APPENDIX K

MEETING MINUTES

McCORMICK RANKIN
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MINUTES OF MEETING

PROJECT: West Transitway Extension Bayshore to Moodie Drive

TAC MEETING NO: 1

FILE NO.: 7499-4015

DATE: February 25, 2009 **TIME:** 09:00 – 10:30

PLACE: MRC Ottawa Office – Main Boardroom

PRESENT:

City of Ottawa

Darryl Shurb	Senior Project Manager, Construction Services East
Colin Simpson	Transportation Planner, Infrastructure Services & Community Sustainability (ISCS)
Kerry-Lynn Moher	Traffic Operational Studies Officer, City Operations
Jaime Yeung	Coord. Transportation System Mgt, City Operations
Rick Zarzosa	Program Manager Transit Priority, ISCS
Colleen Connelly	Sr. Transit Planner Network Development, ISCS
Damien Whittaker	Engineer Water Resources, ISCS
Bruce Stansfield	Property Officer, Real Estate Services
John McCoppen	Property Consultant, Real Estate Services
Gordon Kerluke	Property Consultant, Real Estate Services

MRC

Rob Hunton	Project Manager
Peter Steacy	Assistant Project Manager / Design Manager
Lincoln MacDonald	Highways Manager
Michel Bisson	Project Engineer
Kim Eaton	Senior Environmental Planner (Ecoplans)
Tim Dickinson	Environmental Planner (Ecoplans)
Vince Ferraro	Noise & Vibration Specialist (GME)

NCC

David Malkin	Senior Land Use Planner, Design & Land Use

MTO

Phil Pawliuk	Area Engineer East, Planning & Design (East Region)
Peter Freure	Project Engineer (East Region)
Dave McAvoy	Head Environmental (East Region)

PURPOSE: Discuss project scope, workplan, schedule, EA process, constraints and opportunities, and alternative solutions.

PROCEEDINGS: **ACTION BY**:

1.1 Introductions

Darryl Shurb introduced himself as the City of Ottawa Project Manager and briefly described the scope of the project. He mentioned the project is being fast tracked to take advantage of federal funding – construction must start prior to 2011.

The project's tight timelines will be a challenge. D. Shurb mentioned that monthly schedule updates will be provided to all TAC members.

Round table introductions of all meeting attendees took place with representation from the City of Ottawa (City), McCormick Rankin (MRC), Ecoplans, National Capital Commission (NCC), and Ministry of Transportation Ontario (MTO).

It was noted that David Malkin will be the primary federal agency contact person. Peter Freure will be the primary contact for MTO-related correspondence.

Rob Hunton presented the agenda for the meeting.

1.2 Project Description

Rob Hunton provided an overview of the project while illustrating major topographical features on an aerial map including: Bayshore Station, the Crystal Beach / Lakeview Community, Highways 417 and 416, Corkstown Road, Holly Acres Road, and Moodie Drive. Current transit operations use shoulder bus lanes on Highway 417 and on/off-ramps at Holly Acres and Moodie Drive.

This project includes the functional, preliminary and detail design of the extension of the West Transitway from Bayshore Station to west of Moodie Drive.

The project in its current form includes grade separations at Holly Acres Road, Highway 417 S-W ramp, Moodie Drive, and over Highway 417 (similar to that at Blair Road in the east end). In addition, construction of a new transit station at Moodie Drive and the realignment of the Trans Canada Trail (pathway), Stillwater Creek, and Corkstown Road will be required. A noise analysis of the existing and future conditions will also be undertaken during this project.

1.3 Project Scope

Darryl Shurb mentioned the City's Transportation Planning Department has not defined the requirements for this portion of the rapid transit network. The first objective of this project will be to work with the Planning Department to define the project's scope.

Peter Steacy mentioned that in an August 2007 report to City Council, the use of existing ramps / intersections at Holly Acres and Moodie Drive were recommended as an interim solution. Peter also stated that the scoping exercise will seek to answer the following question: what is the appropriate project that will meet OC Transpo's immediate operational needs while being shovel-ready for 2010?

David Malkin enquired if LRT is being considered in this area as part of the City's Transportation Master Plan. Peter Steacy pointed-out the extension of LRT to Kanata has been approved by City Council subject to achieving population density targets. LRT is in the City's long-range plan (beyond 2031), so the Transitway alignment and station design in this project will need to meet LRT standards.

1.4 Project Background

Rob Hunton provided a general overview of past transit studies including the West Transitway Extension (1994) which spans from the Southwest Transitway to west of Holly Acres and the West Urban Community (WUC) Transit Integration Plan (1998) which examined Transitway expansion from east of Moodie Drive to Terry Fox Drive in Kanata. It is important to note both studies did not seek EA approval; however a federal and provincial EA will be undertaken under this project.

Some elements of the 1994 and 1998 studies have since been constructed including the Bayshore and Terry Fox transit stations, and a new Highway 417 pedestrian underpass in Kanata (to accommodate the future Transitway). The West Transitway section from Pinecrest Road to Bayshore is under construction and is scheduled to be completed in 2009.

Peter Steacy noted the WUC study focused mainly on transit within the former City of Kanata (Kanata Town Centre) and was completed during a period of rapid expansion in the high-tech

sector. The future Transitway corridor was identified to be on the north side of Highway 417.

David Malkin brought-up the Connaught/Roman Avenue alignment as part of the extension of the West Transitway. Peter Steacy stated that a cut-and-cover tunnel under Connaught Avenue was considered as part of the 1994 study. A recent value engineering study examined other alignment options including along the south side of Roman Avenue adjacent to Highway 417 – this option has been met with large community opposition due to the large number of expropriation required (and the effect on land value in the area).

1.5 Proposed Workplan

The workplan was discussed including a brief overview of the three phases of the project: functional, preliminary, and detail design. The EA will be kicked-off during the functional design and much of the EA documentation will be completed during the preliminary design. Rob Hunton mentioned that public consultation will take place during each phase of the project – there will be a Public Open House (POH) session during each of the phases.

Phil Pawliuk suggested the City meet with the Crystal Beach/Lakeview Community Association (CBLCA) as soon as possible. Darryl Shurb indicated that a meeting with the CBLCA is planned in April.

1.6 Project Schedule

Rob Hunton briefly discussed the project schedule and pointed-out the tender award dead line of September 2010.

An electronic (PDF) copy of the project schedule was provided to all meeting attendees prior to the meeting. Hard copies were also provided at the meeting.

1.7 EA Process

Kim Eaton mentioned 1994 and 1998 transit studies. This project will have to examine what was considered during those studies and fill-in the gaps. This project will follow the new Transit Project Assessment Process (O.Reg.231/08 under the OEAA). Kim Eaton provided an overview of the new assessment process and discussed the major EA tasks to be undertaken as part of this project.

Certain transit projects are exempt from following the provincial EA process, provided they follow the process outlined in the regulation. Proponents must demonstrate that sufficient pre-planning has taken place prior to triggering the process. Once pre-planning activities have been completed and the proponent has a definable 'project', the 6-month approvals process can be initiated with a Notice of Commencement.

For this project, we are assuming that we will have a definable "project" once City Council has approved the Functional Design. The pre-planning work required to define the project will therefore coincide with the Functional Design phase. The Transit Assessment approvals process will occur concurrently with the Preliminary Design. Within 120 days of the Notice of Commencement, the proponent must complete all consultation and documentation requirements, and issue a Notice of Study Completion. The Notice of Study Completion triggers a 30-day public review period. The Minister of Environment must indicate whether the project is approved no later than 35 days following completion of the 30 day public review period.

Phil Pawliuk inquired if the provincial process will be harmonized with the federal process. Kim Eaton noted there may still be triggers from the NCC or DFO. A CEEA screening may still be required since the Transit Assessment Process is part of the provincial EA and does not replace any federal EA requirements. Tasks required to fulfill federal EA requirements under CEAA will be completed during Preliminary and Detail Design, as federal agencies require more detailed design information.

Darryl Shurb inquired if a third POH is required as part the Transit Assessment process. Kim Eaton indicated that the first two POH sessions are required. The third POH is not required to fulfill the requirements of the process, but should be considered if there is a public need.

David Malkin pointed out that MRC/Ecoplans will be preparing the necessary study documents for the CEAA Screening, but the report will be prepared internally by the NCC.

1.8 Constraints / Areas of Concern

Rob Hunton discussed some of the constraints or issues to be considered during the project:

- Possible use of Holly Acres Road and Moodie Drive

intersections
- Pumping station on Holly Acres Road
- Close proximity of the Crystal Beach / Lakeview Community
- MTO landform at the northwest quadrant of the Highway 417/416 interchange
- Lands owned by the NCC and MTO (Highway 417 ROW)
- Location of Stillwater Creek and the Trans Canada Trail
- Presence of high-mast light poles and storm water management facility at the Moodie Drive interchange

Holly Acres Intersection

Kerry-Lynn Moher mentioned current lane arrangement on Holly Acres Road was done as a temporary measure. Any reconfiguration of the intersection for transit use will need to be closely examined.

Noise

Peter Steacy mentioned a 2008 MTO Noise Study related to the reconfiguration of the Richmond Road interchange; he inquired if noise walls were considered on the north side of Highway 417. David McAvoy indicated noise barriers were warranted, however the cost would be exorbitant. A benefit-cost analysis of installing a noise wall scored very low, so a noise wall is very low on MTO's list of priorities.

Dave McAvoy mentioned the project team should pay close attention to the noise issue during this project – there are noise complaints from the CBLC from Highway 417 to the Ottawa River. The CBLCA will be particularly interested in traffic data and the noise analysis. Real traffic data will be available since new traffic loops will be installed on Highway 417 west of the 416.

Rob Hunton inquired if anyone was aware of any on-site noise monitoring in the Crystal Beach Community. Darryl Shurb indicated the CBLCA commissioned their own noise study. There may also be a City/Region study completed in 1994 which may be available. The City will provide MRC with copies of the CBLCA and 1994 noise studies. City of Ottawa

MTO Landform / Landscaping

David McAvoy mentioned the noise berms were constructed using excavated rock material (very large boulders) from the construction of the Highway 417/416 interchange. The berms were constructed as high and towards the west as possible within the MTO property limits. David also mentioned that a series of small landscaped foothills were later constructed north of the berm in consultation with the NCC. Any impact on the landscaping in this area would

impact MTO's obligation with the NCC. Any changes to the landscaping in the area would need to be reviewed by the NCC. Peter Steacy inquired of MRC could have access to plans or details of the agreement that would outline any landscaping obligations - NCC and/or MTO to provide any available landscaping information.	NCC / MTO
<u>Property / Greenbelt</u> Other than property within the MTO ROW, the NCC is the major property owner in the area, including lands along the Trans Canada trail, the former Nortel site on Corkstown Road (now occupied by iStat Corp.), and the Nepean Equestrian Park. David Malkin indicated that the NCC would need an estimate of property requirements as soon as possible since any sale of land requires NCC board approval (which could have a long lead time).	
<u>Pumping Station</u> Vince Ferraro inquired if there were any known air quality or noise issues with the pumping station on Holly Acres Road. Darryl Shurb mentioned there have been some complaints but there are no "red flag" issues. Darryl will forward any documentation regarding the pump station to GME.	City of Ottawa
<u>Pathways / Trans Canada Trail</u> David Malkin indicated that since the pathway is part of the Greenbelt Pathway System, the NCC would like to maintain an aesthetically pleasing appearance for the realigned pathway. The NCC is also concerned about long-term closures of any path in this area. The NCC will forward pathway plans to MRC.	NCC
<u>Hydrology / Foundations</u> David Malkin mentioned the Queensway Carleton Hospital is in the process of doubling its floor space, so there will likely be an effect on the local creeks. The stormwater management plan for this project should be coordinated with the hospital (Novatech). The City of Ottawa may have information on the creek flows – any information available to be forwarded to MRC.	City of Ottawa
Phil Pawliuk indicated several MTO documents available including a SWM report (TSH), contract drawings, and foundation information from the Highway 417 Expansion (Highway 416 to Eagleson Road) project. Foundation information may be obtained from Tony Sangiuliano via Peter Freure.	MTO / City of Ottawa
<u>Station Architecture</u>	

The transit station architecture may be a concern to the NCC if the station is located on NCC property. Peter Steacy indicated that a generic station was identified in the Delcan study, but land uses in the area may have changed. MRC is proposing an at-grade station at the Moodie Drive intersection. The layout would be similar to the Jeanne D'Arc station in Orleans – without any park-and-ride facilities.

