

Public Open House

Public Open House



Jockvale Road Environmental Assessment Study

Public Open House No. 1 Summary Report

October 15, 2007
2007-27



Table of Contents

1.0 INTRODUCTION	1
1.1 Study Area.....	1
1.2 Open House No. 1 Date and Time.....	1
2.0 PUBLIC AND AGENCY CONSULTATION.....	3
2.1 Individual Contact Notification.....	3
2.2 Newspaper Notice.....	3
2.3 City of Ottawa Website.....	3
2.4 Agency Contacts.....	3
2.5 First Nations Contact.....	4
3.0 PUBLIC OPEN HOUSE NO. 1.....	4
4.0 SUMMARY OF WRITTEN COMMENTS	4
5.0 CONCLUSIONS.....	6

List of Figures

Figure 1 Study Area.....	2
--------------------------	---

List of Tables

Table 1 Summary of Written Comments.....	5
--	---

Appendices

A	Newspaper Notices
B	Public Open House Exhibits
C	Comment Sheets

1.0 INTRODUCTION

This report, prepared by NCE-Genivar, documents the first 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 will:

- Significantly improve the capacity and safety of the roadway network;
- Facilitate long term network expansion i.e. protection for the future road corridor;
- Avoid and/or mitigate impacts to environmentally significant features; and
- Accommodate 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;
- 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 is shown in **Figure 1**.

1.2 Open House No. 1 Date and Time

The first Public Open House was held on:

September 26, 2007
5:00 pm to 8:00 pm
Stonebridge Golf and Country Club
68 Hawktree Ridge
Nepean, ON

The purpose of the first Public Open House included presenting the following:

- Existing conditions
- Study design/process
- Need and justification
- Preliminary roadway alternatives
- 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 first 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 e-mailed individual notices inviting them to attend the first 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, September 14, 2007 and Friday, September 21, 2007.
- Le Droit: Friday, September 14, 2007 and Friday, September 21, 2007.

The newspaper notice is found in **Appendix A**.

2.3 City of Ottawa Website

Information regarding Public Open House No. 1 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 Contact

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. 1

The first Public Open House (POH) was held at the Stonebridge Golf and Country Club on Thursday, September 26th, 2007. City of Ottawa and consultant representatives were available to respond to any inquiries.

The first 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, one hundred and fifteen (115) 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, forty-three (43) 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 first 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.
Concerns/issues with "Light Pollution"	3	1, 37, 39
Concerns/issues for pedestrian/bicycle safety along Jockvale	4	2, 10, 39, 43
Addition of sidewalks and bicycle lanes along Jockvale Rd.	2	14, 40
Concerns/issues (access/egress, grade, sight distance) with at Golflinks Dr. south entrance	3	4, 8, 26
Concerns/issues with closure of Woodroffe Ave. at Prince of Wales Dr.	6	6, 9, 12, 27, 38, 40
Concern/issues with trees on west side of Jockvale between Cambrian Rd. and Blackleaf	1	7
Interested in seeing a traffic study completed for Jockvale Rd. following the re-alignment of Greenbank Rd.	1	8
Concerns/issues (left-turn lanes and signals and grade) with Jockvale-Prince of Wales intersection	4	8, 20, 23, 26
Concerns/issues with truck traffic (engine brakes, removal of trucks from Jockvale)	1	8
Concern/issues with access from Bren-Maur to Jockvale Rd.	1	9
Concerns/issues with Jock River Bridge	3	10, 38, 41
Use of Greenbank Road and Prince of Wales as main arterial roads instead of Jockvale Rd.	2	12, 40
Alternate crossing option at the Jock River for pedestrians, bicyclists and the elderly	2	13, 33
Concerns/issues regarding property impacts	2	15, 16
Would like to see the entire project (4-laning of Jockvale Rd., Jock River Bridge) constructed at the same time to save cost and time	2	15, 16
Use of a roundabout at Golflinks/Cambrian	1	18
Entrance to Stonebridge Golf Course should be on Jockvale Rd.	2	18, 42
Concerns/issues regarding noise/pollution	3	19, 34, 39
Concerns/issues regarding traffic speed/safety	3	19, 34, 39
Which way will Jockvale be widened (east or west)?	1	19
Concerns/issues with Jockvale-Longfields Link realignment	2	20, 38
Traffic signals required at Jockvale/Greenbank immediately	1	20
Widening Jockvale to 4 lanes creates major thoroughfare to Manotick	1	20
Highway 16 needs to be 4-laned to minimize traffic on Jockvale Rd.	2	24, 31
Bus shelters should be provided	1	29
Bicycle lanes needed along Prince of Wales from Jockvale to Fisher	1	33
Concerns/issues regarding loss of aesthetics/natural habitats	2	34, 39

Table 1 Summary of Written Comments		
Area of Concern	Number Of Respondents	Comment Sheet Reference No.
Concerns/issues regarding traffic volumes	1	39
Eliminate arterial road designation of Jockvale Road between Jock River and Prince of Wales and designate as local road only for internal community travel	1	40
Enhance the landscaping of the proposed Cambrian Road	1	40
Eliminate 4 way intersection at Riverstone/Jockvale and make access to Taggart development from Cambrian Rd.	1	40
Concerns/issues with lack of progress in improving Jockvale	1	41
Concerns/issues with ROW width of Jockvale Road	1	41
Concerns/issues with roadway masterplan for this area	1	41
Add name to mailing list	6	3, 21, 22, 30, 35, 41
Request for information	6	11, 16, 17, 25, 32, 36
Request for a presentation and question and answer session at following meetings	1	5
Please add to Public Advisory Group (PCG)	1	28

5.0 CONCLUSIONS

The most significant issues raised by the public at the first Public Open House included:

- Concerns with the Jockvale/Prince of Wales intersection (left-turn lanes and signals and grade);
- Concerns regarding traffic noise;
- Concerns regarding pedestrian and bicycle safety along Jockvale Road;
- Concerns regarding traffic speeds and safety; and
- Although not part of this project concerns regarding the closure of Woodroffe Avenue at Prince of Wales Drive.

APPENDICES

Appendix A
Newspaper Notice

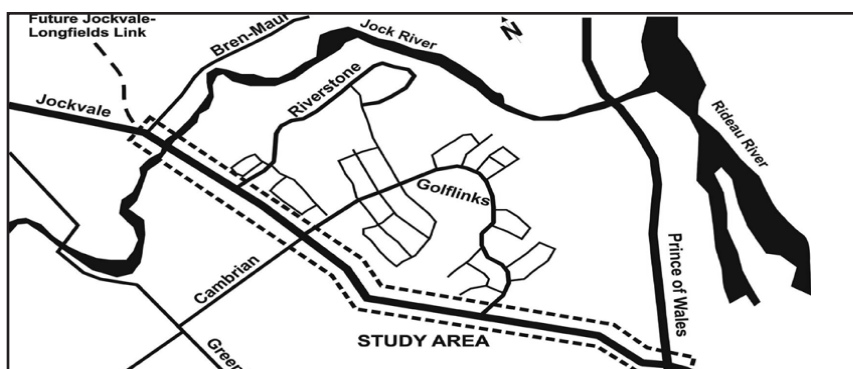
Notice of Study Commencement and Open House #1 Proposed Widening of Jockvale Road Jock River to Prince of Wales Drive Environmental Assessment Study

Wednesday, September 26, 2007 5 to 8 p.m.

Stonebridge Golf and Country Club, 68 Hawktree Ridge

The City of Ottawa has 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 first open house is to present and obtain public input on the following:

- Existing conditions
- Study design/process
- Need and justification
- Preliminary roadway alternatives
- Schedule

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 and Growth Management Department
 Planning, Environment and Infrastructure Policy
 Transportation and Infrastructure Planning
 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

**Please join us at the Grand Opening
 of the
 City of Ottawa Spay/Neuter Clinic**
 at its new location.

Date: Tuesday, September 25, 2007

Time: 5:30 p.m. to 8 p.m.

Place: 26 Concourse Gate, Unit 5 (inside Colonnade Industrial Park)

Ribbon-cutting and facility tours.

ottawa.ca

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Proposed Roadway Modifications

Pursuant to By-law 2002 - 522, the City of Ottawa is providing notice to the public of its intention to approve roadway modifications at the following location in accordance with the delegated authority under By-law 2005 - 503:

Greenbank Road and Jockvale Road

- Southbound left turn lane

Baseline Road and Constellation Crescent

- New traffic control signal
- Northbound right-turn and dual left-turn lanes
- Median on Constellation Crescent
- Dual westbound left-turn lane
- Eastbound right-turn lane

For more information, please contact:

Philippe Landry, P.Eng.
 Traffic and Parking Operations Branch
 Department of Public Works and Services
 Tel: 613-580-2424, ext. 23185

Any person who wishes to raise objections to these matters must contact the City Clerk, in writing, at the address below by **Friday, September 28, 2007**

P.G. Pagé, City Clerk,

**Fernbank Community Design Plan
 & Integrated Environmental
 Assessment Process**

Community Design Roundtable

Monday, September 24, 2007

Scotiabank Place

1000 Palladium Drive, Kanata

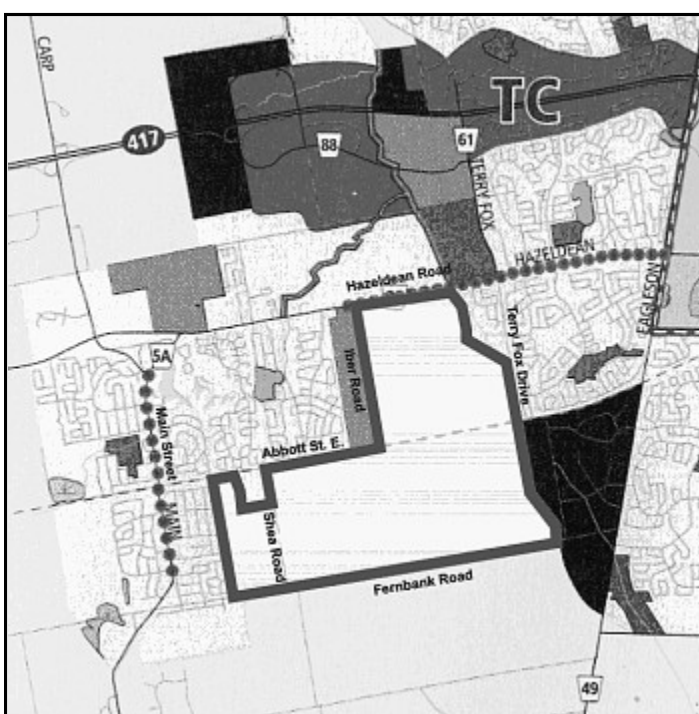
Coliseum Rooms C & D

7 to 9:30 p.m.

The City of Ottawa and a consulting team led by Walker, Nott, Dragicevic Associates Limited, invite you to attend a Presentation and Open House on the Fernbank Community Design Plan (CDP).

The objective of the Fernbank CDP is to create a vision of the development that provides new opportunities to live, work and play in the growing western edge of the City. The Fernbank CDP is not intended to be prescriptive, but is to guide development process in consultation and coordination with the community, area landowners, Provincial agencies and ministries, and other interested parties. It is crucial that the affected communities be actively involved in the development of the Fernbank CDP in order to ensure the cultivation of guiding principles and a common understanding of the planning process.

The preparation of the Fernbank CDP will be harmonized with the Environmental Assessment (EA) processes for required infrastructure within the Study Area. In accordance with the Municipal Engineers Association (MEA) Class Environmental Assessment (Section A.2.9) process, the Planning Act requirements for the implementing Official Plan Amendment and MEA Class EA processes will be integrated.



At this Meeting, you will have the opportunity to review:

- Preferred Land Use Concept
- Preferred Alternative Transportation Designs and Infrastructure Alternatives
- Draft Demonstration Plan

You will have the opportunity to provide input into the Community Development Plan and design and implementation guidelines to continue shaping a vision for this development's future appearance, function and interface with existing communities of Stittsville and Kanata South.

Your participation is important to the preparation of a successful Community Design Plan. To RSVP or for more information on this project or to be added to our mailing list, please contact:

Myles Mahon,
 Community Planner
 Community Planning
 & Design Division
 City of Ottawa
 110 Laurier Avenue West
 Ottawa, ON K1P 1J1
 Mail code 1-15
 Phone: 613-580-2424 ext. 27817
 Fax: 613-580-2459
 E-mail: Myles.Mahon@ottawa.ca
 Web: ottawa.ca

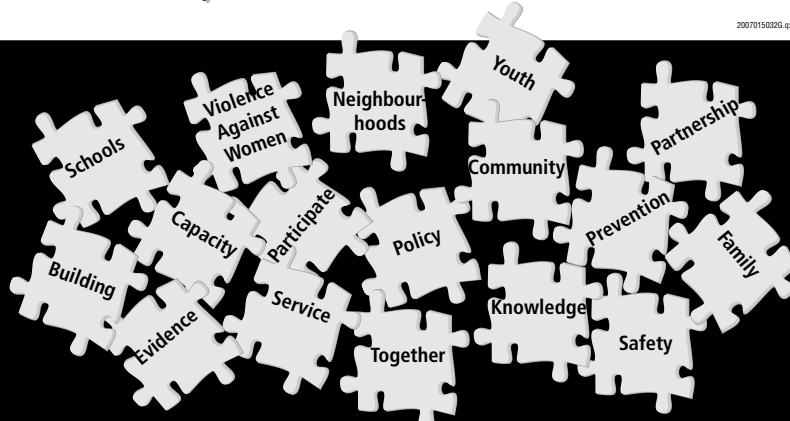
Wendy Nott,
 FCIP, RPP, Senior Principal
 Walker, Nott,
 Dragicevic Associates Limited
 172 St. George Street
 Toronto, ON M5R 2M7
 Phone: 1-866 968-3511
 Fax: 416-960-0172
 E-mail: wnottd@wndplan.com
 Web: www.wndplan.com
www.fernbankcdp.com

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Add your voice to
CRIME PREVENTION OTTAWA

Interested in serving on the Crime Prevention Ottawa *Community Forum*?
Play an active role and make a difference!



To find out more or to apply by Monday, October 1, 2007 at noon:

cpo@ottawa.ca

613-580-2424, ext. 22454

**NOTICE OF PUBLIC MEETING
 PROPOSED BY-LAW AMENDMENTS**

The Community and Protective Services Department will be bringing forward a report to the Community and Protective Services (CPS) Committee recommending amendments to the by-law regulating the hours of retail establishments on Remembrance Day, November 11th. The proposals include a change in the opening time from 12:30p.m. to 12 noon, and amendments to update the by-law to be more reflective of today's retail environment and language, and to bring it more in line with the Retail Business Holidays Act.

The CPS Committee will consider the recommendations at its meeting of October 4, 2007, 9:30 a.m. at Ottawa City Hall, 110 Laurier Avenue West, Champlain Room, Second Floor, Heritage Building.

To have your comments considered as part of the report, please provide them in writing to Christine Hartig at By-law and Regulatory Services, 110 Laurier Ave. West, Ottawa, Ontario, K1P 1J1, by fax at 613-580-2843 or by e-mail to Christine.Hartig@ottawa.ca on or before September 26, 2007.

Individuals may also address the CPS Committee in person to present their support, objections or comments. You are encouraged to register in advance by contacting the Committee Coordinator, Rosemary Nelson, at 613-580-2424, ext. 21624, or via e-mail at Rosemary.Nelson@ottawa.ca

For more information please contact Christine Hartig, Project/Policy Officer, at 613-580-2424, ext. 25629.

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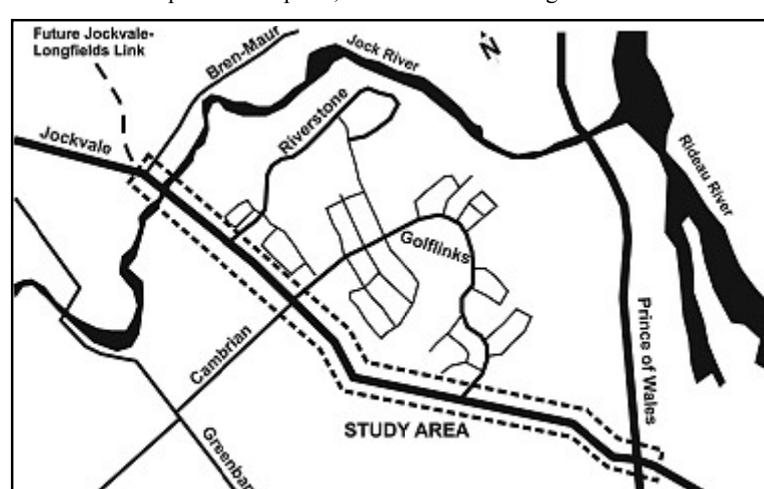
**Notice of Study Commencement
 and Open House #1
 Jockvale Road Environmental
 Assessment Study
 Jock River to Prince of Wales Drive**

Wednesday, September 26, 2007, 5 to 8 p.m.

