

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

REPORT
RAPPORT

DATE	17 February 1997
TO/DEST.	Co-ordinator, Transportation Committee
FROM/EXP.	Commissioner, Planning and Development Approvals Department
SUBJECT/OBJET	HOPE SIDE ROAD EXTENSION (LYTLE AVENUE OPTION)

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee and Council receive this report for information.

INTRODUCTION

This report discusses the preliminary corridor development for the long-term east-west road network between Richmond Road and West Hunt Club Road, referred to as the Hope Side Road Extension.

The original corridor proposal, which accompanied the Regional Development Strategy report of June 1996, implied a direct link of the Hope Side Road Extension with Lytle Avenue, which would in turn connect to Cedarview Road as it ties in to West Hunt Club Road near Highway 416 (see Exhibit 1, Option 1). It is the effect on Lytle Avenue, along with the social implications, that raised the concerns of the area residents.

This report examines other alternatives that meet the transportation needs of additional long-term capacity, and at the same time mitigate or avoid impacts on Lytle Avenue altogether.

BACKGROUND

Currently one of the major east-west transportation corridors is Hunt Club Road. Its four lanes converge at Highway 416 into a two-lane roadway west of the Highway. Also to the west of the Highway lies the Stony Swamp Conservation Area. Although the National Capital Commission has supported the extension of Hunt Club Road up to this point, they are very reluctant to allow further expansion/extension of the roadway system through these environmentally sensitive lands. They would prefer to see the impact of traffic reduced over time, if not entirely eliminated, through this area.

To address the environmental considerations and at the same time provide for continuity of the east-west traffic flow, a preliminary network was developed as part of the Transportation Master

Plan (TMP). This resulted in the identification of an arterial corridor extending from Hope Side Road easterly, remaining to the south of the Stony Swamp boundary, and linking to the existing road system east of the wetlands. This proposal would divert traffic away from Stony Swamp, thereby satisfying the Provincial Wetlands Policy Statement of considering alternative measures for minimizing impact on the functions of significant wetlands. Although the work undertaken was at a preliminary level, intended to merely demonstrate that there was an option to bypass Stony Swamp, concerns were raised that the corridor would have significant impacts on the small community of homes along the south side of Lytle Avenue.

This issue was formally raised in September 1996 when the Regional Development Strategy was presented to the Joint Planning and Environment Committee and the Transportation Committee for consideration. That report was accepted with amendments. One of these amendments required staff to review:

“the Lytle Avenue option within the various alternatives being considered in relation to the southerly portion of the Eagleson Road Screenline to determine whether or not that option should continue to receive consideration within the Transportation Master Plan...”.

Since then, further corridors have been developed and are discussed below.

DISCUSSION

Exhibit 1 illustrates the Hope Side Road Extension corridor, along with five general alignment options. It is quite possible that further options can be developed with more detailed work, however, the exercise at this time is to demonstrate that there are alternatives available other than the direct link to Lytle Avenue. Each option has trade-offs and varying degrees of impacts and is described below.

Option 1 illustrates the original concept for the Hope Side Road Extension corridor, as initially proposed in the TMP. This alignment directly links up to Lytle Avenue and has the greatest impact on its residents. With the development and preliminary assessment of other options, this proposal with its high impact on the community is deemed least likely to be carried forward for further study.

Option 2 is the extension of Hope Side Road which swings up and around the west side of the Log Farm and continues northerly on a new section of road close to the west side of Highway 416 as it approaches the interchange. This option stays clear of the homes on Lytle Avenue but has significant impacts on the green space surrounding the Log Farm.

Option 3 is very similar to Option 2, except that it swings around to the east of the Log Farm, to mitigate the impacts on green space. However, the entrance to the Farm, as well as the parking lot, will have to be modified. Again, it introduces another roadway facility in close proximity to that of the Highway and Cedarview Road. Like Option 2, it intersects with West Hunt Club Road at the north end, and turning volumes need to be carefully considered in the intersection design.

