

PRINCE OF WALES ENVIRONMENTAL ASSESSMENT was concluded and recommended plan accepted by the Transportation Committee on June 1st. The motion was carried to include two (equally viable) options related to the placement of noise barriers between Waterford, Country Place and the Glens. The amendment was needed to stress the significant concerns shown by residents lining along the proposed widened POW related to

the placement and design of noise barriers. The motion directed staff to advocate in discussions with the NCC the implementation of option B (preferred by residents) with regard to noise barrier placement and design on Prince of Wales. The staff was further directed to undertake further detailed studies pertaining to the noise fence options to address design, cost, and visual impact and that as part of the design process, city staff review opportunities for berming and landscaping to provide some green screening to homes adjacent to Prince of Wales, including additional planting opportunities along the stormwater ponds. City staff review opportunities to begin design work in 2012 for Prince of Wales intersections that are experiencing peak hour failures such as Hunt Club and Prince of Wales, and Fallowfield and Prince of Wales. The proposal will not realign Deakin and Waterbend and neither it will suggest expropriating property to provide access for future development. However the future impact on the community and its water supply was deferred to the design stage. The report mentions that water supply/quality will be monitored and restored if needed as water is considered an essential service. Staff continues to insist that the expropriation is needed although the technical review mentioned other options.

Our segment identified as section 4 stretches from North Greenbelt Boundary to West Hunt Club Road (1.4 km). "The Recommended Plan is a four-lane mostly divided arterial with a fully urban (curbed) cross-section. On-road cyclists will be accommodated with cycling lanes. A multi-use pathway is proposed along the east side of the roadway and a new sidewalk along the west side. The horizontal alignment of the roadway mostly follows an approximately equal widening through this section. New traffic control signals are recommended at Amberwood Crescent. Waterford Drive and Blazer Street are proposed to remain as unsignalized intersections, however, protected left-turn lanes will be provided onto these streets from Prince of Wales Drive. Turning lane modifications are recommended to the existing intersections at Deakin Street and West Hunt Club Road. A short section of two-way left-turn lane is proposed between Blazer Street and Deakin Street which will allow access to the Monterey Inn and three residences as depicted on Figure 5."

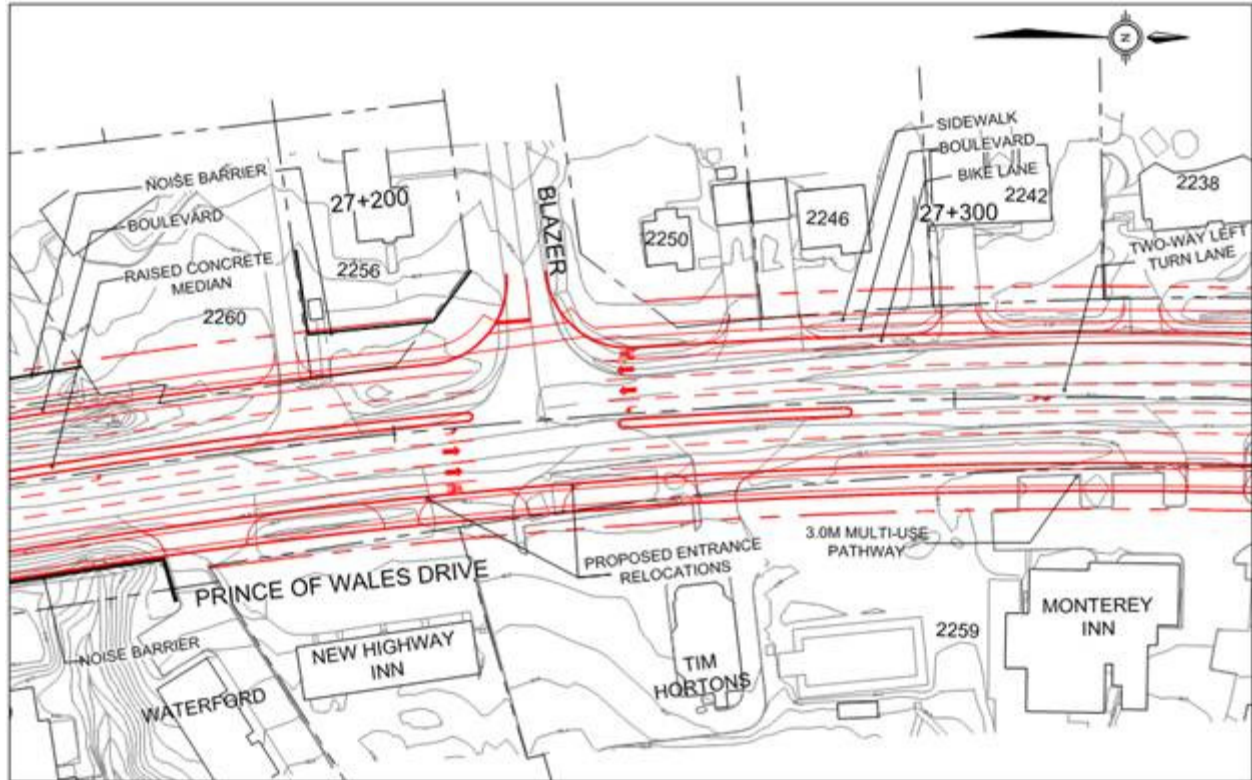


Figure 5 – Blazer Intersection and Property Accesses

Twenty three existing primarily residential entrances with full movement access onto Prince of Wales Drive, some of which are shown in Figure 6, will be converted to right-in/right-out access. This includes the five homes on Waterbend Lane; the former ESSO gas station at West Hunt Club Road that has an existing left-turn in only access from Prince of Wales Drive; and, the existing fire lane exit from the Waterford residential development. Left-turn access to/from these properties will be accommodated through U-turns at nearby intersections or median breaks. Some of the properties will experience relatively significant (1 m to 6 m) property encroachments.

