



Online Public Information Centre Ottawa Maintenance Patrol Yard

**Site Selection, Preliminary Design, and Class
Environmental Assessment Study**

Project Reference: GWP 4018-18-01

June 18 to July 10, 2020

Thank you for your interest in this project. The purpose of this online Public Information Centre (PIC) is to provide an overview of the study and seek feedback from agencies and the public.

Once you have reviewed the materials, please submit any questions or comments to OttawaPatrolYard@Dillon.ca or via the 'Contact' page at OttawaPatrolYard.ca by July 10, 2020. A member of the Project Team will respond to you directly.

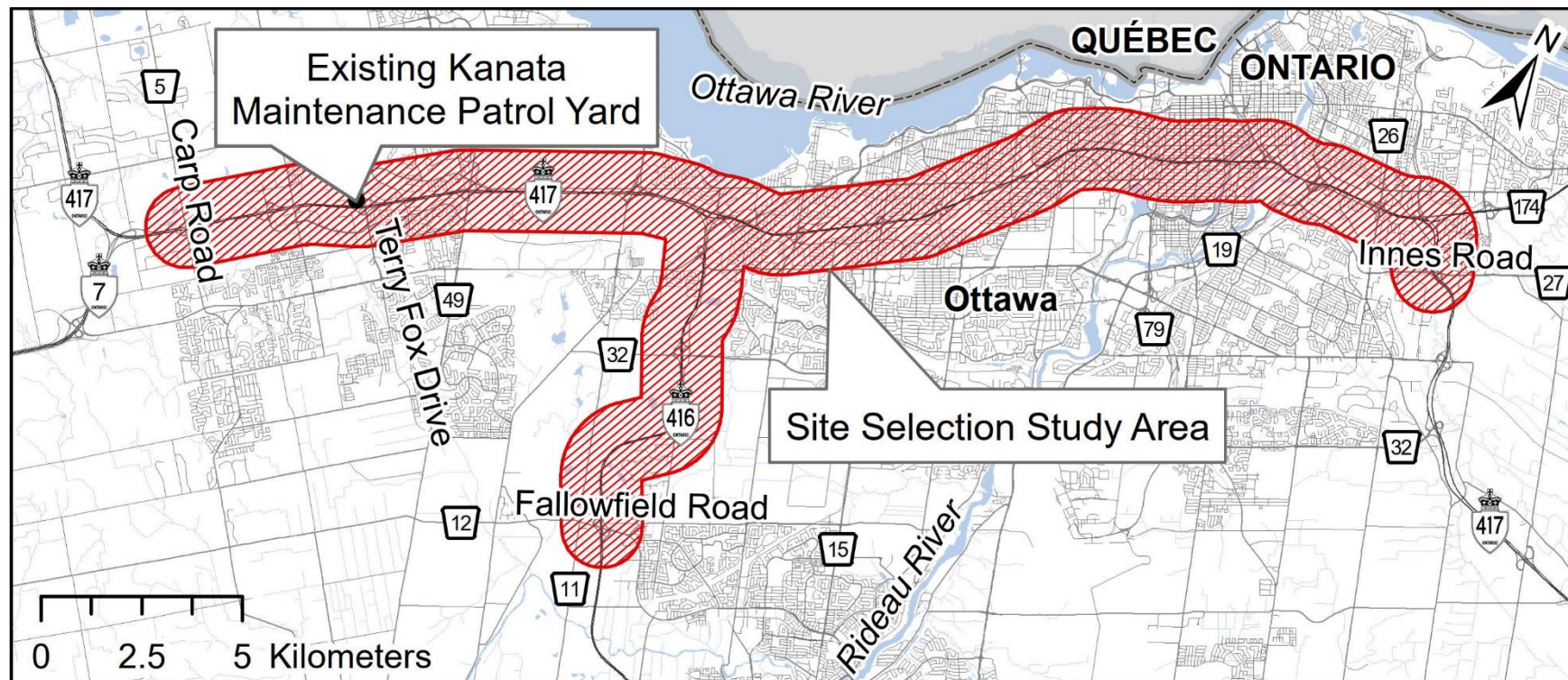
The following slides provide information on:

- The study process being followed
- Why the project is being undertaken
- Screening criteria used to identify suitable alternative sites
- Evaluation criteria to be used in the subsequent evaluation of alternative sites
- Next steps
- Contact details.