Stonebridge Golf and Country Club, 68 Hawktree Ridge

The City of Ottawa has initiated an Environmental Assessment (EA) Study for improvements to 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 first open house is to present and obtain public input on the following:

- Existing conditions
- Study design/process
- Need and justification
- Preliminary roadway alternatives
- Schedule

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 and Infrastructure Policy
 Transportation and
 Infrastructure Planning
 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
 National Capital Engineering Limited
 A division of GEVINAR Inc.
 100 Craig Henry Drive, Suite 202
 Ottawa, ON K2G 5W3
 Tel: 613-228-8654
 Fax: 613-228-5453
 E-mail: christopher.gordon@nceltd.com

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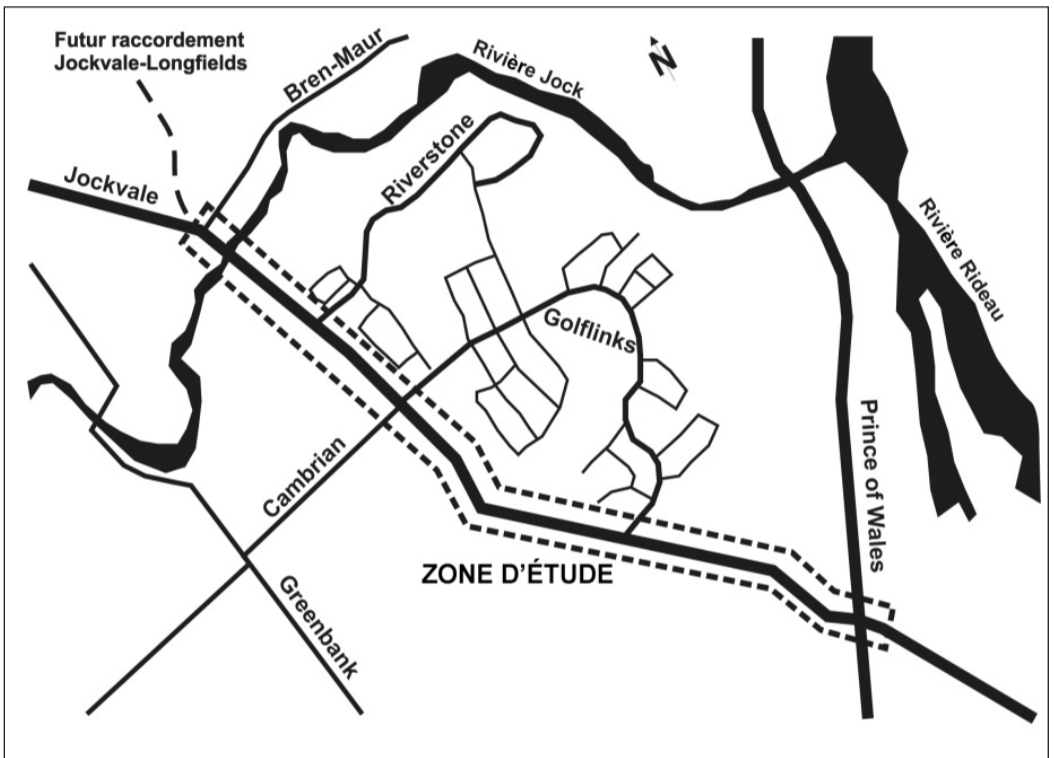
Avis de début d'étude et première réunion portes ouvertes Étude d'évaluation environnementale du chemin Jockvale de la rivière Jock à la promenade Prince of Wales

Le mercredi 26 septembre 2007
 De 17 h à 20 h
 Stonebridge Golf and Country Club
 100, côte Hawktree

La Ville d'Ottawa a entrepris une étude d'évaluation environnementale pour le projet en vue d'amélioration au 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.

Carte du secteur visé par l'étude



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 première réunion portes ouvertes a pour but de présenter les éléments suivants et de recueillir les commentaires de la population à leur sujet :

- Conditions actuelles
- Conception de l'étude/processus
- Nécessité et justification
- Autres possibilités de route
- Calendrier

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 :

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

Christopher A. Gordon, ingénieur
 Directeur - Transports
 National Capital Engineering Limited
 A division of GENIVAR Inc.
 100, promenade Craig-Henry, bureau 202
 Ottawa, ON K2G 5W3
 Tél. : 613-228-8654
 Téléc. : 613-228-5453
christopher.gordon@nceltd.com

Appendix B
Public Open House Presentation
Boards

English POH Presentation Boards

Table of Contents

Welcome	1
Jockvale Road EA	2
Background	3
Study Area.....	4
Environmental Assessment Process.....	5
Municipal Class Environmental Assessment Process	6
Study Stages	7
Study Stages	8
Transportation Master Plan	9
Planned Infrastructure Improvements	10
Development Areas	11
Existing and Future Transportation Demand.....	12
Accident Summary	13
Evaluation of Alternatives	14
Phase 2 Planning Solutions.....	15
Preliminary Assessment of Planning Solutions	16
Phase 3 Alternative Design Concepts Evaluation Process	17
Evaluation Sections	18
Alignment and Cross Section Alternatives	19
What are the Evaluation Criteria?	20
Study Organization	21
Public Involvement	22
Schedule	23
Next Steps.....	24

Welcome

Welcome to the first 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.

Jockvale Road EA

The goal of this meeting is to:

- Describe the Environmental Assessment process;
- Present the Draft Study Design;
- Identify the issues of the project;
- Present a Preliminary Assessment of Alternative Planning Solutions;
- Present a long list of alignment, intersection and cross section alternatives; and
- Obtain your comments.

Background

The City of Ottawa, in conjunction with the Nepean South Development Corporation undertook the planning and EA approval for the northerly extension of Jockvale Road under the provisions of the Class EA that allow an integrated Planning Process with the Planning Act. The key aspects of this work include:

- Approval of an alignment for a future urban arterial from north of the Jock River to Longfields Drive
- Approval for a 4 lane divided cross section including cross section elements for pedestrians, bicyclists, landscaping and municipal services

During the course of the previous study it was recommended that the crossing of the Jock River should be deferred to be assessed as part of this EA so that the alignment could consider the physical constraints. A copy of the Jockvale-Longfields Link Study is provided on the Resource Table.



Study Area

Jockvale Road is an arterial roadway link and the Study Area is bounded to the northwest by the Jock River and to the southeast by Prince Of Wales Drive.

The Study Area is shown below.



Environmental Assessment Process

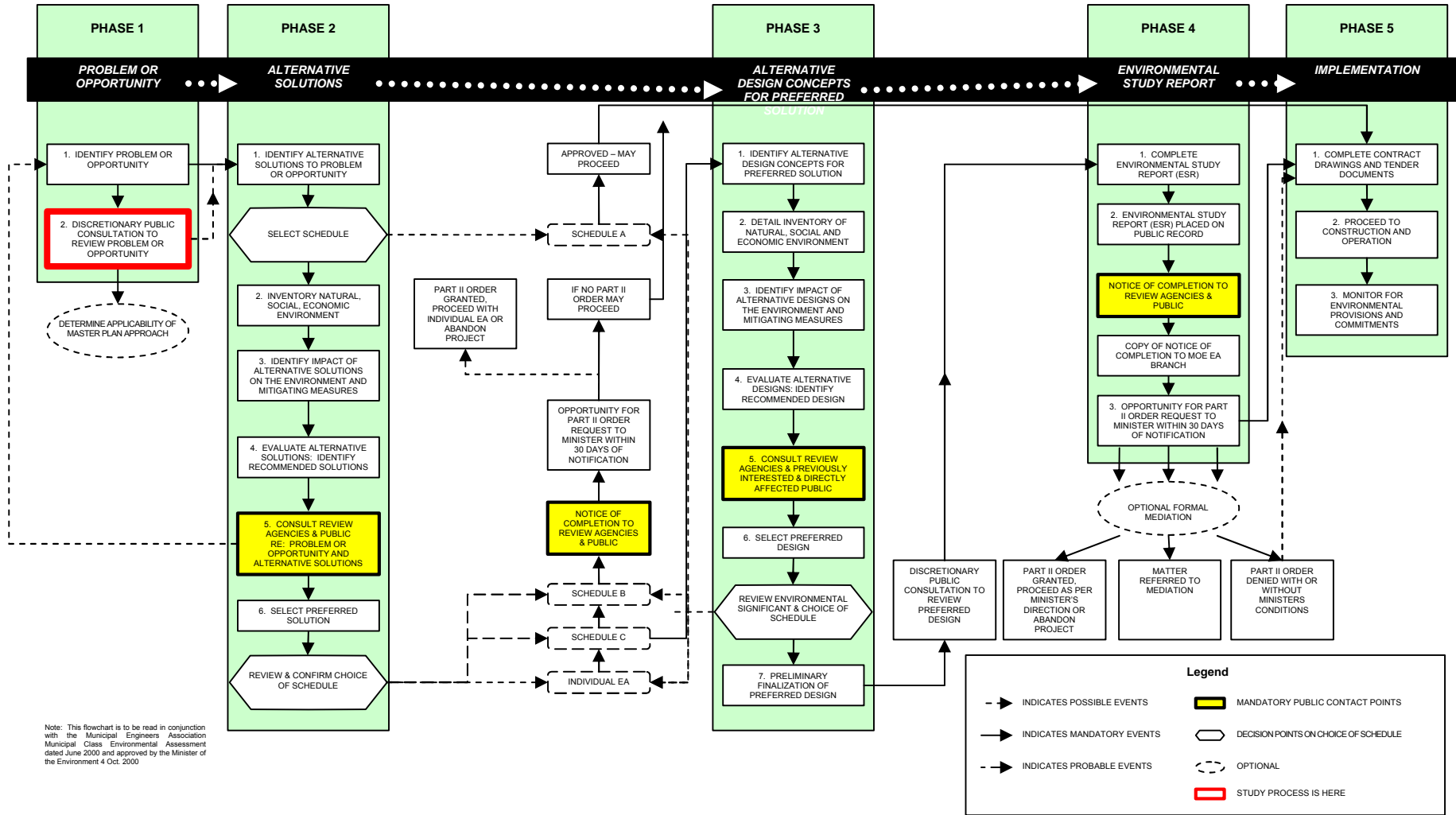
This project is being undertaken as a Schedule “C”, Class EA in accordance with the Municipal Class Environmental Assessment Study, 2000, which is available at the Resource Table.

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 environmental concerns, you have the right to request the Minister of the Environment to reclassify the project as a Part II order (or bump-up) 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.

Municipal Class Environmental Assessment Process



Note: This flowchart is to be read in conjunction with the Municipal Engineers Association Municipal Class Environmental Assessment dated June 2000 and approved by the Minister of the Environment 4 Oct. 2000

We are here

There is opportunity at any time during the environmental assessment process for interested persons to provide comments and review issues. If after participating in this project, and at the conclusion of the study, you still have concerns, you have the right to request the Provincial Minister of the Environment to reclassify the project as a Part II order (or bump-up) to an Individual Environmental Assessment.

Study Stages

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

1. Study Commencement

- Define Problem (Need and Justification), Community



2. Information Gathering and Generation of Alternatives

- Consideration of Alternative Solutions/Alternative Projects

3. Analysis and Evaluation of Alternatives and Technically Preferred Alternatives

- Alternative Design Concepts for Preferred Solutions

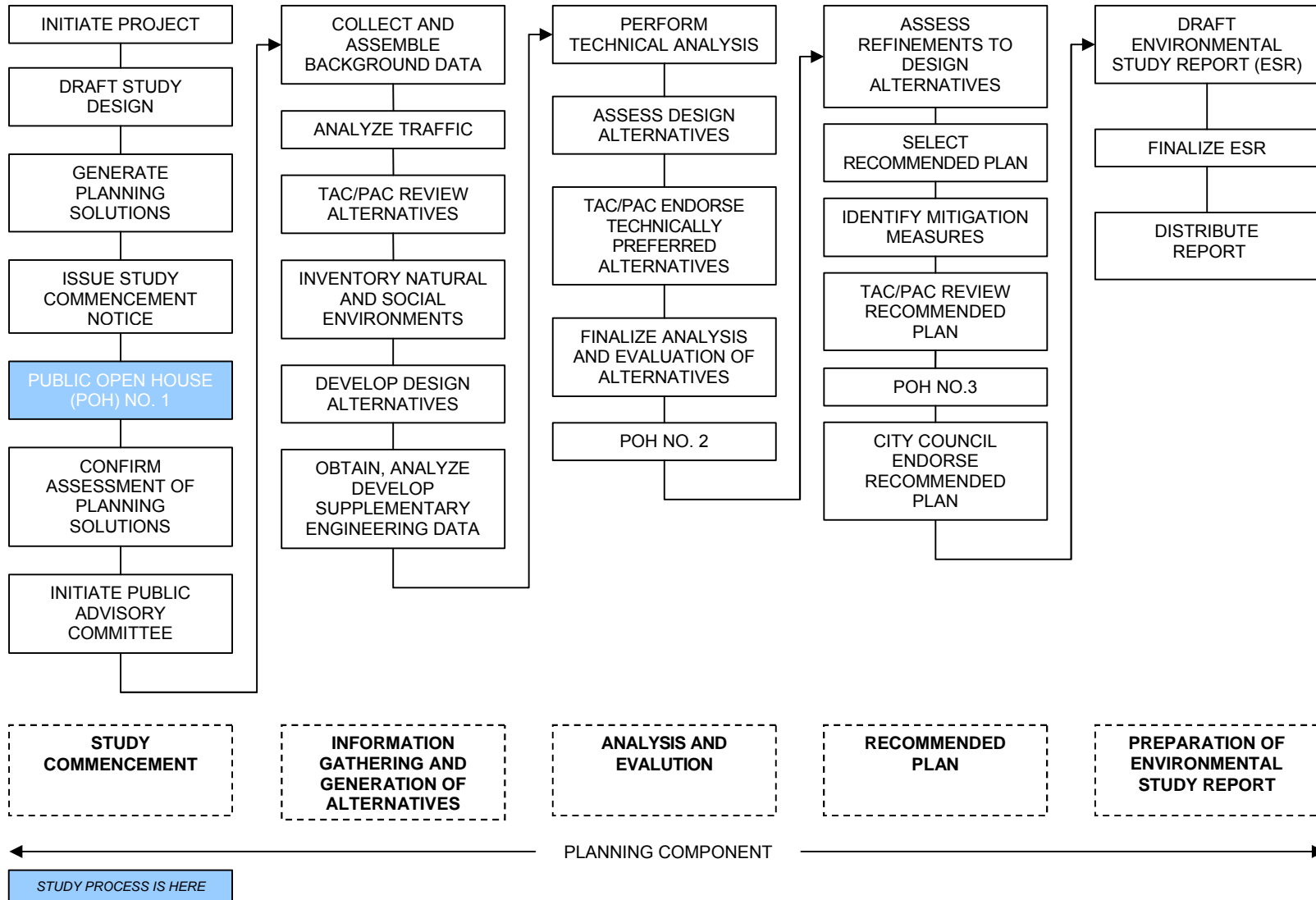
4. Recommended Plan

- Effects and Mitigation Measures

5. Documentation

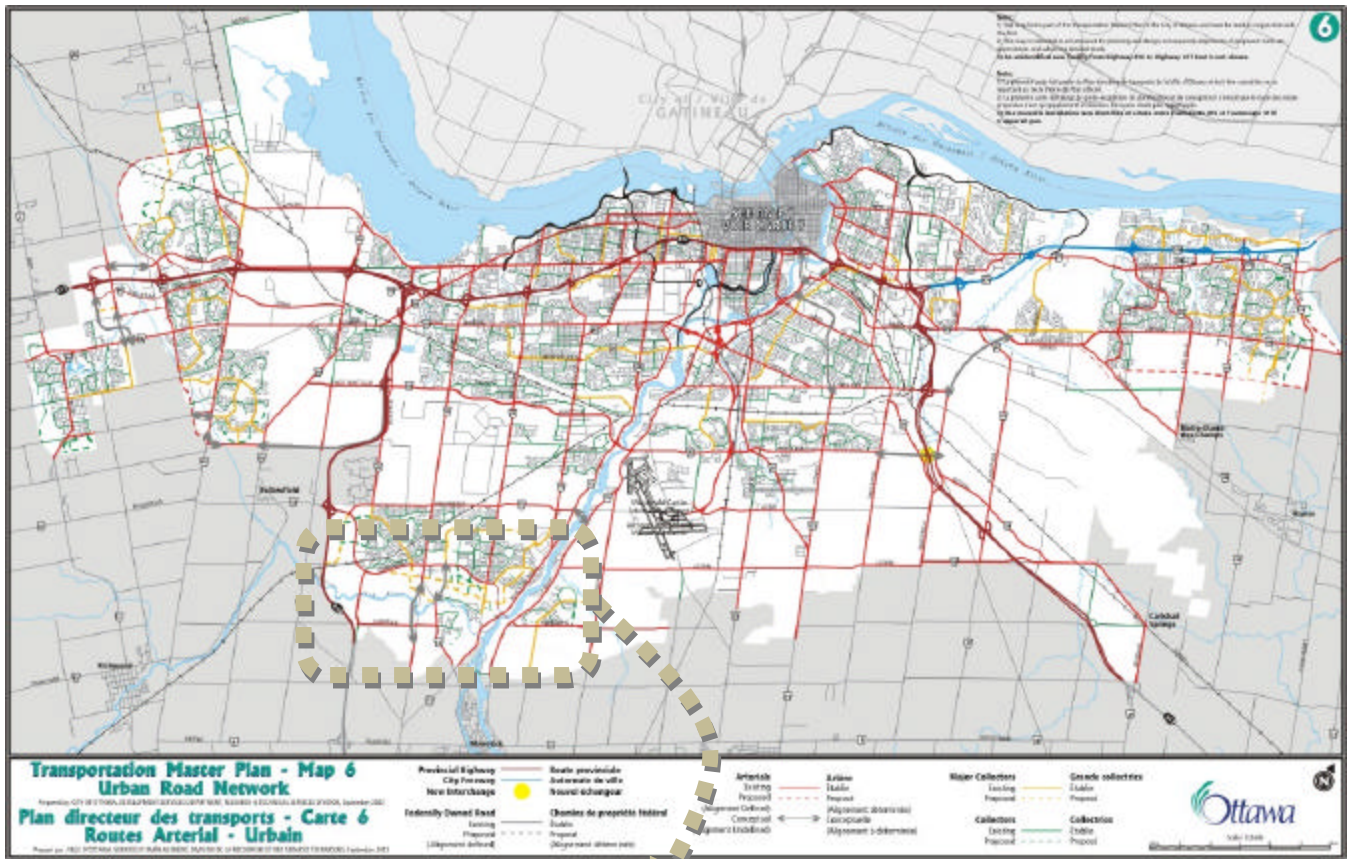
- Environmental Study Report

Study Stages

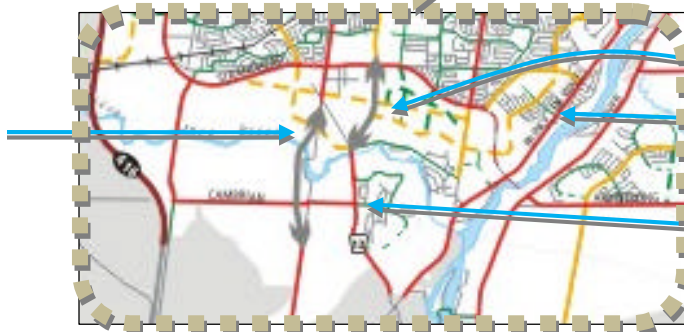


Transportation Master Plan

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 Improvements will serve expansion areas in the south of the City including Barrhaven South Community, Stonebridge and Manotick.