Other Concerns

- The NCC would prefer to see no lighting within the Greenbelt unless it is absolutely necessary.
- The NCC requires an entry permit to be completed prior to entering any NCC-owned land. NCC to forward copy of permit form to Darryl Shurb. NCC
- The City of Ottawa requires a long lead time for pathway realignments; submissions to the Transit Advisory Committee are needed as soon as possible.
- The MTO mainly concerned about property requirements - the MTO has a cost sharing agreement with the City of Ottawa regarding property in the form of an encroachment permit.
- Site visits on MTO property should be coordinated with Louis Tay at the Ottawa District office, particularly since there is construction in the area.

1.9 Opportunities

Rob Hunton discussed opportunities including staging the Transitway development, planning for future station layout, use of existing at-grade crossings (Holly Acres and Moodie Drive), and creek improvements.

Peter Steacy noted a trigger for future BRT expansion to Kanata would be the reconstruction of the Eagleson Road interchange (MTO). The alignment to be considered on this project will need to be compatible with BRT and LRT operations.

1.10 Alternative Solutions

A number of alternative solutions were discussed including:

- Shifting to a south side alignment west of Highway 416
- At-grade versus grade-separated crossing of Holly Acres and Moodie Drive - NCC would be concerned about a grade separation (going over) at Moodie Drive
- Modification of Holly Acres and Moodie Drive intersections if

crossing at grade
- Design of full transit station would involve building platforms 180m long to accommodate E-W LRT trains
- The relocation of Corkstown Road (as identified in the Delcan Study)

MRC is looking at short-term project requirements such as at-grade crossings, use of the Moodie Drive interchange to facilitate access to/from Highway 417 bus lanes, and construction of a simplified station in the northeast quadrant of the Moodie Drive interchange.

1.11 Other Business

- The date of the next TAC meeting will be determined at a later date. TAC members will be invited to attend as required.
- Project schedule updates will be provided to all TAC members on a monthly basis.
- FTP access will be setup to facilitate sharing of project documentation between TAC members
- The City of Ottawa will setup a web page to distribute public information.

1.12 Meeting adjourned at 10:30.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

Michel Bisson, EIT

cc: All attending
TAC members not attending (list attached)

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MINUTES OF MEETING

PROJECT: West Transitway Extension Bayshore to Moodie Drive

TAC MEETING NO: 2

FILE NO.: 7499-4015

DATE: July 9, 2009 **TIME:** 09:00 – 11:30

PLACE: City of Ottawa
100 Constellation Cres., Room 463W

PRESENT:

City of Ottawa

Darryl Shurb	Program Mgr, Design & Construction East
Jeff Waara	Senior Project Mgr, Design & Construction East
John McCoppen	Property Consultant, Real Estate Services
Gordon Kerluke	Property Consultant, Real Estate Services
Colin Leech	Senior Engineer, Transit Priority
Damien Whittaker	Engineer, Water Resources

MRC

Rob Hunton	Project Manager
Peter Steacy	Assistant Project Manager / Design Manager
Michel Bisson	Project Engineer

Ecoplans

Kim Eaton	Senior Environmental Planner (Ecoplans)
Tim Dickinson	Environmental Planner (Ecoplans)

MTO

David Lindensmith	Senior Project Manager, Planning & Design
Pat Helferty	Head Property

NCC

David Malkin	Senior Land Use Planner, Design & Land Use
Louis Levesques	

RVCA

Glen McDonald	Senior Planner

PURPOSE: Discuss project scope and need, comments from Public Open House No. 1, overview of corridor evaluation, identification of preferred corridor.

PROCEEDINGS: **ACTION BY**:

2.1 Introductions

Round table introductions of all meeting attendees took place with representation from the City of Ottawa (City), McCormick Rankin (MRC), Ecoplans, Ministry of Transportation Ontario (MTO), National Capital Commission (NCC), and the Rideau Valley Conservation Authority (RVCA).

Darryl Shurb circulated an article on West Transitway Public Open House from the EMC News (see attached).

The Committee was advised that Jeff Waara will take over as Project Manager for this project effective immediately. Darryl Shurb will continue to attend all TAC, PAC, Public Open House (POH), and community meetings. Jeff should be CC'd on all email correspondence.

2.2 Project Scope

Rob Hunton indicated the project scope has been refined since the last TAC meeting. The EA component of this project will examine how to connect Bayshore Station to a point west of Moodie Dr. using an exclusive BRT facility that will allow for conversion to LRT in the future when the West Urban Community (WUC) ridership and population density targets are achieved. Future staging of the Transitway and grade-separation (over/under) Holly Acres Rd. and Moodie Dr. will also be considered.

The design component of the assignment will focus on the construction of the Transitway between Holly Acres and Moodie, at-grade crossings at these roads, and as well as the building a Transitway station (the West Urban Community IEA previously identified a conceptual station near Moodie Dr.- the need and location will be reviewed as part of the refinement for the preferred plan and will be incorporated into the design)

2.3 Feedback from Public Open House (POH) No. 1

Tim Dickinson provided an overview on the feedback received at POH No. 1 on June 25th. The community questioned the need for extending the Transitway in the near term and requested additional details regarding the assessment and evaluation of the alternative corridors. Other concerns raised were related to potential noise

impacts, changes to the creek and pathway system, and reduction of the greenspace.

2.4 Project Need

In response to questions and comments received following the first Community Association Meeting and the POH, the evaluation process has been refined and the assessment has been further supported through the completion of additional technical analysis.

Tim Dickinson indicated that a report summarizing assessment of effects and evaluation that has been used to support the recommendation of a Technically Preferred Route for the extension of the West Transitway is well underway.

David Malkin inquired if there was a measure for service reliability for bus operations. Peter Steacy indicated an increase in ridership could be used. Colin Leech added reliability is more about reducing the standard deviation in bus arrival times. A bus that arrives late affects the remaining network since that bus is used on other routes.

Colin Leech cited the example of how a 7:15am bus trip from Bell's Corners generated numerous complaints until another bus was added to the schedule. Colin suggested MRC consult with Helen Gault on the manner. In addition, MRC could look at data from OC Transpo's automatic passenger counter (APC) system to determine the extent of schedule variability of Route 96 between Eagleson Road and Bayshore Station. MRC to look into obtaining data from the OC Transpo APC. — MRC

Peter Steacy inquired whether Colin can provide input on two main factors for the project need: impact on passengers / modal split and schedule deviation factor. Darryl Shurb asked if Colin can provide a write-up to explain the "domino effect" on delays to other routes in the network. Colin indicated he would assist MRC in providing input on the subject for the report. — Colin Leech (City of Ottawa)

David Malkin indicated a document is required to properly explain the project need supported by a technical argument. MRC indicated this will be achieved in the Analysis and Evaluation report.

2.5 Overview of Evaluation Methodology

Tim Dickinson provided an overview of the evaluation methodology and indicated that the Transit Project Assessment

Process under OEAA has not Been initiated, but will likely start early in the new year with a Notice of Commencement.

A preferred plan (corridor) was recommended from an analysis of alternative corridors using a reasoned argument approach.

MRC / Ecoplans have since the POH revised the analysis by adding three additional criteria: impacts to NCC Greenbelt lands; bundling of transportation corridors; and constructability and staging impacts. More criteria may be added as input is received and the evaluation process is further refined.

Tim indicated more detailed analysis is underway which supports the preferred plan. Analysis results and a summary of the public comments received following POH No. 1 will be documented in the Analysis and Evaluation report.

2.6 Analysis of Effects and Comparative Evaluation of the Corridors

Tim Dickinson addressed the advantages and disadvantages of each of the four corridor alternatives. A summary of the evaluation and discussion is shown below in the order of least to most favourable:

Magenta Corridor – Highway 417 South Side
- Longest travel time
- Highest cost corridor due to length and number of structures
- Significant technical constraints (constructability / staging, station location)

⇨ Magnitude of potential impacts associated with other options does not justify the costs and potential impacts of this alternative - this option will not be carried forward.

Colin Leech noted a dedicated exclusive bus corridor is common to all options. He also inquired if travel time and ride comfort are being considered - both the eastbound and westbound directions should be considered. MRC indicated this will be looked-at.

David Malkin indicated the Magenta corridor has the fewest impacts to the sensitive area north of Highway 417, but the Transitway would still cross Stillwater south of the highway.

Blue Corridor – Highway 417 Median
- Second longest travel time and overall cost
- Avoids most environmental impacts since the corridor mostly runs along previously disturbed areas with the Highway 417

corridor
- Extensive relocation of existing MTO plant (highmast light poles, overhead sign supports, etc.) would be required.
- Significant drainage implications
- Minimal opportunity for a station at Moodie Drive
- Reduced ride comfort due to geometry
- Complex construction staging required

⇨ Avoidance of migitable social and environmental impacts associated with alternative corridors does not justify the increased cost and reduced level of transit service - this option will not be carried forward.

Colin Leech noted the long distance between the bus stops (or potential transit station) and the houses and office buildings that service them.

Darryl Shurb inquired if the cost for the relocation of the highmast light poles has been considered. MRC indicated the cost estimate has factored-in removal and relocation costs.

Yellow Corridor – Former Railway Alignment
- Second lowest travel time and overall cost
- Least desirable to the Crystal Beach – Lakeview community
- Has significant social and environmental impacts
- Most impact to NCC Greenbelt, private property (180 Corkstown Rd)
- Limited impact to existing Highway 417 facility
- Less complex construction staging

⇨ Magnitude of potential impacts to the community and the natural environment is too significant to justify this alternative - this option will not be carried forward.

Red Corridor – Highway 417 North Side
- Fastest travel time and lowest overall cost
- May require some realignment of a section of Stillwater Creek and a short segment of the Trans Canada Trail
- Proximity to adjacent community (noise/vibration concern) can be mitigated
- Some encroachment onto NCC Greenbelt lands
- Limited impact to existing Highway 417 facility
- Less complex construction staging

⇨ Provides the best transit service at the lowest cost. Anticipated impacts are considered mitigable – this is the preferred corridor.

Darryl Shurb indicated the term "water crossing" should be used instead of realignment when talking about Stillwater Creek to remove any confusion – the Creek will not be relocated, however the Transitway will encroach onto it at certain points and this will need to be looked at later on.

David Lindensmith inquired if the Red Corridor will fit between the highway and the berm. MRC indicated the Transitway under preliminary review should fit. Detailed cross-sections will be developed to confirm any impacts.

