

Business and Public Consultation Group Meeting

Chapel Hill Park and Ride – Alternate Site

Environmental Assessment

Date/Time: November 18, 2015 / 6:30 PM

Place: Orleans Public Library, Patricia Leduc Room

Attendees: Councillor Jodi Mitic
Don Patterson, Accessibility Advisory Committee
Robert Perrault, Land Owner
Marcel Bisson, Land Owner
Francois Perrault, Land Owner
Francine Laurent-Leblanc, Land Owner
Luc Pedneault, Chapel Hill South Community Association
Yasmine Fathers, Bradley Estates Community Association
John Black, Citizens for Safe Cycling
Frank McKinney, City, Project Manager
Robert Vastag, Stantec, Project Manager
Andrew Harte, Stantec, Deputy, Project Manager
Jessie Boulet, Stantec, Design Engineer

Absentees: Marcel Denomme, Minto Homes
Donna Leith-Gudbranson, Chapel Hill South Community Association
Paul Clarke, Citizens for Safe Cycling
Joel Monfils, Environmental Stewardship Advisory Committee and Arts, Culture, Heritage and Recreation Advisory Committee
Fraser Manson, City of Ottawa
Jeremy Wittet, Councillor Mitic's Office
jpvice@vhl-law.ca

Distribution: All Above

Item:

Action:

1.0 Welcome, Introduction and Presentation

F. McKinney introduced the project team and presented the background and scope of the project. Key areas highlighted included:

- The Transportation Master Plan (TMP) affordable network and transit improvements
- The preliminary design for the Cumberland Transitway and ultimate location of the park and ride at Orleans Boulevard and Blackburn Hamlet Bypass.
- Need for an alternate park and ride site during the interim until

Design with community in mind

Item:**Action:**

the Cumberland Transitway is constructed (beyond 2031)

R. Vastag and A. Harte presented the following information:

- Project Overview and Objectives
- Environmental Assessment Process
- Need and Opportunity
- Existing Conditions
- Alternatives and Evaluation
- Preferred Plan
- Project Schedule

A copy of the presentation is attached.

2.0 General Discussion

D. Patterson requested that an 'Accessibility' criterion be included in the evaluation. A. Harte confirmed it will be revised to include Accessibility criterion going forward.

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Y. Fathers inquired if the ultimate park and ride was in the National Capital Commission (NCC) Greenbelt. F. McKinney confirmed that the functional design of the ultimate park and ride is located in the Greenbelt.

J. Black inquired about the existing land owners at the alternate site location. A. Harte confirmed they were Minto Homes, the Perrault Family and an additional land owner that is currently in negotiations with the City.

D. Patterson inquired about the geotechnical and grading in the area. A. Harte noted it is a general mix of sand, till and clay and the site is relatively flat.

J. Black noted that Councillor Blais had announced the bikeway along the Cumberland Transitway right-of-way. F. McKinney noted that the planning for the bikeway will follow this assignment, incorporating our layout into the project. Planning level documents can be supplied upon request.

D. Patterson requested additional spaces and lanes to be provided at the passenger pick-up and drop-off areas for accessibility requirements. F. McKinney confirmed that this will be carried forward in the functional

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Design with community in mind

Item:**Action:**

design.

D. Patterson confirmed that the pedestrian connections will be located at the Navan Road roundabout, Park and Ride access and the Page Road signalized crossing. R. Vastag confirmed these locations are consistent in all of the alternatives and will be carried forward to the functional design.

J. Black inquired about bike parking within the Park and Ride. R. Vastag confirmed that bike parking will be located adjacent to the platforms during the functional design and number of spots will be confirmed at that time.

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J. Black inquired about the need for 2 platforms in the preferred plan. R. Vastag noted that this eliminated the need for the bus turnaround within the Park and Ride and could accommodate bus routing.

D. Patterson inquired about the number of buses that will be accessing the Park and Ride. A. Harte noted that there will be 34 buses during the peak hour, comprised of 30 buses in the peak direction and 4 in the off peak direction. During the off peak, 4 buses in each direction will use the Park and Ride. D. Patterson inquired if the buses would have to stop at the pedestrian crossing between the north and south platforms. A. Harte confirmed they would and the crossing would occur behind the pick-up location to prevent pedestrians cutting in front of the busses.

Y. Fathers requested an additional pedestrian connection from Brian Coburn Boulevard to the south platform, either mid-block or from the access intersection. R. Vastag confirmed that this will be included in the functional design.

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D. Patterson noted that the design will have to incorporate the appropriate grading for accessibility between the crossing location and the high curbs need for loading/offloading procedures at the platforms. R. Vastag confirmed that the platforms and ramps will be designed in accordance with Accessibility Guidelines.

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L. Pedneault noted that adjacent residences will ask questions regarding noise and light concerns. Additionally, the pedestrian connections will be important to prevent crossing of Mud Creek from the community to the north. Y. Fathers noted that additional tree plantings and landscaping may be beneficial to reduce the light concerns. A. Harte noted the goal is to stay within the hydro corridor and avoid any impacts to the existing tree line.

L. Pedneault noted that route #34 is typically has 15 riders in the area in the morning but is full by the time it reaches OR 174. Likely this Park and Ride will draw users from as far as Trim Road to access transit. A. Harte

Item:**Action:**

confirmed that the City transportation model has identified that as part of the catchment area.

F. Perrault-Leblanc inquired as to the number of parking stalls shown in Alternative A1. R. Vastag noted it was in the range of 530 stalls, less than the other alternatives. F. McKinney noted that it is anticipated that it will only be built out to half of that by 2031.

J. Black requested confirmation that the pedestrian and cycling facilities would be carried forward regardless of the preferred Park and Ride layout. R. Vastag confirmed that they would be.

J. Black inquired about the destination for the transit trips. F. McKinney confirmed it would primarily be Blair Station.