Southwest
Transitway and
Greenbank Road
Alignment
EA completed
2006

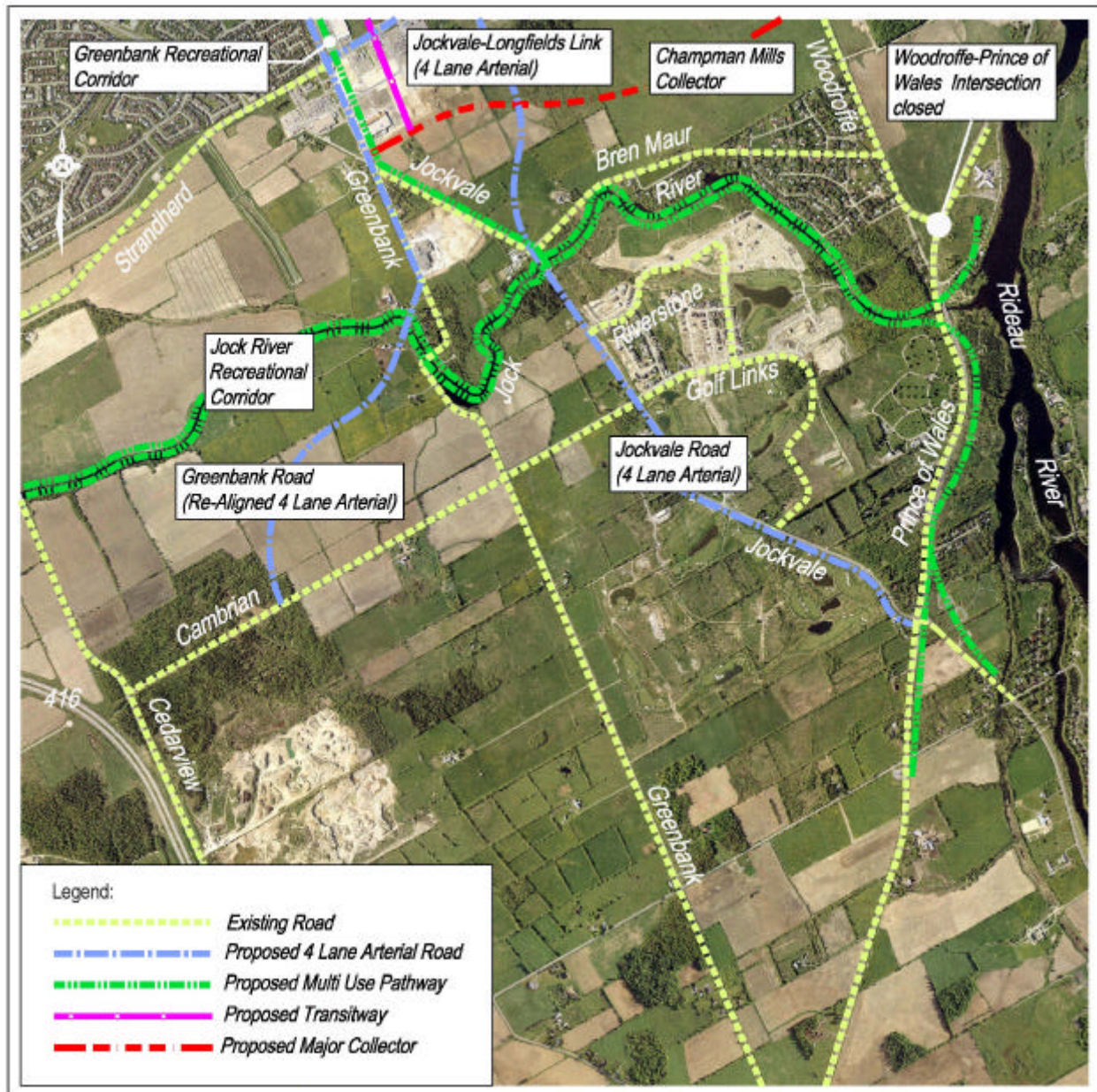


Jockvale – Longfields Link EA
completed 2005

Prince of Wales Drive EA
initiated 2007

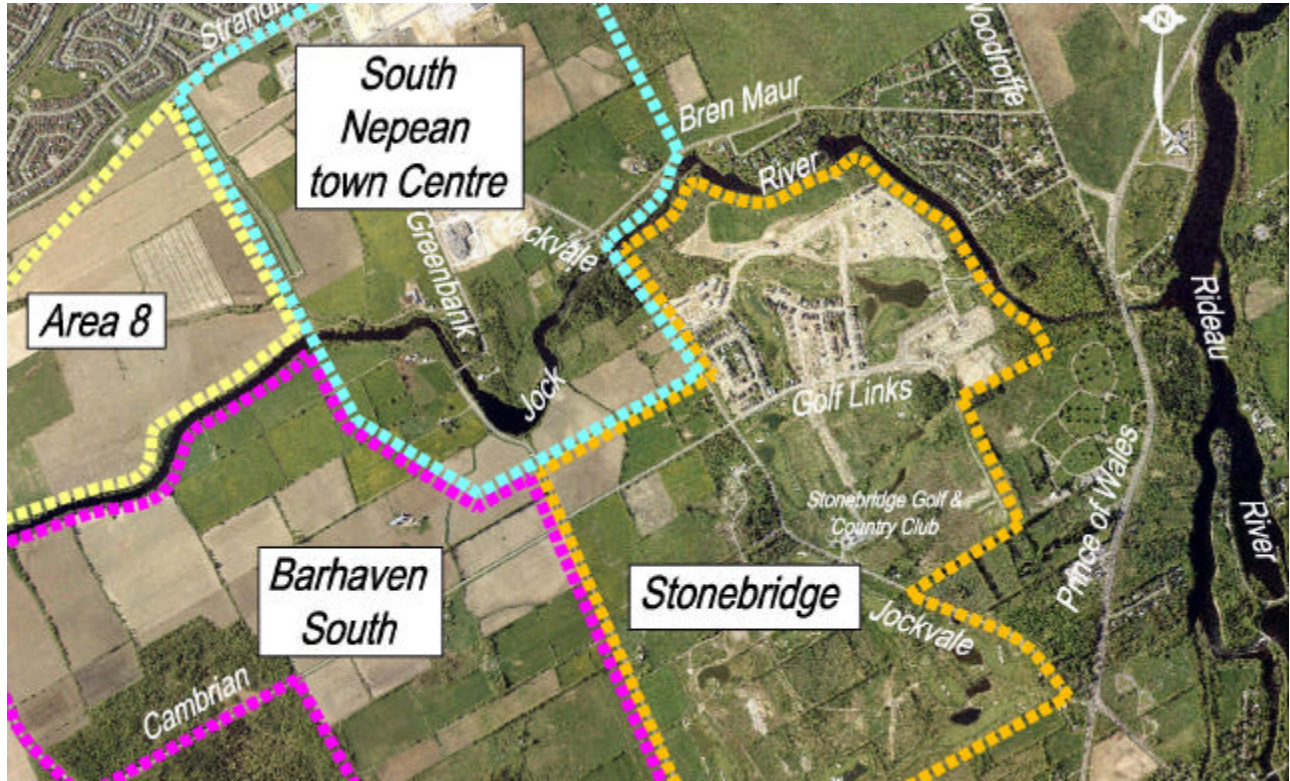
Jockvale Road
Improvements

Planned Infrastructure Improvements



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.

Development Areas



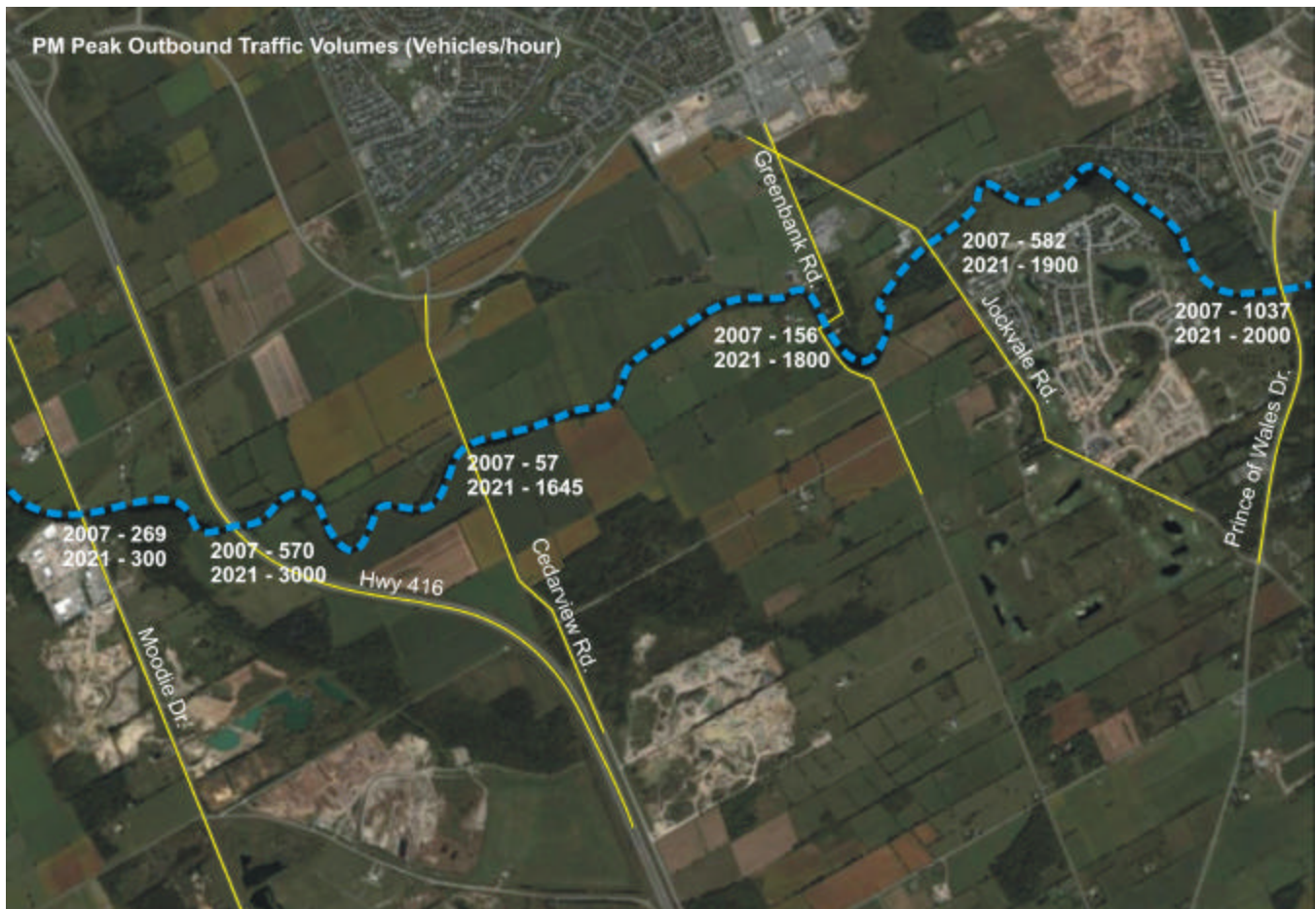
Future Population and Employment (Buildout)*

Development	Population	Employment
South Nepean Town Center	20,000	12,000
Barrhaven South	20,000	2,000
Stonebridge	?	?

* Source 2007 Nepean Town Centre and Barrhaven South Community Design Plans

Existing and Future Transportation Demand

Based on the anticipated development in Barrhaven South, the demand on all roadway links are expected to increase. The current and future demands are shown below:



The City's Transportation Master Plan has identified the need to widen Prince of Wales, Jockvale Road and Greenbank Road to accommodate the future demands.

Based on a capacity of 800 vehicles/lane/hour an additional lane in each direction will be required for Jockvale Road.

Accident Summary



Over the past three years, a total number of sixty-two collisions and one fatality have occurred on Jockvale Road between Greenbank Road and Prince of Wales Drive. Based on the foregoing analysis, the section of Jockvale Road under review has experienced elevated collision rates. Options to improve the roadway design features will be fully assessed such as horizontal alignment, vertical alignment, site lines, approach grades, lighting, intersection control and modifications and appropriate cycling and pedestrian facilities.

Evaluation of Alternatives

The evaluation of alternatives is a two-step approach.

Phase 2 - Review and Confirm Planning Solutions

The Assessment of Planning Solutions is shown on the next display boards, entitled:

- How Do We Address the Problems
- Assessment of Alternative Planning Solutions

A preliminary assessment of the planning solutions is provided on the Resource Table.

Phase 3 - Review of Preliminary Design Alternatives

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

- Alignment Alternatives;
- Intersection Alternatives; and
- Cross-Section Alternatives

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

Phase 2 Planning Solutions

Planning Solutions represent alternative ways of addressing the identified problem. This step in the study process will address Phase 2 of the Environmental Assessment (EA) process (i.e. problem definition, project need and justification, and assessment of alternative planning solutions).

A preliminary screening level evaluation has been undertaken of Alternative Planning Solutions or alternative transportation approaches to solving the needs of the expansion areas. Transportation system improvements are required to address projected deteriorating operating conditions such as:

- Unacceptable future Level of Service conditions (i.e. vehicle delay, reduced travel speeds and manoeuvrability)
- Driver frustration
- Address the roadway network improvements the study area
- Address both current and anticipated growth in travel in the Barrhaven South Community

The Planning Solutions considered as part of this study and the preliminary assessment are presented on the following exhibits.

Preliminary Assessment of Planning Solutions

Planning Solutions represent alternative ways of addressing the identified need. The options considered for this study include:

Criteria							New and/or Improved Roadways					
	Do Nothing	Limit / Defer Growth	Land Use Intensification	Transit	Transportation Systems Management	Transportation Demand Management	Moodie Drive Improvements	Cambrian Road Improvements	Cedarview Road Improvements	Greenbank Road Improvements	Prince of Wales Drive Improvements	Jockvale Road Improvements
Transportation	x	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Land Use	x	x	✓	✓	✓	✓	x	✓	✓	✓	✓	✓
Economic	✓	x	✓	✓	✓	✓	-	-	-	-	-	-
Environmental	✓	✓	✓	✓	✓	✓	-	-	-	-	-	-
Recommendations	x	x	✓	✓	✓	✓	x	✓	✓	✓	✓	✓
	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD The Official Plan has identified areas for development and the population levels that will be accommodated	CARRY FORWARD Development plans such as Barrhaven South, Stonebridge and Nepean Town Centre have included an appropriate mix of residential density and employment	CARRY FORWARD The TMP identifies rapid transit facilities to serve Barrhaven South and adjacent neighbourhoods	CARRY FORWARD City TSM program in place to maximize the efficiency and people moving capacity to existing systems (traffic signals, etc.)	CARRY FORWARD City TDM program uses education, promotion and incentives to make alternatives to driving more attractive	DO NOT CARRY FORWARD Not included in the Barrhaven South CDP Transportation Master Plan	CARRY FORWARD Included in the Barrhaven South CDP Transportation Master Plan A future study of Cambrian Road could include an investigation of access to Hwy 416 (subject to MTO approval)	CARRY FORWARD Included in the Barrhaven South CDP Transportation Master Plan	CARRY FORWARD Included in the Barrhaven South CDP Transportation Master Plan Greenbank Road EA, Completed in 2006, confirmed the future plan for this facility	CARRY FORWARD Prince of Wales EA, Initiated in 2007, will develop the future plan for this facility	CARRY FORWARD Included in the Barrhaven South CDP Transportation Master Plan Main subject of this EA study

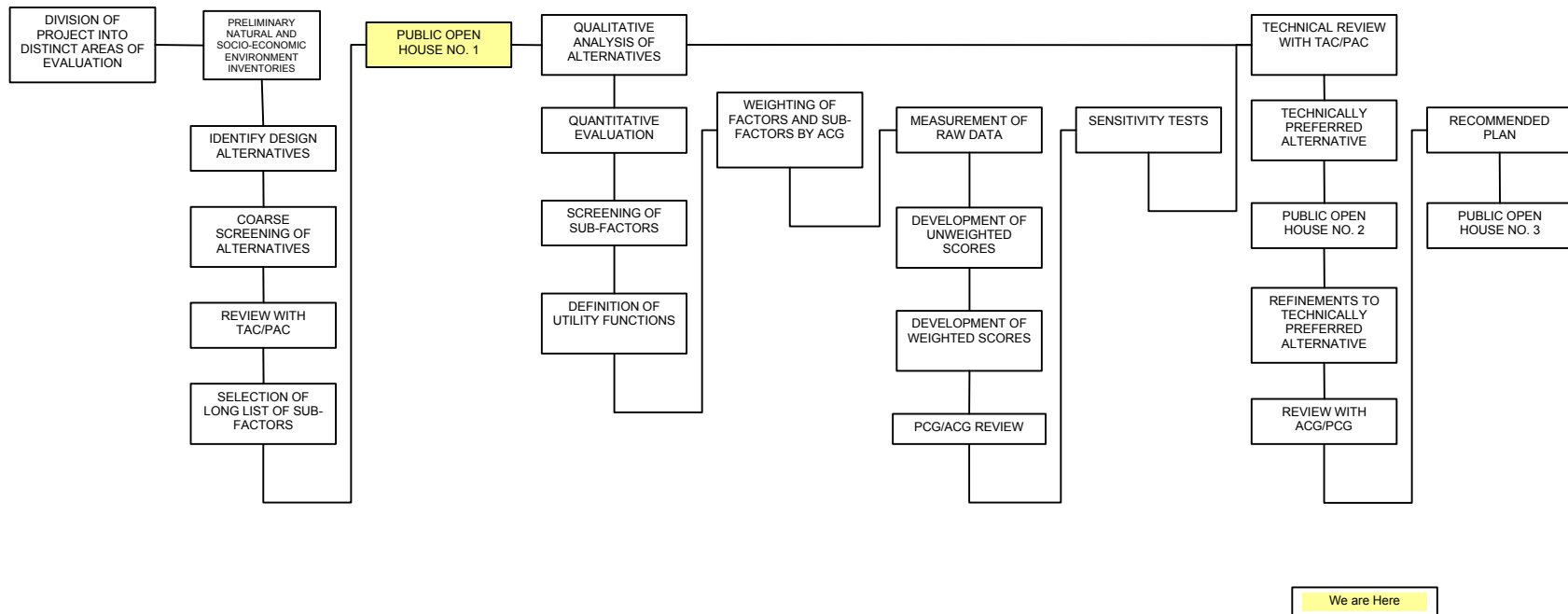
Legend

- ✓ Good in comparison
- Neutral in comparison
- x Poor in comparison

Phase 3 Alternative Design Concepts Evaluation Process

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

- The potential list of evaluation criteria
- The Evaluation Process
- Description of the coarse screening of the design alternatives that will be carried forward.