Darryl Shurb asked MRC to provide a copy of the current noise analysis report to MTO for review. MRC will forward the latest version to MTO as sound as possible. MRC

2.7 Preferred Corridor and Typical Sections

Rob Hunton highlighted the key features of the Red Corridor and discussed the potential impact to Stillwater Creek, the Trans Canada Trail, the sports fields north of Corkstown Road, and the proposed location of the Moodie transit station. MRC asked David Malkin to confirm the location of the Trans Canada Trail since there are a few paths in the area - NCC to confirm the location of the trail. NCC

Draft typical sections showing urban/rural and rural/rural options were presented. MRC indicated an urban/rural section would position the Transitway largely within the MTO right-of-way with some encroachment onto NCC Greenbelt land due to grading. A rural/rural section would shift the Transitway slightly north which would require additional NCC lands. Colin Leech recommended clarity in the wording used to describe impact to NCC Greenbelt lands.

David Malkin inquired on the type on highway signage and how it would be impacted. MRC indicated the Transitway would have the largest impact on overhead sign support structures since these would have to be protected or relocated in consultation with the MTO.

Peter Steacy suggested other things to be considered in the design such as the visual impacts, preservation of views, and the consideration of headlight glare from buses travelling in the opposite direction of traffic in the westbound lane of Highway 417.

David Malkin asked about cross section features such as pavement and shoulder widths. MRC indicated Transitway standards include 4.0 m wide travel lanes (including a 0.5m curb offset) with 2.5m wide paved maintenance strip with curb (urban section) or granular shoulder (rural section). The design speed of the Transitway is 90 km/h and 60 km/h at stations.

Rob Hunton sought confirmation from MTO and the NCC if they are in agreement with the selection of the Red Corridor. A summary of their comments follows.

2.8 MTO Comments on the Preferred Corridor

David Linensmith offered his comments on each of the corridor options:

- Yellow: MTO's preferred choice not considering other factors, as it is farthest away from the Queensway, but recognizes this would have a significant impact on the community
- Blue: MTO least preferred option due to the significant impact to existing facility
- Red: MTO considers this option to be acceptable

Darryl Shurb brought-up the issue of MTO property with respect to the Red corridor. Pat Helferty indicated the MTO has been working with the City of Ottawa (West Transitway Extension from Pinecrest to Bayshore) on an agreement with principles for corridor sharing. Corridor sharing is seen as a positive approach to senior executives at MTO and is likely the model that will be used for this project. Concept approval for the agreement is expected in August.

Darryl requested if MTO could draft a letter describing the reasons why the Transitway should not be located in the highway median (Blue Corridor). David Lindensmith noted protecting the median has more to do with preserving highway expansion flexibility. However, the MTO can comment that the Red Corridor is more desirable. MTO is more likely to provide the design team with a list of opportunities / constraints.

Rob Hunton inquired if the evaluation done by the design team on the corridor options has addressed the majority of MTO's issues. David Lindensmith indicated evaluation does address most issues. However, prior landscaping commitments with the NCC and the inclusion of the community on a retrofit list (not high on the MTO's priority list) for a new noise barrier based on a past noise study needs to be addressed. David Lindensmith indicated that if MTO does build a noise barrier it will likely be built on MTO

property unless political commitments were made then it might be built it elsewhere – the exact location of the barrier would need to be examined.

2.9 NCC Comments on the Preferred Corridor

The NCC referred to a previously submitted draft list of principles to be respected for this project prior to the meeting. David Malkin provided the following comments regarding POH No. 1:

- provision of detailed analysis supporting the preferred option is required to support the evaluation
- a broader range of transportation corridors (i.e. Carling Ave., Corkstown Road, etc.) were not included as part of the analysis / evaluation
- should use the term 'alignments' and not 'corridors'
- in hindsight, presenting a preferred option at the POH #1 was problematic; community did not react well to this
- recommended first POH could have been more of an information gathering session, seeking input from the community (the Hospital corridor selection process was cited as an example)

Peter Steacy pointed out the screening of the broad corridors was accomplished in previous studies. The Highway 417 (Queensway) corridor was selected as the recommended corridor for the extension of the West Transitway; this was further reinforced in the City's 2008 Transportation Master Plan (TMP). David Malkin suggested that a high-level screening be considered or at least reference should be made to previous studies on the selection of the Queensway Corridor.

Kim Eaton indicated the study team met with members of the Crystal Beach – Lakeview Community Association (CBLCA) on April 30th to discuss the evaluation process and POH No. 1 materials. The CBLCA was aware that a recommended corridor along with the Evaluation criteria and methodology would be provided for comment.

David Malkin indicated the NCC does not have a position on the selection of the preferred corridor at this time, but noted the importance of certain elements such as: preserving the playing fields and Trans Canada Trail; proper design of the Moodie station; improvement of the overall aesthetics in the area; and addressing noise as required. David noted the NCC will provide acceptance further into the design process once we are closer to a final product

– there is a possibility the corridor could be rejected later in the design.

2.10 Miscellaneous Issues Raised

Kim Eaton raised the question on preservation of agricultural (south of Highway 417) versus natural lands (north of Highway 417) and asked the NCC which it would value more. David Malkin indicated a preference for preserving the natural lands north of the Queensway.

Jeff Waara asked the NCC if improvements to the recently paved pathway could be considered. The NCC indicated that if these lands were required, it would like to work with the team to find a solution. Colin Leech indicated the pathway is part of the City's TMP.

The RVCA indicated the CBLCA has contacted them about the project and were inquiring if any environmental impacts might be "show stoppers". The RVCA at this time does not feel there are any serious issues and believes mitigation measures can be developed to address impacts to the watershed. Glen McDonald inquired if there was an existing conditions report to review. Tim Dickinson indicated field reviews were conducted by the specialists (biologist, geomorphologist, natural environment, etc.) and the results will be documented as an appendix in the Analysis and Evaluation report which should be available at the end of July.

Darryl Shurb indicated there will be a Public Advisory Committee (PAC) meeting scheduled to discuss the report. MRC recommended scheduling this meeting after the report is complete.

The RVCA asked what the impact will be on Stillwater Creek and indicated that a HADD may be required. Tim Dickinson pointed out the drainage specialist will analyse the qualitative and quantitative criteria provided by the RVCA. Kim Eaton also indicated that Ecoplans fisheries specialists will conduct a detailed impact assessment during the design process. RVCA

David Malkin indicated that he has received letters from the community and he will be responding formally. He suggested the City needs to keep the public involved using an iterative process and brought up doing a site visit with the PAC.

Peter Steacy provided clarification on the misconception the future

Transitway will be on the south side in Kanata since the Eagleson station is on the south side. He noted the Highway 417 PDR indicates something about the removal of the park-and-ride facility in the southeast quadrant of the Eagleson Road interchange. MTO indicated it revisiting the design of the Eagleson interchange in the near term and are looking at a design option that might not impact the park-and-ride. Tim Dickinson pointed out the approved West Urban Community (WUC) EA shows the Transitway on the north side of the highway.

Darryl Shurb inquired to the MTO and NCC if there is a need for another TAC meeting at the conclusion of the Analysis and Evaluation report and prior to meeting with the public. David Malkin said a meeting might not be necessary, but would like more information prior to meeting with the community. It was agreed the report will be distributed to the TAC and given time to review prior to the meeting with the public. MRC / Ecoplans

Peter Steacy raised the viability and need of having a station at Moodie Drive. Colin Leech indicated the Moodie station could service the nearby employment nodes (Nortel facilities), local and shuttle buses, and commuters from Bells Corner's.

Peter Steacy spoke of the compromise between the interim and long term (LRT) configuration. For example, an at-grade connection to Corkstown Road in the short term could facilitate shuttle buses to travel on the Transitway and use Bayshore as the terminus. Colin Leech pointed out the Holly Acres / 417 S-W ramp intersection is working fine and could potentially accommodate an at-grade crossing of the Transitway in the short term. Issues with the long term configuration have separate issues than the interim and will need to be dealt with accordingly. MRC indicated it was looking at grade separation options as the next step in the process.

Peter Steacy mentioned that some members of the community would like to open the westbound 417 on-ramp at Holly Acres to southbound traffic; he asked what MTO's position is on the subject. The MTO indicated they did not have a preference at this time to the opening the ramp to northbound traffic if requested to do so.

2.11 Other Business

None brought forward.

2.12 Meeting adjourned at 11:30.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

Michel Bisson, EIT

cc: All attending
TAC members not attending (list attached)

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MINUTES OF MEETING

PROJECT: West Transitway Extension Bayshore to Moodie Drive

TAC MEETING NO: 3

FILE NO.: 7499-4015

DATE: October 19, 2009 **TIME:** 13:30

PLACE: OC Transpo Offices
1500 St-Laurent Blvd, Commission Room

PRESENT:

City of Ottawa

Jeffrey Waara	Senior Project Mgr, Design & Construction East
Darryl Shurb	Program Mgr, Design & Construction East
Colleen Connelly	Program Manager, Transit System Development
Colin Leech	Senior Engineer, Transit Priority

MRC / Ecoplans

Rob Hunton	Project Manager
Peter Steacy	Assistant Project Manager / Design Manager
Michel Bisson	Project Engineer
Kim Eaton	Senior Environmental Planner (Ecoplans)
Tim Dickinson	Environmental Planner (Ecoplans)

MTO

David Lindensmith	Senior Project Manager, Planning & Design (ER)
Dave McAvoy	Head Environmental (ER)

NCC

David Malkin	Senior Land Use Planner, Design & Land Use
Juan Galindez	Environmental Officer
Louis Levesques	
Sylvie Lalonde	Greenbelt Masterplan Review

PURPOSE: To review progress to date and project schedule, examine changes to the Assessment of Effects and Comparative Evaluation of Route Alternatives (AECERA) report, and review preliminary concept plans of the recommended route.

PROCEEDINGS: **ACTION BY:**

3.1 Introductions

Jeff Waara welcomed those in attendance. Round table introductions of all meeting attendees took place with representation from the City of Ottawa (City), McCormick Rankin (MRC), Ecoplans, National Capital Commission (NCC), and Ministry of Transportation Ontario (MTO).

3.2 Purpose of TAC Meeting No. 3

Kim Eaton provided an overview of the points to be discussed in the PowerPoint presentation. The purpose of the meeting was:

- To update the TAC on study progress and timelines;
- To present the final assessment of effects and comparative evaluation of route alternatives;
- To get feedback and comments on the Draft AECERA Report; and
- To initiate discussion on the issues and constraints to be considered during the analysis of Preliminary Design options.

3.3 Progress Update

TAC members were advised of the following activities that have been undertaken since the last meeting:

.1 The study team has responded to the feedback received since Public Open House (POH) No. 1 on June 24th. This was documented in the POH No. 1 Summary Report, which has been included as an appendix in the AECERA report.

.2 Furthermore, the study team has also met with individual stakeholders including the NCC, MTO, and the Crystal Beach Lakeview Community Association (CBLCA) to discuss the issues and constraints going forward.

.3 The study team has compiled and reviewed existing conditions including a Stage 1 archaeological assessment, Phase 1 ESA, and Existing Noise, Air Quality and Ground Vibration Analysis (Theoretical and Measured). Initial assessments of the Fluvial Geomorphology conditions for Stillwater Creek and Hydrology for the Study Area were also undertaken.