L. Pedneault inquired as to potential barriers that may delay construction of the Park and Ride by 2018. F. McKinney noted that, as always, budget deliberations and constraints have the potential to impact schedule.

L. Pedneault noted that including Renaud Road in the figures may be beneficial to help people orient themselves to the area.

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L. Pedneault, Y. Fathers and J. Black offered to post the public open house notice and any other materials on their website/mail list.

The meeting adjourned at 8:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

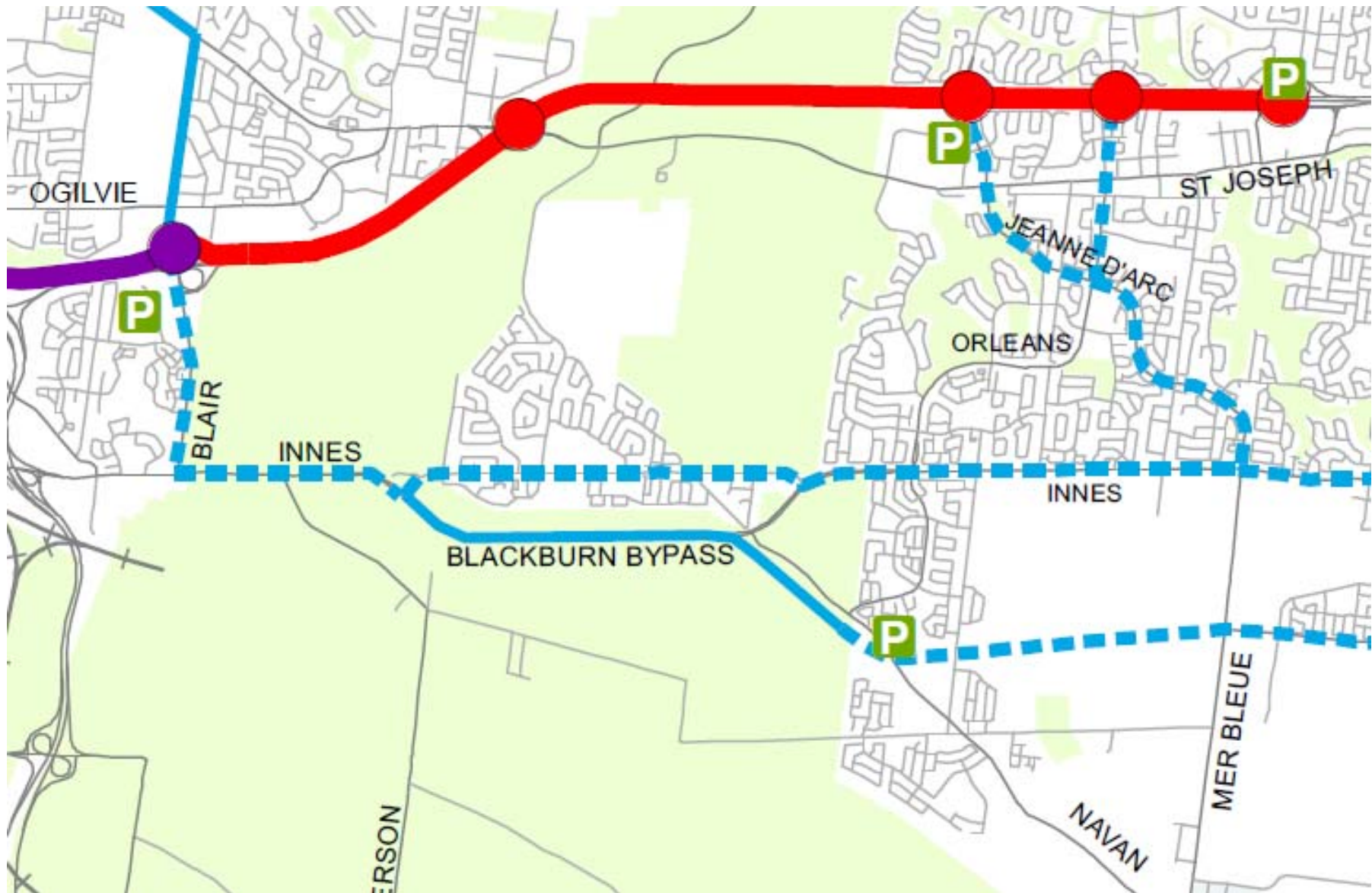
Robert Vastag, MCIP, RPP
Senior Transportation Planner
Phone: (613) 724-4354
Rob.Vastag@stantec.com

Attachment: Power point presentation - Chapel Hill Park and Ride – Alternate Site, Environmental Assessment Study, Nov 18, 2015
Chapel Hill Park and Ride Alternatives A1, A2, A3, B1, B2, B3

Chapel Hill Park and Ride – Alternate Site Environmental Assessment Study



**Consultation Group Meetings
18 November, 2015**



1. Welcome and Introductions
2. Project Overview and Objectives
3. Environmental Assessment Process
4. Project Need and Opportunity
5. Existing Conditions
6. Analysis and Evaluation
7. Preferred Plan
8. Schedule and Next Steps

1. Introductions



- Frank McKinney – City of Ottawa, City Project Manager
- Robert Vastag – Stantec, Consulting Team Project Manager
- Andrew Harte – Stantec, Consulting Team Deputy Project Manager