The Ministry of Transportation, Ontario (MTO) retained Dillon Consulting Limited to complete a Site Selection, Preliminary Design and Class Environmental Assessment (EA) Study for a Highway Maintenance Patrol Yard (MPY) to service Highways 7, 416, and 417 through the City of Ottawa.

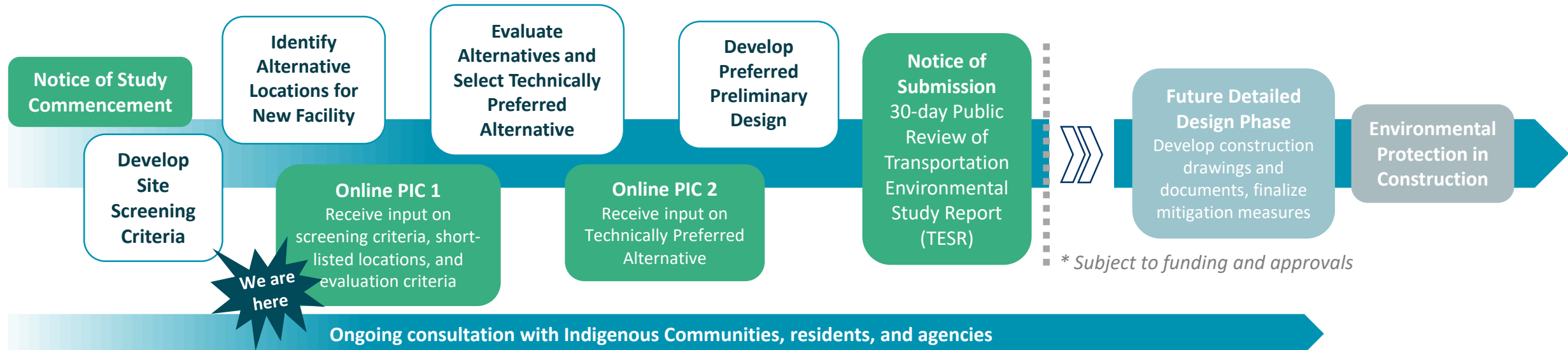
- The study area includes the main service area for the existing Kanata Patrol Yard, along Highway 417 from Carp Road to Innes Road and along Highway 416 from Highway 417 to Fallowfield Road, as shown on the figure below.



The study is following the approved environmental planning process for Group 'B' projects under MTO's *Class EA for Provincial Transportation Facilities (2000)*. The Class EA process requires:

- Relevant engineering and environmental factors to be considered in the planning and design process
- Impacts of the proposed changes to be assessed and environmental protection/mitigation measures identified
- Public and agency input to be integrated into the process.

A Transportation Environmental Study Report (TESR) will be prepared and filed for public review at the completion of the study. The report will document the study process and recommendations.





The overall condition of the existing maintenance buildings is good – only routine maintenance improvements are required over the next 5 years.

Long-term needs:

- Minor improvements to existing buildings, maintenance vehicle storage, and equipment staging
- Impacts from adjacent municipal improvements and proposed development may require the acquisition of additional land
- Potential access improvements from/to Highway 417

Problem and Opportunity Statement:

The Kanata MPY may be impacted by proposed municipal infrastructure improvements and future development in the surrounding area. This study will evaluate options to redesign the existing facility or relocate to a new site in close proximity to a highway interchange within the service area.