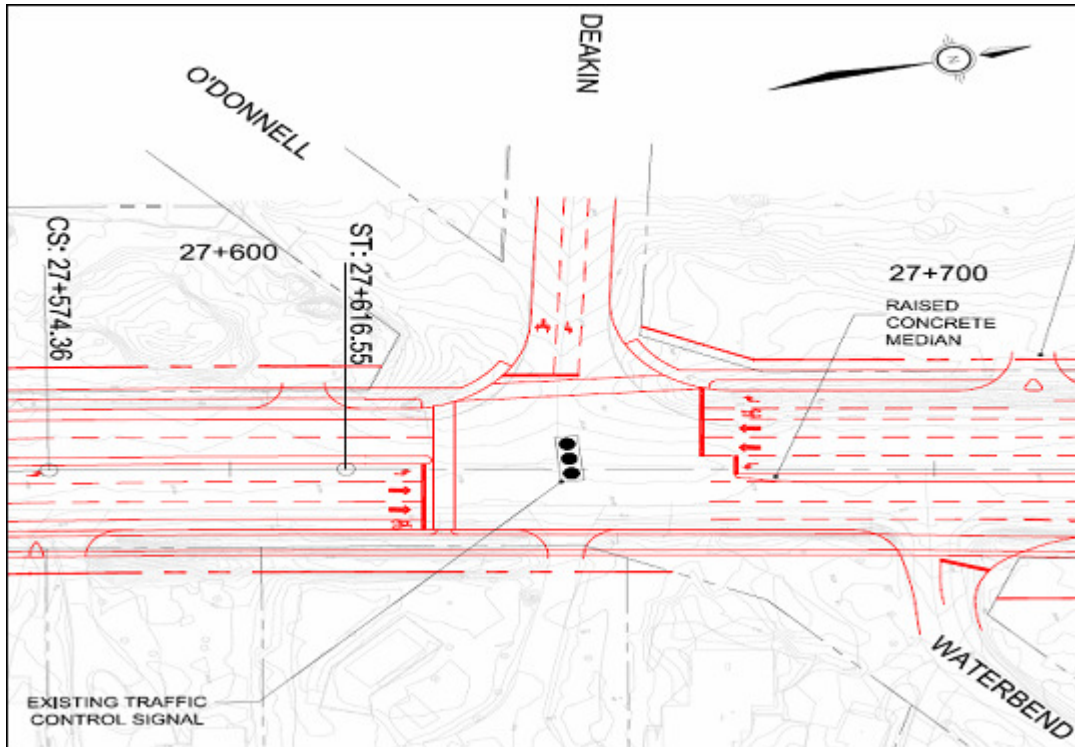
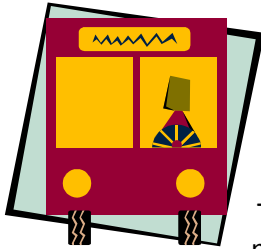


Figure 6 – Deakin Street and Waterbend Lane

Preliminary Construction Phasing indicates Merivale to Hunt Club (4.2 km) segment to be scheduled for 2023-2031

The above quotes the report ACS2011-ICS-PGM-0021 that could be accessed at:
<http://ottawa.ca/calendar/ottawa/citycouncil/trc/2011/06-01/ACS2011-ICS-PGM-0021%20Prince%20of%20Wales%20EA.htm>



BUS CHANGES COMING TO THE GLENS

Route 116 will be shortened to operate between Greenboro Station and Merivale at Viewmount. Service west of Merivale Mall will be replaced by Route 86. In peak periods, the route will be extended to Hurdman Station along the Transitway; in the morning buses will operate southbound, with limited service northbound, and in both directions in the afternoon. Route 176 will supplement service on Merivale, MacFarlane and the business park. On weekdays, service will operate until approximately 9:30 p.m. and be reduced to every 60 minutes after 7 p.m. eastbound and most of the day westbound. On weekends, service will be reduced to operate hourly until 7 p.m. on Saturday and 6 p.m. Sunday.

Route 176 will be revised to travel in both directions on MacFarlane, with buses operating in a counter-clockwise loop around via Deakin, Auriga and Antares, replacing Route 116 from Merivale. Service will be increased to every 15 minutes in the mid-day between Tunney's Pasture Station and MacFarlane. Route 176 will be replaced north of Tunney's Pasture Station by Route 159. Peak period service in Country Place along Amberwood will be replaced by Route 157.

Route 157 will be extended to serve the community of Country Place and provide residents with a peak period connection to Baseline Station, replacing Route 176. Buses will operate in a clockwise loop along MacFarlane, Deakin, Prince of Wales, Amberwood and Merivale.

MAP SHOWING CHANGES EFFECTIVE ON SEPTEMBER 4TH CAN BE ACCESSED AT:

http://www.octranspo1.com/images/files/routes/september_service_changes/Sytem_Map_-_September_Service_Change.pdf