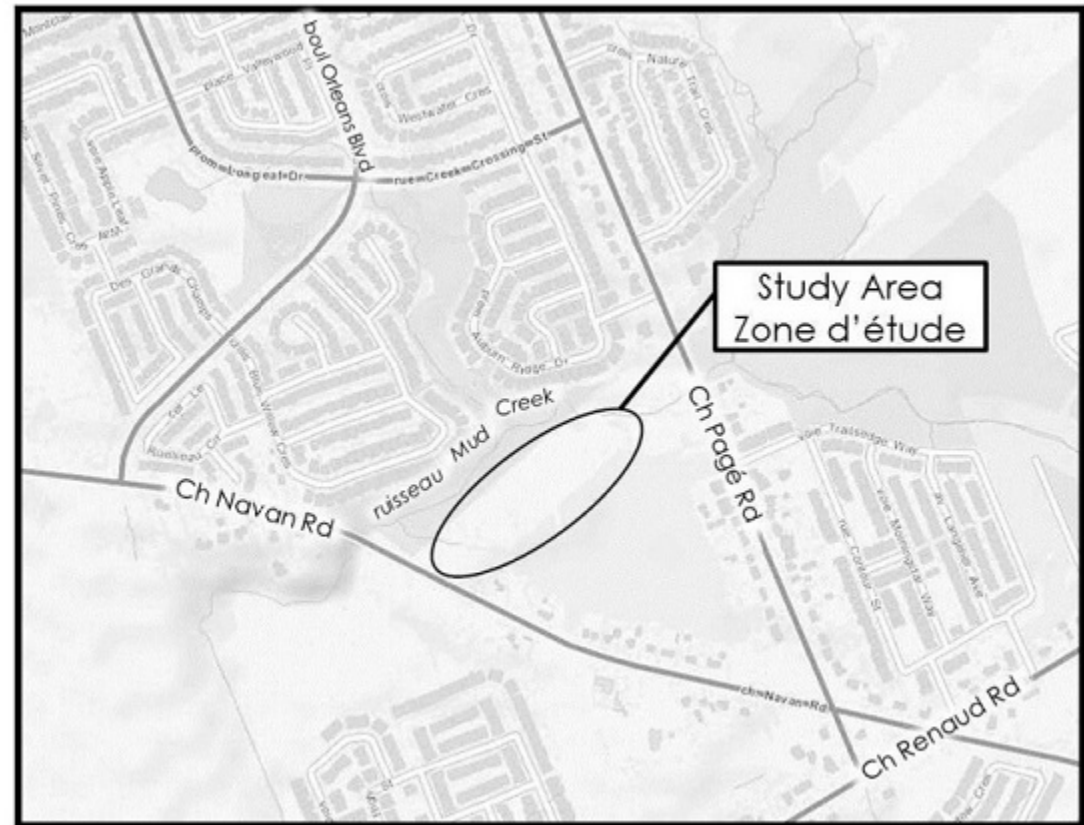
Briefly Share:

- Individual/Group/Agency you are representing
- Area of expertise/responsibility
- General Interest in the project and what matters to you!

2. Project Overview and Objectives



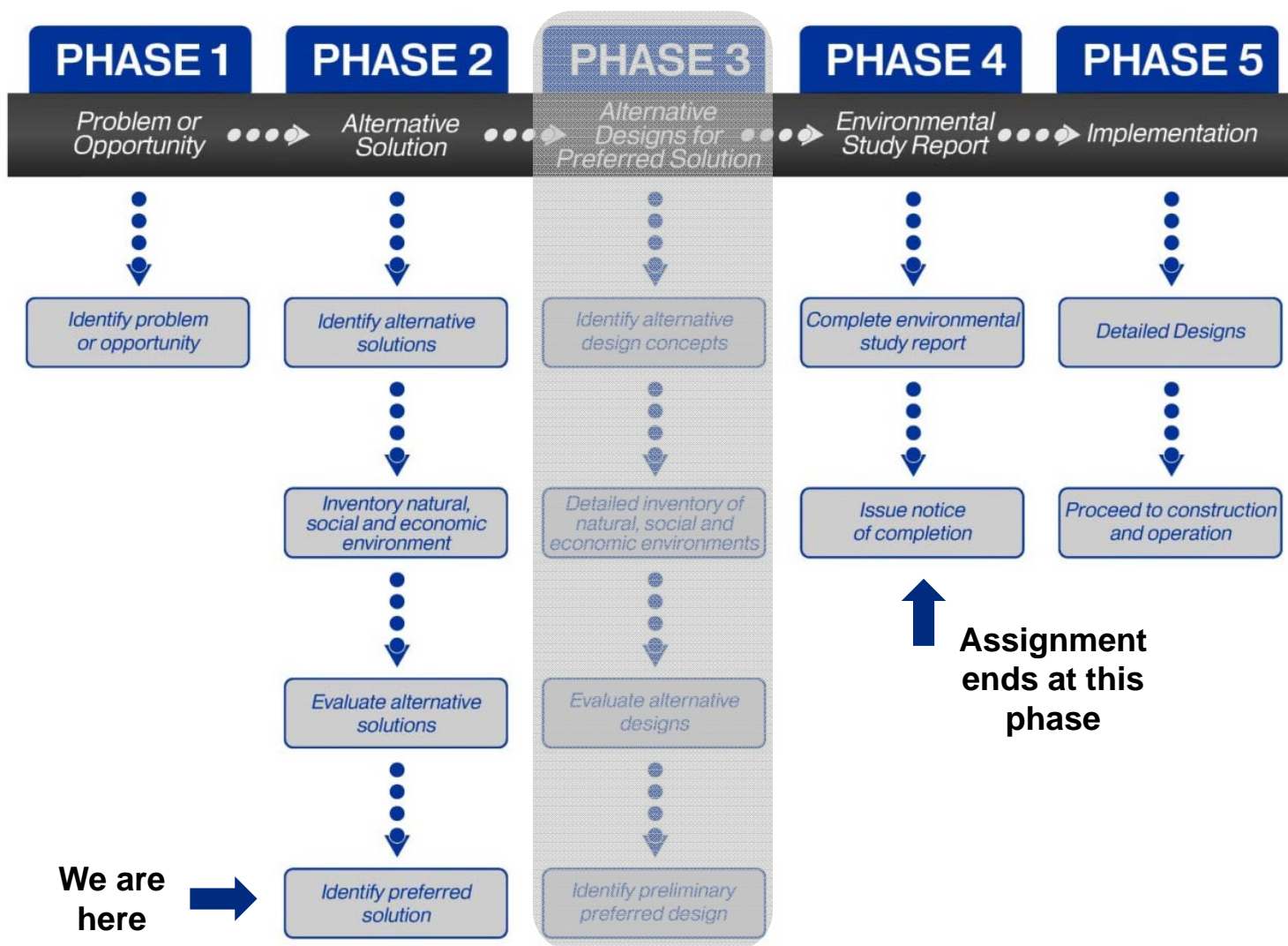
- The Cumberland Transitway – including the planned transit station and park and ride (P&R) facility – are not within the Affordable Network of the Transportation Master Plan (TMP)
- An interim P&R within Chapel Hill South would help increase ridership in Chapel Hill South and Orleans until the Transitway is constructed
- The P&R would be included in the Brian Coburn Boulevard construction, starting in 2016
- Study follows the MEA Class EA process for a Schedule “B” project