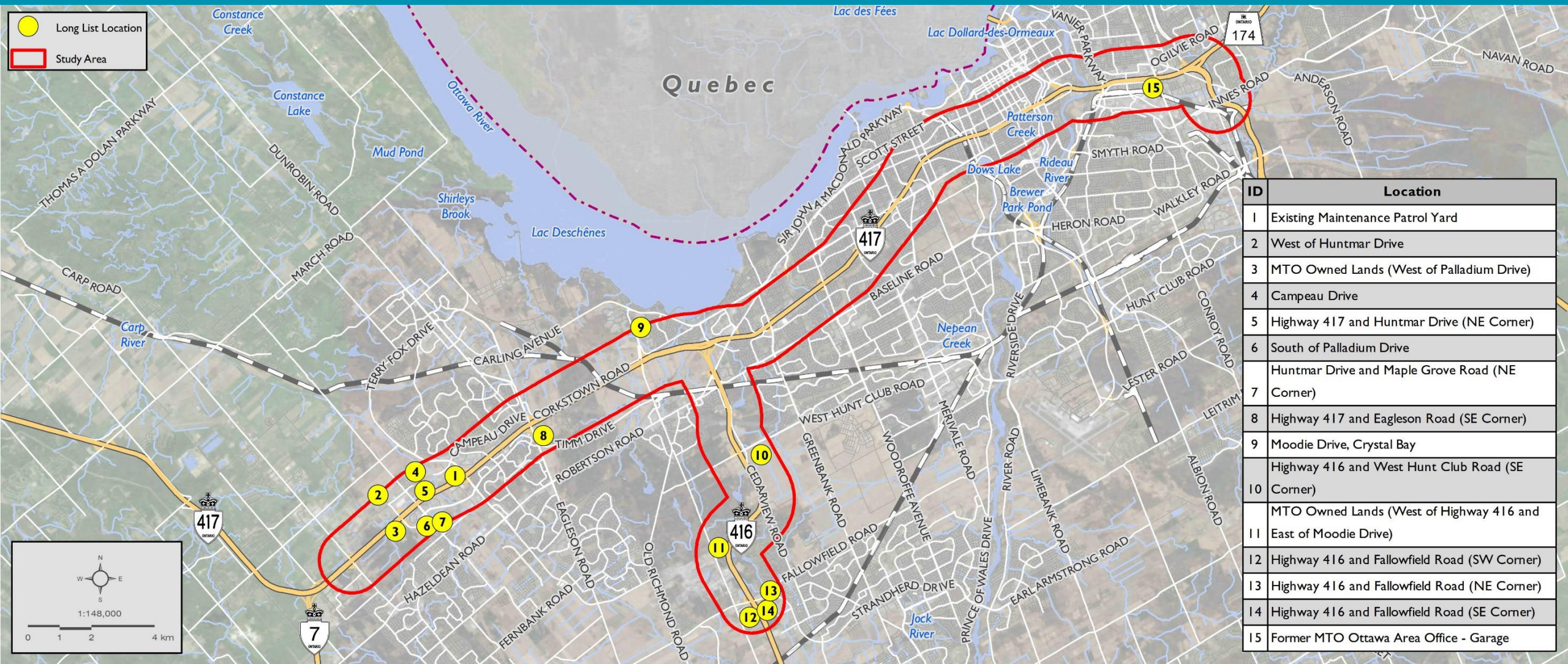
The Study Area was screened for potential locations based on coarse screening criteria (constraints that would preclude development of the facility):

- Sites smaller than 5 hectares and 150 metres depth
- Built Up Areas
- Significant Woodland
- Areas of Natural and Scientific Interest (ANSI)
- Former landfills
- Residential, Institutional, Environmental Protection, and Open Space & Leisure Zones
- Parks and Greenspace
- Floodplains*
- Wetlands*
- Greenbelt & Natural Heritage Areas (City of Ottawa Official Plan)*
- National Capital Commission (NCC) Lands*.

* to be generally avoided / limited.

The Study Area is already highly developed, limiting the number of suitable locations. A long list of 15 alternative locations, including the existing location, was developed.

Long List of Alternative Locations



Further screening criteria were developed to identify which of the 15 alternative locations should be carried forward for evaluation (operational issues, constraints and conflicts that are best avoided).