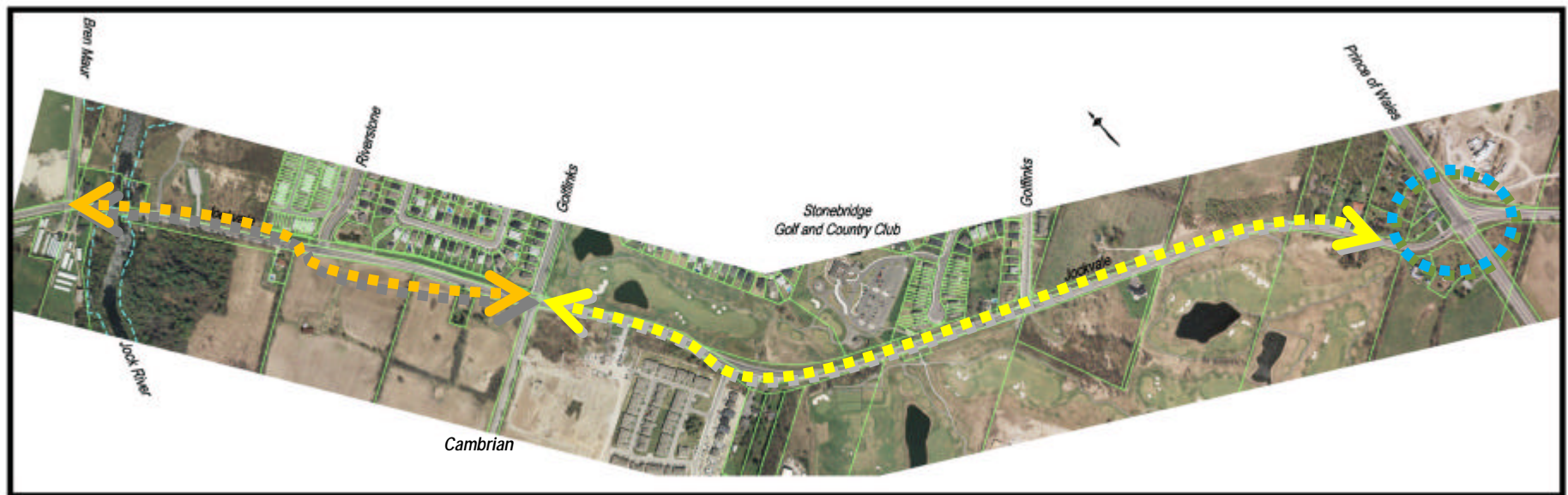
Evaluation Sections

The study area is divided into three (3) evaluation sections. Each section contains different environmental characteristics. Dividing the study area into separate sections for the evaluation permits the evaluation to be partitioned into mutually exclusive areas with unique environmental constraints. The Evaluation Sections are proposed to be:

Section 1 - Bren Maur to Cambrian Road.

Section 2 - Cambrian Road/Golf Links Drive to north of Prince of Wales.

Section 3 - Prince of Wales/Jockvale Road intersection.

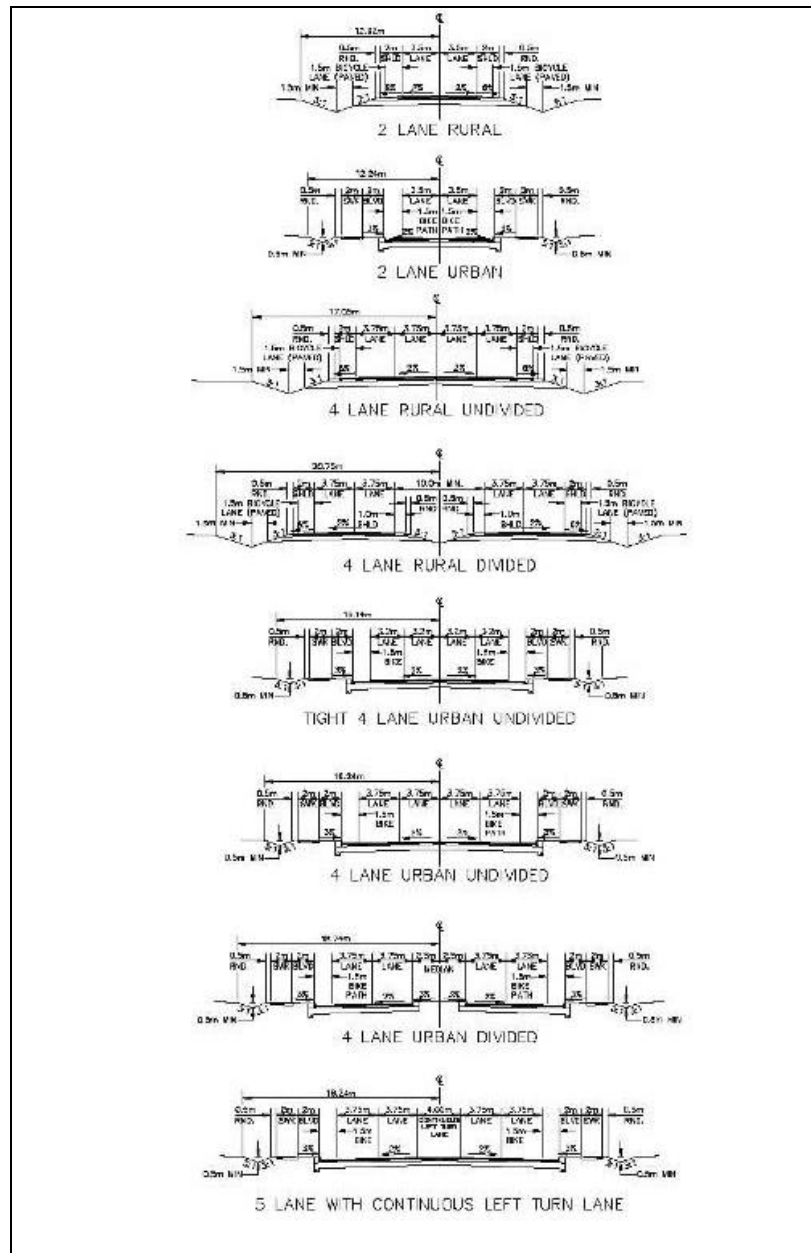


Alignment and Cross Section Alternatives

Alignment Alternatives that will be considered include:

- Widen to the east
- Widen on centre
- Widen to the west

Cross Section Alternatives that will be considered include:



What are the Evaluation Criteria?

The following evaluation criteria categories may be used in the assessment:

- TRAFFIC AND TRANSPORTATION
- NATURAL ENVIRONMENT
- CULTURAL ENVIRONMENT
- SOCIO-ECONOMIC ENVIRONMENT
- LAND USE AND PROPERTY
- COST

This list is preliminary and it will be reviewed and expanded with input from the ACG and PCG. Should you feel that there are other criteria that should also be considered please list them on your comment sheet or on the flip chart.

Study Organization

CITY COUNCIL

PROJECT TEAM

City of Ottawa
National Capital Engineering (NCE)

EXTERNAL AGENCIES

Ministry of Natural Resources
Ministry of Environment
Fisheries and Oceans
Rideau Valley Conservation Authority
Transport Canada Marine
Ontario Ministry of Culture, Heritage Operations Unit
Indian and Northern Affairs Canada
Ontario Secretariat for Aboriginal Affairs
Algonquins of Pikwakanagan First Nation
Bell Canada
Enbridge
AT&T Canada/Unitel Communication
Hydro Ottawa
Rogers Ottawa Engineering

AGENCY CONSULTATION GROUP (ACG)

City of Ottawa
Officer Real Estate
Coordinator Cycling Facilities
Coordinator Pedestrian Facilities
Program Manager Traffic Management
Planner
Infrastructure Approvals Officer
Planning, Transit and the Environment
Department
Ministry of Natural Resources
Department of Fisheries and Oceans
Rideau Valley Conservation Authority
Consultant Team

PUBLIC CONSULTATION GROUP (PCG)

Stonebridge Community Association
Stonebridge Golf & Country Club
Monarch Homes
Friends of the Jock River
Heart's Desire Community Association

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 **October 10, 2007**. 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/ interested stakeholders an opportunity to provide their perspective of the project. PCG members include:

- Jockvale Road Residents
- Stonebridge Community Association
- Hearts Desire Community Association
- City's Advisory Committees (Forestry, Cycling, etc.)

Schedule

Following Public Open House (POH) No.1, the next scheduled items include:

- Environmental Inventories (noise, natural habitat, heritage resources, social environment, etc.)
- Analysis and Evaluation (Winter 2008)
- Selection of Technically Preferred Alternative (Winter 2008)
- POH No. 2 (Early Spring 2008)
- Refinements to the Technically Preferred Alternative
- Functional Design
- POH No. 3 (Late Spring 2008)
- Environmental Study Report (Summer 2008)
- Study Completion (Fall 2008)

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
- Commence environmental inventories review and collection
- Commence traffic review and analysis

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 Spring 2008. A notice will be placed in the newspaper at that time.
- Request to participate on the Public Advisory Committee and represent the interests of one of the communities in the Study Area.
- 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.

French POH Presentation Boards

Table des matières

Mot de bienvenue	1
Étude environnementale (EE) – chemin Jockvale	2
Contexte	3
Zone visée par l'étude.....	4
Processus de l'étude environnementale.....	5
Qu'est-ce qu'une évaluation environnementale harmonisée?	Error! Bookmark not defined.
Processus d'aménagement harmonisé (fédéral-provincial).....	6
Étapes de l'étude	7
Étapes de l'étude	8
Améliorations des infrastructures prévues	10
Zones d'aménagement	11
Besoins actuels et futurs en matière de transport	12
Données relatives aux accidents	13
Évaluation des solutions de rechange.....	14
Phase 2 – Options en matière d'aménagement	15
Évaluation préliminaire des options en matière d'aménagement.....	Error! Bookmark not defined.
Phase 3 – Processus d'évaluation des solutions de rechange en matière de concept	17
Sections relatives à l'évaluation	17
Sections relatives à l'évaluation	18
Solutions de rechange en matière de tracé et de coupe transversale	19
Quels sont les critères d'évaluation?.....	20
Organigramme.....	21
Participation du public.....	22
Participation du public.....	22
Échéancier.....	23
Prochaines étapes.....	24

Mot de bienvenue

Bienvenue à la première des trois activités « portes ouvertes au public » concernant l'évaluation environnementale du chemin Jockvale entreprise au nom de la Ville d'Ottawa.

N'hésitez pas à examiner les documents de présentation et les documents de fond qui se trouvent sur la table des ressources documentaires. Si vous avez des questions au sujet de ces documents ou de tout autre aspect de l'étude, veuillez vous adresser à un représentant de la Ville ou à un membre de l'équipe de consultants ici présents.

Nous vous encourageons à nous fournir vos commentaires par écrit. Des fiches de commentaires sont offertes au bureau d'inscription. Veuillez déposer votre fiche dûment remplie dans la boîte de commentaires ou faites-la parvenir par courrier, télécopieur ou courriel à l'adresse qui figure au bas de la fiche. Nous vous invitons également à signer le registre au bureau d'inscription.

Étude environnementale (EE) – chemin Jockvale

Objectifs de la réunion :

- décrire le processus de l'évaluation environnementale;
- présenter l'ébauche du modèle d'étude;
- définir les problèmes relatifs au projet;
- présenter une évaluation préliminaire des solutions de rechange en matière d'aménagement;
- présenter une longue liste de solutions de rechange en matière de tracés, de carrefours et de coupes transversales;
- recueillir vos commentaires.

Contexte

La Ville d'Ottawa, de concert avec la Nepean South Development Corporation (Minto), a entrepris l'aménagement de l'extension nord du chemin Jockvale, conformément aux dispositions de l'évaluation environnementale de portée générale, qui constitue un processus de planification intégré conforme à la *Loi sur l'aménagement du territoire*. Les principaux aspects des travaux sont les suivants :

- définition du tracé d'une future artère urbaine s'étendant du nord de la rivière Jockvale jusqu'au chemin Strandherd;
- définition d'une coupe transversale à quatre voies comportant des sections réservées aux piétons, aux cyclistes, à un aménagement paysager et aux services municipaux.

Pendant l'étude précédente, il a été recommandé que la construction d'un passage au-dessus de la rivière Jock soit reportée jusqu'à ce qu'une EE ait été réalisée, de sorte que le tracé tienne compte de l'ensemble des contraintes physiques et sociales.



Zone visée par l'étude

La zone visée par l'étude s'étend du nord de la rivière Jock jusqu'à la promenade Prince of Wales. Cette section du chemin Jockvale fait partie d'un raccordement du réseau routier qui va de la promenade Strandherd à la promenade Prince of Wales.

La zone en question est illustrée ci-dessous.



Processus de l'étude environnementale

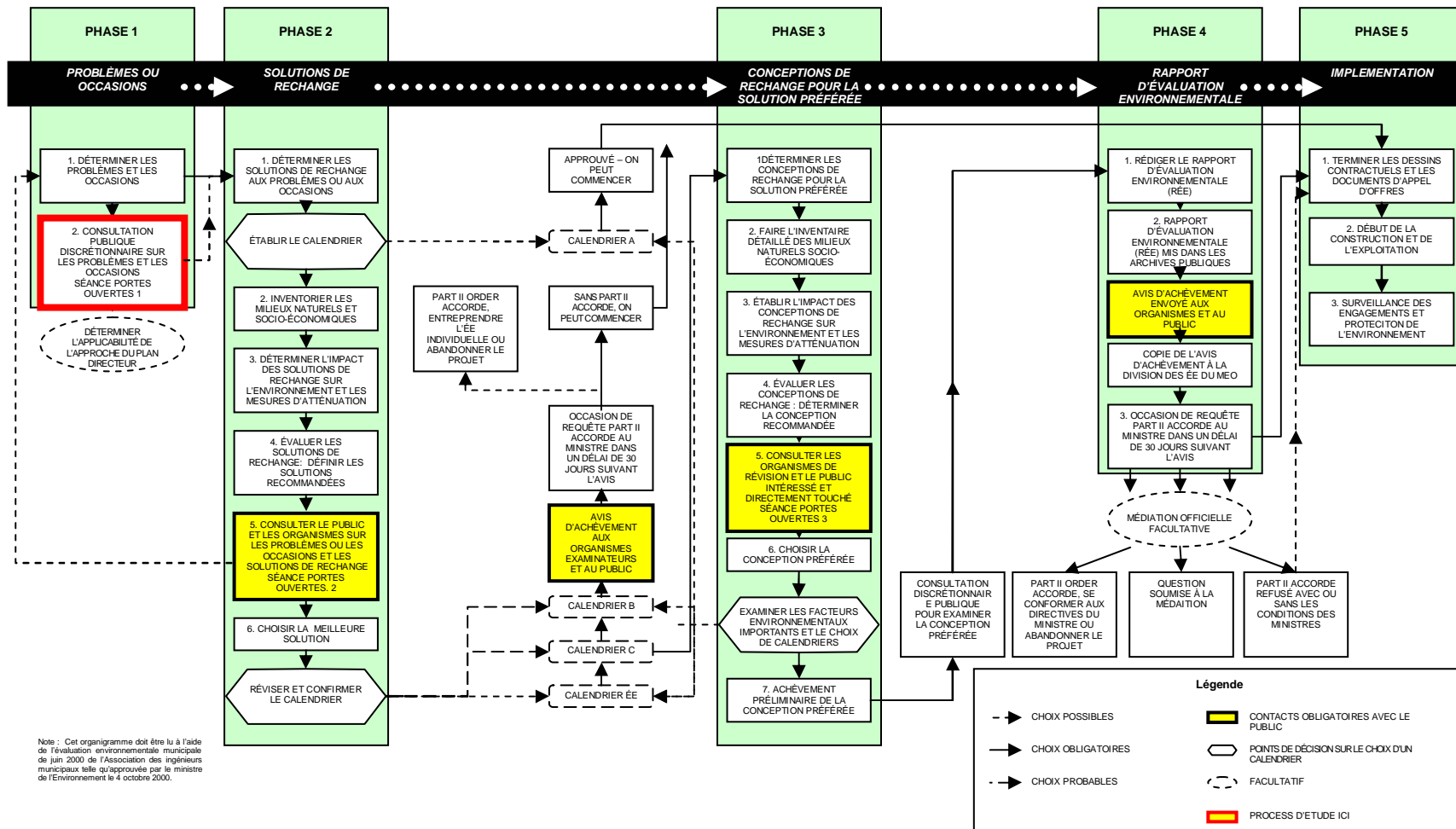
L'étude entreprise constitue une évaluation environnementale de portée générale – annexe « C » conforme à la *Municipal Class Environmental Assessment Study* (2000), que vous trouverez sur la table des ressources documentaires.