3. Environmental Assessment Process



- Chapel Hill South Park and Ride
 - Phases 1 and 2 of the EA process to be completed



**Agency Consultation
Group (ACG)**

Representatives of Agencies
and other groups

**Business and Public
Consultation Group (BCG)**

Representatives of BIA, Developers, Land Owner
Groups, Special Interest Groups and
Representatives of Community Associations

Open House

Residents within the study area

Role and Responsibilities

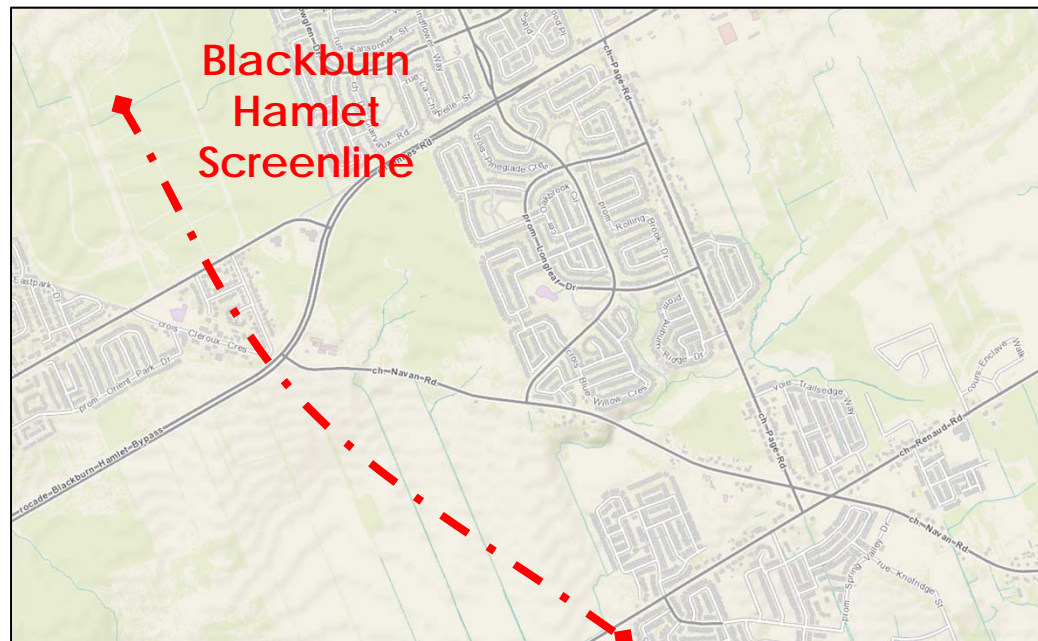
- Participate in consultation events
- Provide input and guidance to the study
- Provide high level review of study, process and alternative solutions

4. Project Need and Opportunity



Auto Capacity:

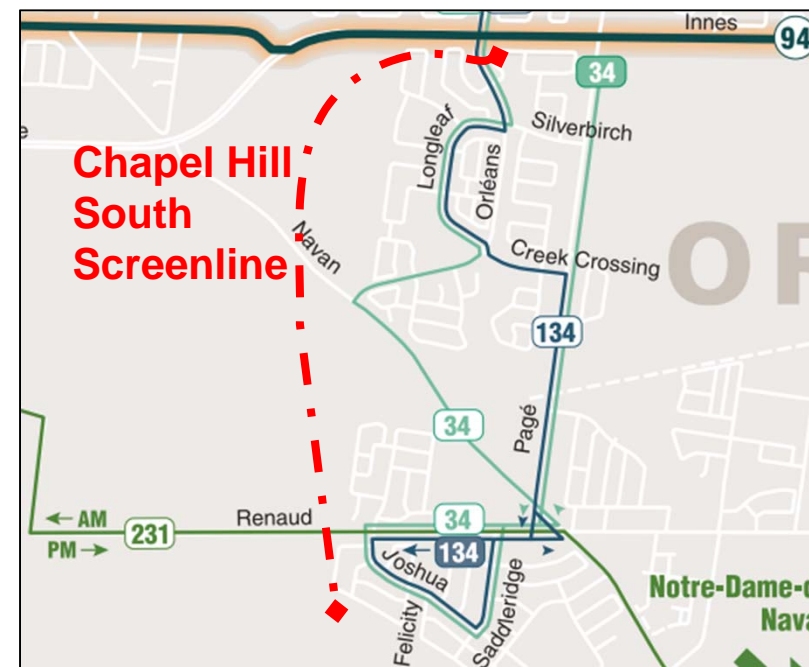
- Blackburn Hamlet screenline is approaching capacity in 2015
- By 2031, the screenline is projected to be over capacity



