

Public Open House



Jockvale Road Environmental Assessment Study

Public Open House No. 2 Summary Report

May 20, 2007
2007-027



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1.0 INTRODUCTION

This report, prepared by GENIVAR, documents the second Public Open House (POH) meeting held as part of the Municipal Class Environmental Assessment process for the Jockvale Road Environmental Assessment Study. This meeting is one element of an open and consultative process with the public for this project.

This study is being undertaken by the City of Ottawa.

The purpose of this study is to:

- Define a Recommended Plan for Jockvale Road that:
 - Significantly improves the capacity and safety of the roadway network;
 - Facilitates long term network expansion i.e. protection for the future road corridor;
 - Avoids and/or mitigates impacts to environmentally significant features; and
 - Accommodates all modes of travel (bicycles, pedestrians, trucks and transit).
- Follow a Harmonized EA process that meets the requirements of the Ontario Environmental Assessment Act and the federal Canadian Environmental Assessment Act;
- Receive environmental clearance for the future transportation plan including staging; and
- Respect the City's Official Plan. These objectives include policies for roads and other infrastructure (refer to Section 3.5 City of Ottawa Official Plan - March 2003).

1.1 Study Area

The study area includes the 2.5 kilometer segment of the Jockvale Road corridor between the Jock River and Prince of Wales Drive (See **Figure 1**). The existing Jockvale Road corridor consists of a 2-lane arterial roadway.

1.2 Open House No. 2 Date and Time

The second Public Open House was held on:

March 4, 2008
5:00 pm to 8:00 pm
Presentation at 7:00 pm
Stonebridge Golf and Country Club
68 Hawktree Ridge
Nepean, ON

The purpose of the second Public Open House was to present the following:

- Alternative alignments considered;
- Analysis and Evaluation Exercise undertaken;
- Technically Preferred Plan; and
- Schedule.

Figure 1
Study Area



2.0 PUBLIC AND AGENCY CONSULTATION

One of the key aspects of the project is to provide the public, interested parties and affected agencies with the opportunity for meaningful input. In order to ensure this objective is met, a public and agency notification program was undertaken.

The program included a number of communication mechanisms, discussed below.

2.1 Individual Contact Notification

Notification of the second Public Open House was communicated to all affected residents, external agencies and interested groups.

Individuals who expressed an interest in the study were mailed and/or emailed individual notices inviting them to attend the second Public Open House. A sample of the notice is provided in **Appendix A**.

2.2 Newspaper Notice

Notice of the first Public Open House was placed in the following local newspapers prior to the event:

- The Ottawa Citizen: Friday, February 29, 2008 and Friday, February 22, 2008.
- Le Droit: Friday, February 29, 2008 and Friday, February 22, 2008.
- The newspaper notice is found in **Appendix A**.

2.3 City of Ottawa Website

Information regarding Public Open House No. 2 can also be reviewed on the City of Ottawa's website at:

http://ottawa.ca/residents/public_consult/jockriver_princewales/index_en.html

2.4 Agency Contacts

Agency contact letters were sent to the following external agencies, local businesses and interest groups:

- Ministry of Environment (Eastern Region);
- Transport Canada Marine;
- Ontario Ministry of Culture, Heritage Operations Unit;
- Canadian Coast Guard;
- Environment Canada;
- Ottawa Carleton District School Board;
- Ottawa Carleton Catholic District School Board;
- Conseil des Ecoles Catholiques de Langue Francaise;
- Conseil des Ecoles Publiques de l'est de l'Ontario;
- City of Ottawa Police Service;
- Ottawa Emergency and Protective Services Branch;
- Department of Fisheries and Oceans Canada;
- Ministry of Natural Resources;
- Rideau Valley Conservation Authority;
- Enbridge Gas Distribution Inc.;
- Ontario Power Generation;
- Utility Companies;
- Stonebridge Community Association;
- Friends of the Jock River; and

- Development Corporations

2.5 First Nations Contacts

Contact letters were sent to the following First Nations and external agencies:

- Algonquin Consultation Office
- Indian and Northern Affairs Canada;
- Ontario Ministry of Aboriginal Affairs; and
- Union of Ontario Indians

3.0 PUBLIC OPEN HOUSE NO. 2

The second Public Open House (POH) was held at the Stonebridge Golf and Country Club on Tuesday, March 4, 2008. City of Ottawa and consultant representatives were available to respond to any inquiries.

The second Public Open House permitted all members of the public and interest groups to view the presentation material and to discuss the project with City and consultant representatives. A listing of the POH presentation boards is provided in **Appendix B**.

In total, sixty-nine (69) persons registered at the Stonebridge Golf and Country Club. Each person was provided with a comment form and encouraged to submit a written response to any issues or concerns. In total, twenty-four (24) comment sheets/letters/e-mails were returned during the Open House and the subsequent 2-week response period. Copies of the completed comment forms are provided in **Appendix C**. The comment forms and discussions are summarized in **Chapter 4.0**.

4.0 SUMMARY OF WRITTEN COMMENTS

The concerns contained in the written comments received at the second Public Open House are summarized below in **Table 1**. To facilitate this review, the comments have been aggregated into a number of broad categories.

Table 1 Summary of Written Comments		
Area of Concern	Number Of Respondents	Comment Sheet Reference No.
Preference is to widen to the west away from existing development.	1	24
Concern regarding traffic speed and safety.	9	10, 16, 17, 18, 19, 20, 21, 22, 24
Support or concern about Noise area its mitigation (noise walls/berms/ lowering of road profile).	8	8, 10, 12, 14, 16, 21, 23, 24
Concerns regarding existing Jockvale/Prince of Wales Intersection.	1	13
Concerns regarding 3677 Jockvale Road, including Heritage value of residence, property impacts, and quality of life.	1	19
Pedestrian, cycling and recreational facilities.	5	3, 4, 6, 13, 20
Does not support overall plan.	1	19
Support for overall plan	5	3, 4, 6, 7, 8
Concerned about well and septic.	3	8, 12, 19
Wishes to be place on Mailing list and/or information request	4	5, 9, 20, 22
Supports the timely implementation of the plan with Prince of Wales Intersection and Jock River Bridge early phase.	3	1, 15, 18
Concerns regarding overall plan to widen Jockvale	1	1
Jock River Bridge	1	1
Prince of Wales Drive / Jockvale Road intersection	1	1
Landscaping	9	2, 11, 13, 14, 15, 16, 18, 19, 21
Roundabout intersections	6	4, 10, 17, 18, 21, 22
Concerns regarding lighting impacts	2	8, 12
Support or concern regarding access provisions (i.e. Right in, Right out and U-turns, safety)	4	8, 12, 17, 23
Concern for Urban Natural Areas	1	17
Concerns regarding sewer alignment	1	17
Underground (soils, water veins)	1	23
Concerns regarding heritage sites	1	19

5.0 CONCLUSIONS

The most significant issues raised by the public at the second Public Open House and presentations included:

- General concern for the TPA;
- Concerns regarding noise impacts;
- Concerns regarding traffic and speed;
- Desire for a treed, landscaped facility which integrates with the golf course; and
- Support for improving the POW intersection and Jock River Bridge in a timely manner.

APPENDICES

Appendix A

Newspaper Notice

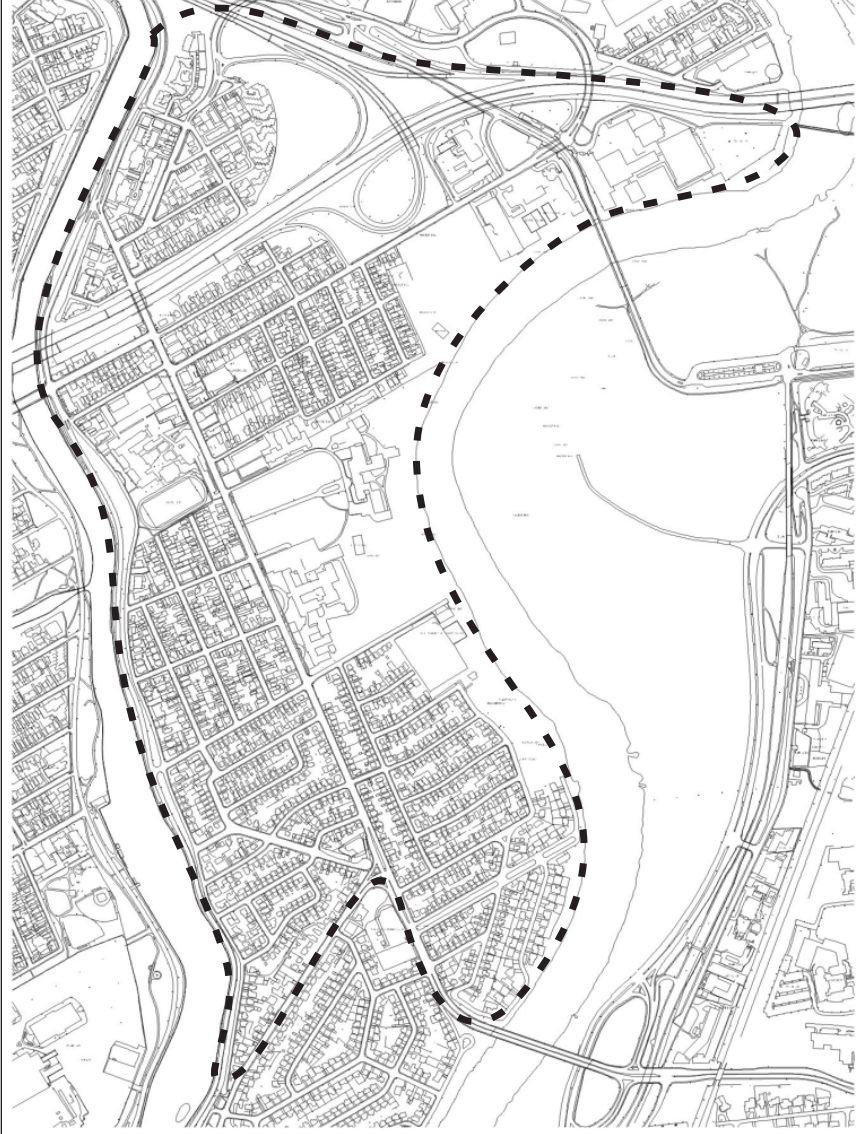
l'avenir de votre quartier vous préoccupe-t-il ?

Le comité de consultation publique de l'ancien secteur d'Ottawa Est vous convie à une séance d'information et de consultation sur le plan de conception communautaire

Le 1 mars 2008
De 10 h à 14 h
Salle 103, bâtiment Laframboise
Université Saint-Paul
233, rue Main

L'Association communautaire de l'ancien secteur d'Ottawa-Est, en collaboration avec la Ville d'Ottawa, élabore présentement un plan de conception communautaire (voir la carte ci-dessous) en réponse aux préoccupations de la communauté concernant le type d'aménagement intercalaire qui a cours dans le secteur et les conséquences à long terme d'une telle densification.

Plan de conception communautaire d'Ottawa-Est - la zone de l'étude



Un comité de consultation publique, composé de représentants de l'Association communautaire, de l'Université Saint-Paul et de des commerçants locaux, ainsi que du conseiller du quartier Capitale, Clive Doucet, et de l'urbaniste Charles Lanktree, a été formé pour étudier la question. Le comité se penche notamment sur les formes que pourrait prendre l'aménagement, les emplacements envisageables et le niveau de développement souhaitable dans le secteur, sur la capacité des infrastructures existantes à répondre aux besoins engendrés par la croissance, ainsi que sur des questions connexes comme la circulation, le stationnement, les espaces libres, la conception de paysage de rue et le zonage.

Cette séance est un élément important du processus de consultation publique de l'étude, dont l'objectif est de formuler des recommandations au Conseil municipal sur l'aménagement du secteur.