.4 A variety of technical analyses were carried out by specialists on the study / design team and findings documented in the AECERA report. The following items were examined:

- Assessment of Transit Benefits (Project Need)
- Travel Time Analysis
- Preliminary Assessment of Natural Environmental Effects
- Assessment of Future Noise Level Impacts
- Operational Review of Median Alternative
- Preliminary Concept Plans
- Potential Property Impacts
- Construction Issues and Constraints (Staging)
- Preliminary Capital Cost Estimates

3.4 Schedule Update

Kim Eaton provided an overview of the project schedule and discussed the following milestones:

⇨ Finalize Report & Circulate to CBLCA	Oct. 26, 2009
⇨ Meet with CBLCA	Nov. 2, 2009
⇨ Review Preliminary Design Alternatives	Oct. – Nov. 2009
⇨ POH No. 2	Jan. 2010
⇨ Presentation to Committee & Council	Feb. 2010
⇨ Initiate Transit Project Assessment Process (TPAP)	End of Feb. 2010
⇨ Initiate Federal EA (as required)	Mar. 2010
⇨ Public Open House #3	Apr. – May 2010
⇨ TPAP EA Completion (regulated EA approval period)	May – Jun. 2010
⇨ Finalize Federal EA (as required)	Aug. 2010
⇨ Project Tender	Sep. 2010

3.5 Analysis of Effects and Comparative Evaluation of the Corridors

Tim Dickinson advised TAC members that the changes to the AECERA report provided prior to this meeting were highlighted in his presentation.

Tim provided an overview of the planning and design process (refer to the "Integrated Planning and Design Process" slide in the TAC No. 3 presentation) for the West Transitway Extension and

indicated that they will run concurrently. Previous studies (1994 WTE EA, 1997 WUC EA) have confirmed the Queensway Corridor for the extension of the West Transitway. This project will examine specific route alignments and design alternatives for the Transitway between Bayshore Station and Moodie Drive within the Queensway Corridor. Interim and ultimate plans within the project limits will be considered.

The ultimate plan, an exclusive, grade-separated Transitway facility between Bayshore Station and west of Moodie Drive incorporating a full Transitway station in the vicinity of Moodie Drive, will be designed to a functional design level.

The interim plan (anticipated planning horizon to 2031) includes constructing an exclusive Transitway facility between Bayshore Station and Moodie Drive; at-grade intersections with Holly Acres Road and Moodie Drive; an at-grade bus stop at Moodie Drive; and connections to the shoulder bus lanes on Highway 417 west of Moodie will. This will be designed to a functional, preliminary, and detail design level for an anticipated Fall 2010 tender date.

Tim indicated that following City Council approval (tentatively in February 2010) will define the necessary project and the Provincial and Federal (if required) EA processes will be initiated.

3.6 Route Selection Process

Tim provided an overview of the Route Selection Process (refer to the "Route Selection Process" flowchart in the TAC No. 3 presentation).

The process has been recently modified to consider the pre-screening of route alternatives where a preliminary assessment of effects (overall study objectives, natural environment, and social/cultural environment) and preliminary comparative evaluation using a reasoned argument approach would identify potential routes to be carried forward for further consideration.

Preliminary concept drawings of the pre-screened routes were advanced and a final assessment of effects (property impacts, constructability, drainage / hydrology, and capital cost) and comparative evaluation was undertaken to select a recommended route. Tim indicated it was important to note the results from the pre-screening of route alternatives were considered in the final selection.

Kim Eaton asked the TAC if there were questions on the process.

David Malkin inquired if the presentation will touch on the individual criteria. Tim indicated that the criteria is listed but had not planned on going into detail as they are fully documented in the AECERA report.

A handout (see attached table) summarizing the pre-screening and final evaluation stages was distributed to the TAC members. Tim briefly went through some of the factor areas for each of the route options and the result of the evaluation:

Former Railway
- Satisfies overall study objectives
- Significant potential effects to natural environment
- Significant potential effects to socio/cultural environment
- ⇨ Effects not considered to be mitigable and not considered to be justifiable if other lower-impact alternatives that satisfy the study objectives are available – Route Option Not Carried Forward

Queensway Median
- Does not meet overall study objectives (lack of station and no satisfactory interim plan available)
- No potential effects to natural environment
- Minor potential effects to socio/cultural environment
- ⇨ Due to the existing configuration of Highway 417 and the Moodie Drive structure, a station cannot be accommodated in the median without highway realignment - Route Option Not Carried Forward

The Queensway North and Queensway South route options were carried forward and evaluated based on the previous factors in addition to the following technical considerations: property impacts, drainage/hydrology, constructability, and capital cost.

Queensway South
- Meets overall study objectives
- Minor potential effects to natural environment
- Minor potential effects to socio/cultural environment
- Estimated construction cost of $95M
- ⇨ Potential effects are considered to be mitigable though design however, the requirement for large highway grade separations results in complex construction staging and increased capital costs – Route Option Not Recommended

Queensway North

- Meets overall study objectives
- Moderate potential effects to natural environment
- Minor potential effects to socio/cultural environment
- Estimated construction cost between $50M to $60M (depending on station location and alignments at/through the interchange)

⇨ Potential effects are considered to be mitigable though design and difference in estimated construction cost ($35-45M) with the Queensway South option is a relevant decision factor – **Recommended Route**

3.7 Next Steps

Tim Dickinson summarized the next steps to be taken by the study / design team:

- Receive TAC feedback / comments, finalize AECERA report, and send final copy to the CBLCA for review
- Meet with CBLCA
- Undertake analysis of preliminary design alternatives for the recommended route
- POH #2
- Present recommended plan to City Council for project endorsement
- Initiate provincial Transit Project Assessment Process
- Submit federal "Project Description" to NCC

3.8 Group Discussion – Findings of the Route Selection Process

Darryl Shurb asked what the impact of the recommended route would be to NCC lands. MRC indicated depending on the final selection, there is a potential need for NCC property in the northeast and northwest quadrants of the Moodie interchange for the proposed relocation of Corkstown Road. Additional property may be required for a station between Corkstown Road and the Transitway east of Moodie Drive. These issues will be examined during the analysis of preliminary design alternatives for the recommended route.

Colleen Connelly inquired if the capital cost estimate of the recommended route ($50-60M) includes moneys for mitigation. MRC indicated some funding for mitigation measures was included in the estimate.

Peter Steacy indicated the study process will plan for the ultimate conversion to LRT including how to perform the bus/rail transfer of passengers. There are geometric limitations such as minimum horizontal curve radii, maximum grade at 3.5%, and a tangent alignment at the proposed station that will influence the final design and ultimately, the impact to NCC property.

3.9 Group Discussion – Review of Preliminary Concept Plan Drawings

David Lindensmith asked if there is sufficient room on the north side for a noise barrier with the Transitway within the MTO ROW. Rob Hunton indicated a noise barrier may be accommodated on the north edge of the Transitway shoulder.

Juan Galindez asked if the project had advanced to consider drainage of the Transitway (where does the current runoff go) and how will road salt be managed. MRC indicated these issues will be examined later in the design phase. Jeffery Waara added that MOE approvals will be required for constructing the storm water system.

David Malkin indicated that station access impacts (potential connection to/from Corkstown Road) and ancillary effects of a station would be of concern to the NCC. MRC indicated this will be examined during the analysis of preliminary design alternatives.

MTO suggested the design of the required glare screening must consider how snow removal/clearing operations impact the performance of such barriers. MRC indicated it will consider this during design. MTO also indicated that impacts to existing high mast lighting along the highway need to be considered.

In general, the MTO indicated the preliminary concept plan was reasonable and likely to be workable with MTO's goals and operation of the highway.

The NCC indicated the following issues need to be considered as the study moves forward:

- Stormwater management
- Effects on Stillwater Creek including fluvio geomorphology
- Visual effects regarding noise barriers
- Station impacts
- Vegetation removal

Peter Steacy asked the NCC if in their opinion the preliminary concept plan conforms with the NCC's current Greenbelt Masterplan (GBMP). David Malkin indicated that the station development and location would influence NCC's view of how the project reflected the GBMP's goals, and whether an amendment the GBMP would be required.

David McAvoy pointed out that potential construction impacts on the MTO berm need to be identified. A great deal of effort was expended on landscape architecture for the noise berm and the MTO will want to minimize impacts to the existing landscaping as much as possible.

The NCC indicated the pathway's visual experience is an important element to consider and that MRC / Ecoplans may want to consult with NCC landscape architecture staff during the design stage. The GBMP also has some language to be aware of that may affect the design.

The MTO suggested the study / design team add more detail in the text of the report on the rationale for not carrying forward the Queensway Median route option. MRC indicated they examined various options including staggering the platforms or moving the station east or west of Moodie Drive, but found it to be unacceptable. *Subsequent to the meeting MRC has provided additional details on the review of potential station configurations for the Queensway Median Route in Appendix I of the AECERA report.*

3.10 Other Comments / Business

David Malkin asked if rating the route alternatives was carried out with and without costs. Tim Dickinson indicated the route alternatives were evaluated without cost at the pre-screening stage. Costs (in addition to the other factors) were used in the final evaluation.

Colin Leech asked if the issue of potential visual impacts of the recommended route option had been considered. Tim Dickinson indicated that Corush Sunderland Wright (CSW) has examined potential impacts from the Highway perspective and provided input for the AECERA report. Darryl Shurb added that going to the Queensway South option could have a negative visual impact due to the flyovers needed to cross the highway.

David Malkin suggested a more descriptive versus quantitative

approach in the assessment of effects may help when considering noise. For example, what are the effects of buses idling at stations, evening versus daytime operations, poorly maintained buses, or buses decelerating/accelerating at the station.

Colin Leech suggested inserting a table in the AECERA report that illustrates comparable noise levels (e.g. person speaking in a room is x dBA, cars idling 50m away is x dBA, etc.). MRC indicated it would consult with their noise specialist about providing such a table. MRC

David Malkin asked if the report indicated if sound mitigation would be warranted. He was advised the AECERA report indicates that the construction of the Transitway does not warrant a noise barrier in and of itself, however the decision rests with City Council and the MTO. Mitigation measures for the recommended plan will be developed during preliminary design. The NCC indicated that any potential wall would have to consider NCC concerns about visual impacts; the NCC was advised that they will be consulted if they are considered.

David Malkin inquired what process will be used to select a station location. MRC indicated this will be examined in the next phase of the evaluation and that a similar approach will be taken to evaluate the design alternatives.

David Malkin asked the MTO if there are any planned changes (like those considered at Eagleson Road) to the Moodie Drive interchange. David Lindensmith indicated no major modifications are planned for the interchange.

Juan Galindez asked if the study / design team has received any comments from the RVCA. Kim Eaton indicated that the RVCA has a draft copy of the AECERA report, but could not attend the meeting due to prior commitments; MRC / Ecoplans have offered to meet with Glen MacDonald separately if necessary to obtain his comments on the report.

Tim Dickinson mentioned that the updated AECERA report will be made available to the TAC on the MRC West Transitway Extension FTP site the next day (Oct. 20th) to provide TAC members with the opportunity to review it and make comments and/or suggestions.

