

November 30 2018

Re: Earl Armstrong Road Extension EA

Thank you for this note and for the presentation slides. We wish to raise a serious concern regarding the proposed preferred corridor for the Earl Armstrong Extension. Our comments are premised on our view that greenspace and wetlands preservation ought to now be given even higher weight in the decision making regarding the location of the corridor in light of the climate emergency we are facing. Given the lack of provincial support on climate issues, the municipality must take advantage of every climate change mitigation measure that is within its power to exercise. In our view, the corridor for the Earl Armstrong extension should be situated such that it maximally preserves wetlands and greenspaces.

In this respect, we have no problem with alternative 1b being selected for section 1 at the western end of the corridor, and we are very happy to see that alternative 2c was selected for section 2, thereby preserving the Casino wetland. Our problems start with the end of this section of the corridor swinging north after bypassing the Casino wetland. By doing so, it makes it inevitable that the remaining sections will run in close proximity to or directly through wetlands, in particular as it approaches Hawthorne.

In our view, to maximally preserve wooded areas and wetlands, the terminus of the extension at Hawthorne must be either to the north, near Blais Rd., or further south, near Rideau Rd, thus avoiding the evaluated Findlay Creek wetland. We note that upgrading Rideau Rd. was carried forward as a general option but it does not appear anywhere in the subsequent analysis. Our preferred option would take advantage of Rideau Rd. Rather than 2c swinging north after bypassing the Casino wetland, we would see it continue in a southeasterly direction, through partially cleared RU zoned land, connecting with Rideau Rd just west of Bank Street. It would cross Bank Street at Rideau Rd. and continue along the Rideau Rd. corridor to Hawthorne.

In this way, an efficient east-west transportation corridor would, rather than cut through wooded areas and wetlands, instead cross underused rural land to Rideau Rd and continue through to Hawthorne on an upgraded Rideau Rd. This final stretch from Bank to Hawthorne, which runs between two mineral extraction areas, could perhaps be upgraded immediately to a four lane road. A rough illustration of this realignment is attached, with the study proposed corridor in blue and our proposed realignment in green.

Paul Johanis  
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