Pour obtenir de plus amples renseignements, consultez le site Web de la Ville d'Ottawa, ottawa.ca (sous la rubrique Résidents, sélectionnez Consultations publiques), ou communiquez avec :

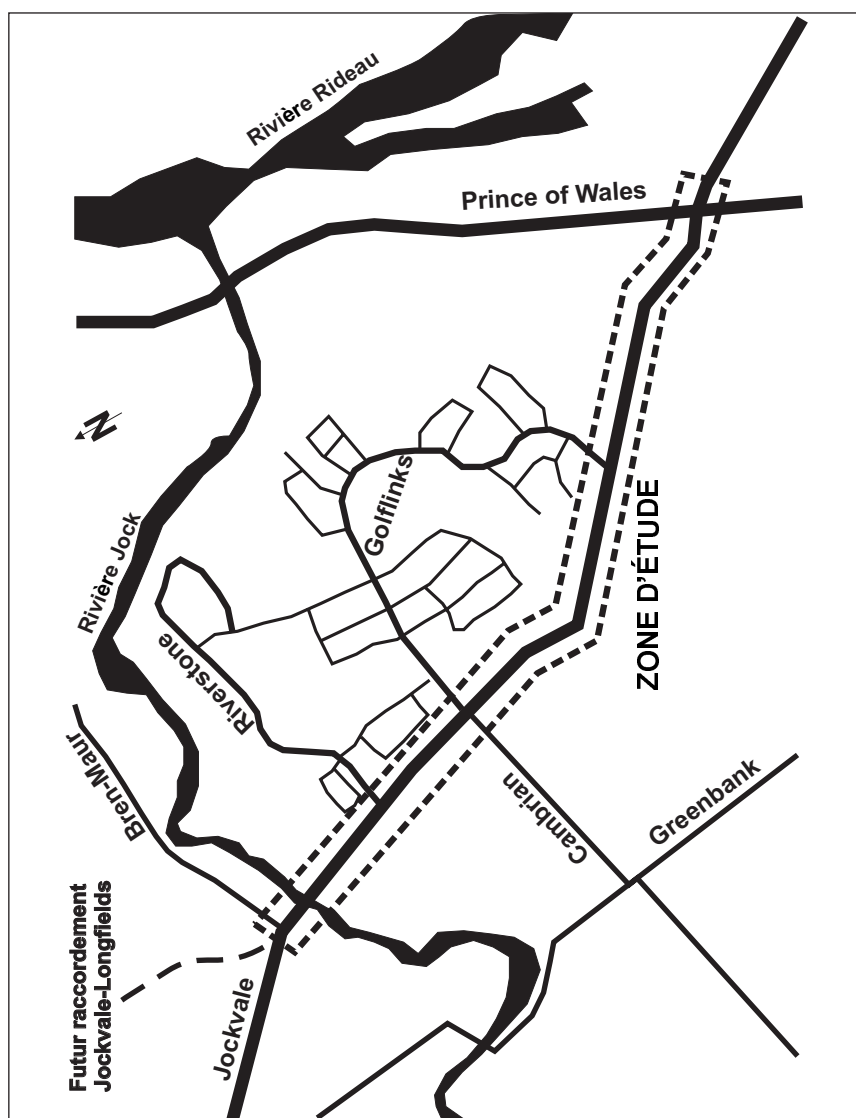
Charles Lanktree, RPP, OALA
Ville d'Ottawa
110, avenue Laurier Ouest
Ottawa (Ontario) K1P 1J1
Tél. : 613-580-2424, poste 13859
Télé. : 613-580-2459
Courriel : charles.lanktree@ottawa.ca

Avis de 2e réunion portes ouvertes Projet de largissement du chemin Jockvale de la rivière Jock à la promenade Prince of Wales étude d'évaluation environnementale

Le mardi 4 mars 2008
de 17 h à 20 h, présentation à 19 h
Stonebridge Golf and Country Club
100, côte Hawktree

La Ville d'Ottawa mène une étude d'évaluation environnementale pour le projet d'élargissement du chemin Jockvale de la rivière Jock à la promenade Prince of Wales. Cette étude vise à déterminer les modifications requises afin de répondre aux besoins actuels et futurs en matière de transport le long du couloir du chemin Jockvale.

Le projet est planifié conformément à l'annexe C du document de 2000 sur les Évaluations environnementales municipales de portée générale. L'étude d'évaluation environnementale permettra de confirmer la nécessité et la justification du projet, d'établir les conditions environnementales actuelles, d'examiner les solutions de rechange et les répercussions potentielles du projet et de recommander des mesures d'atténuation.



Les personnes intéressées pourront formuler des commentaires tout au long de l'évaluation environnementale. Les commentaires relatifs à l'étude seront recueillis conformément à la Loi sur les évaluations environnementales et feront partie du dossier public, à l'exception des renseignements personnels.

La 2e réunion « portes ouvertes » a pour but de présenter les éléments suivants et de recueillir les commentaires du public à leur sujet :

- Possibilités de tracé examinées
- Travaux d'analyse et d'évaluation entrepris
- Option préférée, sur le plan technique

Une fois l'étude achevée, un rapport sur l'étude environnementale, rassemblant toutes les répercussions potentielles du projet ainsi que les mesures d'atténuation connexes, sera rédigé et versé au dossier public pour examen par le public et les organismes.

Si vous souhaitez obtenir un complément d'information au sujet de l'étude ou vous faire inscrire sur la liste d'envoi, veuillez communiquer avec :

Steven Stoddard, ing.
Gestionnaire de projet principal
Service de l'urbanisme, du transport en commun et de l'environnement
Planification du transport et de l'infrastructure
Ville d'Ottawa
110, avenue Laurier Ouest, 4e étage
Ottawa (Ontario), K1P 1J1
Tél. : 613-580-2424, poste 27880
Télé. : 613-580-2578
Courriel : Steven.Stoddard@ottawa.ca

Christopher A. Gordon, ing.
Directeur, Transports
GENIVAR Inc.
100-15, chemin Fitzgerald
Ottawa (Ontario), K2H 9G1
Tél. : 613-829-2800
Télé. : 613-829-8299
Courriel : christopher.gordon@genivar.com

**NOTICE OF PUBLIC MEETING CONCERNING
 A PROPOSED PLAN OF SUBDIVISION**

PLEASE TAKE NOTICE that the City of Ottawa will hold a Public Meeting on **Thursday, February 28, 2008** from 7 p.m. to 9 p.m. in Hall C of the John G. Mlacak Arena to discuss a proposed plan of subdivision. The site is located at 1320 Klondike Road. This location is situated at the southeast intersection of Klondike and Second Line Roads.

The Owner, Minto Communities Inc., is proposing to develop a plan of subdivision consisting of 43 single detached units as well as one block within which the applicant is considering the development of approximately 12 row dwellings. The exact number and type of these dwellings will be determined through a Site Plan Control Application that has not yet been submitted. The single detached dwellings will all front onto one road that will be constructed as a "P" loop that will extend into the lands immediately to the east (Phase 10C of Morgan's Grant). The row dwellings will front onto Forestbrook Street.

If a person or public body does not make oral submissions at the public meeting, or make written submissions to the City of Ottawa in respect of the proposed plan of subdivision, before the City of Ottawa gives or refuses to give approval to the draft plan of subdivision, the person or public body is not entitled to appeal the decision of the City of Ottawa to the Ontario Municipal Board.

If a person or public body does not make oral submissions at the public meeting or make written submissions to the City of Ottawa in respect of the proposed plan of subdivision before the City of Ottawa gives or refuses to give approval to the draft plan of subdivision, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to do so.

Additional information relating to the proposed plan of subdivision is available for inspection by the public. Please direct inquiries to:

Patricia MacMillan, Assigned Planner
 Planning Branch
 Planning, Transit and the Environment
 110 Laurier Avenue West, 4th floor
 Ottawa ON K1J 1P1
 Tel: 613-580-2424, ext. 27790
 Fax: 613-580-2576
 e-mail: Patricia.McCann-MacMillan@ottawa.ca
 File No.: D07-16-03-0007

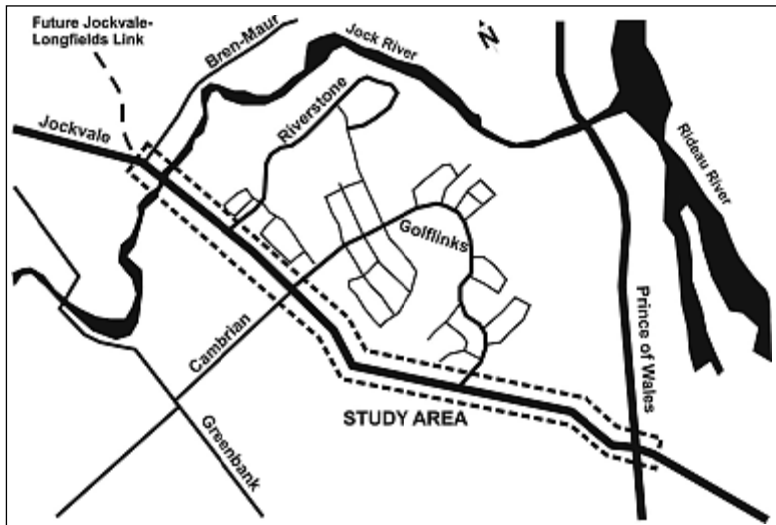
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**Notice of Open House No. 2
 Jockvale Road Environmental
 Assessment Study
 Jock River to Prince of Wales Drive**

**Tuesday, March 4, 2008
 5 to 8 p.m., presentation at 7 p.m.
 Stonebridge Golf and Country Club, 68 Hawktree Ridge**

The City of Ottawa is conducting initiated an Environmental Assessment (EA) Study for the proposed widening of Jockvale Road from the Jock River to Prince of Wales Drive. This project is being undertaken to determine the appropriate modifications required to meet both existing and future transportation needs along the Jockvale Road corridor.

The project is being planned as a Schedule 'C' project under the *Municipal Class Environmental Assessment* (2000) document. The EA Study will confirm project need and justification, document existing environmental conditions, examine alternatives and potential impacts, and recommend mitigation measures.



There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

The purpose of the second open house is to present and obtain public input on the following:

- Alternative Alignments considered
- Analysis and Evaluation Exercise undertaken
- Technically Preferred Alternative

At the completion of the study, an Environmental Study Report documenting the effects anticipated by the project and the corresponding mitigation measures will be prepared and placed on the public record for public and agency review.

For more information, or if you wish to be placed on the study's mailing list, please contact:

Mr. Steven Stoddard, P. Eng.
 Senior Project Manager
 Planning, Transit and the Environment Department
 Transportation and Infrastructure Planning Division
 City of Ottawa, 110 Laurier Avenue West, 4th Floor
 Ottawa, ON K1P 1J1
 Phone: 613-580-2424 ext 27880 Fax: 613-580-2578
 E-mail: Steven.Stoddard@ottawa.ca

Christopher A. Gordon, P.Eng.
 Principal - Transportation
 GENIVAR Inc.
 100-15 Fitzgerald Road, Ottawa, ON K2H 9G1
 Tel: 613-829-2800 Fax: 613-829-8299
 E-mail: christopher.gordon@genivar.com

09-1047

**DESIGN
 LANSDOWNNE**

The City of Ottawa has launched "Design Lansdownne", a design competition that will tap into the insights of design professionals to develop Lansdownne Park in a way that maximizes the public benefit in the most economically feasible manner. At the end of the 12-month process, which will include extensive public consultation, will be a new, bold vision for the 40-acre site adjacent to the historic Rideau Canal.

CONSULTATIONS

An informal drop-in session and facilitated workshop were held in January to open discussions on site development issues at Lansdownne Park and to outline the competition process, timelines, and public input process.

FACILITATED WORKSHOP

You are invited to participate in the second facilitated workshop to provide input on the suggested Guiding Principles for Design. These Principles are key as they act as instructions to the design teams as they develop their vision.

Tuesday, February 26, 2008

6:30 to 9:30 p.m.
 Lansdownne Park - Salons A and B (Civic Centre)

Please pre-register for this workshop by visiting ottawa.ca/designlansdownne where you can also add your name to the contact list. For more information on this project, contact:

Selma Hassan, Planner
 Planning Transit and the Environment
 Tel: 613-580-2424, ext. 25192
 Fax: 613-580-2459
 E-mail: designlansdownne@ottawa.ca

Visit ottawa.ca/designlansdownne and log on to "Ottawa Talks" - a Web-based discussion forum - to provide your input anytime.

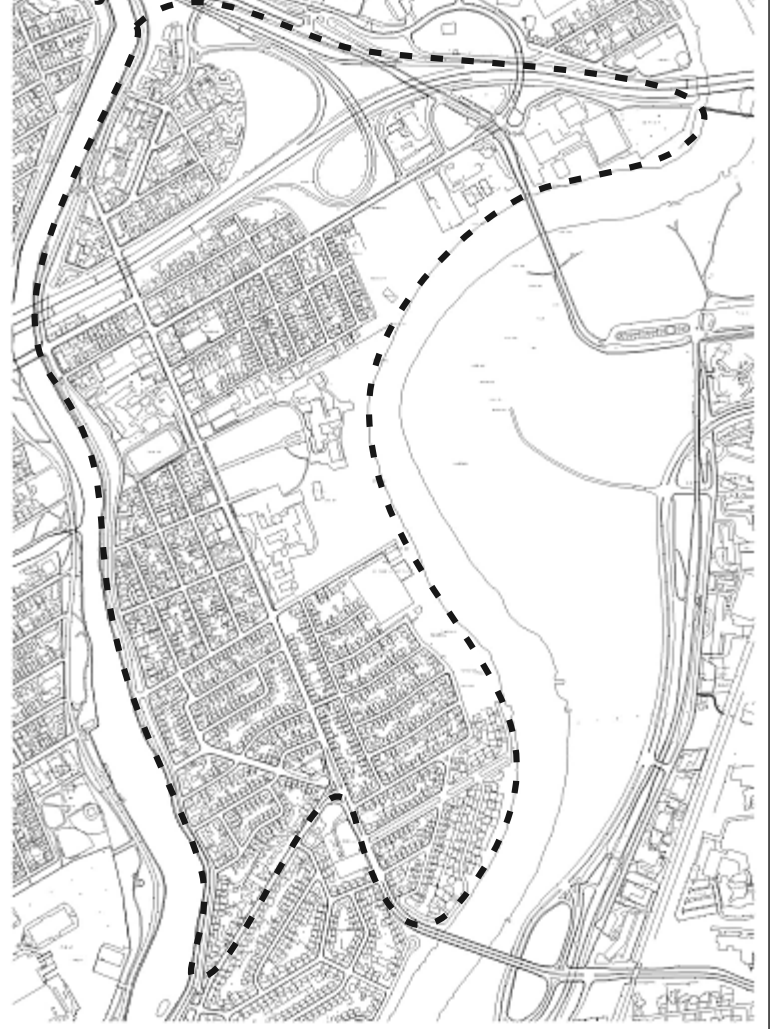
**Concerned about how your community
 will change and develop in the future?**

**The Old Ottawa East Public Advisory Committee invites you to an
 Open House & Presentation on the Community Design Plan**

March 1, 2008 10 a.m. to 2 p.m.
 Saint Paul University, Laframboise Building, Rm. 103, 233 Main Street

The City of Ottawa in co-operation with the Old Ottawa East Community Association (OOECA) has undertaken a Community Design Plan (see map below). This was in response to community concerns over the type of infill development that was occurring in Old Ottawa East (OOE) and the long-term impacts of such incremental intensification.