The report can be found on the MRC FTP site at this address:
ftp://west-transitway:h5JzjSxi@ftp.mrc.ca/Draft%20AECERA/

Jeffrey Waara asked the TAC to submit comments to MRC / Ecoplans by Thursday Oct. 22 in order to finalize the report for submission to the CBLCA on Monday Oct. 26. *Subsequent to the meeting, the Oct. 22 deadline was extended to allow the TAC additional time to review and provide comments on the revised AECERA report.*

3.11 Meeting adjourned at 15:20.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

Michel Bisson, EIT

cc: All attending
TAC members not attending (list attached)

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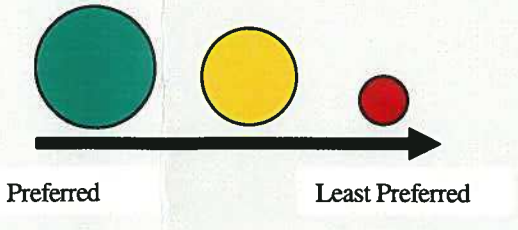
	FACTORS AREAS/CRITERIA	TABLE 3- COMPARATIVE EVALUATION OF ROUTE ALTERNATIVES				
		Former Railway	Queensway North	Queensway Median	Queensway South	Rationale
PRE-SCREENING STAGE	**Factor Area 1: Overall Study Objectives** • Travel Time • Near Term Project Objective • Long Term Project Objectives • Provision of Community Transit Service					All route alternatives provide acceptable travel time savings over the existing condition. Only the Former Railway, Queensway North and Queensway South route alternatives are capable of meeting both interim and ultimate project study objectives. The Queensway Median is not capable of accommodating a station at Moodie Drive without a major relocation of Highway 417. The Median Route alternative is therefore not a viable option.
		Good Performance	**Good Performance**	**Poor Performance**	**Good Performance**	
	Factor Area 2: Natural Environment • Fish and Fish Habitat • Species At Risk • Designated Natural Environment Features • Wetlands • Upland Vegetation • Wildlife • Fluvial Geomorphology					The Queensway Median Route is preferred from a natural environmental perspective as it is located within an existing transportation corridor and therefore has minimal impacts to natural features. The Queensway South Route results in the relatively minor removal of riparian vegetation/habitat along the tributaries located south of Highway 417. Impacts to watercourses are limited to the potential extension of existing highway culverts. The Queensway North Route is less preferred because it may require minor edge removal/tree trimming potentially including regionally uncommon Black Maple along the edge of the Stillwater Creek valley and possible removal of other regionally rare flora. It also introduces potential design complications associated with a crossing at the confluence of Stillwater Creek and its tributary. This alternative does, however, still avoids the majority of the Stillwater Creek valley feature and avoids fragmenting that feature. The Former Railway Route is least preferred from a natural environmental perspective because it results in the greatest potential for impacts to wetlands, upland vegetation and associated terrestrial habitat, and the Stillwater Creek valley, some of which are not mitigable.
		Significant Potential Effects	**Moderate Potential Effects**	**No Potential Effects**	**Minor Potential Effects**	
	Factor Area 3: Social/ Cultural Environment • Heritage/ Archaeology • Contaminated Property • Agriculture • Noise • Ground Vibration/ Air Quality • Aesthetics • Land Use					As the Median route is contained within previously disturbed lands it is not anticipated to have a measurable impact on cultural heritage resources, recreational facilities or the adjacent community. It is therefore the preferred route for this factor area. There is no perceptible contribution to future noise levels associated with the Queensway North, Queensway Median and Queensway South Route Alternatives. The Queensway North and Queensway South route alternatives may result in minor visual impacts that must be mitigated through design. The Queensway South route will also impact agricultural lands in the NCC Greenbelt. Due to its proximity to the adjacent community, impacts to the Greenbelt, and impacts to existing recreational facilities, the Former Railway route is least preferred for this factor area.
		Significant Potential Effects	**Minor Potential Effects**	**No Potential Effects**	**Minor Potential Effects**	
	Pre-Screening Recommendation	The Former Railway Route alternative results in potential effects to the natural environment (Stillwater Creek Valley) and adjacent community (recreation access, proximity to residential receivers, Greenbelt) that are considered moderate/ significant, some of which are not considered mitigable. These effects are not justifiable considering the availability of lower impact alternatives that achieve the same study objectives. **Do Not Carry Forward**	The Queensway North route alternative meets overall study objectives. While potential effects to the natural (Stillwater Creek) environment are expected, they can be mitigated through design. **Carry Forward**	By traveling through previously disturbed lands, the Queensway Median route alternative avoids all effects to the natural, social and cultural environment. However, due to the existing configuration of Highway 417 and the Moodie Drive structure, a station cannot be accommodated in the median. This alternative therefore does not satisfy overall study objectives. **Do Not Carry Forward**	The Queensway South route alternative results in effects to the natural, social and cultural environment are that are considered mitigable through design. **Carry Forward**	
FINAL EVALUATION	**Factor Area 4: Technical Considerations** • Property Impacts • Constructability/ Capital Cost • Drainage/Hydrology	N/A		N/A		Both route alternatives have a similar potential property impact on NCC Greenbelt lands and MTO lands. While the Queensway South route may provide more flexibility with respect to SWM facilities, the Queensway North route is preferred from a technical perspective as it minimizes construction staging impacts, avoids complex structural issues, and therefore minimizes construction cost. Due to significant construction constraints and impacts to existing infrastructure, the Queensway South route is expected to cost 60-90% more to construct than the Queensway North route (an additional $35-45M).
		N/A	**Good Performance**	N/A	**Poor Performance**	
	Final Recommendation	N/A	When considering that the magnitude of potential effects associated with the North and South route alternatives are comparable, and when considering that potential effects are considered mitigable through design, the difference in estimated construction cost ($35-45M) is a decision relevant factor. The Queensway North route alternative is therefore recommended. **Recommended Route**	N/A	The requirement for large highway grade separations results in complex construction staging and increased capital cost. When considering that the magnitude of potential effects associated with the North and South route alternatives is comparable, the additional cost is not justifiable. **Not Recommended**	

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MINUTES OF MEETING

PROJECT: West Transitway Extension Bayshore to Moodie Drive

TAC MEETING NO: 4

FILE NO.: 7499-40141

DATE: February 4, 2010 **TIME:** 13:30

PLACE: City of Ottawa
100 Constellation Crescent, Mercedes Room

PRESENT:

City of Ottawa

Jeffrey Waara	Senior Project Mgr, Design & Construction East
Jean Lachance	Project Manager, Design & Construction East
Darryl Shurb	Program Mgr, Design & Construction East
Frank McKinney	Program Mgr, Transportation Planning East
Colleen Connelly	Program Manager, Transit System Development
Colin Leech	Senior Engineer, Transit Priority
Jaime Yeung-Miller	Coordinator, Transportation System Management
John McCoppen	Property Consultant, Real Estate Services
Gordon Kerluke	Property Consultant, Real Estate Services

MRC / Ecoplans

Rob Hunton	Project Manager
Peter Steacy	Assistant Project Manager / Design Manager
Michel Bisson	Project Engineer
Tim Dickinson	Environmental Planner (Ecoplans)

MTO

David Lindensmith	Senior Project Manager, Planning & Design (ER)

NCC

David Malkin	Senior Land Use Planner, Design & Land Use
Juan Galindez	Environmental Officer

RVCA
Glen McDonald Senior Planner

PURPOSE: To discuss the Preliminary Design Alternatives within the recommended Queensway North Route and to discuss preparation work for Public Open House (POH) #2.

PROCEEDINGS: **ACTION BY:**

4.1 Introductions

Jeff Waara welcomed those in attendance. Round table introductions of all meeting attendees took place with representation from the City of Ottawa (City), McCormick Rankin (MRC), Ecoplans, National Capital Commission (NCC), Ministry of Transportation Ontario (MTO), and the Rideau Valley Conservation Authority (RVCA).

Jeff Waara will be Acting Program Manager from February 8 to March 29, 2010. Jean Lachance will be handling day-to-day activities as Project Manager during that period.

4.2 Review of Previous Action Items

No action items were carried forward from the previous TAC meeting.

4.3 Planning Process

Tim Dickinson tabled a document providing information on the overall planning and design process and the process being followed to assess preliminary design alternatives. This document will be provided to the Crystal Beach-Lakeview Community Association (CBLCA) meeting this evening (Feb. 4, 2010).

Tim provided a brief overview of the Transit Project Assessment Process (TPAP) and explained that, in accordance with the process, the City is currently completing pre-planning and consultation in order to define a recommended plan which includes the consideration of route alternatives and preliminary design alternatives.

Tim explained the route alternatives were considered in the Assessment of Effects and Comparative Evaluation of Route Alternatives (AECERA) report; whereas the preliminary design alternatives will be presented at POH No. 2 and subsequently evaluated by the TAC at the next meeting.

The Recommended Plan will be presented to Transit Committee for approval and, once approved the City will formally initiate the TPAP. The Environmental Project Report (EPR) is the final EA document that will be prepared as part of the TPAP and will

document the route selection and preliminary design selection phases. The EPR will be made available for a formal 30-day public review period. A third and final POH will be held in May/June to fulfill the requirements of the TPAP.

A CEAA Screening process will likely be triggered as a result of land requirements in the vicinity of Corkstown Road. Federal EA will be required as part of the project. Tim indicated that a Project Description is being drafted and will be completed shortly.

4.4 Public Open House Format

Two open house sessions will be held in order to obtain meaningful comments as part of the consultation process. The first session will be on Monday February 22 at the Mlacak Centre in Kanata and the second on Wednesday February 24 at the Maki House in Crystal Beach-Lakeview. Both sessions will run from 6pm to 9pm.

Tim Dickinson circulated a document which outlines the proposed POH format and display materials.

The POH will be a drop in-style session with a short presentation followed by a question & answer period. Information will be organized in distinct stations focused on specific aspects of the study. Project team members will be available at each station to discuss the display materials and answer questions.

Tim indicated that a recommended design alternative will not be presented at the POH. Assessment tables for each of the design alternatives being considered (excluding the interim options at Holly Acres and Moodie Drive) will be available. The evaluation of the design alternatives will take place formally at the next TAC meeting (early March 2010).

MRC/Ecoplans is requesting TAC members to provide feedback on the assessment criteria and the POH format and display materials following POH No. 2. TAC

David Malkin asked if the TAC will have access to the POH display panels. Tim Dickinson indicated they will be made available; he also pointed out the AECERA report is available on the West Transitway FTP site.

Post-meeting note: The display panels for POH No. 2 including plan drawings for the Preliminary Design Alternatives have been uploaded to the FTP site for review – refer to section 4.7 below.

4.5 Preliminary Design Alternatives

Rob Hunton provided an overview of the Preliminary Design Alternatives.

Holly Acres Alternative Options A1/A2

- Maintains existing S-W ramp intersection
- Two structures required: Transitway crossing under Holly Acres and S-W ramp (Option A1), or Transitway crossing over Holly Acres and S-W ramp (Option A2)
- Maintains existing local bus access to/from Bayshore Station (requires private property)
- Sump created in Option A1 could potentially require storm water pumps for drainage
- Option A1 introduces conflict with Graham Creek culvert and twin 1050mm dia. sanitary forcemains

Holly Acres Alternative Options B1/B2

- S-W ramp intersection relocated south of the Transitway, adjacent to Highway 417 WBLs
- Single structure required: Transitway crossing under Holly Acres (Option B1) or crossing over Holly Acres (Option B2)
- Maintains existing local bus access to/from Bayshore Station (requires private property)
- Sump created in Option B1 could potentially require storm water pumps for drainage
- Option B1 introduces conflict with Graham Creek culvert and twin 1050mm dia. sanitary forcemains

Colin Leech noted the size of the intersection required for the B1 and B2 options. MRC indicated the intersections will need to be examined further.

The City of Ottawa inquired if private property will be required for all the Holly Acres options. MRC indicated it will be required for all options to provide local bus access from Holly Acres to Bayshore Station.

Holly Acres "Interim" Option

- Maintains existing S-W ramp intersection (slight re-alignment required)
- Transitway crossing at-grade
- Maintains existing local bus access to/from Bayshore Station

Mainline Transitway Alternative A

- Transitway alignment north of existing Highway 417 WBLs; concrete barrier separates Transitway from highway shoulder
- Centreline profile set approximately 0.5m lower than the edge of the closest highway lane
- Length extends from just west of Stillwater Creek Tributary A to just west of Graham Creek Tributary
- Majority of footprint within MTO ROW with minor grading spill-over past NCC property line (within 10m permanent easement for Watts Creek Gravity Sewer)
- Several culvert extensions and toe walls to minimize earth cuts into the landscaped berm will be required

The City indicated it would review the terms of the permanent easement agreement for the Watts Creek Gravity Sewer.