Si le projet est mis de l'avant suite à notre rencontre, l'étude sera modifiée pour répondre aux exigences de la *Loi canadienne sur l'évaluation environnementale*.

Pendant l'étude environnementale (EE), il sera toujours possible, pour les personnes intéressées, de formuler des commentaires et d'examiner les questions laissées en suspens. Si vous avez encore de sérieuses préoccupations en ce qui concerne l'environnement après votre participation à l'activité d'aujourd'hui et après la conclusion de l'étude, vous aurez le droit de demander au ministère de l'Environnement de changer la classification du projet, au moyen d'un arrêté prévu à la partie II (changement de catégorie), pour que celui-ci devienne une évaluation environnementale distincte.

L'EE du chemin Jockvale a été initiée en vue d'examiner l'élargissement proposé, tel qu'énoncé dans le Plan directeur des transports 2003. L'étude portera sur la nécessité d'améliorer la capacité de la chaussée et d'augmenter la sécurité, notamment en aménageant des voies pour les piétons et les cyclistes en vertu d'une politique du Plan officiel.

Planification et processus de conception de l'ÉE municipale



En tout temps, pendant le processus d'évaluation environnementale, les personnes intéressées pourront formuler des commentaires et examiner les diverses questions. Si, après votre participation au projet et à la conclusion de l'étude, vous avez toujours des préoccupations, vous aurez le droit de demander au ministre provincial de l'Environnement de changer la classification du projet, au moyen d'un arrêté prévu à la partie II (changement de catégorie), pour que celui-ci devienne une évaluation environnementale distincte.

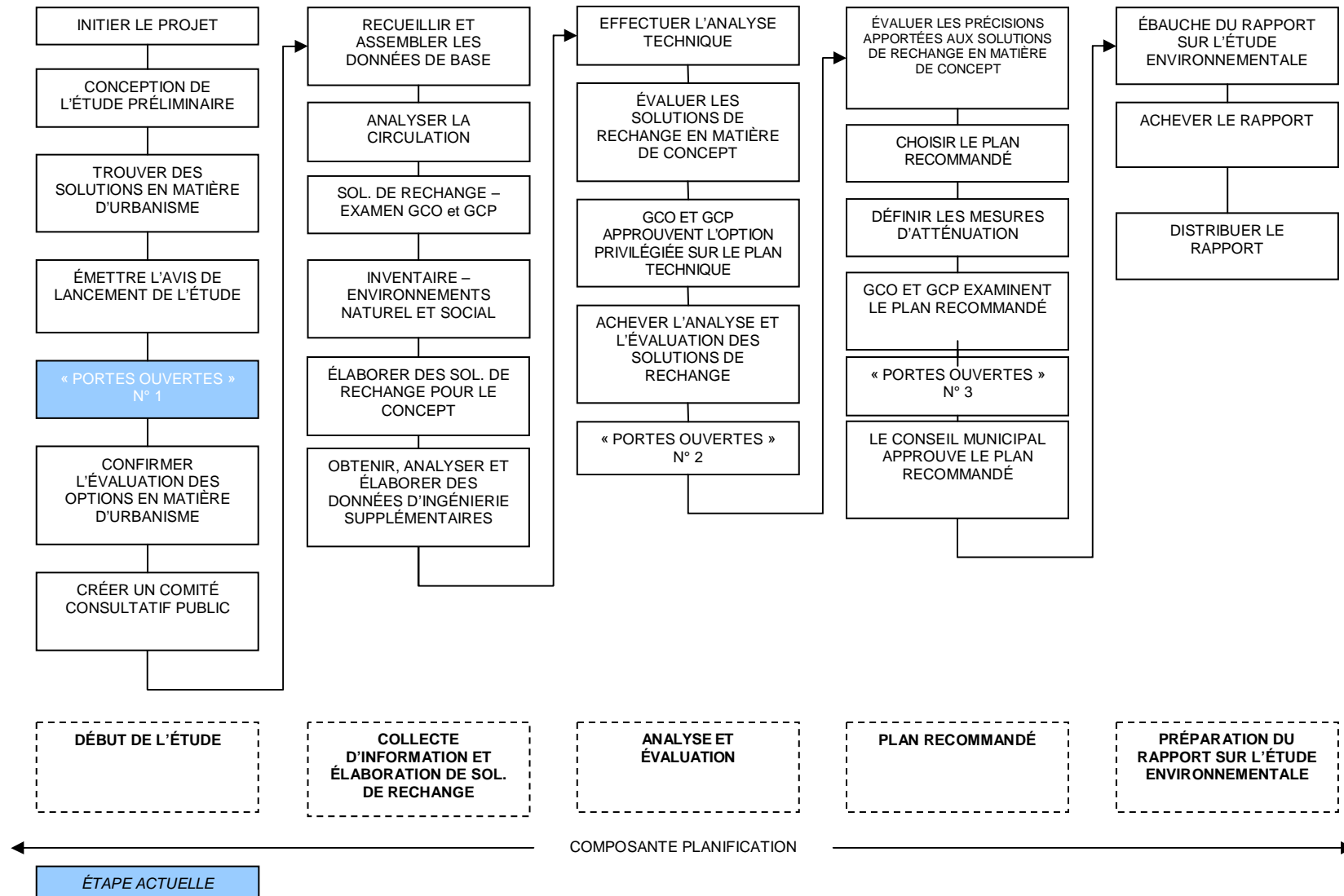
Étapes de l'étude

L'EE harmonisée comportera les quatre étapes principales suivantes :

- **Étape 1 : Début de l'étude**
 - Phase 1 – Définir le problème (besoin et justification) ou l'occasion favorable
- Étape 2 : Cueillette d'information et définition de solutions de rechange
 - Phase 2 – Examen des solutions de rechange
- Étape 3 : Analyse et évaluation des solutions de rechange et des solutions de rechange privilégiées sur le plan technique
 - Phase 3 – Concepts de rechange pour les solutions privilégiées
- Étape 4 : Plan recommandé et documentation
 - Phase 4 – Rapport sur l'étude environnementale

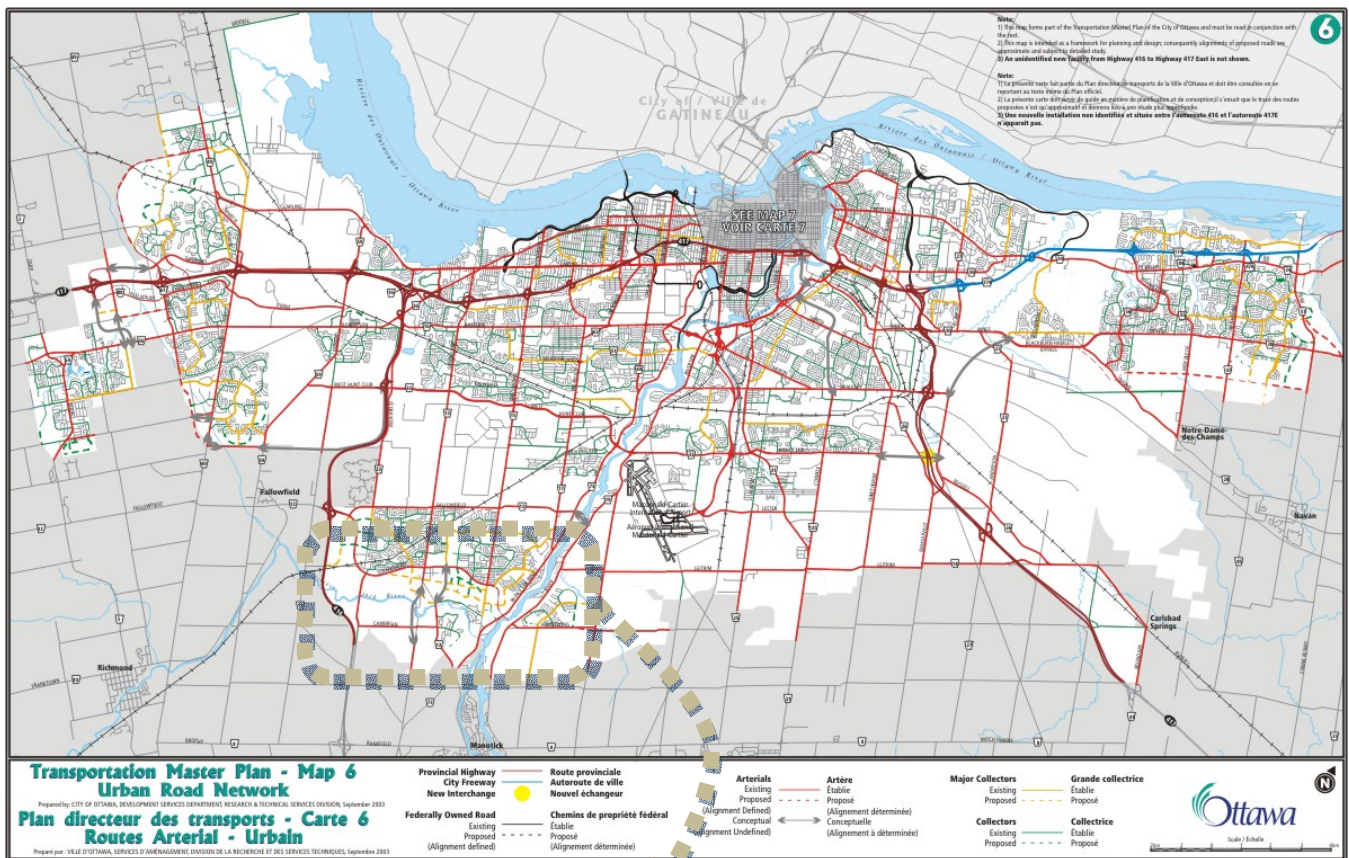


Étapes de l'étude

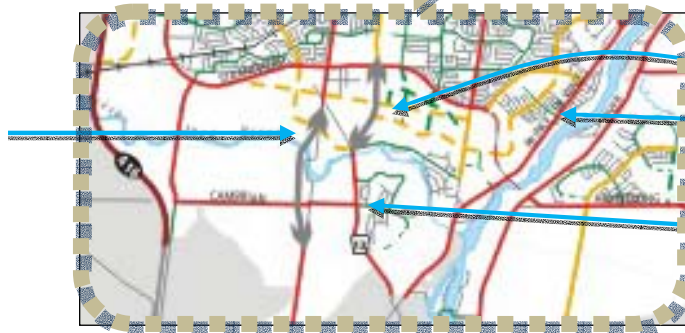


Plan directeur des transports

Le Plan directeur des transports de la Ville, que vous trouverez sur la table des ressources documentaires, décrit les projets d'infrastructures et fournit une justification quant aux besoins découlant du projet. Les améliorations que nous nous proposons d'apporter au chemin Jockvale seront bénéfiques pour les secteurs en expansion qui se trouvent au sud de la ville, soit Stonebridge, Barrhaven Sud et Manotick. Le plan de conception communautaire de Barrhaven Sud et le Plan directeur des transports pour ce secteur se trouvent également sur la table des ressources documentaires.



Southwest
Transitway and
Greenbank Road
Alignment
EA completed
2006

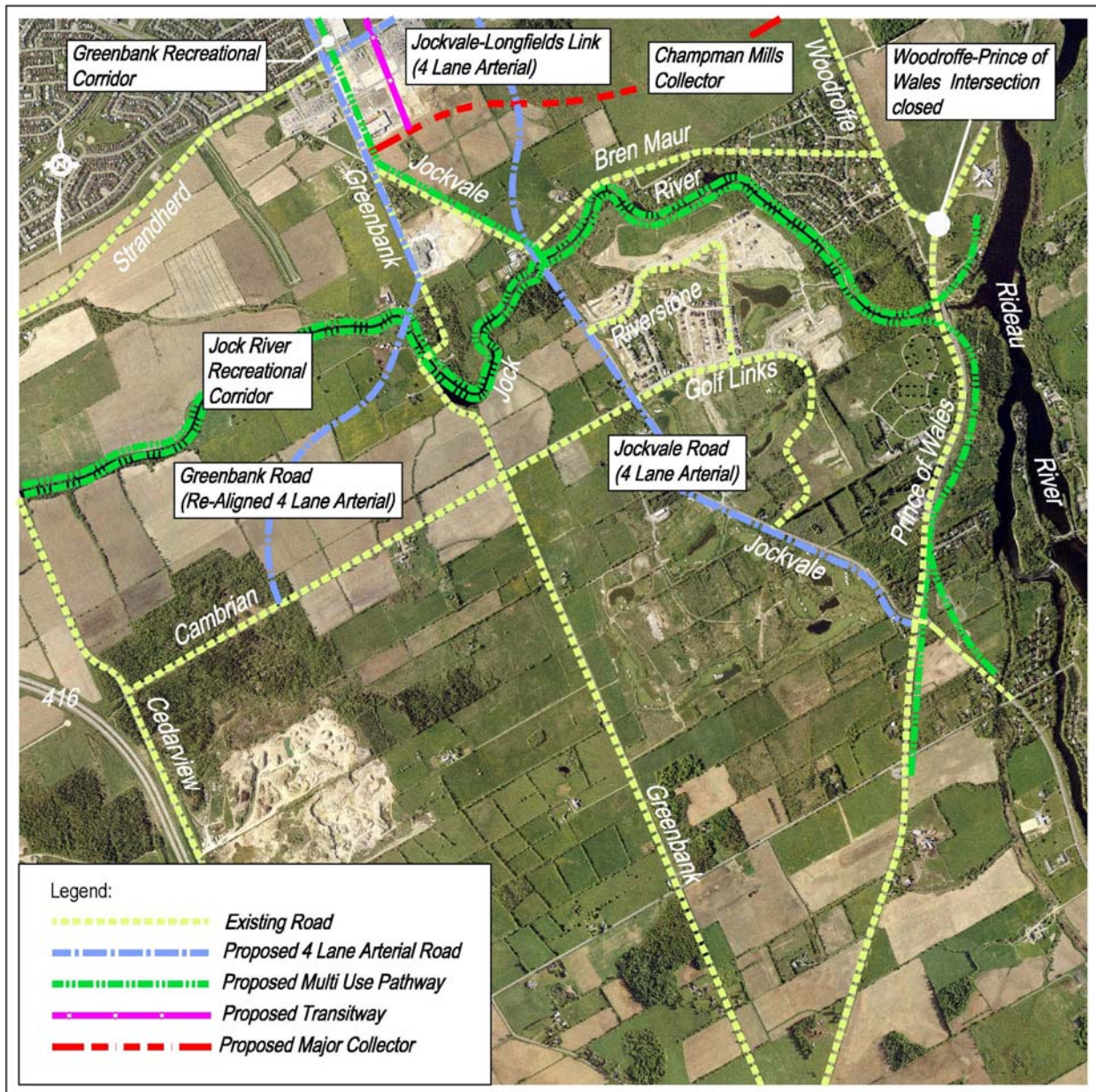


Jockvale - Longfields Link EA
completed 2005

Prince of Wales Drive EA
initiated 2007

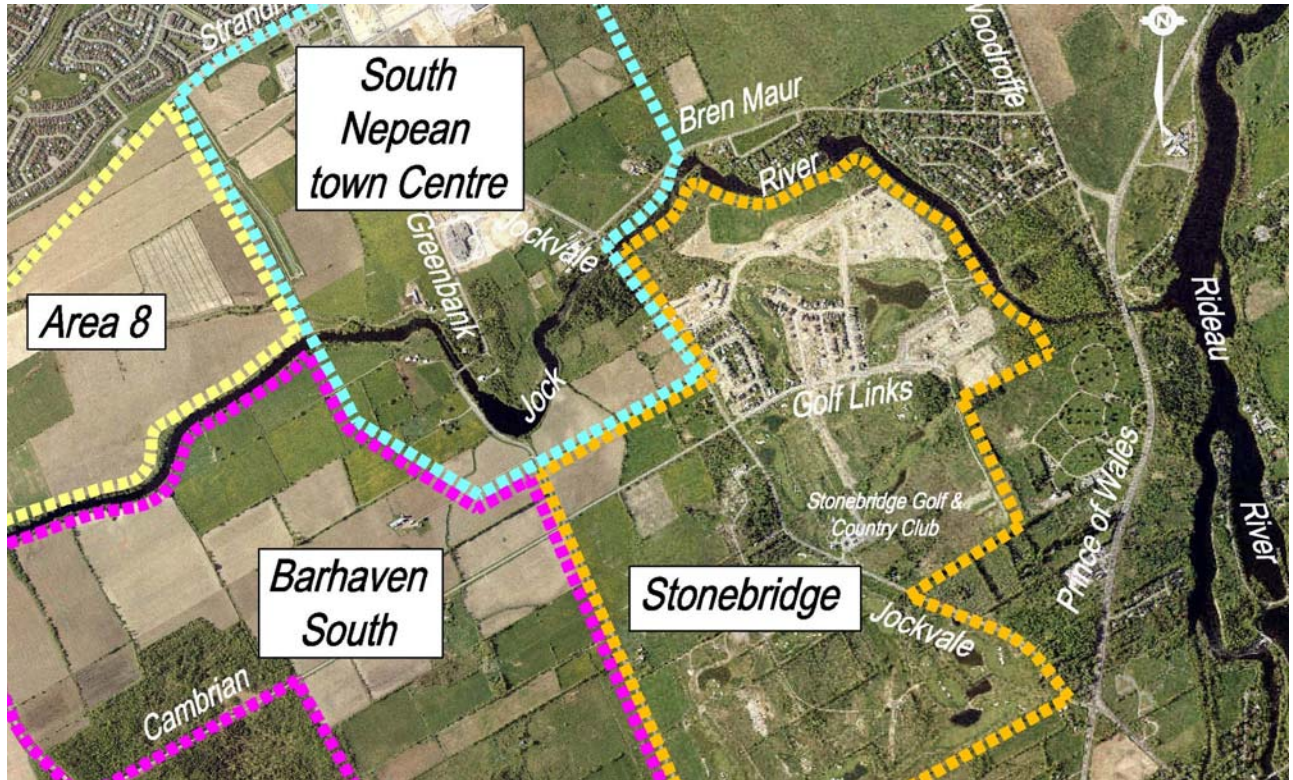
Jockvale Road
Improvements

Améliorations des infrastructures prévues



Le Plan officiel de la Ville d'Ottawa définit les artères telles que le chemin Jockvale comme étant des routes principales de la ville où circule un important nombre de véhicules en direction ou en provenance de routes locales ou de routes collectrices. Selon le Plan officiel, l'emprise du chemin Jockvale fait 37,5 m.