**Old Ottawa East Community Design Plan
 Study Area**



A Public Advisory Committee (PAC), made up of representatives of the OOECA, Capital Ward Councillor Clive Doucet, Saint Paul University, local business and city planner Charles Lanktree have been meeting to review the issues, including likely forms, locations and appropriate levels of development within OOE, and the ability of the existing infrastructure to accommodate growth. Related issues include traffic, parking, open space, streetscape design, and zoning.

This public meeting is an important part of the public consultation process in this study. The intent of the study is to make recommendations to City Council on how OOE will develop in the future.

For more information about this study, please visit ottawa.ca. In the "Residents" section, select "Public Consultation" then look for the Old Ottawa East listing under "Planning", or contact:

Charles Lanktree, RPP, OALA
 City of Ottawa
 110 Laurier Avenue West
 Ottawa ON K1P 1J1
 Tel: 613-580-2424 x13859
 Fax: 613-580-2459
 E-mail: charles.lanktree@ottawa.ca

05-1072

**Kanata Courier-Standard
 Stittsville News
 Stittsville Weekender
 Advertising
 Proof**

Your signature is required
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 CONTACT YOUR
 REPRESENTATIVE
 IMMEDIATELY.

Your Representative is:

Attention

Fax: _____

**IF NOT RETURNED
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 WILL BE ASSUMED TO
 BE CORRECT.**

**Please Authorize
 Fax to (613) 591-8503**

OK TO PRINT

Print signer's name:

Date: _____

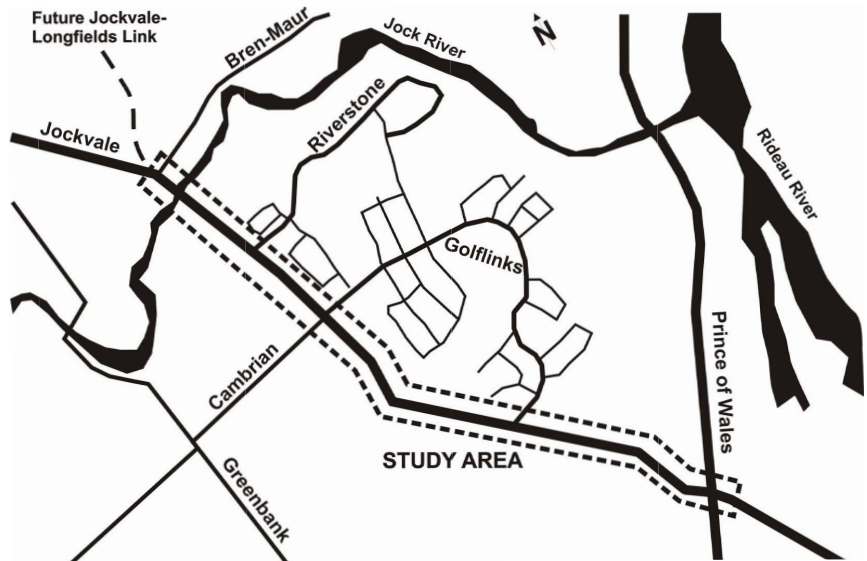
**240 Terence Matthews Cresc.
 Suite 202,
 Kanata, Ontario K2M 2C4
 Tel: (613) 591-3060
 Fax: (613) 591-8503**



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 Assessment Study**

**Jock River to Prince of Wales Drive
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 Senior Project Manager
 Planning, Transit and the
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 Transportation and Infrastructure
 Planning Division
 City of Ottawa
 110 Laurier Avenue West, 4th Floor
 Ottawa, ON K1P 1J1
 Phone: 613-580-2424 ext 27880
 Fax: 613-580-2578
 E-mail: Steven.Stoddard@ottawa.ca

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 Tel: 613-829-2800
 Fax: 613-829-8299
 E-mail: christopher.gordon@genivar.com

Appendix B
Public Open House Presentation
Boards

Welcome

Welcome to the second of three (3) Public Open Houses for the Jockvale Road Environmental Assessment (EA) undertaken on behalf of the City of Ottawa.

Please feel free to view the presentation material and the background reports at the Resource Table. Should you have any questions regarding the material, or any other aspect of the study, please speak to any of the City or Consultant study team members in attendance.

We encourage you to provide your comments in writing. Comment sheets are available at the registration desk. Please deposit completed forms in the comment box or mail/ fax/ e-mail to the address at the bottom of the form. We also encourage you to record your attendance at the registration desk.

Bienvenue

Bienvenue à la deuxième de trois (3) séances portes ouvertes pour le public portant sur l'évaluation environnementale du chemin Jockvale entreprise pour le compte de la Ville d'Ottawa.

N'hésitez pas à consulter le matériel de présentation et les rapports préliminaires à la table des ressources. Pour toute question concernant la documentation ou tout autre aspect de l'étude, veuillez vous adresser à un des membres de l'équipe de la Ville ou de la société d'experts-conseils qui sont présents ce soir.

Nous vous encourageons à nous transmettre vos commentaires par écrit. Les fiches de commentaires sont disponibles au bureau d'inscription. Une fois qu'elles sont remplies, vous pouvez les déposer dans la boîte prévue à cet effet ou les poster, les télécopier ou les acheminer par courriel à l'adresse qui apparaît au bas du formulaire. Nous vous encourageons également à enregistrer votre présence au bureau d'inscription.

Jockvale Road EA

The goal of this meeting is to:

- Present the Long List of Alignment and Cross Section Alternatives;
- Present the assessment of alternatives;
- Present the Technically Preferred Alternatives for Sections 1, 2, and 3;
- Identify upcoming activities; and
- Obtain your comments (Please deposit comment sheets in box provided).

Évaluation environnementale des améliorations à apporter au chemin Jockvale

Cette réunion a pour but de :

- présenter une première liste des solutions possibles en matière d'alignement et de profil de tracé;
- présenter l'évaluation des solutions possibles;
- présenter les solutions privilégiées sur le plan technique pour les sections 1,2, et 3;
- établir les activités à venir; et
- obtenir vos commentaires (nous vous invitons à déposer votre feuille de commentaires dans la boîte prévue à cet effet).

Study Area/Zone d'Etude



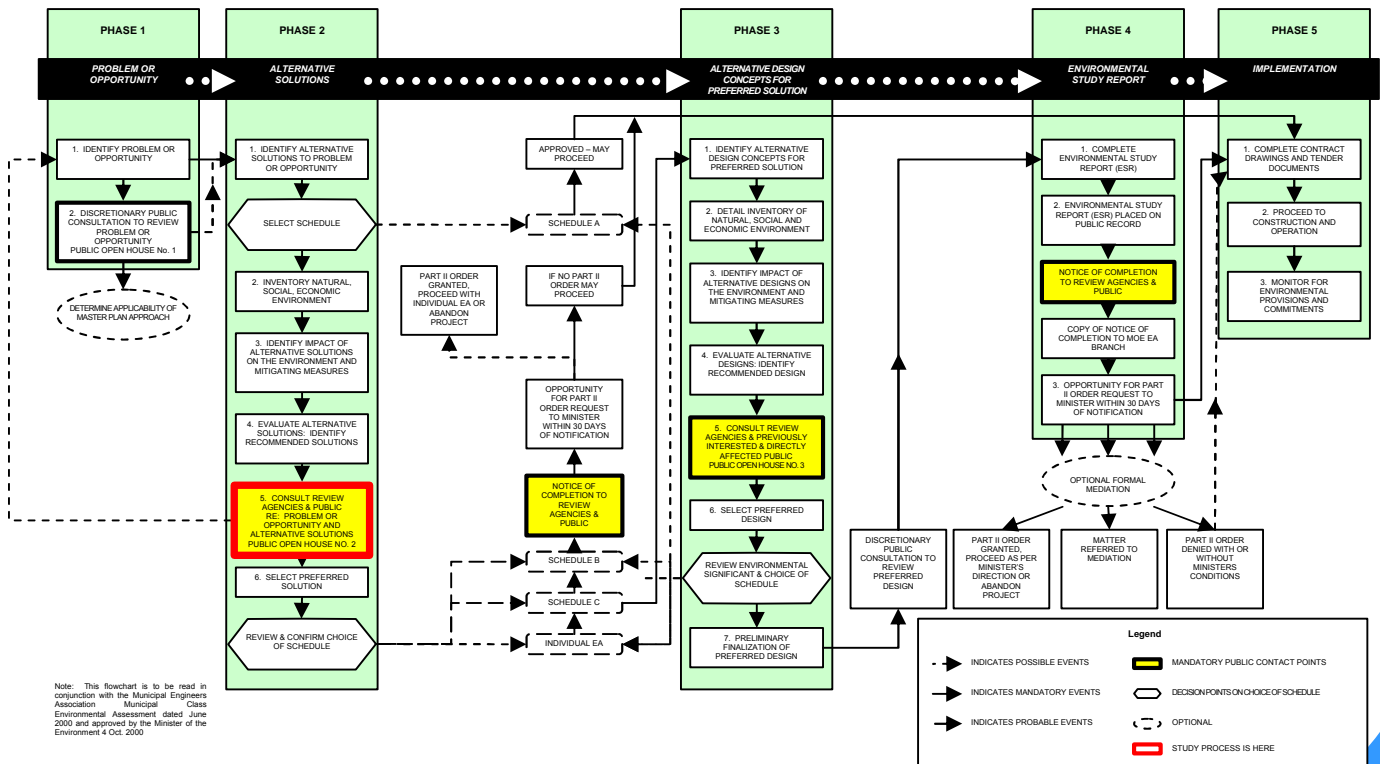
Environmental Assessment Process

This project is being undertaken as a Schedule "C", Class EA in accordance with the Municipal Class Environmental Assessment Study, 2000, which is available at the Resource Table.

This study will also be harmonized to satisfy the requirements of the Canadian Environmental Assessment Act, if triggered by this project.

There is opportunity at any time during the Environmental Assessment process for interested persons to provide comments and review outstanding issues. If after participating in this project, and at the conclusion of the study, you still have serious concerns, you have the right to request the Minister of the Environment to recommend a Part II Order that will bump-up the study to an Individual Environmental Assessment.

The Jockvale Road EA has been initiated to examine the possible improvements, as identified in the 2003 Transportation Master Plan. This study will confirm the need for roadway capacity improvements including required features for pedestrians and cyclists.



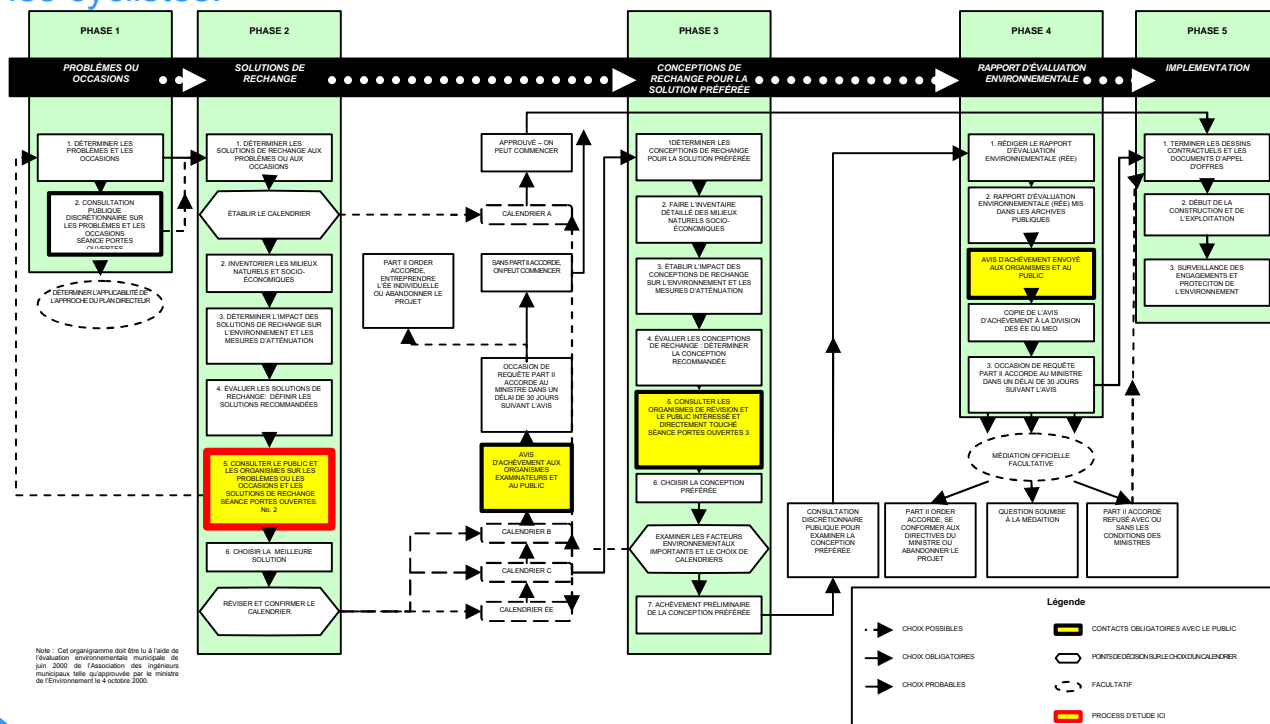
Processus d'évaluation environnementale

Ce projet est mené comme une initiative de l'annexe « C » selon les exigences du processus d'évaluation environnementale municipale de portée générale, 2000, qui est disponible à la table des ressources.

