing Freeway Interchange Ramps".

The lighting that you referred to, in the vicinity of the ramp, will help make this crossing safer. Additionally, sufficient advance "bike crossing" warning signage should be erected both well before the perpendicular crossing and after it, before the actual merge onto the parkway, as some cyclists will prefer the higher level of service provided by continuing straight on the parkway and merging, depending on current ramp volumes.

After additional review of the lane widths at the southbound exit ramp to Hunt Club, we believe that the outside (right turn) lane and centre (rightmost left turn) lane widths should be 4m each. This will minimize conflicts between motor vehicles and cycling traffic at the lowest cost (least amount of pavement).

This construction of this interchange will increase the volume of fast moving motor vehicle volumes on what is currently a relative safe, useful and reasonably pleasant designated cycling route. This will create additional conflicts with bicycle traffic. To ensure that motorists using this facility are aware of its special status and drive more safely in this mixed mode environment, the Airport Parkway should be specifically signed as a cycling route, according to CTN guidelines. Signage should extend over the length of the Parkway. This signage should be specifically included in the costs of the interchange construction, as mitigation of the negative effects that the interchange will have on bicycle traffic on this CTN route. Signage must be installed at the time the interchange is opened.