

Motion: Sound Barriers on 417 and Chamberlain Corridor
Approved by GCA Board, October 27, 2020

WHEREAS air and noise pollution along major highways has been identified by the city as a recognized public health hazard; and

WHEREAS Memorial and Chamberlain Parks, along with Glashan Public School, both host active play in close proximity to the 417; and

WHEREAS there continue to be no barriers in large stretches of the 417 that pass by the Glebe, an area where population is higher than the density in most areas where there are barriers, and will only grow with new developments;

WHEREAS neighbours west and east of Bank have noticed increased noise pollution from the 417 during recent construction; and

WHEREAS this includes a short, roughly 100-metre piece from Bronson along Chamberlain removed as part of the old Ottawa Board of Education building demolition, making the issue of highway noise more acute, freeing it to travel down Chamberlain, to Chamberlain Park and then through Central Park; and

WHEREAS additional sources of noise pollution from the 417 include stretches without barriers from Rochester Street moving east, another stretch from Bank Street going east along Chamberlain along Pretoria to Main Street, and further stretches to Nicholas; and

WHEREAS the Glebe Community Association wishes to reiterate the neighbourhood's desire to beautify the Chamberlain corridor between Bronson and Bank Streets with well-designed, noise and pollution-mitigating green spaces, particularly in the space currently opened up next to the Kent Street overpass with the newly completed sewage tunnel project as part of the next phase of the *Chamberlain Avenue, Catherine Street, and Isabella Street Functional Design Study*; and

WHEREAS the GCA has had a longstanding commitment from the MTO to build barriers along these stretches, tied in part to the bridge replacement projects currently underway, but that could be executed at any time;

THEREFORE BE IT RESOLVED THAT the GCA urges that the costs for suggested new and replacement barriers be included and remain in the budget for improvements to the 417 on both sides of the Queenway by the Ministry of Transportation, existing and needed new plans for the building of new or replacement barriers be executed as soon as possible, and that similar provincial and city budget considerations are made for well designed green spaces all along the Chamberlain corridor between Bronson and Bank Streets, particularly in the space currently opened up next to the Kent Street overpass with the newly completed sewage tunnel project as part of the next phase of the *Chamberlain Avenue, Catherine Street, and Isabella Street Functional Design Study*.