Cette étude sera également harmonisée pour satisfaire aux exigences de la *Loi canadienne sur les évaluations environnementales*, si elle est déclenchée par ce projet.

Toute personne intéressée peut, en tout temps durant le processus d'évaluation environnementale, faire part de ses commentaires et examiner les problèmes en suspens. Si, après avoir participé à ce projet, et au terme de l'étude, vous avez toujours de sérieuses préoccupations au sujet de l'environnement, vous avez le droit de demander au ministère de l'Environnement de revoir la classification du projet et de le considérer comme soumis à « l'Arrêté de la Partie II » (changement de catégorie) pour une évaluation environnementale individuelle.

L'évaluation environnementale du chemin Jockvale a été entreprise en vue d'examiner les améliorations possibles, tel que stipulé dans le Plan directeur des transports de 2003. Cette étude confirmera le besoin d'améliorations de la capacité des routes, y compris les caractéristiques requises pour les piétons et les cyclistes.



Study Stages

This harmonized EA study will include the following four key study stages:

- Stage 1: Study Commencement
 - Define Problem (Need and Justification) or Opportunity
- Stage 2: Information Gathering and Generation of Alternatives
 - Consideration of Alternative Solutions/Alternative Projects
- **Stage 3: Analysis and Evaluation of Alternatives and Technically Preferred Alternatives**
 - **Alternative Design Concepts for Preferred Solutions**
- Stage 4: Recommended Plan and Documentation
 - Environmental Study Report
- Stage 5: Implementation – Section No. 1 (2006)



We are here

Étapes de l'étude

Cette évaluation environnementale harmonisée comporte quatre grandes étapes, que voici :

- 1^{re} étape : Début de l'étude
 - Définir les problèmes ou les possibilités (revoir les besoins et les justifications)
- 2^e étape : Obtenir toutes les données et élaborer les solutions possibles
 - Prendre en considération les solutions et les projets possibles
- **3^e étape : Analyser et évaluer les solutions possibles et les solutions privilégiées sur le plan technique**
 - **Autres conceptions possibles pour les solutions privilégiées**
- 4^e étape : Définir le plan recommandé et la documentation
 - Rapport de l'étude environnementale
- 5^e étape : Mise en œuvre – section n° 1 (2006)



Nous
somm
es ici

Transportation Master Plan

The City's Transportation Master Plan (TMP), provided on the Resource Table, describes infrastructure projects and provides a rationale for the project need. The Jockvale Road project will serve expansion areas in the South Urban Community (SUC) south of Strandheard Drive.

Official Plan

The City of Ottawa's Official Plan (OP) defines Arterial Roads, such as Jockvale Road, as major roads of the City that carry large volumes of traffic to/from local or collector roads. The Jockvale Road Right-of-Way (ROW) is defined in the City's OP as 37.5 m.

Plan directeur des transports

Le Plan directeur des transports (PDT), disponible à la table des ressources, décrit les projets d'infrastructure et explique leur raison d'être. Le projet du chemin Jockvale portera sur les secteurs en expansion de la Communauté urbaine Est (CUE) au sud du chemin Innes.

Plan officiel

Le plan officiel de la Ville d'Ottawa décrit les voies artérielles, tel le chemin Jockvale, comme des routes principales de la Ville qui absorbent de grands volumes de circulation à destination de routes locales ou le routes collectrices principales, ou en provenance de celles-ci. Selon le plan directeur de la Ville, l'emprise du chemin Jockvale est de 37,5 m.

Existing Conditions

Fish Habitat

- known fish habitat for warm water sport and forage fishes and provides ample aquatic habitat for supporting these and other aquatics

Archaeological Sites

- two archaeological sites have been registered within five kilometers, but none are in the vicinity of the study corridor. However, the presence of historic roads, several small stream courses, and the Jock River indicate the potential for archaeological sites.

Natural Environment

- Ecological impact implications of the upgrading of Jockvale Road appear to be minor to negligible throughout the study area.

The Fisheries, Archeological, and Natural Environment Assessments can be found at the Resource Table.

Soci-Economic/Cultural Environment

- Businesses found along Jockvale Road
 - Gamble Nurseries
 - Stonebridge Golf and Country Club
 - Cornerstone Montessori School
 - Capital Burner Ltd.
 - Apple Hill Fruit Farm

Conditions Actuelles

Habitat halieutique

- habitat halieutique connu pour les poissons de sport et le poisson fourrage d'eau chaude; fournit un habitat aquatique amplement suffisant pour nourrir ces espèces et d'autres espèces aquatiques

Sites archéologiques

- deux sites archéologiques ont été enregistrés dans un rayon de cinq kilomètres, mais aucun ne se trouve à proximité du corridor à l'étude. Cependant, la présence de routes historiques, de plusieurs petits cours d'eau et de la rivière Jock nous indique qu'il pourrait y avoir d'autres sites archéologiques.

Environnement naturel

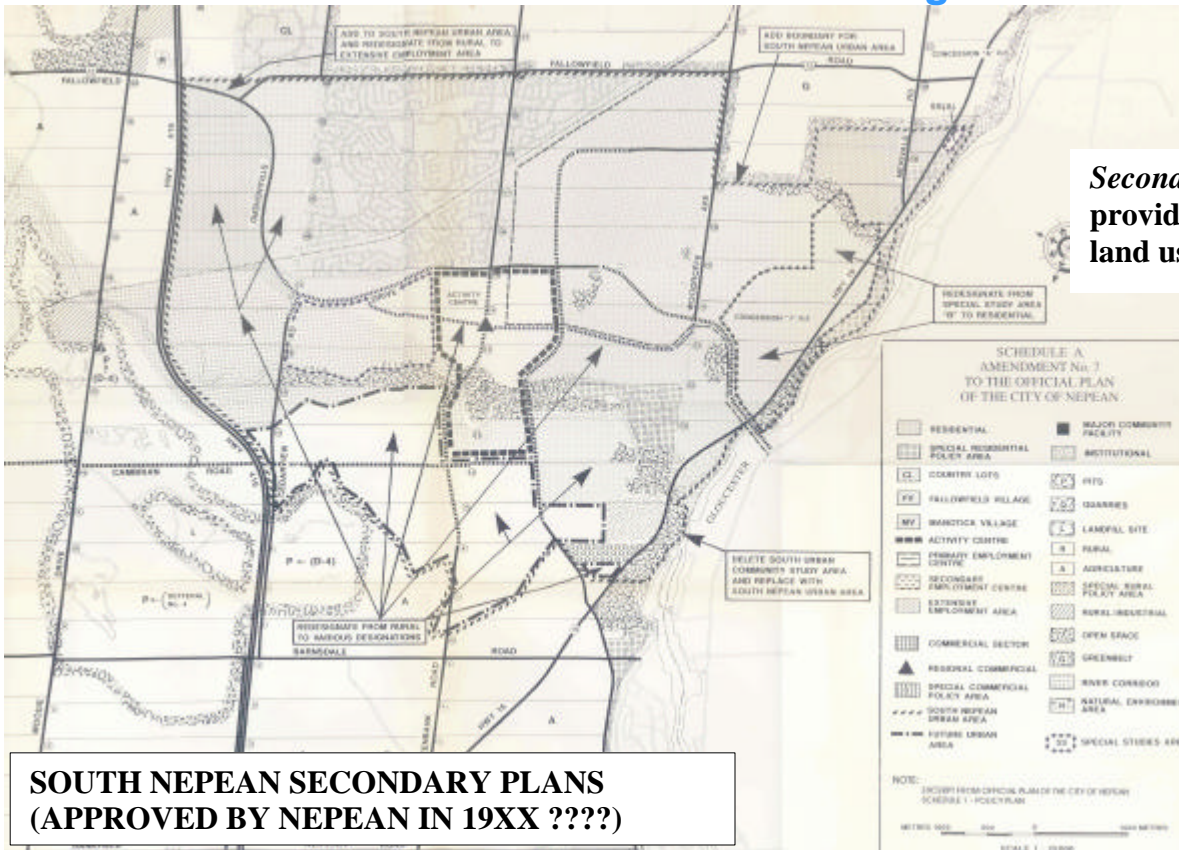
- Les travaux d'amélioration du chemin Jockvale semblent avoir des incidences écologiques mineures à négligeables sur tout le territoire de la zone d'étude.

Les évaluations portant sur les ressources halieutiques, les sites archéologiques et l'environnement naturel se trouvent à la table de documentation.

Milieu socio-économique/culturel

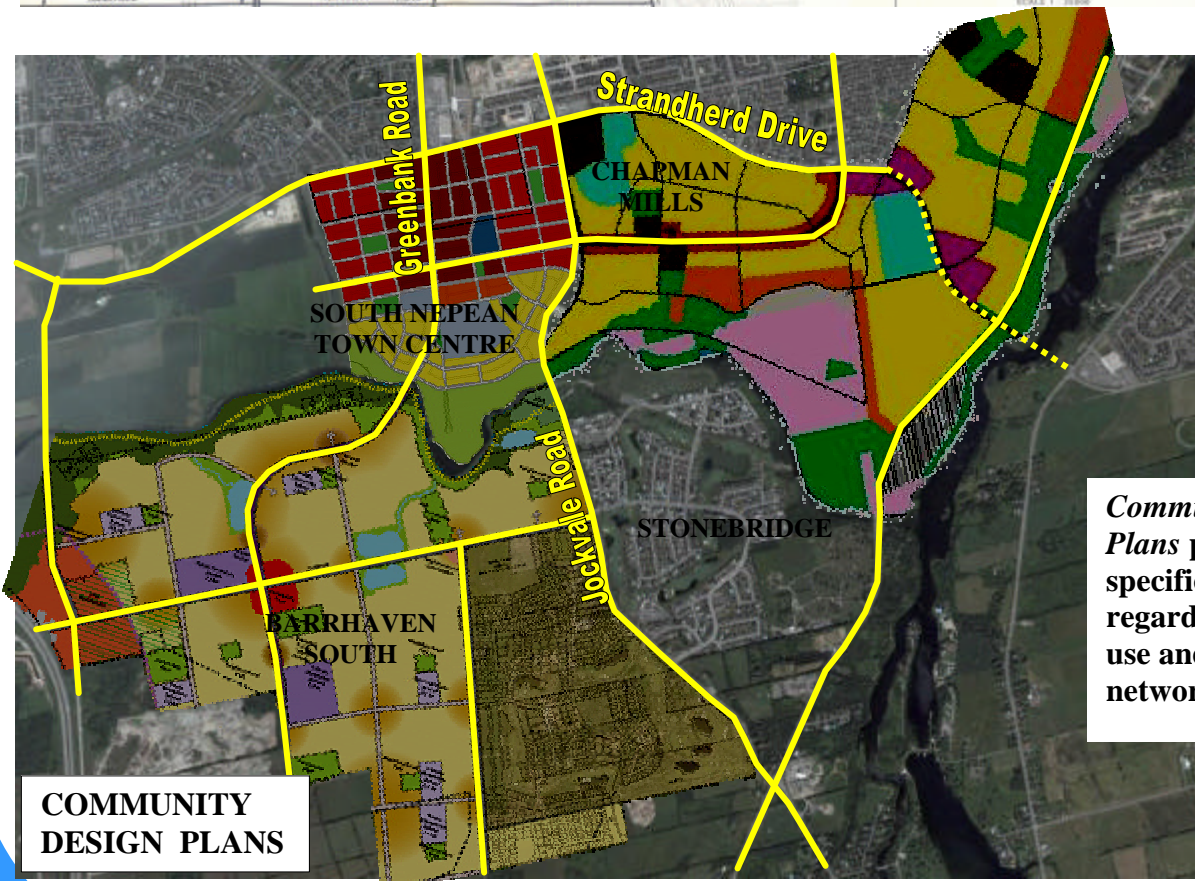
- Entreprises répertoriées le long du chemin Jockvale
 - Pépinières Gamble
 - Club de golf Stonebridge
 - École Montessori Cornerstone
 - Capital Burner
 - Apple Hill Fruit Farm

Land Use Growth Plans - Progression



Secondary Plans provide an initial land use outline.

SOUTH NEPEAN SECONDARY PLANS (APPROVED BY NEPEAN IN 19XX ????)



Community Design Plans provide specific details regarding the land use and roadway network context.

COMMUNITY DESIGN PLANS

Evaluation of Alternatives

The evaluation of alternatives is a two-step approach:

1. Determination of alternative solutions to carry forward.
2. Develop and analyze alternative designs.

Phase 2 - Planning Solutions

Planning Solutions for this study were presented at the first Public Open House and included:

- Jockvale Road Improvements;
- Transit
- Transportation Systems Management (TSM)
- Transportation Demand Management (TDM)

While transit, TSM and TDM are part of the solution, it was determined that improvements to Jockvale Road be carried forward.