Screenline	Road Name	Lane Capacity	Total Capacity	v/c ratio (AM Peak)
Blackburn Hamlet Screenline 2015	Innes Road within Blackburn Hamlet	600	600	0.24
	Blackburn Hamlet Bypass	1,000	2,000	1.19
	Renaud Road	800	800	0.76
	Total	-	3,400	0.92
Blackburn Hamlet Screenline 2031	Innes Road within Blackburn Hamlet	600	600	0.30
	Blackburn Hamlet Bypass	1,000	2,000	1.33
	Renaud Road	800	800	0.85
	Total	-	3,400	1.03

Transit Capacity

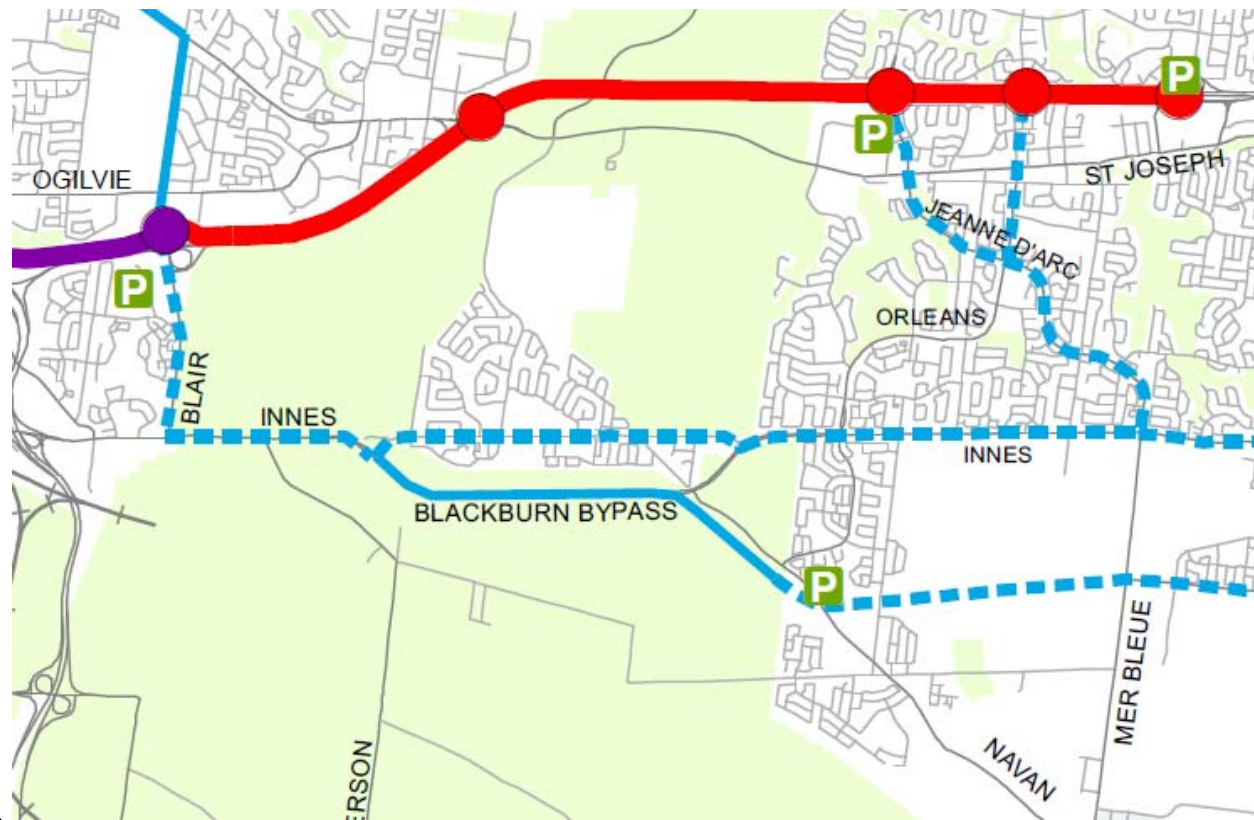
- Existing transit service has residual capacity
- Future transit corridor likely to shift from Innes Road to the Brian Coburn Boulevard / Blackburn Hamlet Bypass
- Opportunity to intensify transit ridership with a P&R facility and positively impact road capacity



Screenline	Routes	AM Peak Period Ridership	Number of Trips	Total Capacity	v/c ratio (AM Peak)
Chapel Hill South Screenline	34	145	8	615	0.24
	134	50	7	270	0.19
	231	135	3	160	0.84
	Total	330	18	1045	0.32

Direction From Guiding Documents

- Affordable Network in Transportation Master Plan calls for transit priority measures along Brian Coburn Boulevard/Blackburn Hamlet Bypass and Blair Road
- Transit signal priority and queue jump lanes will improve transit service between Orleans South and Inner Area (in lieu of rapid transit)
- An interim P&R located within Chapel Hill South, and the resulting increase in transit ridership, will make use of the opportunities afforded by these transit priority measures



5. Summary of Existing Conditions



Transportation Environment

- Screenlines approaching auto capacity while residual capacity available on transit
- Minimal pedestrian and cycling facilities along Navan Road and Page Road
- Brian Coburn Boulevard design includes westbound bike lane and multi-use pathway along the south side of the road
- Noise mitigation proposed as part of the Brian Coburn Boulevard design
- No issues noted with existing air quality



Land Use / Socio-Economic Environment

- Existing area designated open space, as an easement for the Ontario Hydro High Voltage Power Transmission Corridor and Mud Creek area
- Surrounding area is predominantly residential (detached homes)
- Growth areas designated in the woodlot to south and along Renaud Road



Cultural Environment

- Undisturbed area noted adjacent to Navan Road, with possible archaeological potential
- Stage 2 archaeological assessment recommended during preliminary/detailed design
- Residential buildings noted in surrounding area that are 40 years or older
- Additional assessment during preliminary/detailed design to determine heritage value



