

REGIONAL MUNICIPALITY OF OTTAWACARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWACARLETON

REPORT
RAPPORT

Our File/N/Réf. **23 09-97-0031**

DATE 23 April 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **TRIM ROAD ENVIRONMENTAL ASSESSMENT**
FINAL RECOMMENDATIONS

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. The recommendations of the Trim Road EA Study, prior to the preparation and filing of an Environmental Study Report (ESR) for the realignment and widening of Trim Road from Regional Road 174 to Innes Road, modifications to the Trim Road/RR 174 intersection, and modifications to sections of St. Joseph Blvd/Queen Street and Innes Road in the vicinity of Trim Road, as detailed in this report;**
- 2. The preparation of a Regional Official Plan (ROP) Amendment pertaining to the recommended new alignment of Trim Road.**

BACKGROUND

The Trim Road Environmental Assessment Study was initiated in March 1995 to identify and plan for modifications to the Regional Road system in the Trim Road (RR 57)/St. Joseph Blvd. (RR 34)/Innes Road (RR 30) corridors to serve new development areas in the East Urban Community, in the Township of Cumberland, which had been approved as an Amendment to the 1989 ROP. Figure 1 illustrates the expansion areas and the sections of the Regional Road system under study.

In April 1996, Transportation Committee approved the Environmental Assessment Proposal (EAP) for the Trim Road Environmental Assessment. A draft EAP had been presented to the public at a Public Open House held on 26 September 1995, and the final version which incorporated public input from the Public Open House, defined the scope of the study and outlined the process to be followed.

Since then the EA study has proceeded in accordance with the Provincial Class Environmental Assessment Process, including environmental inventories, identification and evaluation of planning and design alternatives, and the recommendation of a preferred alternative for each section of the Regional Road system.

A second Public Open House was held on 29 October 1996, and the study scope was expanded in July 1997 to examine future interchange options for the Trim Road/RR 174 intersection, following the transfer of Highway 17 (now RR 174) by the Ministry of Transportation to the RMOC. The third and final Open House was held on 25 November 1997, when the design alternatives, their evaluation, and the Technically Preferred Alternatives for each road section were presented to the public for review and comment.

Based on comments from the third Open House and from meetings with agencies and property owners, the Preferred Alternatives have been refined and confirmed by the Technical Advisory Committee for the study, comprising Regional, Cumberland and consultant staff, and are being brought forward for approval by Transportation Committee and Council.

The next step in the study is to prepare and file the Environmental Study Report (ESR) documenting the study process and recommendations, for the mandatory 30 day review period in accordance with Class EA requirements, following Council approval.

A Summary Report prepared by Totten Sims Hubicki Associates, study consultants, is available with the Committee Co-ordinator. Presentation drawings illustrating the Preferred Alternatives will be available at the Transportation Committee meeting.

DISCUSSION

Trim Road and Innes Road are the principal transportation axes for developing the “East Community Expansion Areas” as identified by the Township of Cumberland and ratified by the Regional Official Plan Amendment No. 34 of 1994. The new Official Plan approved by Council in July 1997, includes the expansion areas as part of the Orleans Urban Centre, and the Transportation Master Plan (TMP), also approved by Regional Council in July 1997, identified the need to widen Trim Road/St. Joseph Blvd. and Innes Road during the 1996-2021 planning period.

As part of the EA process, alternative planning solutions and design alternatives were identified and evaluated. In addition, impacts and mitigation measures were also assessed. The planning and design alternatives are briefly described herein.

Planning Solutions

In examining future transportation needs and available opportunities in the Trim Road/St. Joseph Blvd./Innes Road corridors, the EA study identified the following possible planning solutions:

- Do Nothing;
- Enhanced Transit Service;
- Transportation Demand Management Measures (TDM);
- Transportation System Management Measures (TSM);
- Diversion to Other Transportation Facilities; and
- Roadway Widening/Realignment.

The evaluation of planning solutions eliminated Do Nothing, TDM/TSM and Diversion to Other Transportation Facilities as not being reasonable or viable “stand alone” solutions. However, the evaluation did identify TDM and transit enhancement as necessary measures to be undertaken in conjunction with the road widening/realignment option, for which design alternatives were identified and examined in detail.