Option 4 extends easterly from Hope Side Road, remains north of Highway 416 at the “bend” but crosses over and ties in to Cedarview Road to the north of Lytle Avenue. This alternative requires less new roadway to be built in comparison to Options 2 and 3, but would require a structure over the Highway. The proposal may have some visual impact for the residents of Lytle Avenue, however, with appropriate berming and landscaping, mitigation is attainable. This option reduces the length of new roadway required in comparison to Options 2 and 3, but would require co-ordination with the Ministry of Transportation Ontario (MTO).

Option 5 is the shortest new roadway required of all the proposals as it ties into Highway 416 as soon as possible. However, this introduces two new ramps midway between the West Hunt Club and the Fallowfield Road interchanges at a curvilinear location on Highway 416. As it affects the Highway operation, this option would require the approval from the Ministry of Transportation. Also, this alternative, unlike Option 4, would force traffic from a major arterial road to merge with highway traffic, only to get off again to re-merge onto another arterial road.

A meeting was held with the NCC in November 1996 and they are receptive to the concepts provided. Further detailed and co-ordinated work is required. Similarly, design discussions with MTO pertaining to the introduction of new connections onto Highway 416 will also have to take place.

CONSULTATION

The public is being consulted as part of the process undertaken for the draft Transportation Master Plan and draft Official Plan.

FINANCIAL IMPLICATIONS

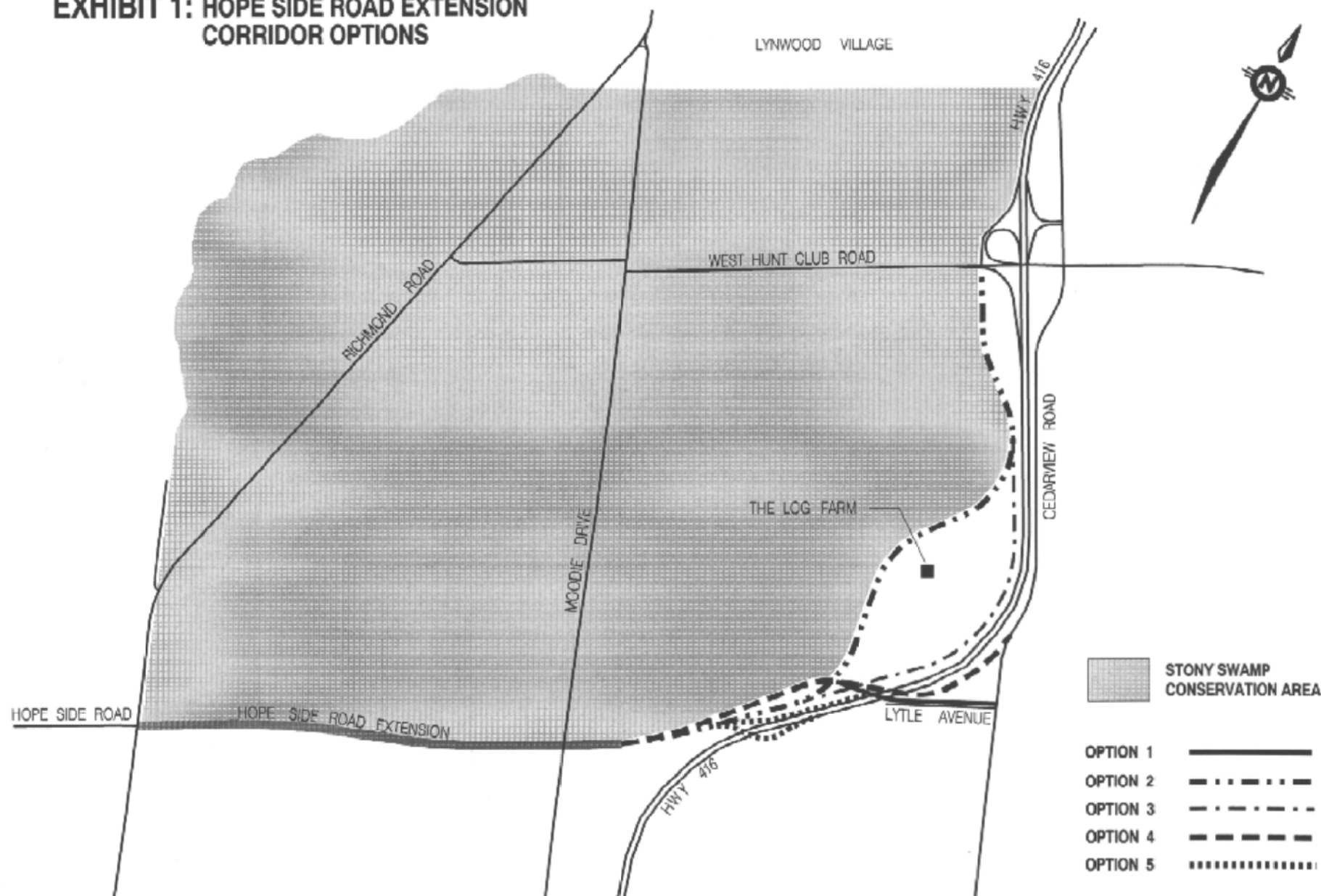
Not applicable at this time.