Zones d'aménagement



Besoins actuels et futurs en matière de transport

Selon les projets d'aménagement prévus dans Barrhaven Sud et d'autres secteurs en expansion, la circulation sur l'ensemble des raccordements devrait augmenter. Les besoins actuels et futurs sont illustrés ci-dessous :



Le Plan directeur des transports de la Ville énonce la nécessité d'élargir certaines sections de la promenade Prince of Wales, du chemin Jockvale et du chemin Greenbank pour répondre à la demande future.

En fonction d'une capacité de 800 véhicules par voie, par heure, on prévoit que la demande, à l'heure de pointe, excédera la capacité de certaines sections du chemin Jockvale dans l'avenir, si des modifications ne sont pas apportées.

Données relatives aux accidents



Ces trois dernières années, 62 collisions et un accident mortel se sont produits sur le chemin Jockvale, entre le chemin Greenbank et la promenade Prince of Wales. Si l'on tient compte du nombre de collisions, le taux de collisions défini pour la section du chemin Jockvale qui fait l'objet de l'étude excède la moyenne associée aux routes semblables. Les options qui visent à améliorer la conception de cette route et qui pourraient contribuer à réduire le nombre de collisions seront examinées.

Évaluation des solutions de rechange

L'évaluation des solutions de rechange est un processus bipartite.

Phase 2 – Examiner et confirmer les options en matière d'aménagement

L'évaluation des options en matière d'aménagement est illustrée sur les tableaux d'affichage suivants :

- « Comment nous traitons les problèmes. »
- « Évaluation des solutions de rechange en matière d'aménagement. »

Une évaluation préliminaire des options en matière d'aménagement se trouve sur la table des ressources documentaires.

Phase 3 – Examen des solutions de rechange préliminaires en matière de concept

Les solutions de rechange préliminaires en matière de concept ont été classées selon les catégories suivantes :

- options relatives au tracé;
- options relatives au carrefour;
- options relatives à la coupe transversale.

Ces options seront évaluées en tenant compte de ce qui crée le meilleur équilibre entre l'utilisation de la route et la sécurité tout en minimisant les incidences négatives sur l'environnement.

Phase 2 – Options en matière d'aménagement

Les options en matière d'aménagement constituent des solutions de rechange en ce qui a trait à la résolution des problèmes définis. Cette étape concerne la deuxième phase du processus de l'évaluation environnementale (c.-à-d. définition du problème, définition des besoins découlant du projet et justification, et évaluation des solutions de rechange en matière d'aménagement).

Une sélection préliminaire des solutions de rechange en matière d'aménagement et de transport a été entreprise pour répondre aux besoins des secteurs en expansion. On s'attend à ce que certaines améliorations au système de transport soient nécessaires, étant donné les répercussions et les besoins découlant de la croissance. Par exemple:

- retards importants, frustration des conducteurs, automobilistes qui cherchent à prendre des raccourcis, sécurité de tous les utilisateurs, etc.;
- nécessité d'améliorer les voies de raccordement avec le réseau routier avoisinant, c.-à-d. Strandherd, Cambrian, Prince of Wales;
- nécessité d'accroître la capacité en vue de s'adapter à l'augmentation de la circulation.

Les options en matière d'aménagement envisagées dans le cadre de l'étude, de même que l'évaluation préliminaire, sont exposées dans les pages qui suivent.

Évaluation préliminaire des solutions de planification

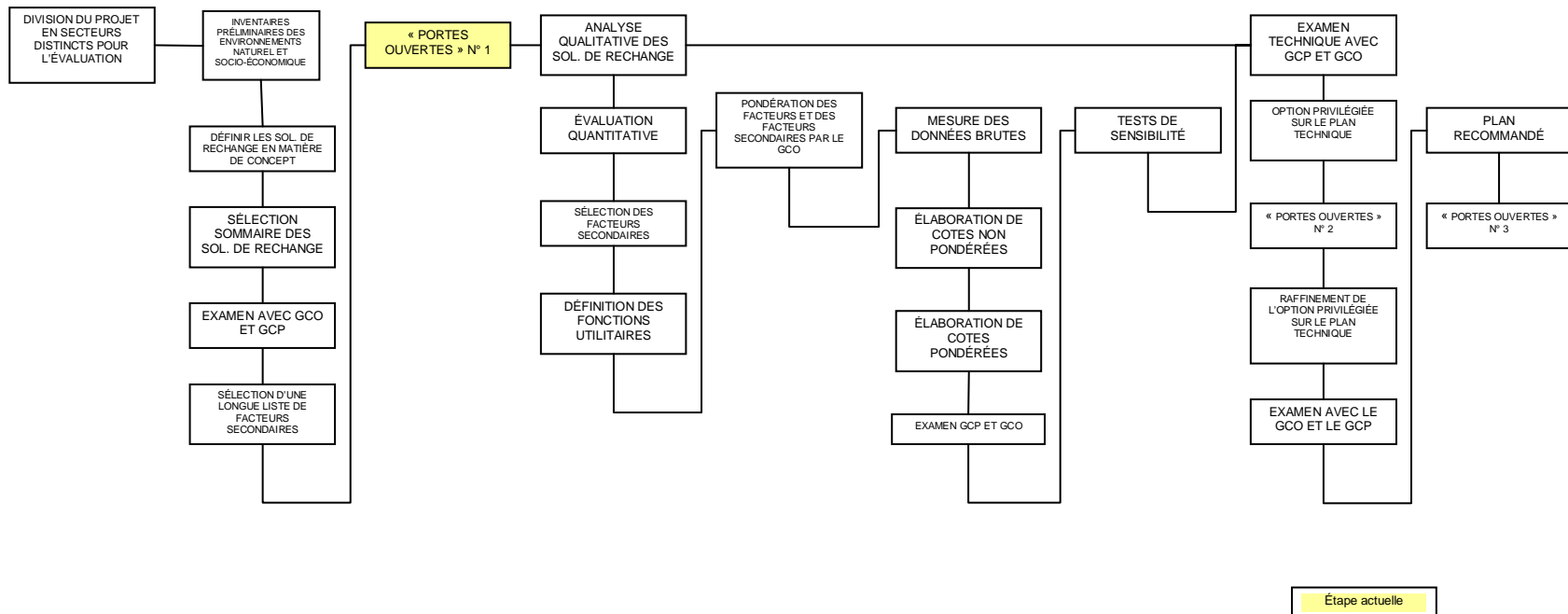
Les solutions de planification constituent des options face au besoin déterminé. Les options envisagées pour ces études sont les suivantes :

Critère	Chaussées nouvelles et/ou améliorées											
	Ne rien faire	Limitier / reporter la croissance	Densification de l'utilisation du sol	Transport en commun	Gestion des réseaux de transport	Gestion de la demande en transport	Améliorations sur la prom. Moodie	Améliorations sur le chemin Cambrian	Améliorations sur le chemin Cedarview	Améliorations sur le chemin Greenbank	Améliorations sur la prom. Prince of Wales	Améliorations sur le chemin Jockvale
Transport	x	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Utilisation du sol	x	x	✓	✓	✓	✓	x	✓	✓	✓	✓	✓
Économie	✓	x	✓	✓	✓	✓	-	-	-	-	-	-
Environnement	✓	✓	✓	✓	✓	✓	-	-	-	-	-	-
Recommandations	x	x	✓	✓	✓	✓	x	✓	✓	✓	✓	✓
	NE PAS REPORTER	NE PAS REPORTER	REPORTER	REPORTER	REPORTER	REPORTER	NE PAS REPORTER	REPORTER	REPORTER	REPORTER	REPORTER	REPORTER
		Le Plan officiel a désigné des secteurs d'aménagement et les niveaux de population qui y seront contenus	Les plans d'aménagements comme ceux de Barrhaven Sud, de Stonebridge et du centre-ville de Nepean ont tenu compte d'un mélange approprié de densité résidentielle et d'emploi	Le PDT fait état d'installations de transport en commun rapide pour desservir Barrhaven Sud et les quartiers adjacents	Le programme de GRT de la Ville est en place pour maximiser l'efficacité et la capacité de déplacement vers les réseaux existants (feux de circulation, etc.)	Le programme de GDT de la Ville fait appel à la sensibilisation, à la promotion et aux mesures incitatives pour rendre plus attrayantes les solutions de rechange à l'automobile	Non compris dans le Plan directeur des transports du PCC de Barrhaven Sud	Compris dans le Plan directeur des transports du PCC de Barrhaven Sud Une étude future du chemin Cambrian pourrait comprendre une expertise sur l'accès à l'autoroute 416 (sous réserve de l'approbation du MTO)	Compris dans le Plan directeur des transports du PCC de Barrhaven Sud	Compris dans le Plan directeur des transports du PCC de Barrhaven Sud Une ÉE du chemin Greenbank, réalisée en 2006, a confirmé le plan futur pour cette installation	Une ÉE de la prom. Prince of Wales, lancée en 2007, permettra d'élaborer le plan futur pour cette installation	Compris dans le Plan directeur des transports du PCC de Barrhaven Sud Objet principal de la présente étude d'ÉE

Phase 3 – Processus d'évaluation des solutions de rechange en matière de concept

L'analyse et l'évaluation des solutions de rechange en matière de concept comporte les deux tâches exposées ci-dessous. Les pages suivantes contiennent :

- la liste potentielle des critères d'évaluation;
- le processus d'évaluation;
- la description de la sélection sommaire des solutions de rechange en matière de concept qui seront retenues.



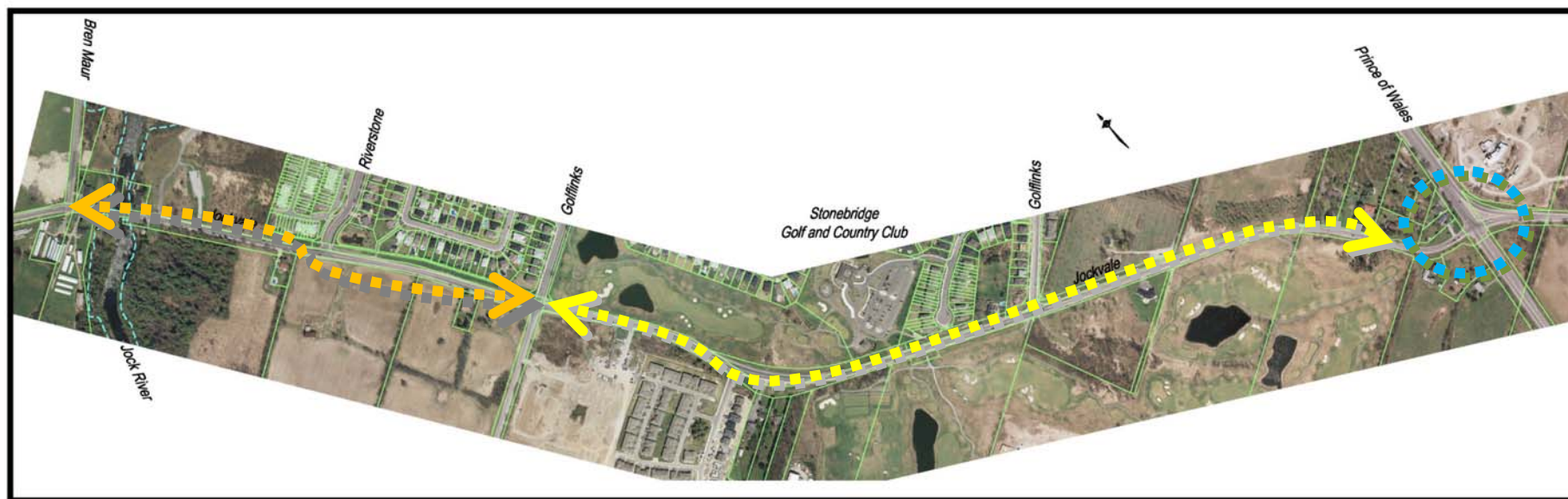
Sections relatives à l'évaluation

L'étude comporte trois sections relatives à l'évaluation. Chaque section contient diverses caractéristiques environnementales. Le fait de diviser l'étude en trois sections distinctes, en ce qui concerne l'évaluation, permet à celle-ci d'être divisée en des zones qui s'excluent mutuellement et qui comportent des contraintes uniques en matière d'environnement. Les sections proposées sont les suivantes :

Section 1 – Du chemin Bren Maur au chemin Cambrian.

Section 2 – Du chemin Cambrian / promenade Golf Links au nord de Prince of Wales.

Section 3 – Carrefour de Prince of Wales et du chemin Jockvale.

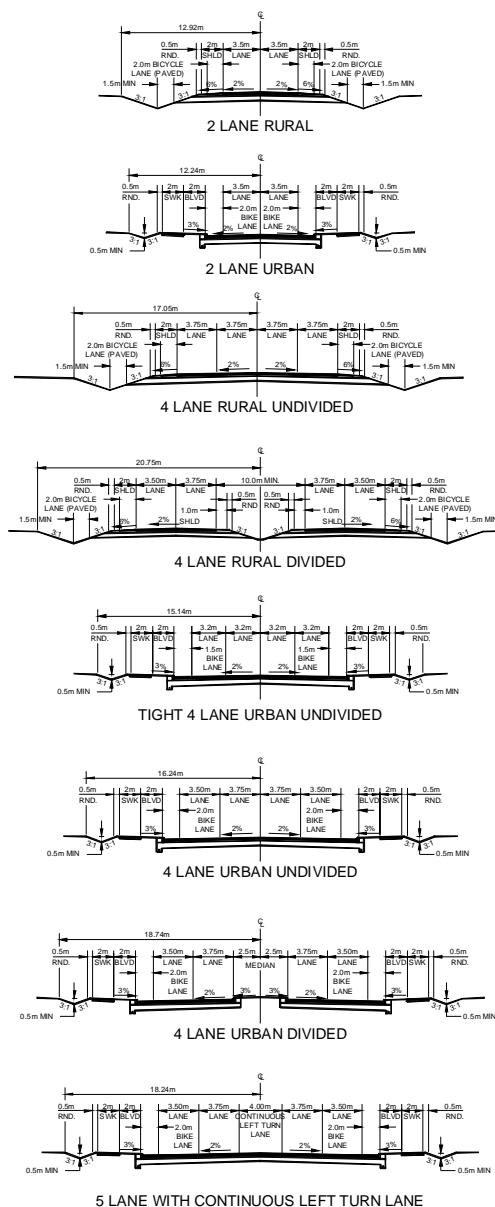


Solutions de rechange en matière de tracé et de coupe transversale

Les solutions de rechange en matière de tracé qui seront envisagées seront les suivantes :

- élargissement vers l'est;
- élargissement au centre;
- élargissement vers l'ouest.

Les solutions de rechange en matière de coupe transversale qui seront envisagées seront les suivantes :



Quels sont les critères d'évaluation?

Les catégories de critères d'évaluation énumérées ci-dessous seront utilisées pour l'évaluation.

- CIRCULATION ET TRANSPORT
- ENVIRONNEMENT
- CONTEXTE CULTUREL
- CONTEXTE SOCIO-ÉCONOMIQUE
- UTILISATION DES TERRES ET PROPRIÉTÉ
- COÛT

Il s'agit d'une liste préliminaire qui sera remaniée et augmentée à la suite des commentaires du GCO et du GCP. Si vous estimez que d'autres critères devraient être pris en compte, veuillez les indiquer sur votre fiche de commentaires ou sur le tableau de présentation.

Organigramme

CONSEIL MUNICIPAL

ÉQUIPE DE PROJET

Ville d'Ottawa
National Capital Engineering (NCE)

ORGANISMES EXTERNES

Ministère des Ressources naturelles
Ministère de l'Environnement
Pêches et Océans
Rideau Valley Conservation Authority
Transports Canada – Marine
Ministère de la Culture de l'Ontario – Patrimoine
Affaires indiennes et du Nord Canada
Affaires indiennes et du Nord Canada
Secrétariat des affaires autochtones de l'Ontario
Algonquins of Pikwakanagan First Nation
Bell Canada
Enbridge
AT&T Canada/Unitel Communication
Hydro Ottawa
Rogers Ottawa Engineering

GROUPE CONSULTATIF DES ORGANISMES (GCO)

Ville d'Ottawa
Agent, Affaires immobilières
Coordonnateur, Installations cyclistes
Coordonnateur, Installations piétonnières
Gestionnaire de programme, Gestion de la circulation
Urbaniste
Agent des approbations – infrastructures
Service de l'urbanisme, du transport en commun et de l'environnement
Ministère des Richesses naturelles
Ministère des Pêches et Océans
Rideau Valley Conservation Authority
Équipe d'experts-conseils

GROUPE CONSULTATIF PUBLIC (GCP)

Association communautaire de Stonebridge
Stonebridge Golf & Country Club
Monarch Homes
Amis de la rivière Jock
Association communautaire de Heart's Desire

Participation du public

Votre participation à l'étude est importante et appréciée. Des fiches de commentaires sont distribuées au bureau d'inscription. Tous les renseignements sont recueillis conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*.

Veillez nous transmettre votre fiche de commentaires, dûment remplie, le **10 octobre 2007** ou avant. Les moyens que vous pouvez utiliser pour nous transmettre votre fiche sont indiqués sur le document.