Phase 3 - Review of Preliminary Design Alternatives

The Preliminary Design Alternatives have been broken down into the following categories:

- Alignment Alternatives (Sections 1, 2, and 3)
- Cross-Section Alternatives

These alternatives will assess what provides the best balance of roadway operation and safety while minimizing any detrimental environmental effects.

Évaluation des solutions possibles

L'évaluation des solutions possibles comprend deux volets :

1. L'établissement des solutions possibles à mettre en œuvre.
2. L'élaboration et l'évaluation des conceptions de rechange.

Phase 2 – Solutions d'aménagement

Les solutions de planification aux fins de la présente étude ont été présentées à la séance portes ouvertes n° 1. Elles comprennent les points suivants :

- Les améliorations à apporter au chemin Jockvale
- Le transport en commun
- La gestion des systèmes de transport (GST)
- La gestion de la demande de déplacements (GDD)

Bien que le transport en commun, la GST et la GDD fassent partie de la solution, il a été convenu de mettre en œuvre les améliorations à apporter au chemin Jockvale.

Phase 3 – Examen des conceptions préliminaires possibles

Les conceptions préliminaires possibles ont été divisées en deux catégories, que voici :

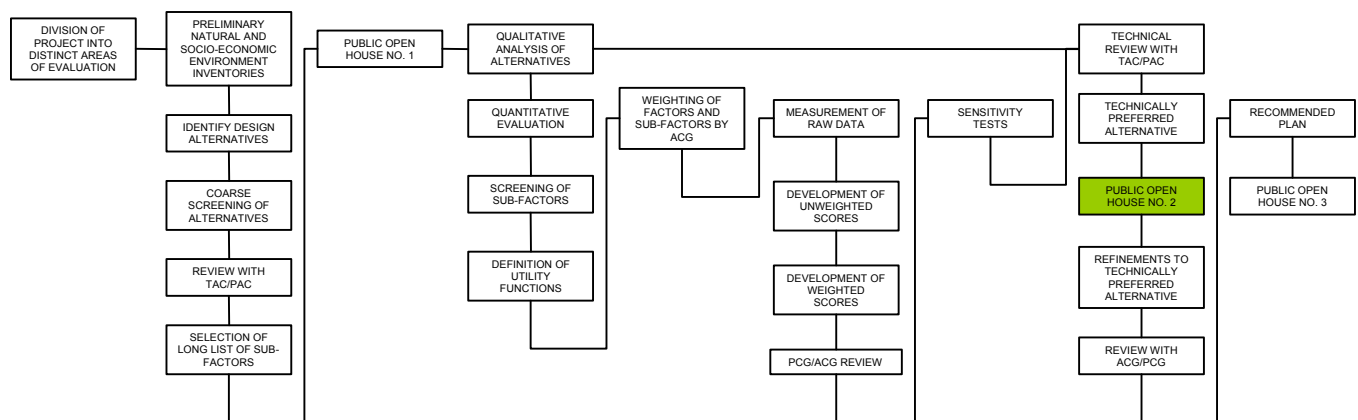
- Solutions de rechange pour l'alignement (sections 1, 2, et 3)
- Solutions de rechange pour le tracé

Ces choix dicteront comment obtenir le meilleur équilibre entre le service et la sécurité routière, tout en permettant de restreindre les effets adverses sur l'environnement.

Evaluation Process

The analysis and evaluation of the Preliminary Design Alternatives is broken down into tasks, as shown below. The following boards present

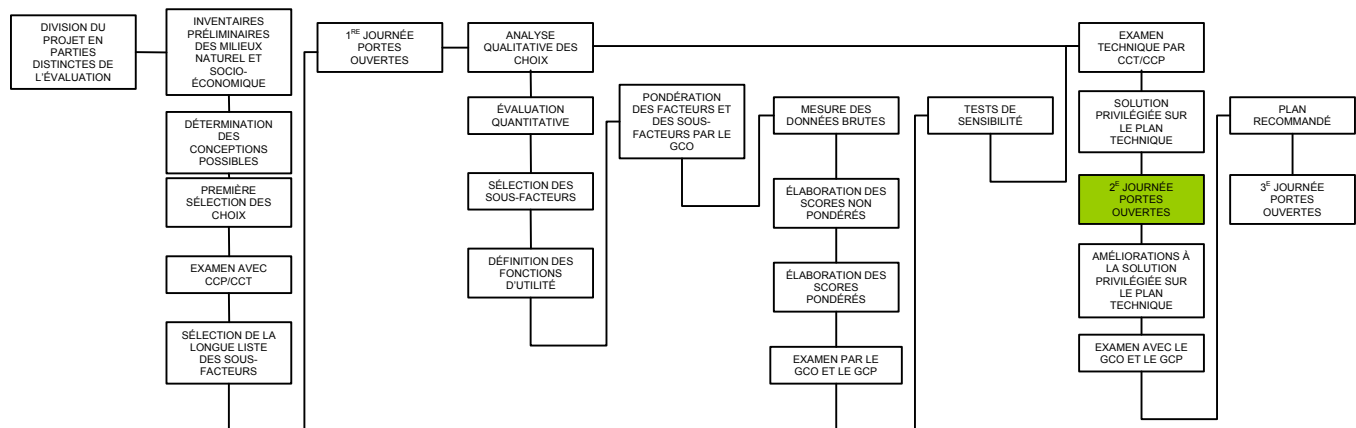
- the coarse screening of design alternatives;
- preliminary design alternatives that will be carried forward to detailed evaluation; and
- the long list of evaluation criteria.



Processus d'évaluation des aspects de la conception possible

L'analyse et l'évaluation des conceptions possibles sont réparties en différentes tâches décrites plus bas. Les tableaux suivants présentent :

- La liste éventuelle des critères d'évaluation
- Le processus d'évaluation
- La description de la présélection des conceptions possibles qui seront retenues.



Evaluation Sections

Following the first Public Open House, the study area was divided into three (3) evaluation sections. Each section contains different environmental characteristics. Dividing the study area into separate sections for the evaluation permitted the evaluation to be partitioned into mutually exclusive areas with unique environmental constraints. The evaluation sections are illustrated below.

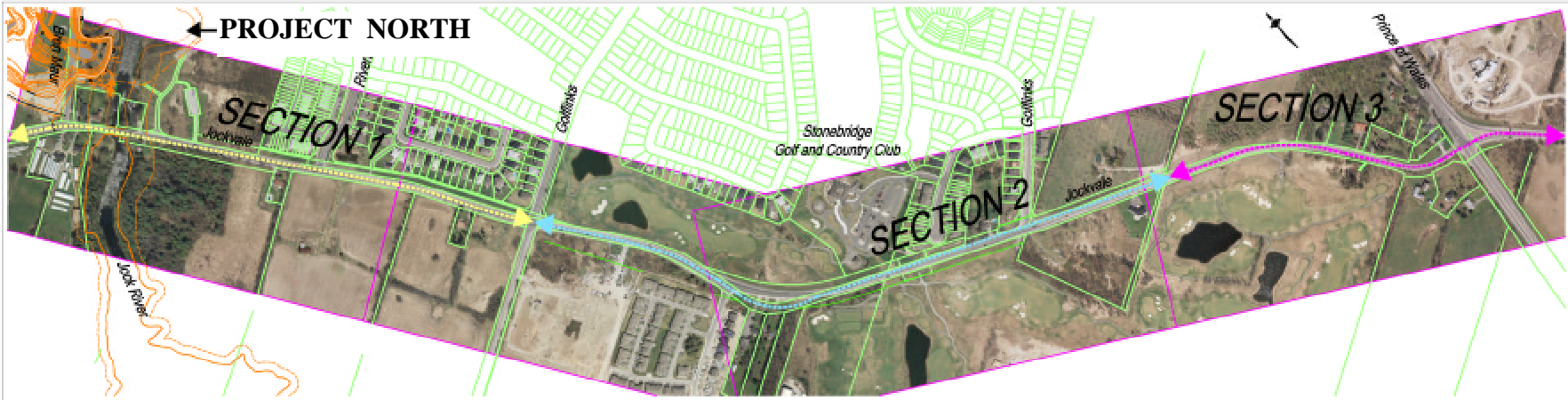
- **Section 1** – Bren Maur Road to Cambrian Road / Golflinks Drive;
- **Section 2** – Cambrian Road / Golflinks Drive to north of Prince of Wales; and
- **Section 3** – Prince of Wales Drive / Jockvale Road Intersection.

Sections d'évaluation

Après la première séance portes ouvertes, le secteur à l'étude a été divisé en trois (3) sections d'évaluation. Chaque section présente différentes caractéristiques environnementales et périodes de mise en œuvre. Le fait de diviser le secteur à l'étude en sections distinctes permet d'évaluer séparément chaque zone avec ses contraintes environnementales uniques. Les sections d'évaluation sont présentées ci-après.

- **Section 1** – Chemin Bren Maur Road du Chemin Cambrian Road / Golflinks;
- **Section 2** – Cambrian Road / Golflinks Drive to north of Prince of Wales; and
- **Section 3** – L'intersection de Prince of Wales / Jockvale.

Evaluation Sections / Section d'Evaluation



Long List of Preliminary Design Alternatives

The study completed a review of Preliminary Design Alternatives (Alternative Methods of completing the project) for Sections 1, 2, and 3. A long list of possible alignment alternatives were generated for each section.

In addition, cross section alternatives were developed for the entire study area to ensure design consistency.

The alignment and cross section alternatives were reviewed for their feasibility and ability to meet future development needs. The coarse screening and assessment analysis is available on the Resource Table.

Première liste des solutions préliminaires

L'étude a permis de passer en revue les solutions de conception préliminaires (autres méthodes de réaliser le projet) pour les sections 1, 2, et 3. Une première liste des solutions de conception possibles a pu être dressée pour les sections.

Par souci d'uniformité, on a élaboré les solutions de tracés possibles pour tout le secteur à l'étude.

On a passé en revue les solutions possibles relativement à l'alignement et au tracé pour analyser leur faisabilité et vérifier si elles répondaient aux besoins du développement future. On peut obtenir cette analyse à la table des ressources.

Long List of Cross Section Alternatives/ Liste de tracés possibles

(leave blank for plots)

Long List of Alignment Alternatives - Section 1
Première liste de tracés possibles – Section 1

(leave blank for plots)

Long List of Alignment Alternatives Section 2
Première liste de tracés possibles – Section 2

(leave blank for plots)

Long List of Criteria for Evaluation

The following evaluation criteria categories were used in the assessment of the preliminary design alternatives described in the previous displays:

- Transportation
- Natural Environment
- Cultural Environment
- Socio-Economic
- Land Use and Property
- Cost

Under each of these categories, sub-factors were defined to compare the relative effects of the alternatives being evaluated. The analysis and evaluation summary is provided at the Resource Table.