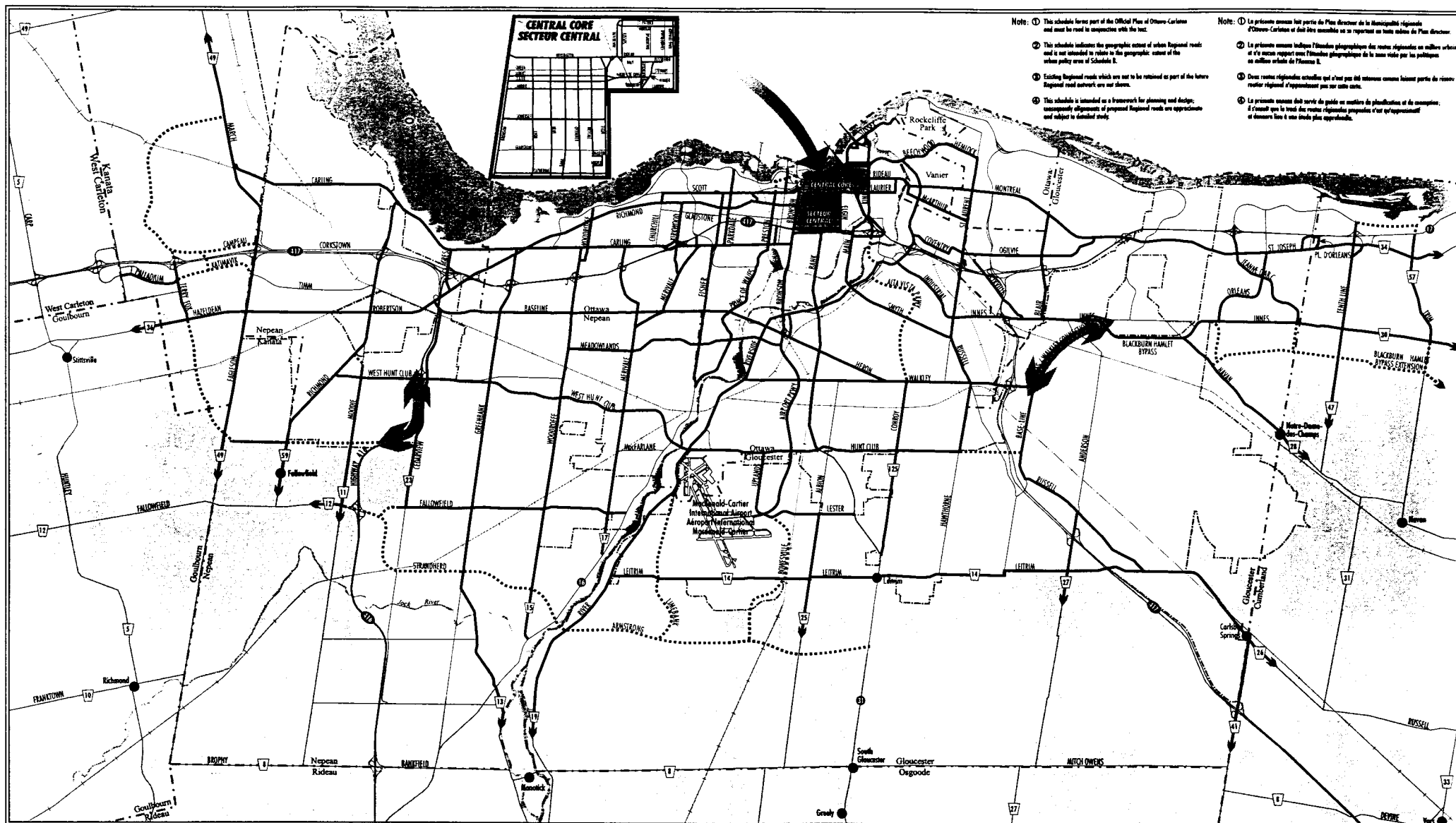
CONCLUSION

Although these options have not been evaluated in detail, they do demonstrate that there are viable alternatives to the Lytle Avenue link (Option 1). Taking into account the social impacts inherent with the Lytle Avenue option, it becomes the least likely corridor to be retained for further consideration. The TMP supports this conclusion. Likewise, Schedule C1 (Future Urban Regional Roads Plan) of the Draft Regional Official Plan has been modified to reflect this change as is illustrated in Exhibit 2.

*Approved by
Nick Tunnacliffe*

EXHIBIT 1: HOPE SIDE ROAD EXTENSION CORRIDOR OPTIONS





- Note: ① This schedule forms part of the Official Plan of Ottawa-Carleton and must be read in conjunction with the text.
- ② This schedule indicates the geographic extent of urban Regional roads and is not intended to relate to the geographic extent of the urban policy area of Schedule B.
- ③ Existing Regional roads which are not to be retained as part of the future Regional road network are not shown.
- ④ This schedule is intended as a framework for planning and design; consequently alignment of proposed Regional roads are approximate and subject to detailed study.

- Note: ① Le présent annexe fait partie du Plan directeur de la Municipalité régionale d'Ottawa-Carleton et doit être consulté en se reportant au texte même du Plan directeur.