Groupe consultatif public (GCP)

Un GCP a été mis sur pied pour donner aux résidents du secteur concerné, aux entreprises et aux intervenants intéressés une occasion de formuler leur opinion en ce qui concerne le projet. Les membres du GCP sont les suivants :

- les résidents du chemin Jockvale;
- l'Association communautaire de Stonebridge;
- l'Association communautaire de Heart's Desire;
- les comités consultatifs de la Ville (foresterie, cyclisme, etc.).

Échéancier

Les activités qui suivront les premières « portes ouvertes publiques » sont les suivantes :

- inventaires environnementaux (bruit, habitat naturel, ressources patrimoniales, contexte social, etc.);
- analyse et évaluation (hiver 2008);
- sélection de la solution de rechange privilégiée sur le plan technique (hiver 2008);
- deuxièmes « portes ouvertes publiques » (mars 2008);
- raffinement de la solution de rechange privilégiée sur le plan technique;
- concept fonctionnel
- troisièmes « portes ouvertes publiques » (mai 2008);
- comité des transports;
- achèvement de l'étude (automne 2008).

Prochaines étapes

- Examen de tous les commentaires
- Rencontre avec le Groupe consultatif public et le Groupe consultatif des organismes pour examiner les résultats en vue de faire en sorte que tous les problèmes potentiels aient été définis
- Début de la collecte et de l'examen des inventaires environnementaux
- Début de l'examen et analyse détaillés de la circulation

Vous pouvez continuer de participer à l'analyse environnementale du chemin Jockvale de diverses façons :

- en demandant que votre nom soit ajouté à la liste d'envoi relative à l'étude (indiquez votre adresse postale et votre adresse électronique, si vous en avez une);
- en nous transmettant votre fiche de commentaires;
- en assistant à la prochaine activité « portes ouvertes publiques » qui aura lieu en mars 2008 (un avis sera publié dans les journaux);
- en soumettant vos commentaires au Groupe consultatif public qui représente les intérêts de l'une des collectivités de la zone faisant l'objet de l'étude;
- en communiquant avec l'un des experts-conseils ou avec le personnel de la Ville en tout temps pendant l'étude.

Tous nos représentants sont en mesure de vous aider à réaliser les activités susmentionnées.

Nous vous remercions de votre participation à l'étude.

Appendix C

Comment Sheets



Comment Sheet
Jockvale Road Environmental Assessment
Jock River to Prince of Wales Drive
Public Open House No. 1
September 26, 2007
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 October 10th, 2007 to:

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 Project Manager
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 Ottawa, ON K2G 5W3
 613-228-8654
 613-228-5453 (fax)
 E-mail: christopher.gordon@nceltd.com

COMMENTS

I am very concerned about the light "Pollution" that has been allowed to exist in Barrhaven market place.

I would like to meet with the "lighting manager" that is going to approve the lighting for

1. Mattamy home site at 1/2 Moon Bay
2. Jockvale Rd.
3. " " "

over

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

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6

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COMMENTS

Closing Woodroffe at Prince of Wales is most unwise. Woodroffe is a major arterial road running between the Ottawa River and the Rideau River. I am aware of the strong lobby from Heart's Desire on this issue. Still, for the sake of sensible planning for the city, this closure should be reconsidered by Council.

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

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COMMENTS

My concern is the trees on the west side of Jockvale between Combrion Road and Black leaf. My house backs on to Jockvale and I hope consideration is given to leaving some trees standing when the road is widened. Thank You.

Name: _____
 Address: _____
 Postal Code: _____
 E-mail: *E* _____

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COMMENTS

Would like to see traffic study after Greenbank Re-alignment to see if this will change traffic pattern on Jockvale.

These are two areas in this study that concern us. The Hill at Golflinks 2; should be lowered to remove blind spot & intersection at Prince of Wales should be at a different incline.

Can we get trucks not to use Engine Breaks on Hill; very noisy?
 Can truck traffic be re-routed?

Name:
 Address:
 Postal Co
 E-mail:

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COMMENTS

We are concerned about the diversion from Ben-Mann to access Jockvale - leading to increased gasoline consumption @ time

Also - ~~the~~ closing Woodroffe at Prince of Wales makes south bound ~~to~~ travel from Heart's Desire extremely awkward -

In the next 20 years it seems very likely there will be much more south/north travel

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 Address: _____
 Postal Coc _____
 E-mail: _____

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COMMENTS

THERE IS NO DOUBT THAT THE EVER INCREASING TRAFFIC VOLUME NEEDS ATTENTION, THE TURN LANES & GOLF LINKS/CAMBRIAN LIGHTS ARE A GOOD START. HOWEVER, WHY IS A 4 LANE TRUCK ROUTE TO BE BUILT RIGHT THROUGH THE MIDDLE OF STONEBRIDGE COMMUNITY? SURBLY GREENBANK, WITH HARDLY ANY HOMES ON IT MAKES FOR A BETTER ROUTE, YET BARELY MAKES IT ONTO THE "RADAR".

THERE ARE CONFLICTING STORIES ON THE CLOSURE OF WOODROUTE, WHICH IS STRANGE IN THE FIRST PLACE, HOPEFULLY IT WILL NOT BE BEFORE STRAND MEND & THE BRIDGE ARE FINISHED.

Name: _____
 Address: _____
 Postal Code: _____
 E-mail: LOV _____

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COMMENTS

I appreciate the effort that you have gone to to put together this open house.

A suggestion:
 There are an increasing number of older folks living in Stonebridge east of Jockvale. As these people age, it would be very useful if an alternate means of crossing the Jockvale Road were provided such as a pedestrian / wheelchair / golf cart bridge. This would enable many older people to shop at the Strandherb Mall and remain in their homes as elderly.

Stevens

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

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COMMENTS

I would like to see a sidewalk running down both sides for people going to the schools & stores.
one side add a bicycle lane (especially on the bridge.)
Building the bridge once at 4 lanes would be more economical than doing it in stages. The traffic will be there in no time with Mattamy's new developments and the growth in Stonebridge.

Name: _____

Address _____

Postal C _____

E-mail: _____

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COMMENTS

The REALIGNMENT OF JOCKVALE @ BRONNAVE RD. CLOSE TO OUR RESIDENTIAL PROPERTIES IS A CONCERN. WE ARE ALSO CONCERNED THAT THE PROJECT TO REPLACE THE BRIDGE AS A SEPARATE INITIATIVE DOESN'T MAKE SENSE. IT WOULD BE IDEAL IF THE ENTIRE PROJECT WOULD BE EXECUTED AT THE SAME TIME INVOLVED WITH ACCOMMODATION FOR FUTURE POPULATION GROWTH IN THE AREA IN ORDER TO SAVE COST AND TIME BY DOING IT ALL ONCE. IF THE ROADWAY IS TOO CLOSE TO OUR RESIDENTIAL PROPERTIES, WE WOULD NEED TO COME TO SOME AGREEMENT WITH THE CITY THAT WOULD BE MUTUALLY BENEFICIAL.

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

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COMMENTS

Concerned about a 4-lane road too close to new home on Been Manor & also the speed & added traffic at entrance to business on Jockvale.

I would appreciate a copy of the map sheet / Aerial Map of Jockvale & Been Manor.

When re-aligning the road they should make it four lanes right at beginning then to build it 3 lanes & five years down the road re-do it to 4 lanes.

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

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COMMENTS

- Potential Roundabout Golf links & Cambridge
 - Potential view of Jockvale as entrance to Golf Course.

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

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COMMENTS

- I am concerned about the noise / speed of road if / when Jockvale goes to be 4 lanes.
- which way would the road be widened (to the west or east?)

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

① Proposed Jockvale between river & Strandherd
 - forces 9,000 residents + 582 cars per hr - 2007; (900 cars per hr - 2021) to travel immediately adjacent to busy shopping centre & post school & seniors resident at corner of Strandherd & Longfields
 - retaining Jockvale connection at Greenbank provides better north/south access to Stonebridge & reduces traffic in high volume area of shopping centre

② Immediate Improvements Needed
 - extra lane at corner of Jockvale & Prince of Wales to ease movement of through traffic
 - left turn signal from Jockvale to Prince of Wales
 - lights at Jockvale & Greenbank → over

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

Add me to mailing list

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COMMENTS

Please include me as the part of
residential study.

Name: _____
Address: _____
Postal Code _____
E-mail: _____
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COMMENTS

My major concern is the Jockvale / Prince of Wales Inter section. The steep hill on Jockvale cause major concern during the winter months with regard to ice and heavy steep slope.

A light tunnel from Jockvale onto P.O.W. would be greatly appreciated in the long run.

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

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E-mail: christopher.gordon@nceltd.com

COMMENTS

As said in another Comment sheet. The green belt turned Ottawa into an island with bridges to the South as Greenbank Woodroffe Merivale & Prince of Wales. The present plan to make Jockvale into a 4 lane arterial will make south bound traffic ~~hit~~ from Greenbank hit Shandford go east & continue south on Jockvale & traffic southbound on Woodroffe go east on Shandford to Hwy 16 (PDW) or west to Jockvale both make ~~flow~~ ~~int~~ deflect the southward flow of traffic. North bound traffic will similarly be deflected. Until Hwy 16 is made 4 lanes the proposed changes will just make traffic across the Green Belt to Hwy 16 more difficult. I doubt that the residences of Stonebridge will be pleased to have the main arterial into Ottawa

Name: go through the subdivision.
Address: _____
Postal Code: _____
E-mail: _____

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Comment Sheet
Jockvale Road Environmental Assessment
Jock River to Prince of Wales Drive
Public Open House No. 1
September 26, 2007
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 October 10th, 2007 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
 202-100 Craig Henry Drive
 Ottawa, ON K2G 5W3
 613-228-8654
 613-228-5453 (fax)
 E-mail: christopher.gordon@nceltd.com

COMMENTS

Please e-mail me a copy of
 the Jockvale Road Environmental
 Assessment Study Design

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

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 E-mail: christopher.gordon@nceltd.com

COMMENTS

1. Address std/sub std side distances at Top of Hill at Golf links
2. grade of Jockvale to steep at Prince of Wales and Horizontal Curve at same location
3. Please advise when option are available PIC #2.

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

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 E-mail: christopher.gordon@nceltd.com

COMMENTS

A decision to create the green belt turned the city of Ottawa into an island with the major bridges to the south as Greenbank, Merivale & Woodroffe & Hwy 16 (Prince of Wales).

Closing Woodroffe at the Hwy 16 junction reduces Woodroffe as a bridge across the green belt. I expect the traffic travelling south from the city will turn on Sturmdorf to Hwy 16 thereby discouraging people from using Woodroffe and to get on to Woodroffe people will have to exit 16 @ Sturmdorf & exit Sturmdorf @ Woodroffe thereby reducing Woodroffe north bound & south bound traffic.

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

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613-228-5453 (fax)
E-mail: christopher.gordon@nceltd.com

COMMENTS

There should be bus shelters in the winter months for those who depend on the bus on a day to day basis. On Rolf Links by golf course

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

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 E-mail: christopher.gordon@nceltd.com

COMMENTS

The big problem with traffic is that Highway 16 needs to be 4 lanes at least up to Hart Club bridge & better up to Hay's back bridge

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

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COMMENTS

- pedestrian bridge over Jock river from Stonebridge community
 - bike lanes along Prince of Wales, from Jockvale to Fisher

Name:

Address

Postal Code

E-mail:

Add me to mailing list

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COMMENTS

We are concerned about the following:
- increased traffic noise
- " pollution
- aesthetics
- safety
- loss of existing natural habitats

We strongly support the proposed multi-use pathway.

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

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COMMENTS

- ① PLACE THE JOCKVALE ROAD PHOTOS IN THE SAME ATTITUDE AS ACTUAL ROAD

- 2 PLEASE SEND ME A COPY OF THE ENVIRONMENTAL ASSESSMENT ON 8 1/2 X 11 (OR CLOSE) FORMAT

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

Add me to mailing list

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37

City of Ottawa
(613) 580-2424-27880
(613) 580-2578 (fax)
steven.stoddard@ottawa.ca

-----Original Message-----

From:

Sent: September 28, 2007 8:34 PM

To: Stoddard, Steven; hristopher.gordon@nceltd.com; Harder, Jan

Cc:

Subject: Fw: 07.09.18 EnviroSmart Street Light Information Request 07-00321694 ~ 07-00321711

Att. Steven Stoddard, Christopher.Gordon@nceltd

Steven this is some of the information I was speaking to you at the open house on sept 26th at Stonebridge.

I would like you to pass it onto the people who are going to design the lighting for Jockvale and Greenbank Road so they will not make the same mistake they made in Calgary and we can save 2 million dollars.

HOPING WE CAN PREVENT ANY FURTHER LIGHT POLLUTION WE STARTED AT THE MARKET PLACE COMPLEX

Trusting to see the drawings and improved lighting specs. for Jockvale and Greenbank Rd.

An interesting item I found was the people in Calgary were better rested at night because the improved lighting resulting in better health and I guess improved productivity and happy home life.

Thanking you all for your co operation

Sent: Friday, September 28, 2007 12:56:03 PM

Subject: RE: 07.09.18 EnviroSmart Street Light Information Request 07-00321694 ~ 07-00321711

Thank you for your interest in The City of Calgary Webspace.

A Service Request (no. 07-00321711) has been created and forwarded to the Roads - Streetlight Department for their review and an informed response. Under normal circumstance, a Streetlight technician will contact you within 7 days. If you wish to follow up, please call the 24 Hour 3-1-1 Operations Centre and ask to be updated on your Service Request - you will require the Service Request Number.

The City recognizes that your request may be urgent in nature and would like to ensure your

37

concern is addressed as quickly as possible. Our 3-1-1 Contact Centre is open 7 days a week, 24 hours a day and representatives are available to process all requests over the phone; please call 3-1-1 in the future with any urgent requests. From outside of Calgary, dial (403) 268-2489.

Please feel free to contact us again in the future with any other concerns or inquiries you may have.

NOTICE:

This communication is intended ONLY for the use of the person or entity named above and may contain information that is confidential or legally privileged. If you are not the intended recipient named above or a person responsible for delivering messages or communications to the intended recipient, YOU ARE HEREBY NOTIFIED that any use, distribution, or copying of this communication or any of the information contained in it is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and then destroy or delete this communication, or return it to us by mail if requested by us. Thank you for your attention and cooperation.

From: WebSurveyManager@calgary.ca [mailto:WebSurveyManager@calgary.ca]
Sent: Wednesday, September 26, 2007 7:55 AM
To: 3-1-1 Contact Us
Subject: EnviroSmart Street Light Information Request "

Field = name

Response = **tom wright**

Field = address

Response = **3427 green bank rd**

Field = city

Response = **ottawa**

Field = province

Response = **AB**

Field = postcode

Response =

Field = email

Response =

Field = phone1

Response = **613 823 2436**

Field = contactmethod

38

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Cc: Chris Gordon (E-mail); Traffic

Subject: RE: Jockvale Road Environmental Assessment, Public House No 1, 26 September2007

Hi Mr. Thorhauge,

Thank you very much for your detailed comments. They will form part of the open house record for the Jockvale Road EA, and I have also forwarded them to the general Traffic e-mail site due to the existing safety issues on Jockvale Road. We will prepare a response and / or include a response to your points in a Question and Answer or Fact sheet that we will post on the City web-site for the project, noted below.

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

Steven Stoddard, P.Eng.
 Senior Project Manager
 Transportation - Environmental Assessments
 City of Ottawa
 (613) 580-2424-27880
 (613) 580-2578 (fax)
 steven.stoddard@ottawa.ca

-----Original Message-----

From:

Sent: September 28,2007 8:58 PM

To: Stoddard, Steven

Subject: Jockvale Road Environmental Assessment, Public House No 1, 26 September2007

Dear Mr. Stoddard:

My wife and I were pleased to attend the meeting at the Stonebridge Golf and Country Club on 26 September 2007.

We are new residents of Stonebridge having moved in on 16 January 2007.

We have been residents of the Ottawa area since 1965.

We were surprised and distraught to learn that Woodroffe at the Prince of Wales intersection is slated for closure. It is my preferred route to the Queensway. We also use Prince of Wales + Woodroffe for our bank (RBC Strandherd & Woodroffe) and to visit our son on Redbridge Crescent via Woodroffe and Deerfox.

Prince of Wales + Woodroffe is our direct access to the Via Railway Station at Barrhaven. I know that my

09/10/2007

(38)

neighbors also use Prince of Wales + Woodroffe for a variety of reasons.

The re-alignment of Jockvale road north of the Jock River coupled with the closure of Woodroffe will result in the closure of two of the three direct north south traffic corridors from this area. Why was that decision taken? It certainly does not seem reasonable or even smart to close existing direct routes.

If so, we will be left with Prince of Wales, as the sole source of a direct north-south route, which only takes you from Stonebridge to the AM & PM traffic congested area of the Hunt Club Bridge.

Why is the re-alignment of Jockvale necessary. The pure logic of the re-alignment is not self evident, unless you sincerely believe that Stonebridge residents are in need of a more direct route to the LCBO, Walmart and the retirement resident at Strandherd. We already see the earthmoving equipment for the storm water management system and the sewer manhole covers in place for this road realignment. The road alignment seems to be a done deal so why do we need a study for it now? But for heaven's sake, don't choke the north-south traffic flow to and from this area by closing Woodroffe at Prince of Wales. I question whether or not the projected population stats for Stonebridge (9000), South Barrhaven (20,000) and the Jock /Barrhaven (20,000) were even available when the decision was taken to close Woodroffe at Prince of Wales. Why channel all the traffic through the Jockvale re-alignment roadway system?