Première liste des critères d'évaluation

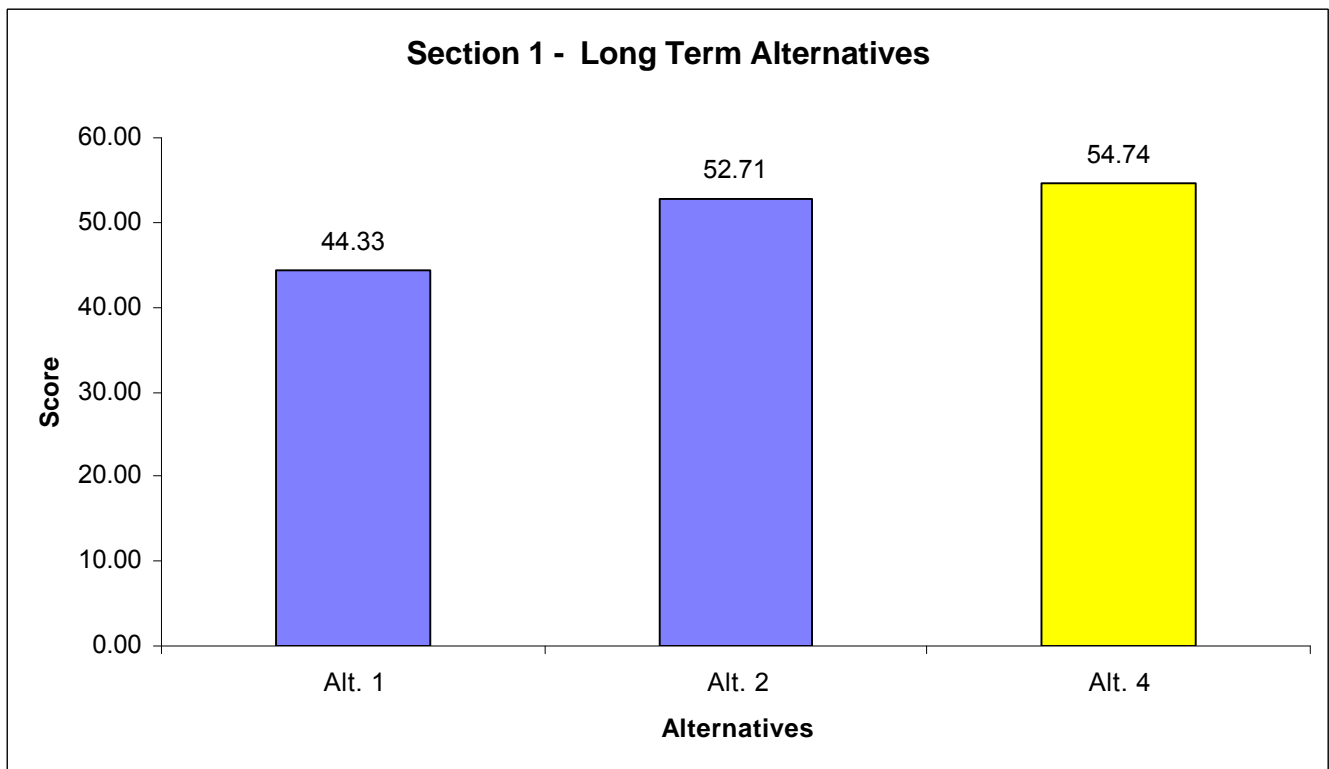
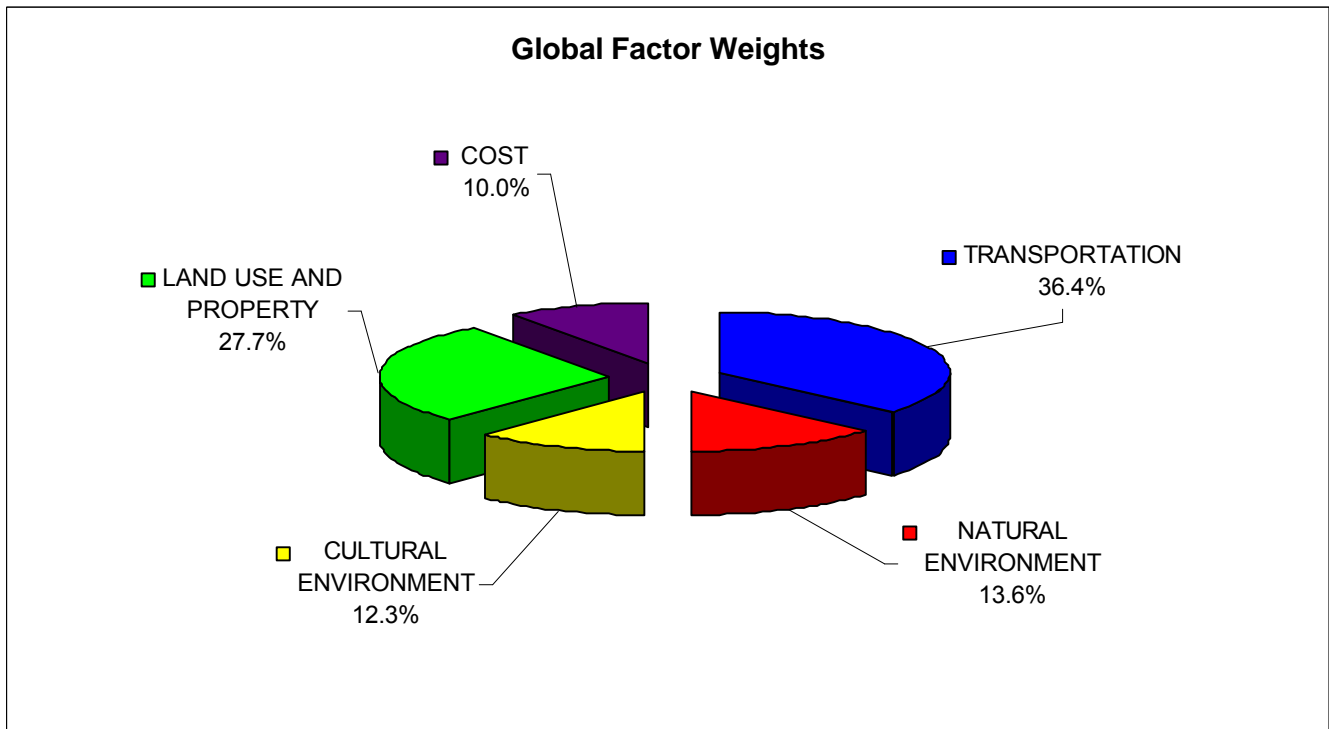
Pour évaluer les solutions préliminaires possibles (présentées précédemment), on a utilisé plusieurs critères, que voici :

- Transport
- Milieu naturel
- Milieu culturel
- Aspect socioéconomique
- Utilisation du sol et des terrains
- Coûts

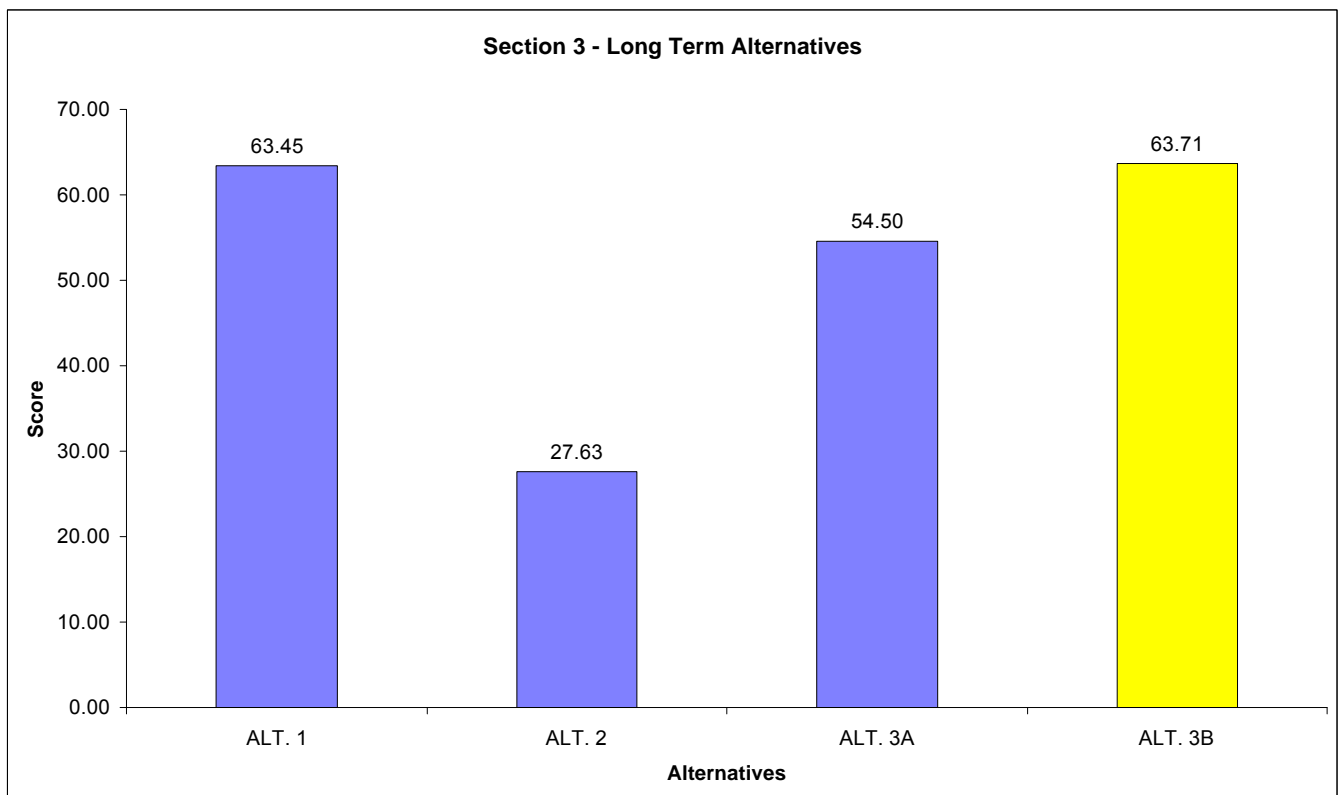
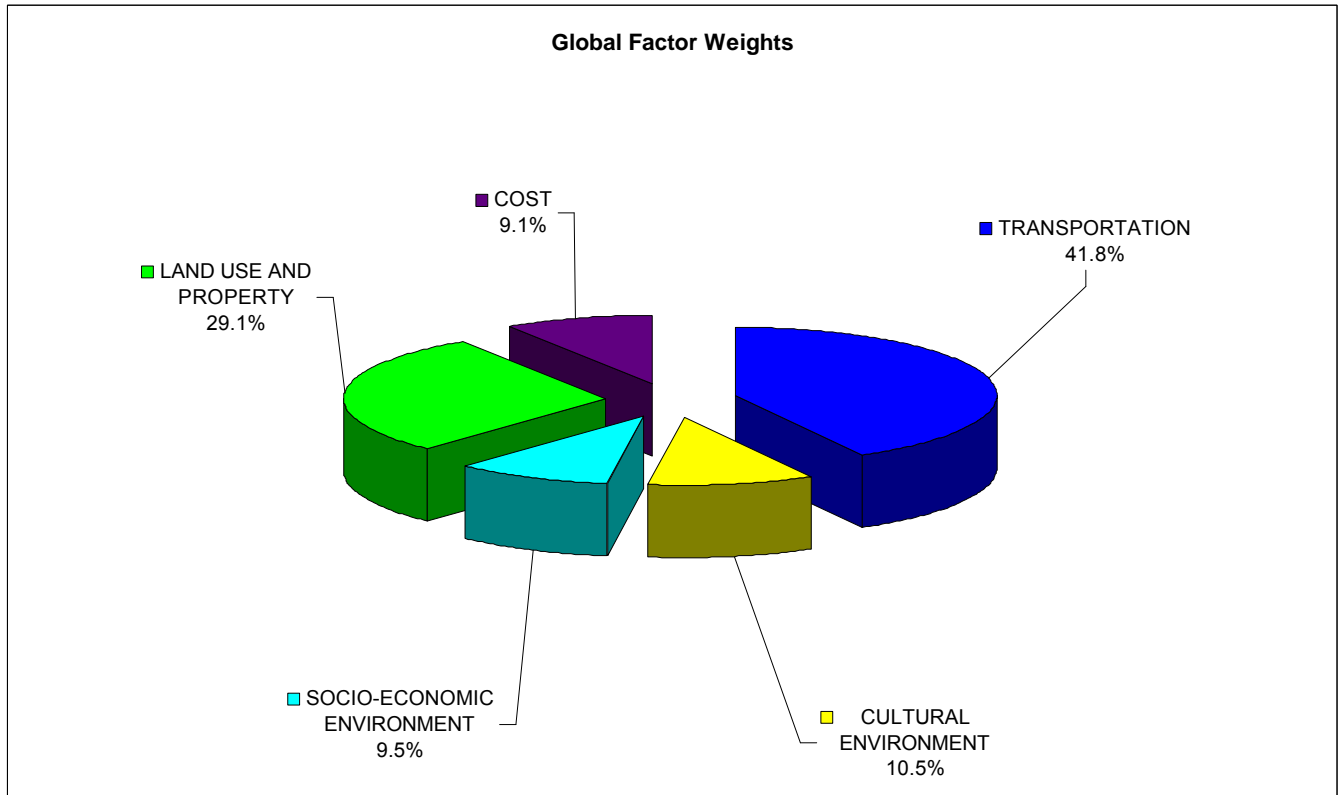
Pour chacune de ces catégories, on a établi des sous-facteurs afin de comparer les effets relatifs des solutions à l'étude. On peut obtenir le compte rendu sommaire de l'analyse et de l'évaluation à la table des ressources.

Results of the Analysis and Evaluation - Section 1

Résultats de l'analyse et de l'évaluation – Section 1



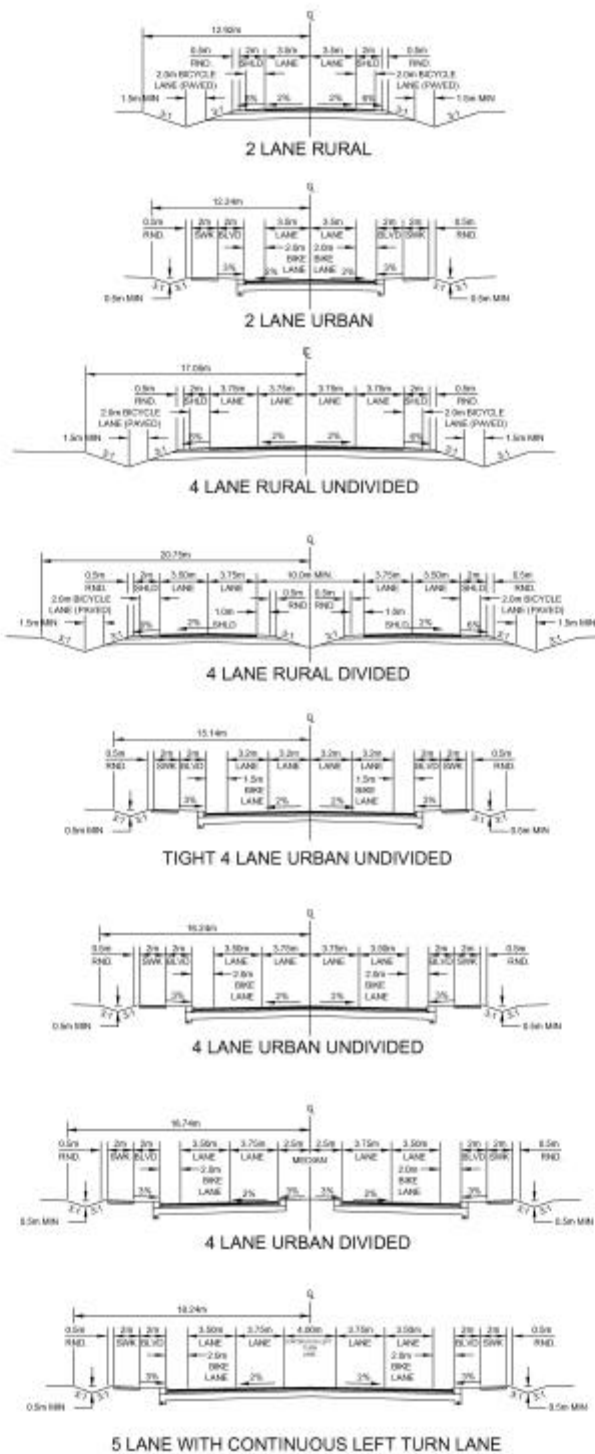
Results of the Analysis and Evaluation - Section 3 Résultats de l'analyse et de l'évaluation – Section 3