The technical work done in support of the TMP reconfirmed the residual need to add vehicular capacity to these corridors after appropriate allowance for the increased walking, cycling and transit share of peak period travel, the reduction of peak period trip activity due to TDM initiatives, the toleration of quality of service Level 'E' on the Regional Road network during peak periods, and the effect of TSM measures in increasing the efficiency of transportation network components.

Design Alternatives

For the purpose of developing and examining design alternatives, the road system was divided into eight sections as illustrated in Figure 1, and listed below:

- Section 1 - Trim Road (RR 174 to Watters Road)
- Section 2 - Trim Road (Watters Road to Innes Road/Frank Kenny Road)
- Section 3 - St. Joseph Blvd. (1.0 km westerly from Trim Road)
- Section 4 - Queen Street (Trim Road to Cardinal Creek)
- Section 5 - Queen Street (Cardinal Creek to Frank Kenny Road)
- Section 6 - Innes Road (Trim Road to Frank Kenny Road)
- Section 7 - Innes Road (Frank Kenny Road to 1.0 km easterly)
- Section 8 - Trim Road/Regional Road 174 Intersection (with or without a bridge to Quebec)

Design alternatives, including cross section and alignment options, were developed in accordance with Regional and Township policies and standards. They were evaluated on the basis of seven major criteria; namely, safety, traffic operations, natural environment, social environment, economic environment, land use and property, and cost, with each criterion further sub-divided into individual indicators or measures.

Technically Preferred Alternatives

Figure 2 illustrates the Technically Preferred Alternatives for the different roadway sections and the Trim Road/RR 174 interchange. A summary description of each of the preferred design options, including cost estimates in 1997 dollars, is given below.

1. Trim Road (RR 174 to Watters Road) - will follow the existing alignment from RR 174 to St. Joseph Blvd. and will be realigned to the east between St. Joseph Blvd. and Watters Road. The existing 11% grade south of St. Joseph Blvd. will be reduced to 4%. The road will be widened from two lanes to a four-lane, urban-divided cross section, including bike lanes and sidewalks on both sides, at an estimated cost of \$7 million. Additional right-of-way will be required to accommodate side slopes in the cut section of Trim Road between St. Joseph Blvd and Watters Road and property protection for an ultimate six-lane cross section is recommended.
2. Trim Road (Watters Road to Innes Road/Frank Kenny Road) - will follow an entirely new alignment to the east of the existing Trim Road, along the west bank of Cardinal Creek, and connecting with Frank Kenny Road, the recently developed primary north-south arterial in Cumberland, which will link to Highway 417 at the Vars interchange. The road will be constructed initially to a two-lane, urban-divided cross-section, including bike lanes and sidewalks on both sides, at an estimated cost of \$12 million. Property protection for an ultimate six-lane cross section is recommended.

It should be noted that protection of adequate right-of-way for a possible future six-lane cross section is recommended to meet Cumberland's build-out needs (beyond 2021) and the possibility of an interprovincial bridge in the Trim Road corridor.

3. St. Joseph Blvd. (1.0 km westerly from Trim Road) - will be widened from two lanes to a four-lane, urban-undivided cross section, including bike lanes and sidewalks on both sides (except in the vicinity of the escarpment where it will be limited to the north side only), at an estimated cost of \$5.5 million. The right-of-way widening will be entirely to the north side.
4. Queen Street (Trim Road to Cardinal Creek) - will be upgraded with improved horizontal alignment and a two-lane, urban-undivided cross section, including bike lanes and sidewalks on both sides, at an estimated cost of \$2 million.
5. Queen Street (Cardinal Creek to Frank Kenny Road) - will be relocated slightly to the north in certain sections and upgraded to a two-lane, rural-undivided cross section including bike lanes, at an estimated cost of \$2.5 million.
6. Innes Road (Trim Road to Frank Kenny Road) - will be widened from two lanes to a four-lane, urban-divided cross section, including bike lanes and sidewalks on both sides, at an estimated cost of \$4 million.
7. Innes Road (Frank Kenny Road to 1.0 km easterly) - will be upgraded with alignment modifications and a two-lane, rural-undivided cross section, including bike lanes, at an estimated cost of \$1.5 million.