Natural Environment

- Minimal aquatic habitat and species noted
- Unstable slopes noted along Mud Creek
- Butternut locations noted in surrounding area, will require a tree survey during detailed design
- No species at risk significant habitat noted, typical mitigation to be carried forward in design and construction activities



Physical Environment

- Phase 1 environmental site assessment completed
- Imported fill for Hydro One service road to be assessed to determine appropriate disposal options
- No further assessment required as part of preliminary/detailed design



Servicing and Utilities Environment

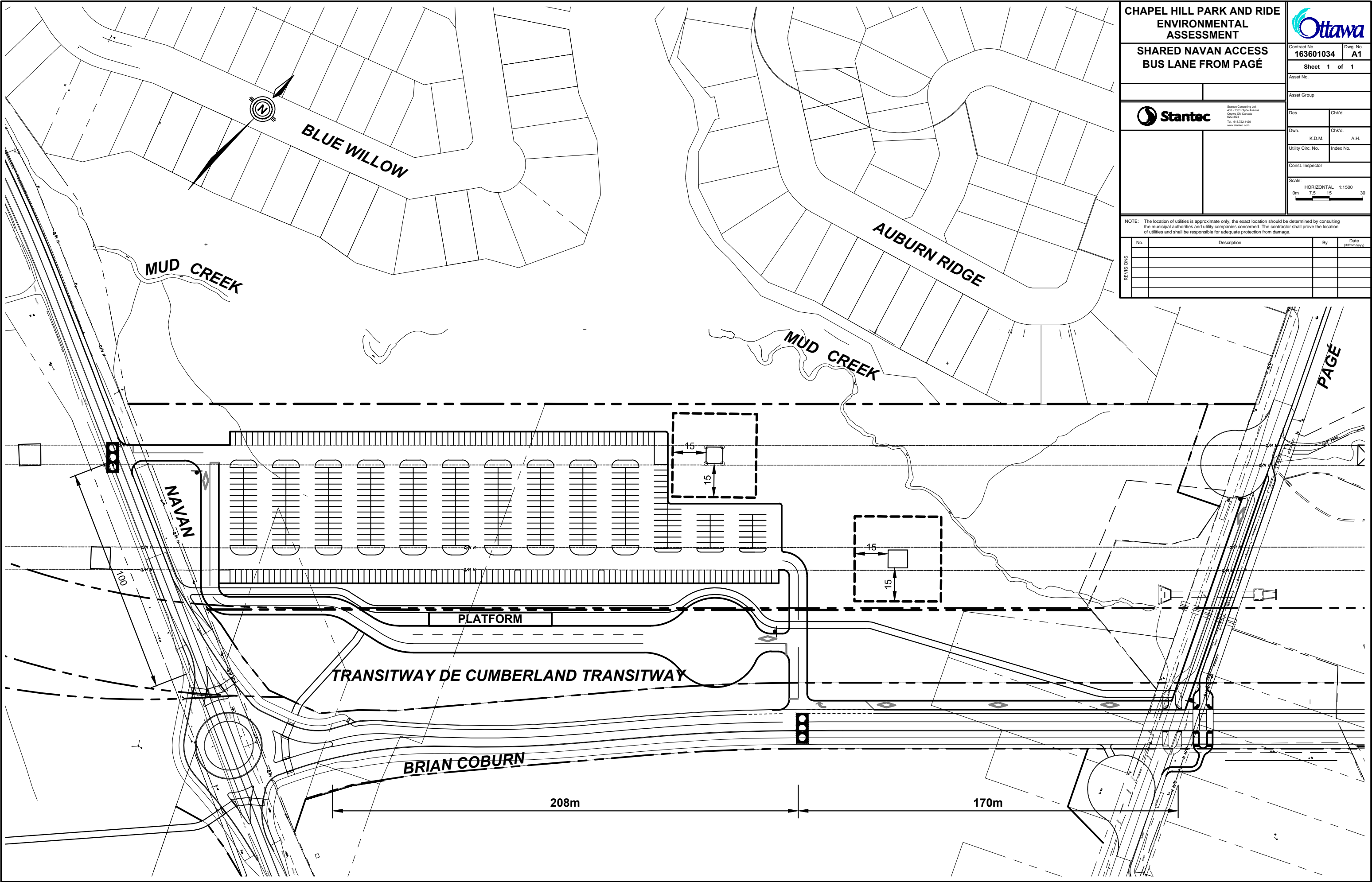
- Watermains located along Navan Road (305mm) and Page Road (305 and 914mm)
- Sanitary sewer located along Page Road (914, 300 and 400mm)
- Ontario Hydro High Voltage Power Transmission Corridor located through study area
- Drainage in area (including external areas) flows to Mud Creek
- Erosion measures may be required for drainage to Mud Creek



6. Analysis and Evaluation



- [Alternative A1](#)
- [Alternative A2](#)
- [Alternative A3](#)
- [Alternative B1](#)
- [Alternative B2](#)
- [Alternative B3](#)



CHAPEL HILL PARK AND RIDE
ENVIRONMENTAL
ASSESSMENT

SHARED NAVAN ACCESS
BUS LANE FROM PAGÉ

Ottawa

Contract No. **163601034** Dwg. No. **A1**

Sheet **1** of **1**

Asset No.