Technically Preferred Alternative - Alignment

(leave blank for plot)

Long – List of Cross Section Alternatives



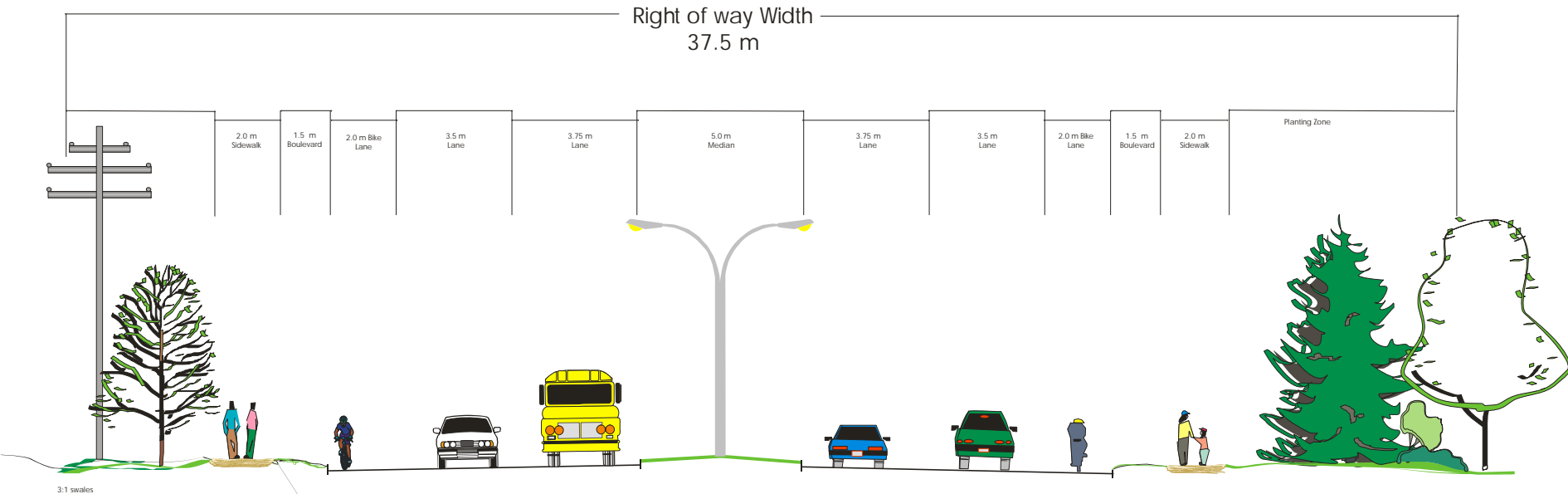
**TECHNICALLY
PREFERRED
ALTERNATIVE**

Long List of Cross Section Alternatives
Jockvale Road Widening EA

Scale N.T.S.



Technically Preferred Alternative - Cross Section



Public Involvement

Your input into this study is valuable and appreciated. Comment forms are available at the Registration Desk. All information is collected in accordance with the Freedom of Information and Privacy Act.



Please provide your completed comment form on or before April 19, 2006. Methods of sending in your form are indicated on the comment sheet.

Public Consultation Group (PCG)

A PCG has been created to provide local residents, businesses and interested stakeholders an opportunity to provide their perspective of the project.

Anyone interested in joining the PCG should indicate on a comment sheet or inform a study team member of your willingness to participate in the project.

Participation du public

Votre apport à cette étude est précieux et apprécié. Des formulaires de commentaires sont disponibles au bureau d'inscription. Tous les renseignements sont recueillis conformément à la Loi sur l'accès à l'information et à la Loi sur la protection des renseignements personnels.



Veillez nous faire parvenir votre fiche de commentaires remplie au plus tard le 19 avril 2006, selon les indications inscrites sur la fiche.

Groupe de consultation publique (GCP)

Un GCP sera créé afin de donner aux résidents, aux gens d'affaires et aux participants intéressés l'occasion de faire connaître leur point de vue sur le projet.

Toute personne désireuse de se joindre à un GCP doit mentionner sa volonté de participer au projet sur la fiche de commentaires ou en informer un membre de l'équipe de l'étude.

Schedule

Following Public Open House (POH) No.2, the next scheduled items include:

- Refinements to the TPA
- Effects and Mitigation
- Functional Design
- POH No. 3 (May 2006)
- Environmental Study Report(s) (June 2006)
- Study Completion (July 2006)

Plan de l'étude

Voici les prochaines étapes prévues à la suite de la deuxième séance portes ouvertes (SPO) :

- Mise au point de la solution privilégiée sur le plan technique
- Effets et Réduction
- Conception fonctionnelle
- Troisième séance portes ouvertes (mai 2006)
- Rapport(s) de l'étude environnementale (juin 2006)
- Fin de l'étude (juillet 2006)

Next Steps

- Review all comments
- Meet with the Public Consultation Group and Agency Consultation Group to review the results to ensure that all issues have been identified and addressed

You can remain involved in the Jockvale Road EA study by:

- Requesting that your name be added to our study mailing list (provide your mailing address and email address (if available))
- Providing a written comment sheet
- Attending the next Public Open House, to be held in May 2006. A notice will be placed in the newspaper at that time.
- Contacting consultant or City staff at any time during the study

Any of our representatives can assist you in completing the above activities.

Thank you for your involvement in this study.

Prochaines étapes

- Examiner tous les commentaires
- Rencontrer le groupe de consultation publique et le groupe de consultation des organismes pour examiner les résultats et s'assurer que toutes les questions ont été soulevées.

Vous pouvez participer également à l'évaluation environnementale du chemin Jockvale. Pour ce faire, vous devez :

- Demander que votre nom soit ajouté à notre liste d'expédition pour l'étude (donnez votre adresse postale et votre adresse courriel [s'il y a lieu]);
- Remettre une fiche de commentaires écrits;
- Participer à la prochaine séance portes ouvertes, qui se tiendra en mai 2006. Un avis sera diffusé dans les journaux à ce moment-là.
- Communiquer avec un expert-conseil ou un membre du personnel de la Ville à tout moment durant l'étude;

Si vous avez besoin d'aide pour une des étapes ci-dessus, adressez-vous à un de nos représentants.

Appendix C

Comment Sheets



Comment Sheet
Jockvale Road Environmental Assessment
Jock River to Prince of Wales Drive
Public Open House No. 2
March 4, 2008
5:00 p.m. to 8:00 p.m.

Thank you for your participation. Please deposit this comment sheet in the box provided or e-mail/fax/mail it no later than March 28th, 2008 to:

Mr. Steven Stoddard, P. Eng.
 Senior Project Manager
 City of Ottawa
 110 Laurier Avenue West, 4th Floor
 Ottawa, ON K1P 1J1
 Phone: 613-580-2424 ext 27880 Fax: 613-580-2578
 E-mail: Steven.Stoddard@ottawa.ca

Christopher Gordon, P.Eng.
 Project Manager
 GENIVAR
 15 Fitzgerald Road, Suite 100
 Nepean, Ontario K2H 9G1
 Tel: (613) 829-2800
 Fax: (613) 829-8299
 E-mail: christopher.gordon@genivar.com

COMMENTS

- 2 I still question the wisdom of building a 4-lane road through the middle of a golf course community. Was Barnsdale considered as an alternative given that it is less developed and straight. I can't help by question why Wooddrotte is being closed.
- 3 If the plans go ahead for 4 lanes, I think that the Prince of Wales intersection and the bridge need to be addressed urgently. I like the idea of relocating the intersection + building of access lane. Please make this a priority ~~to~~ in the interest of public safety.

Add me to mailing list

Notices of future meetings will be sent through our mailing list and placed in local newspapers. Please indicate above if you want to be added to our mailing list. Personal information on this form is collected under the authority of the Municipal Act and will be used for this project only.



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COMMENTS

My property backs on to Jockvale Road between Blockleaf and Combrion. The proposed plan shows the road going in west of the existing road. There is currently a stand of trees between Jockvale and my property - These trees will all be cut down under the current proposal and there are no plans to replant trees between the sidewalk and my property. It would be preferable to take some land from the golf course as well as the west side of Jockvale.

Name: _____
 Address: _____
 Postal C: _____
 E-mail: _____

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COMMENTS

The Rural Pathways Plan passed by City Council shows that there should be a path connecting Manotick to the Barkhaven Box Store Mall.

I would suggest that you amend your technically preferred plan to replace one of the "on road" bike paths with a 4m "off road" (eg off 2m to the "off road" path (from the on road section). This would make an excellent 4m wide safe bike path the length of Jockvale.

The rest of the plan looks good.

Name: _____
 Address: _____
 Postal Code: _____
 E-mail: _____
 Add me to mailing list

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COMMENTS

Jockvale plan looks good. Concerned about the use of roundabouts and pedestrians crossing the road to attend school.

Name:

Address:

Postal Code:

E-mail:

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COMMENTS

I would like to get a copy of
 Chapter 4 of the
 Needs Assessment Report Nov. 2007.

Name:

Address:

Postal Code:

E-mail:

Add me to mailing list

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COMMENTS

Excellent way to promote knowledge and planning with the public. This area is not still continue to expand so there is little question for whether roads to be utilized but not at all cost, beginning with the people and communities affected? It seems from the significant amount of literature available tonight that lots of work has been done and lots of planning and decision making has ahead. Given the actual - schedule expansion is years ahead but every effort must be made to plan with the present & future in mind. I trust and believe the City is capable in meeting this goal. Thank You.

Name: _____

Address: _____

Postal Code: _____

E-mail: _____

Add me to mailing list

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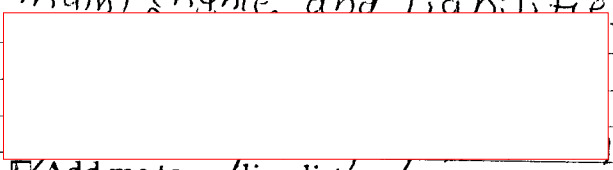
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COMMENTS

Jockvale Road

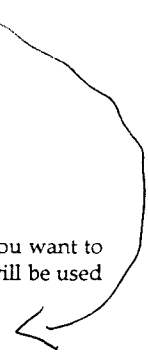
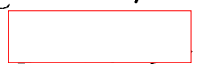
As a resident (close to Prince of Wales Dr.) and a member of the public consultation group, I am very pleased with this plan. I would like to thank Chris Gordon and Steve Stoddard for all their hard work. They have been very helpful in addressing all my questions and concerns and coming up with solutions that are very fair and acceptable. That being said I still have concerns about traffic noise and lighting issues as well as the effect this development will have on our well and septic system. I would also like to make sure that the road in front of our house (in section 3) is designated as an access road and not a private road since there are concerns about the long term maintenance and liabilities of a private road.



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All and all my involvement in this process has been a very positive experience





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March 4, 2008
5:00 p.m. to 8:00 p.m.

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Nepean, Ontario K2H 9G1
Tel: (613) 829-2800
Fax: (613) 829-8299
E-mail: christopher.gordon@genivar.com

COMMENTS

World like to receive updates

Name:
Address:
Postal Code:
E-mail:

[Redacted contact information box]

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COMMENTS

- Roundabouts - 4 lanes - wonder how they will work.
- Will traffic stick to 60, it already goes 70 - 80mph
- Noise levels for properties backing on - how is it determined what is acceptable?

Name:

Address:

Postal Cod

E-mail:

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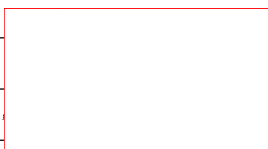
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COMMENTS

Given that Jockvale will pass through a neighborhood that is predominantly residential I feel that due regard should be given to this factor.

I support the idea from the CTV gentlemen that the road be classified as a boulevard - and be tree lined to give it a high esthetic appearance.

Thanks.



Name:

Address:

Postal Code:

E-mail:

Add me to

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COMMENTS

Very pleased with the overall preference - believe Chris + Steve have done a good job in balancing the transportation needs with the social/cultural/cost factors.

As a resident close to the Prince of Wales intersection my concerns now relate to the resultant potential noise; lighting; and possible impacts on our well which is near the existing roadway & may be impacted when construction & sinking of the new road goes ahead.

Also pleased with the ACCESS ROAD which may end up serving all existing households in the area & chance remains public. Good Job.