David Malkin noted there may be some impact to the Watts Creek pathway. MRC indicated it will be looking to minimize impacts as much as possible trough design with consideration given to pathway experience, views / aesthetics, and safety. — City of Ottawa – Property

Discussion ensued regarding the MTO Noise Study (Blaney, 2008) and the possible location for noise barriers. MRC asked MTO if there was any discussion with the Ottawa District office regarding their experience with snow clearing operations in the WBLs of Highway 417 west Pinecrest Road (adequacy of "Tall Wall" barriers to contain snow splashing on Transitway). David Lindensmith indicated he will check with the District Office.

Juan Galindez asked how the Highway 417 and Transitway drainage will be managed. MRC indicated a closed drainage system (storm sewers) will be used along the Transitway. Catch basins will be placed on both sides of the concrete barrier for storm water drainage of the highway and Transitway. — MTO

Mainline Transitway Alternative B

- Transitway lanes replace the two northernmost highway lanes with transitions on east and west end tying-in to Transitway alignment north of the highway at Holly Acres and Moodie Drive.
- Requires relocation of Highway 417 WBLs and Highway 416 S-W ramp
- Requires construction of new highway lanes and shoulders (for lane shifts); resurfacing of existing asphalt for crossfall correction and crown shift (revised highway curve radii); redesign of highway SWM and drainage; and relocation of

roadway protection, highmast lighting, and ATMS.
- Transitway centreline profile to match existing highway profile
- Length including transitions extends from just west of Stillwater Creek Tributary A to just west of Graham Creek Tributary
- Entire of footprint within MTO ROW (no NCC property required)

David Lindensmith indicated this option is the least desired since it would involve reconstructing the newly-expanded highway which would result in traffic delays experienced during the highway expansion project. Shifting the westbound lanes into the median would effectively preclude any future work in this area. MRC also indicated the benefits of this option are limited to approximately 500m due to the transitions required on each end.

Moodie Drive Alternative Options A1/A2
- Alignment of Transitway north of the Moodie interchange
- Requires the relocation of Corkstown Road in the east and west quadrants of the Moodie interchange
- Two structures required: Transitway crossing under Moodie Drive and E-NS ramp (Option A1), or Transitway crossing over Moodie Drive and E-NS ramp (Option A2)
- Proposed transit station located between Highway 417 and Corkstown road, west of Stillwater Creek. Local bus access to/from the Transitway via Corkstown Road.
- Sump created in Option A1 could potentially require storm water pumps for drainage

Peter Steacy noted an at-grade pedestrian crossing is being contemplated at the station near Corkstown Road. This will likely create an impediment to Transitway buses travelling through the station; however various controls such as pedestrian-actuated signals would need to be examined.

MRC indicated the station near Corkstown Road would be compatible with possible future development in the buildable lands north of the station. The station could also allow for enhanced local or a future shuttle service to/from the employment nodes in the area.

Moodie Drive Alternative Options B1/B2
- Alignment of Transitway running through the Moodie interchange, below grade
- Requires a minor relocation of Corkstown Road east of Moodie Drive

- Four structures required: Moodie Drive; E-NS ramp; S-W ramp, and N-W ramp
- Proposed transit station for Option B1 located at Moodie Drive structure with local platforms on top and Transitway platforms below. Stairs and passenger elevators required in all quadrants. Local bus/service access to/from the Transitway via Corkstown Road west of Moodie Drive.
- Proposed transit station for Option B2 located between Highway 417 and Corkstown road, west of Stillwater Creek. Local bus access to/from the Transitway via Corkstown Road.
- Sump created in Options A1 and B1 could potentially require storm water pumps for drainage

Moodie Drive "Interim" Option A

- Transitway crossing at-grade just north of the highway E-NS ramp lanes with east and westbound bus platforms located near the intersection
- Required closure of E-N ramp channel and construction of two new right-turn lanes at the E-NS ramp terminal
- Requires widening of Moodie Drive between highway overpass and Corkstown Road to accommodate third traffic/bus lane, bicycle lane, and NB left-turn lane for buses
- Requires the realignment of the N-W ramp (due to Moodie Drive widening)

Rob Hunton noted the intersection modelling of this option demonstrated the intersection would fail by 2031, at which point grade-separation would be required.

Moodie Drive "Interim" Option B

- Westbound Transitway crossing at-grade just north of the highway E-NS ramp lanes in a loop arrangement. Eastbound Transitway buses would enter the loop further north.
- Transitway and local bus platforms would be located inside the loop minimizing pedestrian crossing locations (transfer of passengers would take place in a single location)
- Provides flexible transit operations including the ability for buses to pass-through or turn-around as required.
- Required closure of E-N ramp channel and construction of two new right-turn lanes at the E-NS ramp terminal
- Requires widening of Moodie Drive between highway overpass and Corkstown Road to accommodate third traffic/bus lane, bicycle lane, and NB left-turn lane for buses
- Requires the realignment of the N-W ramp (due to Moodie Drive widening)

Peter Steacy indicated the Synchro analysis in being carried-out and the intersection seams to operate well until 2031. The extension of the West Transitway between Moodie and Eagleson Road would likely trigger the need for separation at Moodie Drive.

4.6 General Comments

Notwithstanding the impact to Highway 417 mentioned earlier, David Lindensmith recognized the perceived environmental benefits of Transitway Mainline B option and the fact it puts the Transitway further away from the community.

David Malkin indicated the Transitway Mainline B and Moodie "B" options are preferred from the NCC's perspective. He added there are some issues with being on the north side of Highway 417, but these could be dealt with through the design process. He noted there are other stations planned within the Greenbelt for the Cumberland Transitway.

Colleen Connelly provided the following comments:

- The at-grade crossing at Holly Acres should operate well
- The drop in profile for the mainline section is good to minimize headlight glare
- The location and general layout of the transit station will depend on future development in the area
- The interim "B" (loop) station at Moodie Drive offers great flexibility with respect to transit operations and would provide an enhanced transit user experience

Peter Steacy inquired if the study team should seek EA approval for both transit station options and defer the selection until it is required in the future.

David Malkin indicated that the NCC may not advise on the station design until later if this is done. He noted the City would only need to purchase NCC lands required for the construction of the Transitway (roadway portion) only and defer any land acquisitions for the station (if required) until later. Land use decisions in the area (i.e. buildable lands north of Corkstown Road) will determine the need for a station.

It was agreed that the EA document would need to provide clear criterion for justifying the need and location of a future station – it needs to identify a trigger and clear process to select a station option in the future.

Peter Steacy indicated that the CBLCA is questioning the need for the project. He indicated the need for the interim project is driven by these key principles:

- Improve transit service reliability, most notably during the AM peak period (eastbound Transitway routes)
- The City of Ottawa's Strategic Plan in the 2008 TMP identified a 30% modal split target to be achieved by 2031 by completing the Transitway by 2015 using a staged implementation
- Reduce the overall variability of transit service

4.7 Other Business

Tim Dickinson indicated the Federal EA public consultation will follow that of the TPAP.

MRC indicated it would make the Preliminary Design alternatives available for TAC via the FTP site.

Feb. 23, 2010 post-meeting note: The plan drawings are available on the West Transitway Extension FTP site (ftp://west-transitway:h5JzjSxi@ftp.mrc.ca/Public%20Open%20House/POH%232%20-%2022&24FEB2010).

POH No. 2 will be held on Monday February 22 at the Mlacak Centre in Kanata and on Wednesday February 24 at the Maki House in Crystal Beach-Lakeview. Both sessions will run from 6pm to 9pm.

TAC Meeting No. 5 will be held in March (to be scheduled).

4.8 Meeting adjourned at 16:00.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

Michel Bisson, P.Eng.

cc: All attending
TAC members not attending (list attached)

L:\W.O. # Directories\7499 West Transitway Extension\400 Municipal\401 Correspondence\4014 Meeting\40141 TAC\TAC 4 - Feb 4 2010\7499 TAC No 4 Feb 4 2010 - Meeting Notes.doc

TAC Meeting No. 4 Attendees

February 4, 2010
1:30pm - 4:00pm
City of Ottawa, 100 Constellation Cres., Mercedes Room

Organization / Member	Business Unit	Email	Confirmed Attendance	Attended Mtg	
City of Ottawa					
Jeff Waara	Senior Project Manager, Design & Construction East	Jeffrey.Waara@ottawa.ca	Y	Y	
Jean Lachance	Project Manager, Design & Construction East	Jean.Lachance1@ottawa.ca	Y	Y	
Darryl Shurb	Program Manager, Design & Construction East	darryl.shurb@ottawa.ca	Y	Y	
Ziad Ghadban *	Manager, Design & Construction Municipal East	ziad.ghadban@ottawa.ca		N	
Frank McKinney *	Program Manager, Transporation Planning East	Frank.McKinney@ottawa.ca	Y	Y	
Colin Simpson *	Planner Transportation, Infra Srvcs & Community Sustainability	colin.simpson@ottawa.ca		N	
Steve Lyon	Engineer Safety & Traffic Studies, City Operations	stephen.lyon@ottawa.ca	T	Y	Jaime Yeung-Miller
Stuart Edison	Traffic Control Engineer, City Operations	stuart.edison@ottawa.ca		N	
Rick Zarzosa *	Prg Mgr Transit Priority, Infra Srvcs & Community Sustainability	rick.zarzosa@ottawa.ca		N	
Colin Leech	Senior Engineer, Transit Priority	Colin.Leech@ottawa.ca	Y	Y	
Colleen Connelly	Sr. Trans Planner Network Development, Infra Srvcs & Community Sustainability	colleen.connelly@ottawa.ca	Y	Y	
Damien Whittaker *	Water Resources Engineer	Damien.Whittaker@ottawa.ca	N	N	
Bruce Stansfield	Property Officer, RPAM - Real Estate Services Division	bruce.stansfield@ottawa.ca	N	N	
John McCoppen *	Property Consultant, RPAM - Real Estate Services Division	jmccoppen@cogeco.ca	Y	Y	
Gordon Kerluke *	Property Consultant, RPAM - Real Estate Services Division	gkerluke@sympatico.ca	Y	Y	
McCormick Rankin / Ecoplans					
Rob Hunton	Project Manager	rhunton@mrc.ca	Y	Y	
Peter Steacy	Assistant Project Manager / Design Manager	psteacy@mrc.ca	Y	Y	
Lincoln MacDonald	Highway Design Manager	lmacdonald@mrc.ca	N	N	
Michel Bisson	Project Engineer	mbisson@mrc.ca	Y	Y	
Tim Dickinson	Environmental Planner (Ecoplans)	tdickinson@ecoplans.com	Y	Y	
Ministry of Transportation					
Phil Pawliuk *	Area Engineer East, Planning & Design (Eastern Region)	phil.pawliuk@ontario.ca		N	
Dave Lindensmith	Senior Project Manager, (Eastern Region)	dave.lindensmith@ontario.ca	Y	Y	
Dave McAvoy	Head Environmental (Eastern Region)	dave.mcavoy@ontario.ca	N	N	
Patrick Helferty	Head Property (Eastern Region)	patrick.helferty@ontario.ca	N	N	
National Capital Commission					
David Malkin	Senior Land Use Planner, Design & Land Use	dmalkin@ncc-ccn.ca	Y	Y	
Gerry Augusta	Senior Environment Officer	gaugusta@ncc-ccn.ca	N	N	
Juan Galindez	Environmental Officer	JGalinde@ncc-ccn.ca	Y	Y	
Louis Levesques *		LLevesqu@ncc-ccn.ca		N	
Lucie Bureau *	Principal Regional Planner	lbureau@ncc-ccn.ca		N	
Arto Keklikian *	Principal Transportation Planner	arto.keklikian@ncc-ccn.ca		N	
Sylvie Lalonde *	Greenbelt Masterplan Review	SLalonde@ncc-ccn.ca	N	N	
Rideau Valley Conservation Authority					
Glen McDonald	Senior Planner	glen.mcdonald@rvca.ca	Y	Y	

* Optional attendees

Confirmed:	16	Y =	17
Tententive:	1	N =	15
Declined:	7		
Yet to Respond:	8		

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NOTES TO FILE

PROJECT: West Transitway Extension - Bayshore Station to Moodie Drive

FILE NO.: 7499-40143

DATE: June 3, 2009 **TIME:** 14:00

PLACE: National Capital Commission (NCC) Offices
202 – 40 Elgin Street
Ottawa ON

PREPARED BY: Michel Bisson

PRESENT:

NCC

David Malkin	Senior Land Use Planner
Gerry Augusta	Senior Environment Officer
Lucie Bureau	Chief, Federal Land Use

* Other persons from the NCC were present but have not been identified

City of Ottawa

Darryl Shurb	Senior Project Manager, West Transitway Extension
Derek L.-Goody	Senior Project Manager Zone 3W Watermain
Bruce Stansfield	Property Officer
Gordon Kerluke	Property Consultant

MRC / Ecoplans

Rob Hunton	Project Manager
Peter Steacy	Assistant Project Manager / Design Manager
Michel Bisson	Project Engineer
Tim Dickinson	Environmental Planner

MTO

Peter Freure	Project Engineer

PURPOSE: Provide an overview of the proposed Transitway Extension project; obtain information on the Zone 3W Watermain project; and coordinate on possible construction/staging issues.