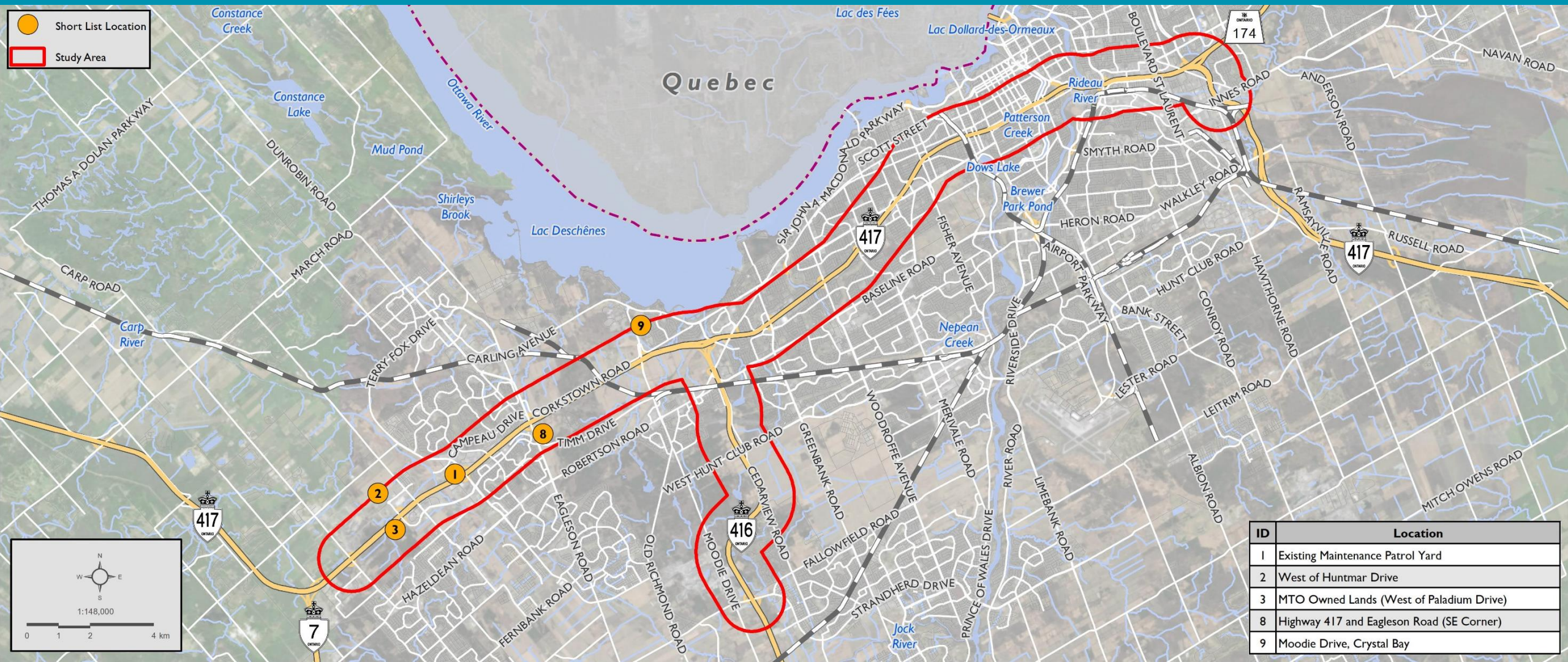
Based on the high-level assessment, the long list was screened down to 5 short-listed sites, including the existing MPY.

Driving factors for screening locations out:

- Operational / technical limitations
- Sensitive land uses
- Impacts to natural environment features.