Name:

Address:

Postal Cod:

E-mail:

Add me

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COMMENTS

- concerns with intersection at Prince of Wales
 should be addressed at a priority

- special attention to landscaping in
 order to improve esthetics as natural
 open spaces & golf course are special
 feature of Stonebridge area.

- ensure pedestrian & cyclists need are
 met

Name:

Address:

Postal Code:

E-mail:

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COMMENTS

PLEASE CONSIDER TREE BOUNDARIES AND LANDSCAPING TO MATCH THE STORAGE STANDARD

CONSIDER A CERTAIN CONSULTATION WITH OTTAWA POLICE

IF BARRIERS (SOUND) HAVE TO BE USED USE MATERIALS GRANITE CAN BE REMOVED EASILY

PREFER LANDSCAPING VS SOUND BARRIERS IF POSSIBLE

Name:

Address:

Postal Code:

E-mail:

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COMMENTS

1. THE BRIDGE OVER THE JOCK SHOULD BE A PRIORITY.
 THIS BRIDGE IN ITS CURRENT STATE OF DIS-REPAIR
 IS A HAZARD TO VEHICLES AND ESPECIALLY
 PEDESTRIANS.

2 Consideration for an attractive 4 lane boulevard
 with trees preferably - not grass for fear
 it will end up looking like an unkempt
 field. This is important aesthetically speaking
 since it will be right in the middle of
 a certified "Audubon Co-Operative Sanctuary" golf course

Name:

Address:

Postal Code:

E-mail:

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10/2

COMMENTS

We are the most affected by Section 4 of Study Area.
 Alternative 4 seems to have the least impact for this section to EXISTING RESIDENTS on east side

I am concerned from the cross section Dwg's (B-B) that the existing barrier in our rear yards (which are to be a sound and visual barrier to the roadway) would work better if the road elevation was dropped below its current level. (= better use of berm) This is important because ~~it~~ it's not anticipated ^{that} a sound attenuation fence/barrier is to be installed. (per Subdivision Agreement)

For Sections 2/3, again least impact should be felt by existing residents as this is route for the travelling public who do not live on the area (merely a through

are
 for others
 over
 place

Name:
 Address:
 Postal:
 E-mail:

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3B
 over here



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Téléc. : (613) 829-8299
Courriel : christopher.gordon@genivar.com

20/2

COMMENTAIRES

In sections 1 & 2 consideration should be given to existing mature trees along ROW on west side (north of Commerce from accident house) + south of Thomas Office (trees in driveway area)

Section 3 - option 3B with joint access option on east side would appear to have less impact for increase in traffic flow. Also this option doesn't impact (disruption) of existing east homes.

Turnaroad and Plover Lands have not been reactivated = the people currently as homeowners should experience least of impact => priority.

Road-abut at Kinston might be possible in future but also a challenge due to 4 lanes

Non: 60 km max mph should be throughout roadway
Adresse : + prevent heavy effect Will be done later other
Code postal :
Courriel : Section

Inscrivez-moi sur la liste d'envois

see other side

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COMMENTS

① Corner nearest golf course "landing area" is Move the corner west (increase radius) to give land to east to Monarch for residential use. Take some of golf course.
 Purpose - increasing radius would increase safety by improving sightlines
 - would allow south-west curve to be reduced, greatly improving sightlines down hill to Prince of Wales & into intersection
 - improve sightlines to access lane intersection with Jockvale
 - potentially improve grade (?) into approach to Jockvale / Prince of Wales intersection

Name: → OVER
 Address:
 Postal Code:
 E-mail:

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COMMENTAIRES

② Every intersection marked for installation of traffic light OR already controlled by lights should have a traffic circle. Advantages are considerable:

- a) traffic calming through entire length
- b) low carbon footprint:
 - reduced idling times
 - off-peak traffic never stops

Once development has been allowed to proceed, the opportunities for installation of roundabouts are reduced or eliminated because of the slightly larger footprint required for roundabouts. Planning for roundabouts must be done at this stage.

③ For the residences that might have "right in / right-out" entrances/exits, one part of every car trip will involve a "u" turn on Jockvale. Such "u" turns involve a hazard for driver & other vehicles. Roundabouts would

eliminate "u" turns & danger.

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COMMENTS

- ④ Sewer shown on map near north end of Jockvale near Jock R. goes through a portion of the forest. There are no good reasons for this route given the location of the road, power line ^{right} ~~left~~ of way, field to west and low value regrowth forest E of roadway.
- ⑤ We have been told that there will be pathways through the forest. Given its small size and the overall high ecological rating of the forest, there is ~~no~~ little justification for a path network, except for a perimeter path.

Name: _____ → OVER
 Address: _____
 Postal Code: _____
 E-mail: _____
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COMMENTAIRES

(6) Currently there are natural areas both upstream & downstream of Jock Bridge crossing. ^{Further} the bridge and few houses form a barrier to the movement of wildlife moving up or down through these natural areas. The Jockvale Road / Bridge reconstruction must enhance the connectivity between these natural areas. A wildlife corridor must be constructed along the river at the bridge crossing site, whether on N, S or both sides. NB there ~~is~~ currently a natural shoreline (Jock R.) corridor from the Rideau River all the way to the Richmond Fan Wetlands, with a few choke points at bridges. The entire corridor, a large Jock R. natural feature, must be preserved and enhanced.

Nom :

Adresse :

Code postal :

Courriel :

Inscrivez-moi sur la liste d'envois

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COMMENTS

(1) Re: possible roundabouts

I feel that, with the rather high speed and somewhat reckless driving we see today, roundabouts are less desirable than lights!

(2) Re: Boulevard

I believe in our very pleasant golf course Stonebridge development, I fully support making this a "real" boulevard (i.e. reduce speed, add more grass/garden area).

Name: C.F. Cooper

Address:

Postal Code:

E-mail:

31 Silothona Crt K2S 4Y2 / P.T.O.
 Nepean, Ont.

Add me to mailing list

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Courriel : christopher.gordon@genivar.com

COMMENTAIRES

③

Re Schodack,

Surely the Prince of Wales intersection should be improved ASAP!

Nom : _____

Adresse : _____

Code postal : _____

Courriel : _____

Inscrivez-moi sur la liste d'envois

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COMMENTS

I am representing 3617 Jackson at the meeting, hence my comments pertain to that area of the road expansion.
 I object to any change that impacts or changes the quality of life of the resident. The increased traffic close to the house may have impacts on the structure as well.
 I have concerns about the heritage status of the house and the implications attached to the status.
 We have concerns for any taxes that will be offered.
 We are not interested in transferring any land to the city for this project.
 Road close to house may impact well, may require a closer look at zoning if the traffic/road expansion near the place is more suitable for commercial instead of residential.
 The city is not so there is a question of whether the heritage status should remain since the community does not adjust for the structure.

(structure is a large concern, this house is not engineered to modern standards)

Name:

Address:

Postal C:

E-mail:

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Oden →

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Feuille de commentaires
Jockvale Road Environmental Assessment
Jock River to Prince of Wales Drive
Deuxième réunion portes ouvertes
Le 4 mars 2008
De 17 h à 20 h

Nous vous remercions de votre participation. Veuillez déposer la présente feuille de commentaires dans la boîte prévue à cet effet ou la transmettre par courriel, par télécopieur ou par la poste, au plus tard le 28 mars 2008, à l'attention de :

Mr. Steven Stoddard, ing.
ingénieur chef de projet
Ville d'Ottawa, 110, avenue Laurier Ouest
Ottawa (Ontario) K1P 1J1
Tél. : 580-2424, poste 27880 Téléc. : 580-2578
Courriel : Steven.Stoddard@ottawa.ca

Christopher Gordon, ing.
gestionnaire de projet
GENIVAR
15, chemin Fitzgerald, bureau 100
Nepean, Ontario K2H 9G1
Tél. : (613) 829-2800
Téléc. : (613) 829-8299
Courriel : christopher.gordon@genivar.com

COMMENTAIRES

- I have questions about the city relocating the house or allowing this to happen
- As the city can tell property was transferred to owner on the front, there was a reason for this.
- Heritage
- Jockvale is not a straight road & we think that a curve in the road could be made to minimize the impact on the property, going down the centre line of the road should not be the solution
- noise control, landscaping & trees are an issue
- It is evident the community is not interested or concerned about heritage buildings from the open house, continuing the heritage designation should be questioned

Nom :

Adresse :

Code postal :

Courriel :

Inscrivez-moi sur la liste d'envois

Les avis des prochaines réunions seront envoyés aux personnes inscrites sur la liste d'envois et paraîtront dans les journaux locaux. Veuillez indiquer ci-dessus si vous souhaitez figurer sur la liste d'envois. Les renseignements personnels figurant sur le présent formulaire sont recueillis en vertu de la *Loi sur les municipalités* et ne serviront qu'aux fins de ce projet.



Comment Sheet
Jockvale Road Environmental Assessment
Jock River to Prince of Wales Drive
Public Open House No. 2
March 4, 2008
5:00 p.m. to 8:00 p.m.

Thank you for your participation. Please deposit this comment sheet in the box provided or e-mail/fax/mail it no later than March 28th, 2008 to:

Mr. Steven Stoddard, P. Eng.
 Senior Project Manager
 City of Ottawa
 110 Laurier Avenue West, 4th Floor
 Ottawa, ON K1P 1J1
 Phone: 613-580-2424 ext 27880 Fax: 613-580-2578
 E-mail: Steven.Stoddard@ottawa.ca

Christopher Gordon, P.Eng.
 Project Manager
 GENIVAR
 15 Fitzgerald Road, Suite 100
 Nepean, Ontario K2H 9G1
 Tel: (613) 829-2800
 Fax: (613) 829-8299
 E-mail: christopher.gordon@genivar.com

COMMENTS

① Proposed Speed Limit ^{60 km/h} - size of sidewalk - 1.5m
 - bike path? - yes beside sidewalk

② 1900 veh using road clarity?
 type of traffic have you studied?

③ 1900? Daily? - PEAK HOUR.

④ what is the current veh/h? what is the basis for 1900?

⑤ Woodroffe Avenue running through a golf course community? - don't like it.
 Response - there is a landscape plan.
 would prefer a bullhorn

Name:

Address: allow to gofers cross the 4-lane Rd? DA

Postal Code:

E-mail: Are there plans to restrict development?

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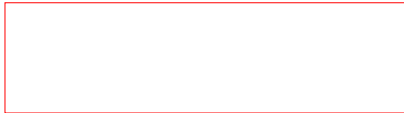
Suggestions and or comments

1/ Add trees and landscaping to the mediun. Make it look more like a boulevard rather than a 4 lane "Woodroffe Avenue". Since it's a golf course community make the roadway pleasing to the eye.

2/ Speed limit to 60k is excellent.

3/ Use traffic circles rather than traffic lights.

4/ Add noise barriers.





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COMMENTS

I was not able to attend the Open House and had hoped to view the presentation drawings on the City of Ottawa website, as of March 26 no such luck.

I would like to see Jockvale lowered between Riverstone/Jock River and the Golflinks N intersection - lowering the profile can be easily accommodated and will make the existing beam more functional than it currently is.

As well, I support the use of roundabouts in lieu of signals. They are typically cheaper and provide the added benefit of traffic calming, something that should be considered for this section as currently speed tends to be an issue.

Name: _____
Address: _____
Postal C _____
E-mail: _____
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Hello Gents

A few comments I have regarding the project and it's impact on my home.

- My home is set back approx. 77 feet from the centerline of the road. The widening will certainly narrow that gap. Is there a min or max that is required so as not to move a roadway too close to a dwelling?
- A survey of access for homes on the Woodroffe Ave project (between the Sportsplex and Fallowfield) reveals that on approx. four or five locations the median has been depressed to allow those homes right and left turn, in and out of their driveways. This is also a four lane road. My expectation is the same. I do not accept a right in and out only.
- When will the final project be accepted by city officials?
- During the project and naturally the soils and potentially underground water veins may be disturbed, how will the City protect my well???
- Should the project only allow right in/out turn due to the median, this limit is a drastic change from what I

28/03/2008

have now, should property values decrease because of imposed limits, will the City be responsible for any decrease in dwelling value??

- I do have concerns of the process where the City requires to encroach and take lands required for the project.
- Since my home faces Jockvale Road, I am concerned of then noise level. Some bedrooms are located in the front of the dwelling. Their are a few other homes impacted as well like this
- During the project I would expect minimal disruption in terms of access into my property and cooperation from the chosen contractor.

These are some thoughts and concerns regarding this project, should I have any questions or other concerns I will contact yourself or Steve.

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In the area of the intersection of Jockvale/Riverstone my preference would clearly be to widen the existing roadbed to the West of the current location. At present, there are far fewer developments to the west of the roadway than there are to the east.

Once widened, I am concerned about the road becoming more of a speed track than it already is at present. There is seldom any Police presence and cars routinely race through to Prince of Wales and or the shopping centre. The posted speed is 70km, which is consistently disregarded.

I would also like to know what type of sound remediation is being considered to counter the road noise in that location. Once a widened arterial road is in place will this be used as an access route for transport to the power center/Home Depot new Wal-Mart?

The presentation indicated that the projected flow of traffic is 1,900 cars an hour by 2031. Currently the flow is 1,000 per hour and I expect the volumes will be higher sooner than later.

At the intersection of Prince of Wales & Jockvale a widened left turning lane from Jockvale onto POW northbound would be a great improvement as cars currently come over the hill far too quickly.

Kindly advise of future meetings by e-mail