Asset Group

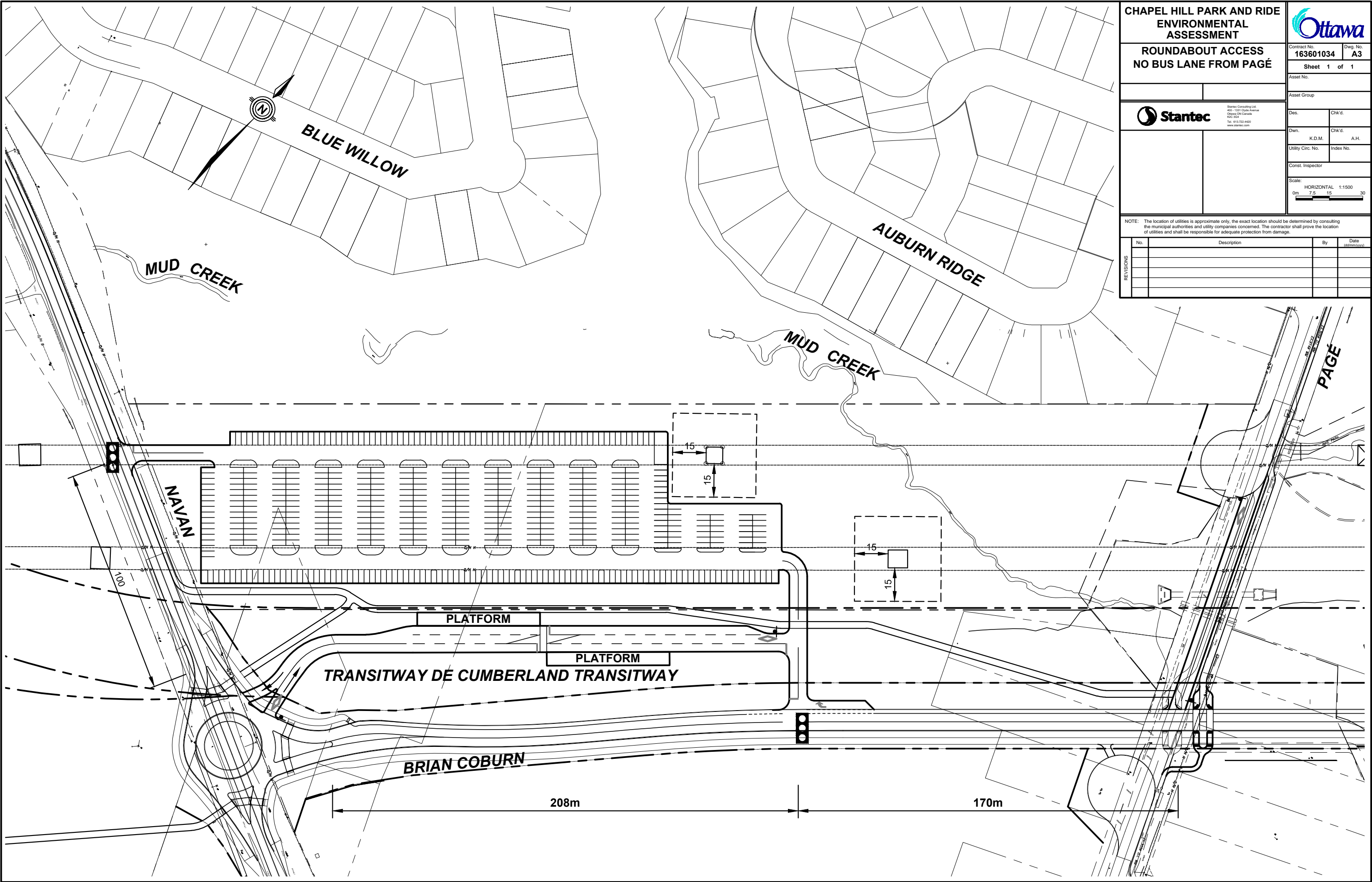
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Dwn.	Chk'd.
K.D.M.	A.H.
Utility Circ. No.	Index No.
Const. Inspector	
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NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

REVISIONS	No.	Description	By	Date (dd/mm/yyyy)



CHAPEL HILL PARK AND RIDE
ENVIRONMENTAL
ASSESSMENT

ROUNDBOUT ACCESS
NO BUS LANE FROM PAGÉ

Ottawa

Contract No. 163601034 Dwg. No. A3
Sheet 1 of 1

Asset No.
Asset Group

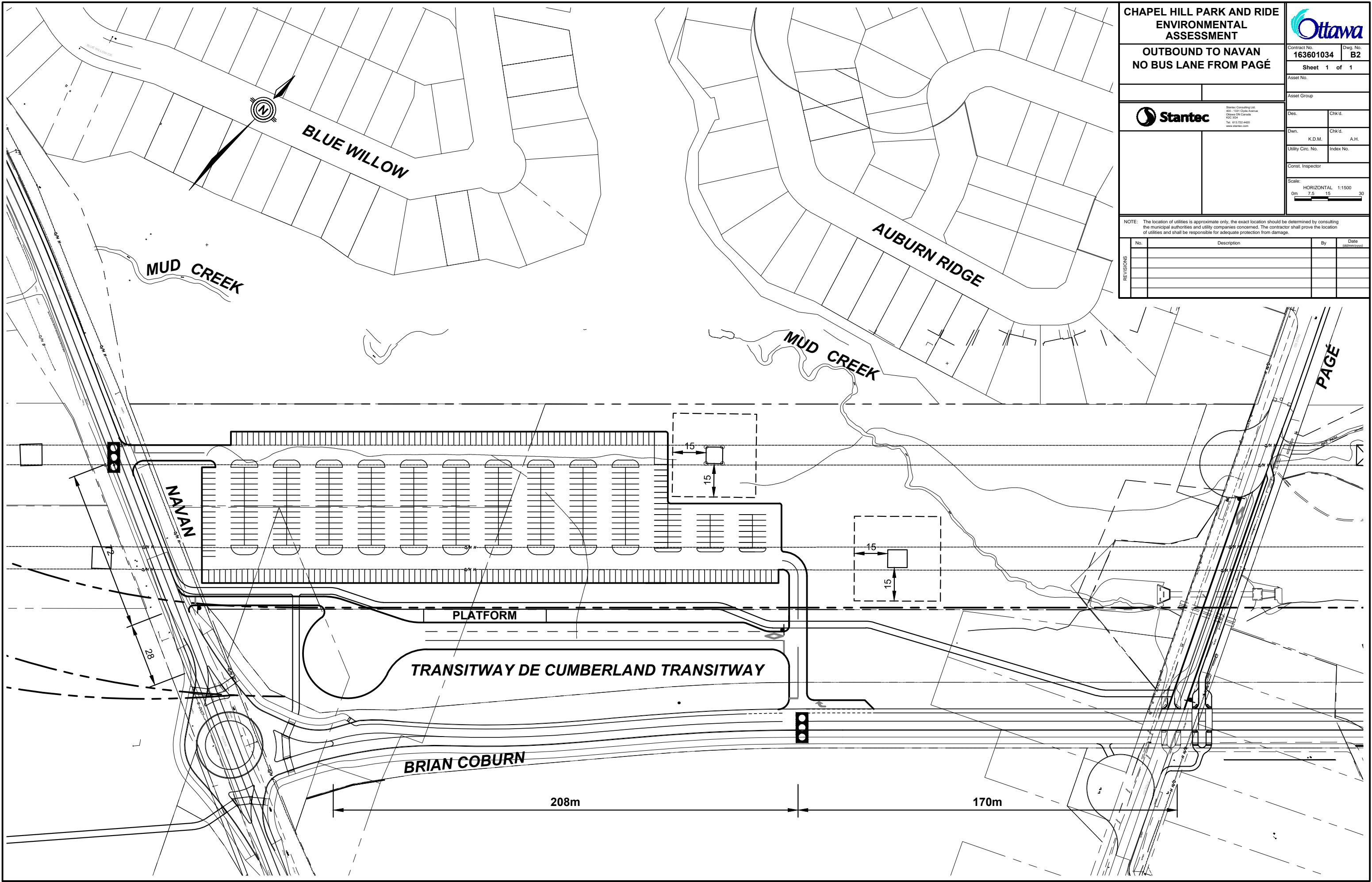
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No.	Description	By	Date (dd/mm/yyyy)