We did not see any information at your presentation concerning new bridges over the Jock River. The current bridge may not be in sufficient shape (capacity) to carry the increased traffic flow. Further, it may not be correctly aligned. It is only a two lane bridge and has no sidewalk for pedestrians (Students resident in this area use the bridge to attend the Catholic High School). The current bridge is not wide enough for cars, trucks, bicycles and pedestrians. Further, the asphalt surface of the bridge and the approaches are in dire need of repair with a serious road surface depression on the southbound lane at the bridge abutment. In my view the current speed limit at the bridge is too high. Therefore, it is my view that the bridge is already a safety issue. Fix the bridge before you build any re-aligned road to Strandherd. You may need a new four lane bridge anyway to accomodate the new roadway!

I did notice the presentation of accident statistic for the Jockvale road over the last few years. (Since January 07 I have seen (not witnessed) 3 accidents on Jockvale between Greenbank and Prince of Wales. I know that the steep descent on Jockvale to Prince of Wales is dangerous when the road surface is wet, icy or covered with snow. Nevertheless, the city road crews do a great job keeping the hill free of snow and ice. Please fix this dangerous piece of road now by reducing the hill. Further, a lowered speed limit and/or improved caution signs at the top of the hill are strongly recommended. Consider a reduction in the speed limit to 60 kmh for Jockvale.

Please leave the Woodroffe intersection at Prince of Wales open; install a traffic light if necessary to assist in a reduction of incidents of collisions. Build a 4 lane Woodroffe from Strandherd to Prince of Wales in the future when traffic flow demands that it be built.(There appears to be room for a 4 lane road).

The recent installation of 40kmh speed sign on Golfinks, coupled with enforcement is very much appreciated - thank you.

Please avoid another Albion Road situation by closing something that ought not and should not be closed. I sincerely believe that once closed it may be nearly impossible to open it again. Leaving it open is an easier decision. Given the growth for this area in the next twenty years it would be a mistake to close that intersection. Woodroffe has been open to Prince of Wales since my first visit to Ottawa in 1960 and probably long before that. The thinking of City Hall on this issue boggles the mind! Please fix it now.

sincerely,

A copy of this e-mail will be provided to the Stonebridge Community Association.
Please note that the opinions expressed in this e-mail is a personal view as a concerned citizen and taxpayer.

I would appreciate acknowledgement that you have received this e-mail.



Stonebridge Community Association Task Force for The Jockvale Rd Environmental Assessment PCG

39

Ref: Position Paper # 1 , Oct 1 2007

Mr. Christopher Gordon
Project Manager
National Capital Engineering Ltd
202-100 Craig Henry Drive
Ottawa ON K2G 5W3

Dear Mr. Gordon:

Thank you for your e-mail of Sept 17 2007 and the attachment for the *Jockvale Road Environmental Assessment – STUDY DESIGN*. At this stage of the process, our comments in this document should be considered preliminary observational vs “position “ in a few select (but not limited to) , key areas of emerging opinion .

1. The fundamentals of **The Design Study** document as presented are acceptable for our PCG , as well as the intended approach and schedule
2. **Preliminary Observations:**
 - Based on early community feedback and Task Force opinion, the same 3 common denominators seem to surface with regularity (and not unexpectedly so) : safety , noise levels, and traffic volumes. All 3 are, of course, intricately related and the spin off from each is considerable. We do not wish to delve into these “considerables” at this stage of the process but we do have a few comments at this time:
 - a) Safety
 - We cannot over-emphasize enough that vehicles aside, this new roadway will be a well used route by pedestrians (most notably children) and cyclists being drawn to and from the New Town Centre, Plazas, Recreation Paths etc . (all appropriately slated for review in the process)
 - b) Noise Levels
 - Virtually all of Stonebridge and the new Tamarack site will quite literally be within 3 to 4 blocks of the new Jockvale Rd. While safety remains #1, noise levels will be the single most important over-riding factor for which this roadway will be judged by the thousands of neighbouring residents who will be exposed to the continual sound waves emitted throughout the day and evening .
 - c) Traffic Volumes
 - traffic volumes play directly into safety and noise and will of course be of critical importance . Local traffic on the new Jockvale will probably become somewhat of a standard over the years of development. Through- traffic however poses a huge question mark of unknown potential and effect . We understand the nature of a new artery is to fundamentally move traffic today with capacity for tomorrow. However, we will need to thoroughly understand the master traffic management (intended) flow plan for the new Jockvale , what specifically the through/local equations are projected to be and to what degree community opinion will be able to actually effect this equation
 - our through-traffic concerns emanate from the very basic fact that the entire Rideau River East zone via the Manotick catch- basin has no straighter line than Rideau Valley Drive and Jockvale Rd to the Greenbank/Strandherd catch- basin which largely consists of Ottawa West (over the 416 on Strandherd/Fallowfield or the Greenbank from Hunt Club Rd feeder network) . The current Greenbank, Highway 16 and the 416 are simply not currently pulling any of this traffic because they all pull too far “offline” and we do not see this changing even with the new Greenbank or a widened 16 . As long as Rideau Valley Dr remains a major feeder-conduit from both south and east of Manotick – Jockvale Rd will be the major link-recipient. Even traffic mitigation concepts on the new Jockvale may not be enough to deter from the time and distance saving on this direct line



Stonebridge Community Association Task Force for The Jockvale Rd Environmental Assessment PCG

39

- some reduced pressure on this route will occur with the new Armstrong Bridge by pulling Riverside South traffic and hopefully 417/Mitch Owens traffic (if Armstrong forms a viable link to Mitch Owens). To counter this reduction however, the planned growth of Manotick and beyond and the new South Nepean Town Centre (plus current "big box" shopping area) will keep up the demand
- the through traffic issue is also a major consideration from the Social context . We are very uncomfortable with projected forecasts that Jockvale is to carry volumes equivalent to the new Greenbank & Highway 16 -yet we do not carry their width (Open House Chart) . We understand the need to move vehicles but we also understand the need to follow modern urban planning principles that are very well presented in the Barrhaven South Community Design Plan particularly the 2 "overarching themes " - that (all) development should capitalize on the abundant natural features of the site & should create a more urban , intimate environment. Fitting a major artery into this concept for our area will be challenging . We have the Jock R , the parks, the woodlands on the natural side and the community itself , the stormwater ponds and the golf course on the "man-made" side. All of this is going to be dissected by a major roadway that I'm sure will provide a much better overall corridor than present - but it also carries the threat of a high volume freeway with its repercussions to all of these sensitive components. It must simply be managed properly and that is our collective job

3. Natural Environment

- a) The *Jock River* , its riparian zone and all related spin-offs (fish,wildlife/wildlife corridors, shoreline, vegetation, trees etc) will be accorded the utmost in protective considerations by our Group . As the City inevitably needs to "trample" into rural areas , the collective footprint by all of us must be minimized at every conceivable opportunity when it comes to the natural environment and we will be holding steadfast to this principle
- b) Lighting
Obtrusive lighting is an extreme blight on the night sky and immediate, surrounding communities. With today's technology in lighting , there should be no reason for this to happen on the new Jockvale Rd

Subject : Jockvale Road Environmental Assessment Study
Transportation Issues – Traffic Studies

As a resident of the Stonebridge Community, I have several concerns with the proposed modifications and road network alterations or lack thereof.

Jockvale Road south of the Jock River :

This road is situated in the middle of a new residential community, Stonebridge. This road should be used for the residents of this area and not as a short-cut from Manotick to the shopping area in Marketplace. Good urban planning prevent the introduction of roads that can be used to drive through a community. The significant traffic issues of Albion Road and the surrounding community would just be repeated here. Jockvale Road is a local street, and should service the local community. If a driver does not have business in the area, they should not have the freedom to drive through it, but rather be encouraged to take a route to its destination outside the community. Unfortunately, Jockvale Road was there before the new residential development and has a long history for travellers. Today, with the new planning for the area south of Strandherd and north of Prince of Wales, the old Jockvale road has been cut out and removed entirely on north side of the Jock River. And, since this is feasible on the north side of the river, we should also be able to reconfigure Jockvale Road on the south side of the river, especially now since the land use on both sides of Jockvale Road has changed significantly in the last decade.

Recommendations : The south portion of Jockvale Road (between the Jock River and Prince of Wales) should only be used for internal community travel and service the Stonebridge community on the east and west side of Jockvale Road. People coming from Manotick or other surrounding villages, should take a more direct route via Woodroffe or Greenbank or Cedarview to access the New Town Centre of South-Barrhaven, Home Depot, Shoppers Drug Mart, Swiss Chalet etc. Jockvale Road is a local road to access the community within. If a driver does not have business in the Stonebridge community (reside there, visiting there, going to the Stonebridge golf course), then an alternate route should be encouraged. No cut-through traffic should be permitted.

Take the « new » and « potential » traffic requirement into consideration when planning the New Greenbank Road and the re-configuration of this major road. And, the east-west travel north of the Jock River should also be facilitated for the community. The new Chapman Mills Drive should be continued to reach the centre of the New Town Centre (past the St. Joseph Highschool) and connect with the new Greenbank Road. For the residents wanting to go south, they could travel on Chapman Mills Drive to Greenbank and head south to Prince of Wales.

North-South Road Grid Pattern :

The new realigned Greenbank Road extension should be shown to reconnect with the old Greenbank and link up with Prince of Wales. This new north-south arterial road should be constructed in conjunction with the widening of Prince of Wales. Both arterial roads are required to support the planned developments in South-Barrhaven and Manotick. In

addition, to fully support the north-south road network, Woodroffe needs to be included and made accessible from Prince of Wales, as an access and egress. This part of the north-south road network is vital to good planning. From the Memorial Highway 416, Cedarview Road, Greenbank Road, Woodroffe is to be included as part of this road grid pattern, to facilitate the flow of traffic.

The Prince of Wales widening is also required to support communities further south, like the Manotick residents etc.

Recommendations : Include in the Master Transportation Plan the connection of the « new » Greenbank Road to the « old » Greenbank Road. Widden earlier than proposed the Prince of Wales Drive and open the Woodroffe Road from Prince of Wales Drive. Greenbank and Woodroffe both connect directly to the Queensway.

Cambrian Road :

To support the residential development in South-Barrhaven, this road is scheduled to be widened from 2 to 4 lanes, only between Jockvale Road and the New Greenbank Road. The remainder of Cambrian Road is to remain as a two-lane undivided roadway, especially where the road cut through the Cambrian/Cedarview Woodlot. So as not to negatively impact this large mature woodlot, Cambrian road is to remain as is, a two lane road.

As Cambrian Road is scheduled to be upgraded as the main east-west collector road, consider introducing some green elements, in a divided road with planted trees in the median (similarly to the Crestway Drive in Heaven-Lee and Leiken Drive). This element will also complement and add to the entrance features of the community, and reiterate the green surrounding of Half Moon Bay and the riparian border of the Jock River.

Recommendation : Enhance the landscaping of the proposed Cambrian widening.

Prince of Wales and Jockvale Road Intersection :

With increased traffic on Jockvale road from cut-through traffic from north of the Jock River as well as from communities south of Prince of Wales, Manotick, the intersection of Prince of Wales and Jockvale is busier and far more dangerous. Drivers travel fast on this road, and the topography near the intersection, with its hill and curve do not lend themselves to a safe approach to this intersection. Night time is particularly dangerous with its blind spots at the top and bottom of the hill and curve. Not only is a realignment of this intersection a must-have, but extremely difficult to do with the existing land uses around this intersection. Jockvale Road will not be well supported as a proposed arterial road with such an inadequate and difficult intersection to create.

Recommendation : Eliminate the proposed category of arterial road for Jockvale and down-grade it to a local road in the Master Transportation Plan, which is to be revised in 2008 as part of the Official Plan Review.

Alternatives to travel north from the Stonebridge Community or from Manotick :

During the closure of the Bren-Maur Road, west side (Barcham to Eisenhower), it became evident that the single north bound Jockvale Road was inadequate for Stonebridge residents, and/or Manotick residents wanting to travel north to the South-Barrhaven Town Centre. An alternate would be to use Prince of Wales and Woodroffe to head north. Eventually when Chapman Mills Drive will be open, this route would be a good option, for those wanting to shop at the Town Centre. Unfortunately, Woodroffe is scheduled to be closed at Prince of Wales, based on old assumptions made when no development had occurred in the area. Today, a different picture comes alive and the need for alternatives to travel north are required. The north-south road grid pattern include the 416, Cedarview, Greenbank, Woodroffe and Prince of Wales. All of these roads are arterial roads, which already travel north, with most of them going all the way to Baseline and the Queensway Highway 417.

Recommendation : Revisit the previous old assumptions that lead to the proposed closing of the Woodroffe Road from Prince of Wales Drive, and re-configure it an arterial road with its current direct connections to major roads (Strandherd, Fallowfield, Hunt Club, Baseline, the Queensway etc).

Site Access for the new proposed residential development by Taggart & Monarch (south of the Jock River) :

The proposed residential development south of the Jock River, situated west of Jockvale Road, north of Cambrian Road, and east of old Greenbank Road, the site access should be reconfigured. The road patterns should not align in such a way as to create a new four-way intersection at Riverstone and Jockvale Road. The principle main entrance/site access, should be from Cambrian Road, with secondary access along Cambrian Road and old Greenbank Road. A four-way intersection at Riverstone Drive and Jockvale Road should not be permitted, as this proposed intersection is too close to the Jock River Bridge, and the entrance to the Stonebridge Trail parking facility.

All of the site's access should come solely from Cambrian Road, with a main gate entrance feature centred along Cambrian Road and maximizing the use of some of the mature trees in the existing tree cluster at this location.

In addition, future walking trails south of the Jock River are also being planned for this area, promoting a peaceful and natural setting for passive recreation. Minimize the noise and pollution factors, by preventing the creation of another four-way intersection. Just a short distance away, there is already a new signalization intersection, recently introduced at Cambrian and Golflinks. Instead of creating another four-way intersection, introduce bike lanes and pedestrian walkways along Jockvale Road and, link residents to the Jock River pathways on the south and north sides of the Jock River.

When you obligate vehicles to come to a full stop, like at Riverstone and Jockvale Road, it generates pollution and creates noise, which are all negative factors and negatively impact the environment and surrounding neighborhoods.

Recommendations : Eliminate the proposed four way intersection at Riverstone and Jockvale. introduce bike lanes and pedestrian walkways along Jockvale Road and, link residents to the Jock River pathways on the south and north sides of the Jock River. Create the principle main entrance to the Taggart and Monarch residential development sites from Cambrian Road, with secondary access along Cambrian Road and old Greenbank Road.

Subject: Jockvale Road Environmental Assessment

Hello,

Please note that I wish to be added to the mailing list. My email address is

My name is and I am a resident of the Stonebridge community adjacent to Jockvale Road. I recently attended the "Public Open House No. 1" on September 26, 2007 held at the Stonebridge Golf and Country Club. I obtained a paper copy of the "Comment Sheet" but did not submit it that day so I wish to do so electronically via this email.

I would like to offer some general comments on the state of the roads in my surrounding area. Please do not take these comments personally. Note that I have been a resident of Barrhaven since 1991 and Nepean since 1978.

1) It appears that the Jockvale Road issue is no further ahead then it was approximately two years ago when the city presented some concepts at one of our community association meetings.

2) It is frustrating so see a "reactionary process", i.e. one where first the homes are built and then second the roads are taken into consideration. There is an appearance of it being a surprise that all of a

sudden there are so many homes and not enough roads.

I naively assumed in the past that when Nepean would undergo growth that it would be in a controlled fashion. Roadways would be planned based on the location of future communities and commercial/industrial areas. Flow into and out of the city would be optimised to separate local traffic, heavy traffic and inter-city traffic. As well, this would include adequate lanes from the outset versus the "disasters" currently taking place on Woodroffe Avenue South and Strandherd Drive. It is frustrating to see piecemeal additions to already busy roads, especially considering the generous tax base that comes from the Barrhaven area.

3) There does not appear to exist a coherent master plan for the roads in this area. The Jockvale Road corridor is the current issue, but what about Greenbank Road? The current concept drawings show it terminating at Cambrian Road in the middle of the new Mattamy development. It seems peculiar that there is discussion of expanding Greenbank to four lanes, only to have it terminate at Cambrian Road, which does not appear to be slated for expansion. Thus it becomes a "road to nowhere".

4) Communities build quickly and don't leave enough room for future roads. The Jockvale Road corridor is a prime example. I have not personally taken any measurements but there does not appear to be enough room for a four lane divided roadway that also includes sidewalks.

5) The small bridge over the Jock River has been in a state of disrepair for several years now. As well, it is too narrow and presents a safety hazard for pedestrians, cyclists and the students walking to St. Joseph's high school.

Cheers,

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Version: 7.5.488 / Virus Database: 269.14.6/1060 - Release Date:
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42

I was unable to attend the meeting at Stonebridge Golf Club last Wednesday.

Is it possible to get the minutes?

Was the entrance way to the golf course through the residential area discussed?

I feel the traffic through the sub-division is unnecessary & dangerous.

Why is there not an entrance way directly from Jockvale with a left turning lane?

Thank you for reading this.

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15/10/2007

October 31, 2007

Dear Mr. Stoddard
Senior Project Engineer
110 Laurier Avenue West

I am writing to provide some comments about Jockvale Road in South Barrhaven. I was unable to attend the recent public meeting at Stonebridge Golf and Country Club and hope I am able to provide input in this manner.

As a Stonebridge resident, I have in the past contacted Steve Desroches' office about Jockvale Road. I am particularly concerned about Jockvale Road between Greenbank Road and the Stonebridge community itself. This section of Jockvale Road is extremely unsafe. Students from St. Joseph High School, children and adult cyclists, parents pushing strollers and pedestrians accessing the shopping at Riocan Place are using this section of road frequently. I see it daily. The bridge located beside Bren Maur Road is very narrow and these same students, cyclists, strollers and pedestrians are crossing it at the same time as cars, OC Transpo buses and heavy construction vehicles. I often think it is only a matter of time until a pedestrian is struck.

I hope these comments serve to highlight some problems with what is an important stretch of road for residents. It just no longer meets the needs of a growing community and increased traffic.

What plans and timelines have been proposed for this section of Jockvale Road?

Sincerely,
Kerry Chouinard