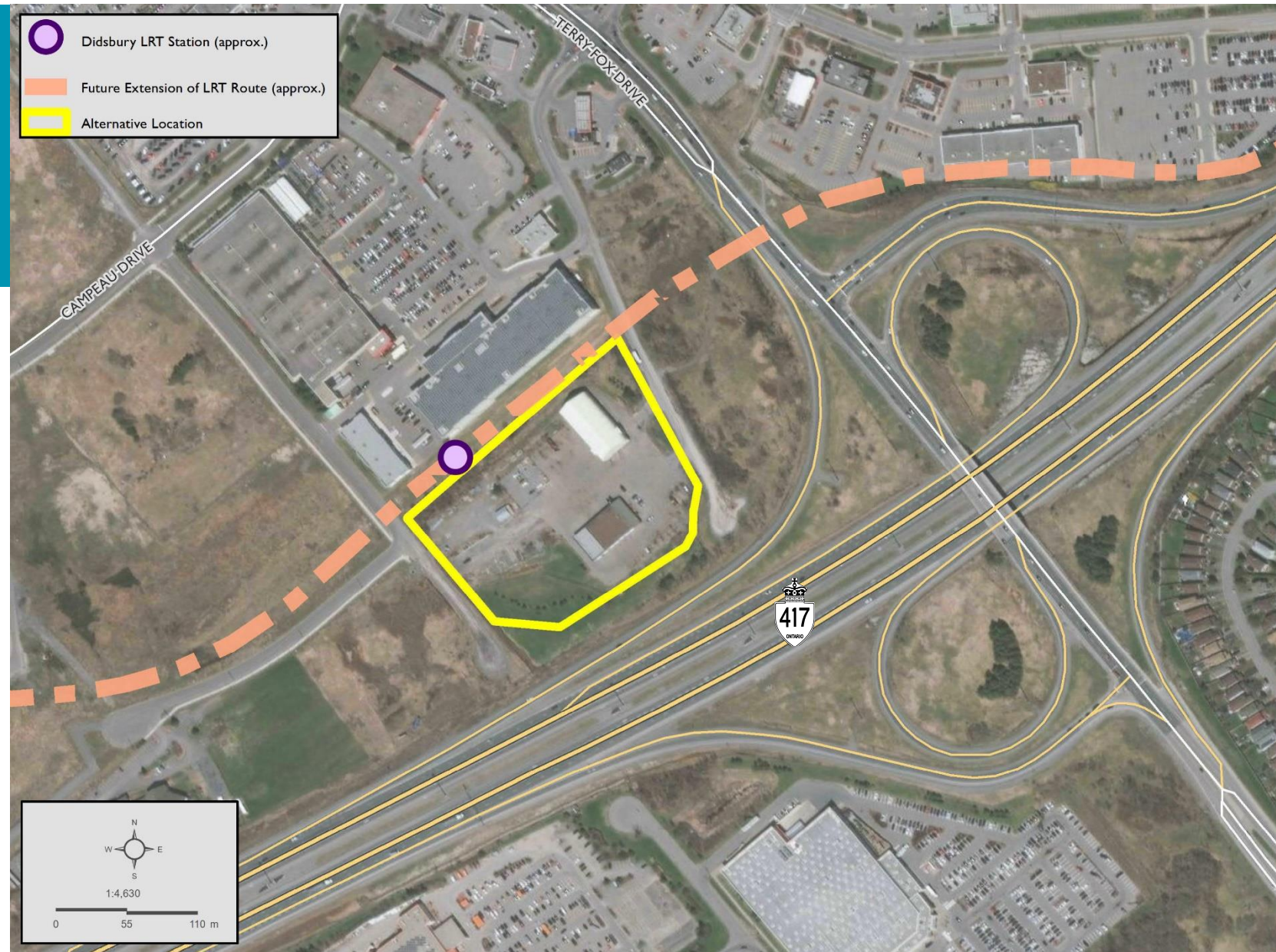
Grouping	Criteria	Ideal Condition
Operational	Distance to Highway	Close to highway
	Left/Right Turns	Fewer left turns
	Signalized Intersections	Fewer signalized intersections
	Roundabouts	Fewer roundabouts
	Interchange Access	Full interchange access
	Plow Routes	Close to centre of service area
	Anticipated Traffic Conflicts	Minimal traffic conflicts
Socio-Economic Environment	Sensitive Land Uses Nearby	Avoids sensitive land uses
	Greenbelt	Avoids Greenbelt lands
	NCC Lands	Avoids NCC lands
Natural Environment	Significant Groundwater Recharge Areas	Avoids Significant Groundwater Recharge Areas
	Wetlands	Avoids wetlands, especially Provincially Significant Wetlands
	Significant Woodlands	Avoids Significant Woodlands
Cultural Resources	Archaeological Potential	Minimal archaeological potential
	Built Heritage, Heritage Conservation Districts, and Cultural Facilities	Avoids cultural heritage sites
Anticipated Cost	Land Acquisition	Avoids land acquisition
	Approximate Land Value (based on current zoning)	Lowest anticipated land value, if land acquisition is required
	Use of Existing Infrastructure	Uses of existing infrastructure