CHAPEL HILL PARK AND RIDE
ENVIRONMENTAL
ASSESSMENT

OUTBOUND TO NAVAN
NO BUS LANE FROM PAGÉ




Contract No.
163601034

Dwg. No.
B2

Sheet **1** of **1**

Asset No.

Asset Group



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REVISIONS	No.	Description	By	Date (dd/mm/yyyy)

Criteria	Alternative A1	Alternative A2	Alternative A3	Alternative B1	Alternative B2	Alternative B3
Transportation Environment						
Connectivity to Pedestrian/Cycling Network	✓	✓	✓	✓	✓	✓
Transit Access and Operations	—	—	✓	✗	✗	✗
Vehicular Access and Operations	—	—	—	—	—	—
Parking Layout	—	✓	✓	✓	✓	✓
Noise, Air Quality and Illumination	—	—	—	—	—	—
Natural Environment						
Impacts on Terrestrial Habitat, Aquatic Habitat and Species at Risk	—	—	—	—	—	—
Cultural Environment						
Heritage impacts	—	—	—	—	—	—
Features of Archaeological Potential Present	—	—	—	—	—	—
Social Environment						
Compatibility to Adjacent Land Uses	✓	✓	✓	✓	✓	✓
Adherence to City Policies	✓	✓	✓	✓	✓	✓
Property Impacts	—	—	—	—	—	—
Security / CPTED	✓	✓	✓	✓	✓	✓
Economic Environment						
Impact on Utilities	—	—	—	—	—	—
Capital Cost	—	—	—	—	—	—
Constructability						
Stormwater Management	—	—	—	—	—	—
Recommendation	—	—	✓	—	—	—

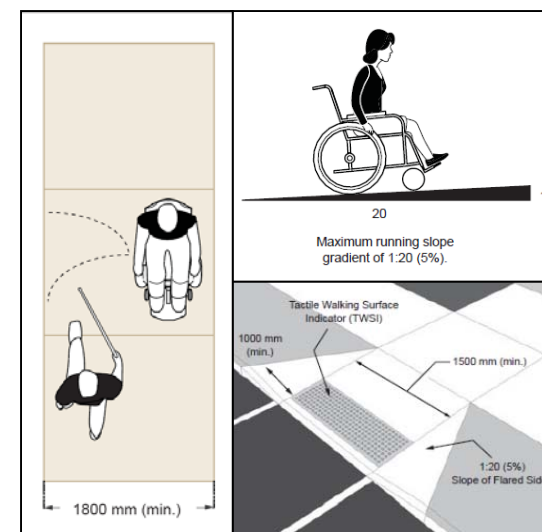
7. Preferred Plan



- Natural, Cultural, Social and Economic environments and Constructability equal between all alternatives
- Alternative A3 utilizes the roundabout at Brian Coburn Boulevard and Navan Road to provide transit access to the P&R in lieu of Navan Road
- Access from roundabout and south side platform eliminates the need for bus turnaround
- Access configuration of Alternative A3 was preferred from a transit perspective

Carry forward [Alternative A3](#) and refine access configuration through further consultation and functional design

- All consultation material, including website material, being prepared as per the City of Ottawa's Accessibility Policy (subject to *Accessibility for Ontarians with Disabilities Act 2005*)
- The Accessibility Advisory Committee has been included within the Consultation Group activities
- Design activities will consider accessible guidelines and features, outlined in available documents such as:
 - Accessibility for Ontarians with Disabilities Act, 2005
 - Ottawa Accessibility Design Standards, 2012
 - Ottawa Cycling and Pedestrian Plans, 2013



8. Schedule and Next Steps



- Project Start-up August 2015
- Existing Conditions and Needs Assessment October 2015
- Screening of Alternative Solutions October-November 2015
- **Consultation Group Meetings** **November 2015**
- Public Open House (POH) December 2015
- Functional Design January 2016
- Transportation Committee and Council March 2016
- ESR on Public Review April 2016

Thank You. Questions and discussion.

Contact Information:

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