PROCEEDINGS: **ACTION BY**:

1. The NCC convened this meeting to discuss projects in the Corkstown Road – Moodie Drive area including the West Transitway Extension and the Zone 3W Watermain.

2. The upcoming Public Open House (POH) No. 1 on June 25 was discussed. It will take place at the Maki House on Leeming Dr. from 6pm to 9pm with a presentation at 7pm. David Malkin stated he will attend the session. MRC / Ecoplans

   MRC indicated it would send draft presentation boards and project schedule to the NCC and MTO prior to the POH.

   MRC indicated a second TAC meeting was to be scheduled shortly. NCC indicated Juan Galindez should be included on the TAC list and will provide his contact information. MRC will make the addition. MRC

3. Derek Lougher-Goody provided a few details on the Zone 3W (Kanata-Hazeldean) Watermain (WM) project:

   - New 1067mm WM will extend from the Carling/Ottawa River Parkway intersection to Eagleson Rd (~11.5 km)
   - The WM will intersect with the proposed Transitway extension near Corkstown Rd.
   - Construction will take place over four stages – Stage I will be O.R. Parkway to Moodie Dr.
   - Anticipated start of construction near Transitway is Spring 2010
   - Separate project will address 3 collapsed culverts on Corkstown Rd. (Stillwater Creek)
   - WM will be constructed by open trench, except for segment crossing Highway 417 where trenchless technology (pipe jacking) will be used
   - Public Open House for this project is anticipated, details TBD

   NCC indicated it would provide comments on preliminary design.

4. Timing issues between the WM and Transitway construction may exist - Timing of stages dependent on budget. MRC indicated the WM appears to be deep enough (4 to 5m below ground) to not cause any problems for the construction of the Transitway, but is now looking at route alignment and profile options for POH No. 1. Potential conflicts will be determined once the horizontal and vertical alignments are finalized.

5. Darryl Shurb provided an overview of the West Transitway Extension project:

   - "Interim configuration" of Transitway Extension will be constructed between Holly Acres Rd and Moodie Dr.
   - At-grade connection of Transitway at Moodie Dr. with bus stops and shelters for transfers to local service
   - EA will examine the future "ultimate configuration" including grade separations at Moodie Dr. and Holly Acres Rd, and full Moodie station
   - Project is high on OC Transpo's priority list for construction
   - Project will address operational issues (delays) mainly in the AM peak period as there are no dedicated bus lane in the EB direction between Moodie Dr. and Holly Acres – busses operate in mixed traffic
   - The existing bus lane in the WB direction has been opened to traffic and is used as an auxiliary lane from the Holly Acres S-W ramp to the Moodie Dr. E-N/S ramp. The conversion was necessary to accommodate NB Highway 416 traffic exiting at Moodie Dr. via Holly Acres (the MTO has constructed a barrier in the WB lanes to prevent weaving from the Hwy 416 N – Hwy 417 W ramp to the Moodie exit

6. MRC noted it was undertaking a course screening of routes as a first step, then looking at alignment options for the recommended (route). Route options being considered were presented at the meeting (aerial map).

7. NCC indicated it has concerns with impacts to the Trans-Canada trail (pathway) and other natural features in the area. It is working on a new edition of the Greenbelt Master Plan (GBMP) which will be ready in 2012.

   D. Shurb indicated there would be some impacts to the pathway and some NCC lands would likely be needed – these will be determined further in the design process.

   D. Malkin mentioned one of the route options (Yellow) passes through private property at 180 Corkstown Rd where 3 or 4 housing units are planned to be constructed.

8. T. Dickinson provided an overview of the route option selection process and requirements for the Transit Project Assessment Process (TPAP).

9. The NCC indicated the Greenbelt Masterplan (GBMP) is under review and will be ready in 2012. The location of the Transitway must be compatible with the land uses identified in the plan; otherwise an amendment may be required. The NCC indicated amendments to the GBMP may not be entertained while it is under review.

D. Malkin indicated a federal EA may be required if NCC property is required which may impact the schedule.

10. Other Business

- The NCC suggested MRC contact the "Friends of the Greenbelt" group and keep them in the loop on the project
- MTO inquired if MRC is waiting for any traffic data (MRC did have some preliminary data, but would be in contact with the MTO if additional information is required)

11. Meeting adjourned at 15:15.

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MINUTES OF MEETING

PROJECT:	West Transitway Extension Bayshore to Moodie Drive		
FILE NO.:	7499-40143		
DATE:	September 8, 2009	**TIME:**	14:00
PLACE:	National Capital Commission 40 Elgin Street Room 516		
PRESENT:	City of Ottawa		
	Jeffrey Waara	Project Manager, West Transitway Extension	
	MRC / Ecoplans		
	Rob Hunton	Project Manager	
	Peter Steacy	Assistant Project Manager / Design Manager	
	Michel Bisson	Project Engineer	
	Tim Dickinson	Environmental Planner	
	NCC		
	Lucie Bureau	Chief, Federal Land Use	
	David Malkin	Senior Land Use Planner	
	Juan Galindez	Environmental Officer	
PURPOSE:	To review impacts to NCC lands and station configurations at the Moodie Drive interchange.		

PROCEEDINGS: **ACTION BY:**

1. R. Hunton and P. Steacy provided an overview of the meeting with the Crystal Beach – Lakeview Community Association (CBLCA) on September 1st. A CD was provided which contained background info, studies, and reports completed to date – this information will also be made available on the City of Ottawa West Transitway Extension website.

   Other topics discussed / reviewed at the meeting included:
   - Clarification of the Transit Project Assessment Process (TPAP)
   - Distinction between "corridors", "alignments", and "routes"

- Review of "near-term" versus "ultimate" plans, footprint of North and South Queensway Routes
- Conceptual station footprints
- Impact on NCC lands
- Progress since Public Open House (POH) No. 1
- Revised milestone schedule

2. T. Dickinson point out that additional detail analysis was carried-out since POH No. 1 to further substantiate the selection of the Queensway North (Red) route as the preferred alternative. In-situ noise testing, more field surveys, and additional review were completed and will be documented in the Draft Analysis and Comparative Evaluation of Route Alternatives (ACERA) report. The report will be made available to the TAC by mid-October following the City's review.

3. Queensway North 'A'

   R. Hunton provided an overview of the route:

   - Transitway route located on north side of Highway 417 passing around the Moodie interchange, mostly within the MTO right-of-way
   - Transitway separated from highway by a concrete barrier and glare screen
   - Grade separations at Holly Acres Road, Holly Acres S-W ramp, and Moodie Drive

   It was added that it appears the community originally thought the route would cut through the wooded area, Stillwater Creek, and the Trans-Canada Trail. In reality, the route would not affect Stillwater Creek, wooded area, the nearby soccer fields, or the MTO landscaped berm in any significant way. Several culvert extensions and other minor relocations would be required.

   R. Hunton indicated there is a rural cross-section option to this route where roadside ditches could be provided instead of closed-drainage system. This option would push the Transitway alignment further north resulting in greater property impacts (NCC lands).

   D. Malkin asked how storm water from Highway 417 will be managed if considering an urban cross-section. R. Hunton indicated the majority of the highway in this area is on the high side of superelevation; roughly one-third of the length would also need to be "drained" via the Transitway – this will be examined further as part of the design stage.

R. Hunton mentioned modelling and in-situ testing by MRC's specialist indicated a noise wall will not be warranted. However a political commitment from Councillor Cullen to have a barrier installed was made at POH No. 1. MRC indicated it has started discussions with MTO.

4. Queensway North 'B'

The following features of the Queensway North B option were discussed:

- Transitway route located on north side of Highway 417 passing through the interchange, mostly within the MTO right-of-way
- Transitway separated from highway by a concrete barrier and glare screen
- Major grade separations at Holly Acres Road, Holly Acres S-W ramp, and Moodie Drive
- Additional overpass structures at Moodie E-NS, S-W and N-W ramps
- Significant issues with respect to drainage would need to be examined since the elevation of the Transitway would be below the existing SWM pond at the interchange
- Due to the position of the station and platform in the northeast quadrant, the S-W ramp would need to be relocated and converted to a right-turn from Moodie Drive

R. Hunton indicated this option would have the least impact to NCC lands, Stillwater Creek and the Trans-Canada Trail, but the relocation of Corkstown Road in the northeast quadrant may still be required.

D. Malkin indicated he was concerned about noise at the proposed station due to idling busses. MRC will consider noise at the station as part of the design work.

5. The Former Railway (Yellow) route option was not discussed at the meeting since it will likely not be carried forward to the phase 2 of the screening/

6. Queensway South 'B'

The following features of the Queensway South B option were discussed:

- Transitway would be located south of Highway 417 from Moodie Dr. to just west of Holly Acres Road

- Structures required at Moodie interchange to pass under ramps
- East and west-end crossovers (over or underpasses) are required on Highway 417 to bring the Transitway from the north side to the south side near Holly Acres and back to the north side west of Moodie Drive
- Highway 417 crossovers were shown as a structure over the highway in the plan drawings; MRC also looking at cost/feasibility of cut-and-cover tunnel structures

MRC indicated a "South A" route option (around the Moodie interchange) would require additional NCC property to accommodate minimum curve radii requirements and provide a 180m tangent section at the station.

D. Malkin indicated that a quantitative analysis of property impacts will be needed to help NCC understand the level of impact. MRC will be carrying-out further analysis for the ACERA report.

7. Queensway Median

R. Hunton indicated that because an at-grade connection to Moodie could not be made and alternative connections to Corkstown Road would require "backtracking" of buses to Moodie to integrate with the local bus network, this option was deemed less viable. In addition, placing a BRT station at Moodie Drive would require roughly 2-3 kilometers of highway relocation and full reconstruction of the south ramps at the interchange to accommodate a 30m cross-section required for a station. Currently the clearance between the existing Moodie Drive bridge piers is approximately 18m.

NCC noted additional property (potential loss of agricultural land) would be required on the south side of Highway 417 for the relocations.