8. Trim Road/Regional Road 174 Interchange - Figure 2 illustrates the preferred design option for upgrading the existing Trim Road/Regional Road 174 intersection to an interchange, at an estimated cost of \$4 million. The preferred design option has the flexibility for modification to increase capacity to accommodate growth in the longer term, beyond the 2021 planning horizon, and the possibility of an interprovincial bridge in the Trim Road corridor.

Noise Impacts

Possible future noise impacts on existing properties along Talcy Crescent, to the west of Trim Road and south of St. Joseph Blvd., were assessed through a noise impact analysis, in accordance with MOE and RMOC guidelines. The analysis indicates that the impacts on these properties will be minimal and will not warrant any mitigation measures. At some properties, future noise levels will be reduced as a result of the proposed shifting of the Trim Road alignment to the east and the lowering of its profile in the vicinity of Talcy Crescent (St. Joseph Blvd. to Watters Road).

Property Impacts

Property impacts will include five buyouts of residential properties (one on existing Trim Road and four on St. Joseph Blvd) and three potential buyouts (two on St. Joseph Blvd. and one on Trim Road). In addition, the new alignment of Trim Road (south of Watters Road) will require purchase of vacant development lands along Cardinal Creek for right-of-way purposes. There is a potential for settlement of adjacent homes, and for lowering of well levels along Gerald Street, resulting from the depth of cut required to reduce the existing grade on Trim Road. However, any potential impact will be verified during the preliminary design stage, and appropriately addressed in the final design and construction of Trim Road, between St. Joseph Blvd. and Watters Road.

AGENCY COMMENTS

External agencies and interest groups were contacted throughout the course of the study and their comments and input are incorporated in the study findings and will be documented in the Environmental Study Report.

PUBLIC CONSULTATION

Public consultation was undertaken through the three Open Houses held during the course of the study, and several individual meetings with property owners impacted by the proposed changes. Both verbal and written comments received during the study indicated a broad level of support for the undertaking. Additional opportunities for public input include representation at the Transportation Committee meeting and the 30 day period for comment following the filing of the Environmental Study Report.

CONFORMITY WITH TMP/ROP

The recommendations of the Trim Road EA study are consistent with the Transportation Master Plan which identified the need to widen Trim Road, St. Joseph Blvd./Queen Street, and Innes Road beyond the first ten years of the 1996-2021 planning period. However, the new Trim Road alignment will require an amendment to Schedule C1 of the Regional Official Plan. The proposed amendment will be the subject of a public meeting, in September 1998, of the Planning and Environment Committee. The filing of the Trim Road ESR will coincide with the circulation of the draft Regional Official Plan Amendment to technical agencies and interested public.

FINANCIAL IMPLICATIONS

There are no immediate financial implications arising from these recommendations as the preparation and filing of the Environmental Study Report are within the Council approved budget for the Trim Road Environmental Assessment Study.

Construction of the individual road sections identified is not included in the 10 Year Program identified in the 1997 ROP (Table 6, pgs. 23 & 24).

FUTURE ACTION

The Environmental Study Report (ESR) will be prepared and filed in accordance with the requirements of the Class Environmental Assessment Process. During the 30 day review period that will follow, any person having concerns over the recommendations of the ESR may request that the project be “bumped up” to an individual environmental assessment.

The approval of this Environmental Assessment will enable the RMOC to carry out detailed design, protect rights-of-way, acquire property and undertake construction. The Transportation Master Plan envisages the construction of Trim/St. Joseph/Innes roadway sections after 2006. However, in light of the proposed realignment of Trim Road, preliminary design work will have to be undertaken following the approval of the ESR to enable the Township of Cumberland to proceed with land use planning in this area and enable property owners to revise their development plans consistent with the new road alignment.