Short List of Alternative Locations



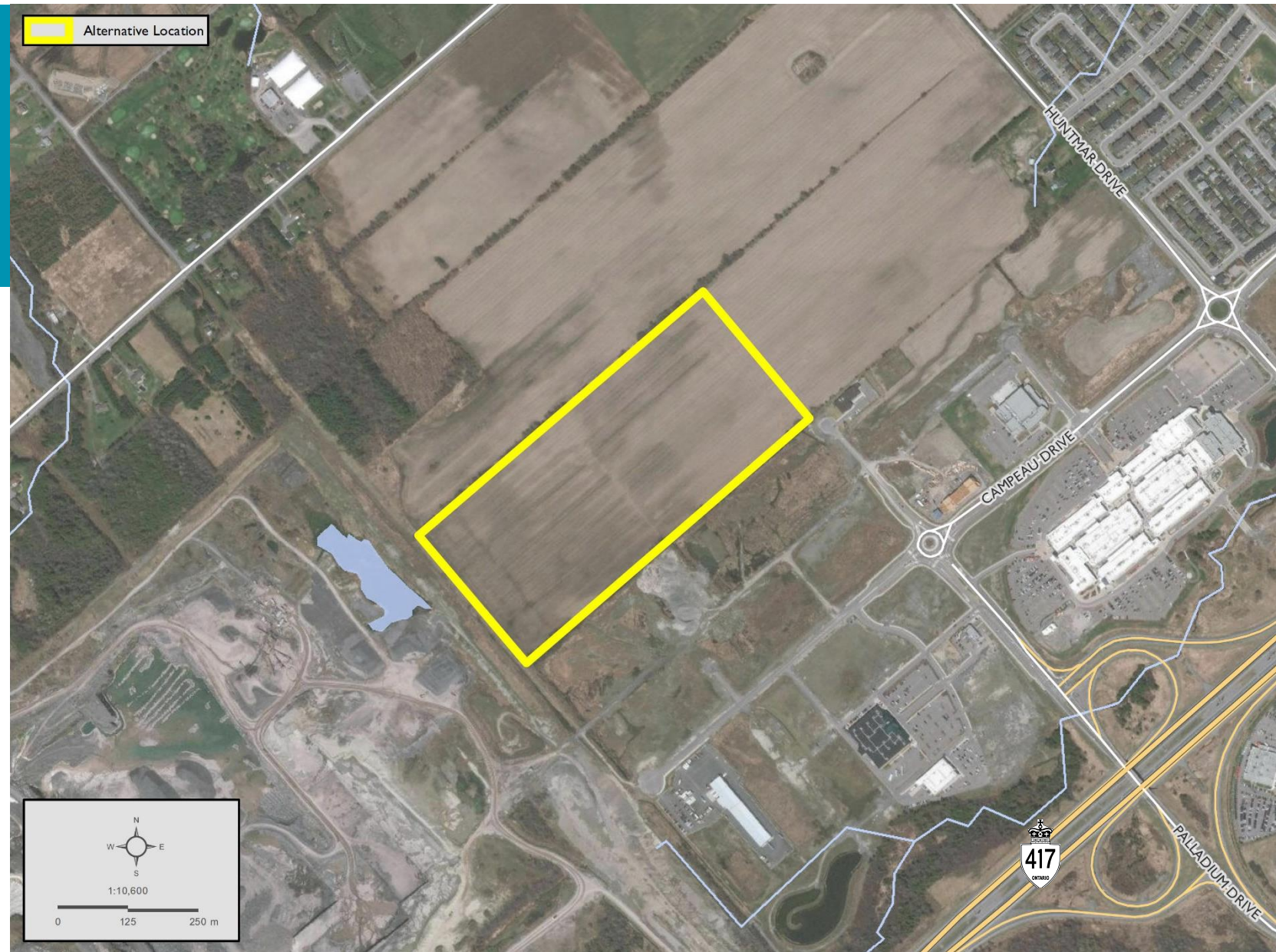
Location 1: Existing Kanata MPY

- Close proximity to highway
- No land acquisition anticipated
 - May require additional lands if adjacent municipal improvements impact site, or for future MPY expansion
- Uses existing infrastructure
- Minimal natural environmental features
- Low likelihood of archaeological potential



Location 2: West of Huntmar Drive

- Close proximity to highway
- Traffic conflicts from retail developments
- Lower anticipated land value (based on current zoning)
- Minimal natural environmental features



Location 3: West of Palladium Drive

- Close proximity to highway
- 2 turns, 1 roundabout
 - Assumes access from south of property through proposed development
- Contains sensitive natural environmental features – minimize footprint during design
- Owned by MTO (no additional land acquisition costs)



Location 8: Highway 417 and Eagleson Road (SE)

- Close proximity to highway
- Improved highway access
- Few turns and signalized intersections
- Lower anticipated land value (based on current zoning)
- Minimal natural environmental features
- Owned by NCC



Location 9: Moodie Drive, Crystal Bay

- Close proximity to highway
- Improved highway access
- Few turns and signalized intersections
- Lower anticipated land value (based on current zoning)
- Removal of natural environmental features
- Owned by NCC



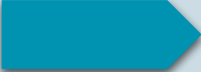
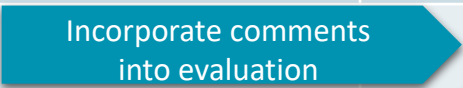
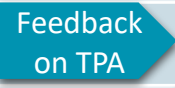
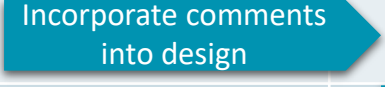
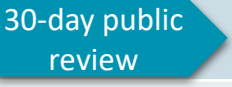
Proposed criteria to evaluate the short-listed sites and identify the Technically Preferred Alternative:

- Ideal conditions for each criterion are summarized in the table.

As this is a Ministry maintenance facility, operational performance is of utmost importance. Impacts of the facility will be mitigated to the extent feasible.