- ② Le présent annexe indique l'étendue géographique des routes régionales en milieu urbain et n'a aucun rapport avec l'étendue géographique de la zone visée par les politiques en milieu urbain de l'Annexe B.
- ③ Des routes régionales existantes qui n'ont pas été retenues comme faisant partie du réseau routier régional d'approvisionnement ne sont pas montrées.
- ④ Le présent annexe doit servir de guide au moment de la planification et de la conception. À l'exception que le tracé des routes régionales proposées n'est qu'approximatif et demeure l'objet d'une étude plus approfondie.

OFFICIAL PLAN - SCHEDULE C1
FUTURE URBAN REGIONAL ROADS PLAN
 Prepared by: PLANNING & DEVELOPMENT APPROVALS DEPARTMENT
 REGIONAL MUNICIPALITY OF OTTAWA-CARLETON, FEBRUARY 1997
PLAN DIRECTEUR - ANNEXE C1
PLAN DES ROUTES REGIONALES FUTURES EN MILIEU URBAIN
 Préparé par: SERVICE DE L'URBANISME ET DE L'APPROBATION DES DEMANDES D'AMÉNAGEMENT
 MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON, FÉVRIER 1997

EXISTING REGIONAL ROADS
 PROPOSED REGIONAL ROADS
 LOCATION UNDEFINED

ROUTES RÉGIONALES EXISTANTES
 ROUTES RÉGIONALES PROPOSÉES
 ENDROIT NON DÉTERMINÉ

DRAFT/ÉBAUCHE

A SERVICE OF REGIONAL GOVERNMENT
Ottawa-Carleton

UN SERVICE DE LA MUNICIPALITÉ RÉGIONALE
Ottawa-Carleton