*Approved by
Nick Tunnacliffe, MCIP, RPP*

RP/md

Attach. (2)

Figure 1
STUDY AREA

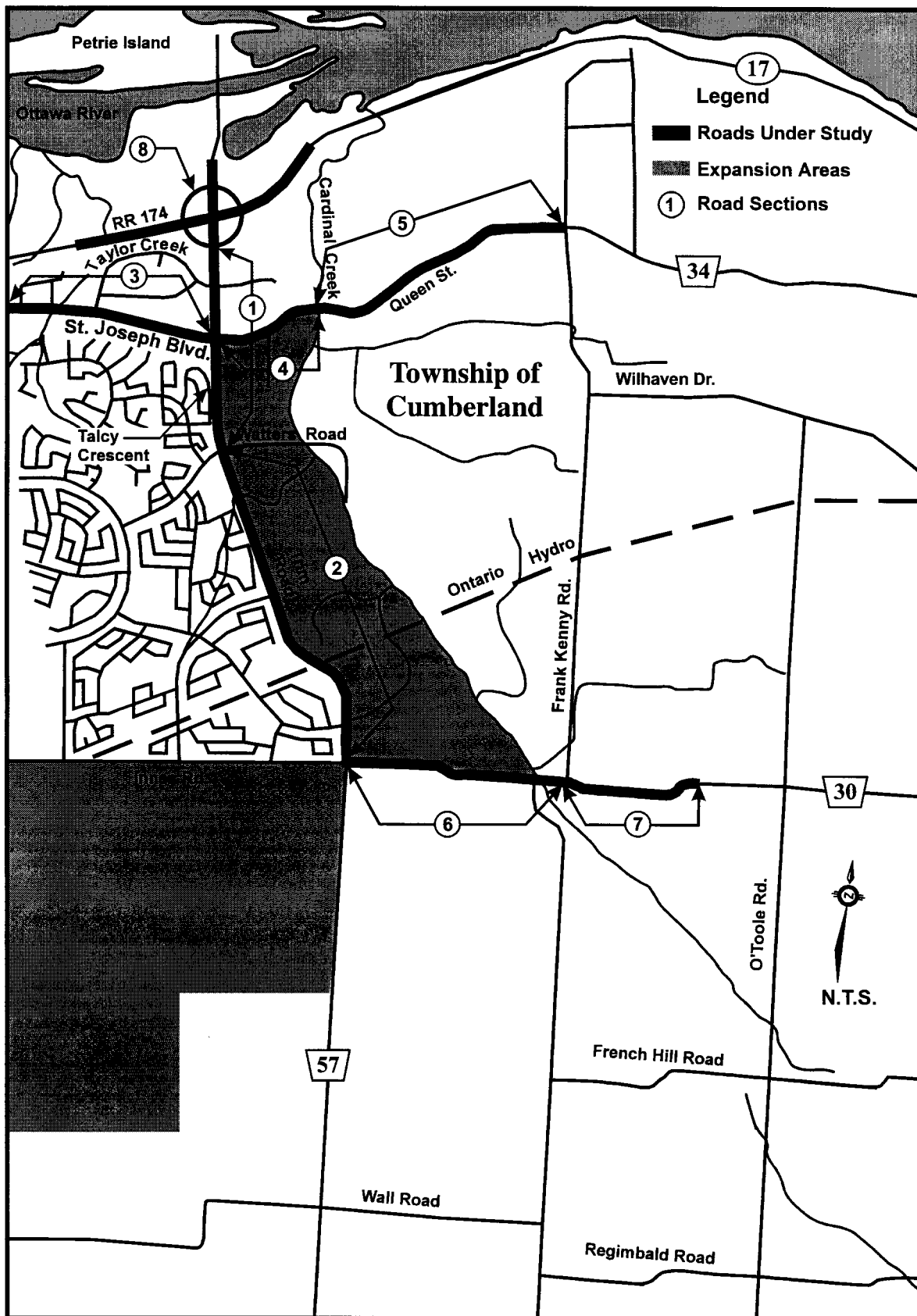


Figure 2
TECHNICALLY PREFERRED ALTERNATIVES