Engineering		Environmental	
Operational	Most efficient location for MPY operations	Natural Environment	Least impacts to fish and fish habitat
	Shortest distance to highway		Least impacts to terrestrial resources
	Fewest traffic conflicts		Least impacts to Species at Risk
Construction	Least construction complexity	Cultural Resources	Lower archaeological potential
	Least impacts to existing infrastructure		Avoid impacts to built heritage and cultural heritage landscapes
	Avoid requirement for additional infrastructure development (power, water, sewage disposal)	Socio-Economic	Least impacts to natural / recreational areas and lands designated for long-term agricultural use
	Desirable soil conditions		Least impacts to future development areas
	Not within existing floodplain		Greater distance to noise receptors
	No watercourse crossings or realignments required		Least air quality impacts to local residents
Cost	Lower capital construction costs		Conforms to City of Ottawa Official Plan
	Limited property acquisition		Consistent with Provincial Policy Statement

We want to hear from you! Please submit any questions or comments you may have via the Contact page at OttawaPatrolYard.ca or to one of the team members listed below by **July 10, 2020**.

Next Steps	Summer 2020	Fall 2020	2021 and beyond
Respond to comments received at PIC 1			
Evaluate Alternatives and Identify TPA	 Incorporate comments into evaluation		
PIC 2 - Present TPA		 Feedback on TPA	
Develop Preferred Preliminary Design		 Incorporate comments into design	
Publish TESR			 30-day public review
Future Detailed Design Phase and Construction			Timing to be determined. Subject to funding and approvals.

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Information for this project is being collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Pour des renseignements en français veuillez communiquer avec Sydney Tasfi au 1-877-934-5566, poste 1005.