8. Moodie North "Interim" Station – Option 1

R. Hunton described the main elements of the "interim" station:

- Transitway would run parallel to the existing E-NS ramp and connect to Moodie Dr. at-grade, slightly north of existing intersection
- The existing E-N free-flow ramp would be removed
- Existing intersection would be modified to provide double left and double right-turn movements from the E-NS ramp
- At-grade bus stops and shelter would service local and Transitway

routes
- NB (includes buses from Hwy 417 EB bus lanes) access to Transitway via right-turn from Moodie; SB access provided via protected left-turn
- WB Transitway buses will proceed through the intersection and access the existing Hwy 417 bus lanes via the Moodie N-W ramp
- Realignment of Corkstown Road and pathway would be required
- Modifications to existing signage and traffic signals would also be required

9. Moodie North "Interim" Station – Option 2

The main elements of the second at-grade connection / station option was discussed:

- Transitway would run parallel (contra-flow) to the existing E-NS ramp and connect to Moodie Dr. slightly north of existing intersection
- Existing intersection would be modified to provide a double left and double right-turn movements from the E-NS ramp
- The existing E-N free-flow ramp would be removed
- Loop allows EB buses to turn-around and merge with WB Transitway and E-NS traffic; also provides opportunity for improved access / transfers between buses
- At-grade bus stops and shelter would service local and Transitway routes
- NB (includes buses from Hwy 417 EB bus lanes) access to Transitway via right-turn from Moodie
- No SB access to the Transitway from Moodie Drive is provided
- Intersection on Transitway (yield condition) required to switch from contra-flow to regular traffic flow lane arrangement east of Moodie Dr.
- WB Transitway buses will merge with E-NS ramp traffic then proceed through the intersection and access the existing Hwy 417 bus lanes via the Moodie N-W ramp
- Minor ramp re-alignments may be required

10. Moodie North BRT Station

- Similar to Delcan's plan as shown in the West Transitway Extension EA Report, however some refinements to the alignment was required to fit the station
- Station would be located between the 417 E-NS ramp and Corkstown Road

- Station layout would be similar to Bayshore Station without the layup area (transfer facility) and would feature local and Transitway platforms, grade-separated pedestrian crossing, full-size shelters, Transitway passing lanes, and median barrier with fence – as confirmed by OC Transpo, a park-and-ride facility will not be included
- Two roadway connections to Corkstown Road are proposed for direct access to the local bus platform and to provide a turn-around option for buses
- This station option has a large footprint; possible significant impacts to creek, path; a separate pedestrian overpass is required

11. Moodie North BRT Station (at Moodie Drive)

- Station would be located at/under the Moodie Drive overpass structure - similar to Cyrville Station on the East Transitway where the existing structure would be used to provide grade-separated access between Transitway platforms
- Local platforms would be located on the structure with a pedestrian barrier in the median
- Single roadway connection to Corkstown Road proposed for local bus service, maintenance, and emergency service access
- More compact station; possible drainage issues due to elevation of Transitway versus SWM pond; higher cost due to number of structures required

MRC also presented a revised option of this station where the Moodie S-W loop ramp is replaced with a left-turn. MTO was concerned with this option due to significant impact to existing ramps. MRC will not consider this option unless it is absolutely necessary (i.e. other options not feasible).

12. Moodie South BRT Station (at Moodie Drive)

- Interim station would connect at-grade directly across from the W-NS ramp with bus stops shelters at the intersection servicing Transitway and local bus service
- Long-term station configuration would be similar to the Moodie North B BRT station described above, using an extended Moodie Dr. structure for pedestrian movements between the EB and WB Transitway platforms
- Realignment of the S-E and relocation of N-E ramps would be required to accommodate the station

13. Holly Acres Interim (At-Grade) Crossing

    R. Hunton indicated that at-grade crossing at Holly Acres Rd. is being considered in the short term. Underpass structures at Holly Acres and the S-W ramp will be required in the long-term.

    Transitway would run parallel to the existing S-W ramp and connect to Holly Acres Rd. slightly north of intersection, directly across from the existing local access to Bayshore Station. The Transitway lanes would be separated from the ramp by a raised median.

    MRC is looking at the geometry, traffic, and staging impacts of the revised intersection.

14. T. Dickinson stated that MRC / Ecoplans will be looking at the worst case station option for the route selection. A new criterion for "compatibility with the NCC Greenbelt Masterplan (GBMP)" was added in the analysis.

    D. Malkin will send the land use GIS mapping polygons from the GBMP to MRC. — NCC

15. D. Malkin indicated the NCC is concerned with the overall design of the project (aesthetics, visual impacts). Impact to NCC land or Greenbelt should be kept to a minimum.

16. R. Hunton inquired on the long-term plan for the former Nortel complex on Corkstown Road. The NCC indicated the GBMP calls for potential future development at this site. Need for a station at Moodie Drive (with least impact as possible) or bus shuttle service may be desirable in the future. Pedestrian walking distances should also be considered for the station design.

17. T. Dickinson summarized the revised milestone schedule:

    - Submit ACERA report to TAC - early October
    - TAC Meeting No. 3 – mid-October
    - Route selection – end of October
    - POH No. 2 – January 2010
    - Present plan to City Council – February 2010
    - CEAA screening to begin following approval by City Council
    - Project tender (interim plan) – Fall 2010

18. Other Business

MRC inquired when the presentation to ACPDR will be rescheduled. P. Steacy suggested it is preferred that a presentation to ACPDR take place prior to the presenting the project plan to City Council in February 2010, possibly by December 2009.

The NCC indicated that a presentation to ACPDR may not be required if there are no significant issues related to the NCC (e.g. small property impacts).

19. Meeting adjourned at 16:00.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

Michel Bisson, EIT

cc: All attending
Project Team not attending

L:\W.O. # Directories\7499 West Transitway Extension\400 Municipal\401 Correspondence\4014 Meeting\40143 Study Team\7499 mhb Meeting Notes - NCC Meeting Sep 8 2009.doc

DRAFT NOTES OF MEETING

PROJECT:	West Transitway Extension – Bayshore to Moodie		
FILE NO.:	503403 (MRC 107499)		
DATE:	December 18, 2009	**TIME:**	10:00 am
PLACE:	NCC office, 40 Elgin St., Room 323		
PRESENT:	David Malkin	NCC	
	Gerry Augusta	NCC	
	Juan Galindez	NCC	
	Louis Levesque	NCC	
	Jeff Waara	City of Ottawa	
	Rob Hunton	MRC	
	Tim Dickinson	Ecoplans Limited	
	Kim Eaton	Ecoplans Limited	
PURPOSE:	Meeting with NCC to review and obtain feedback on potential Preliminary Design Options as well as discuss Federal CEAA process		

ITEM	PROCEEDINGS:	ACTION:
1.0	**Introduction**	
	D. Malkin thanked everyone for putting time aside to attend the meeting especially considering the time constraints imposed on NCC staff who are involved in Stimulus Funding projects. Introductions were made around the table. MRC/Ecoplans advised that they would be giving a PowerPoint presentation which would include a project update, the Preliminary Design selection process, an overview of potential Preliminary Design options, draft Preliminary Design evaluation criteria and project timelines.	
2.0	**Project update**	
	T. Dickinson gave a brief update of the project and where it is in the planning and design process. Comments continue to be received on the Draft AECERA Report and the recommended route; however nothing received to date indicated a need to reconsider the current recommendation. The next step in the process is the development of preliminary design alternatives.	
3.0	**Preliminary Design Selection Process**	
	T. Dickinson described the preliminary design process depicted on the flow chart noting that once alternatives are identified that there will be first an assessment and evaluation of the alternatives for the ultimate Transitway configuration followed by an assessment and evaluation of alternatives for the interim configuration. The ultimate configuration which is a conversion to an LRT facility was defined in the City's TMP for beyond 2031. The interim configuration, from now to 2031, will be a BRT facility designed to permit	

ITEM	PROCEEDINGS:	ACTION:
	the eventual conversion to LRT. T. Dickinson highlighted that current operational concerns necessitated the need for the construction of an exclusive BRT network in the area to improve the reliability of transit service. G. Augusta inquired whether the highway ramp connection off Holly Acres could be closed off for buses use only. He also asked whether transit priority measures had been considered to improve the transit service while running on the current road network. R. Hunton explained the Holly Acres ramp is an important link required by buses and other vehicles to access the west bound 417 lanes. As well the section of Holly Acres between the on and off ramp was an necessary connection for traffic from Richmond Road to access the highway. This included access to Moodie for north bound 416 highway traffic. D. Malkin mentioned that the issue of transit priority had been responded to in an e-mail to him from MRC/Ecoplans. T. Dickinson reiterated that transit priority measures will be incorporated in the study. D. Malkin asked if there was a diagram which depicts where traffic comes off and on the highway (416/417) at Moodie and Holly Acres. R. Hunton advised that a diagram can be provided that shows the traffic volumes at Highway on and off ramps at Holly Acres. J. Galindez asked if information was available on traffic volumes, i.e. any O/D studies, and traffic mix. T. Dickinson noted that the current traffic report is being revised to clearly describe existing conditions. D. Malkin commented that O/D studies are usually conducted on a broader basis. R. Hunton advised that traffic counts will be provided in the traffic report along with the mix of traffic. D. Malkin suggested that if there were more questions related to this issue perhaps G. Augusta or J Galindez could follow-up. G. Augusta noted that a clear description of traffic patterns would be needed as part of the federal EA review.	MRC
4.0	**Potential Preliminary Design Alternatives**	
	R. Hunton gave a brief summary of each of the potential preliminary design alternatives and related options. <u>Holly Acres Road:</u> **Alternative A - Maintain existing s-w ramp intersection** *Option A1 – under Holly Acres, under existing ramp* • This option impacts Graham Creek and structure • This option conflicts with the pump house sanitary sewer feeds • Pumping for drainage under Holly Acres would be required D. Malkin inquired whether local buses will still need access off Holly Acres to the Bayshore Station. R. Hunton advised that OC Transpo is reviewing this requirement. *Option A2 – over Holly Acres, over existing ramp (slight ramp realignment)* • There are no drainage issues with this option	

ITEM	PROCEEDINGS:	ACTION:
	• There is no significant impact to noise levels at Creek's End Lane from the buses; the significant impact at this location will be from the increased traffic volumes on the highway (MTO has already warranted this area for noise walls and they are on a provincial priority list for funding.) **Alternative B - Relocate s-w ramp intersection** *Option B1 – under Holly Acres, relocate existing highway ramp* • As well as the previously identified issues with an underpass, this creates a difficult intersection if buses require access to Bayshore Station off Holly Acres *Option B2 – over Holly Acres, relocate existing highway ramp* • This proposed design is more compact so there is a cost savings for structures • The median area on Holly Acres would require some reconfiguration • This option creates a difficult intersection <u>Mainline</u> *Option A – urban cross-section* • This cross-section type minimizes the footprint • Grading impacts to NCC land could also be minimized through slope steepening and toe walls • A closed drainage system would be required for highway/transitway drainage • Standard widths for the shoulders of 2.5m to 3m will be required • Screening of headlight glare between buses and MTO highway would be required D. Malkin noted that footprint area would be the main concern including any land which may be required for construction working space. G. Augusta commented that as part of the federal EA cross-sections and a Transitway profile would be required; highway elevations and original ground should be noted on the plans. *Option B – rural cross section* • This cross-section would require a larger footprint because of the ditch, between the highway and Transitway i.e. open drainage system • Standard widths for the shoulders of 2.5m to 3m will be required • Screening of headlight glare between buses and MTO highway would be required D. Malkin suggested including an illustration of a bus on the cross-sections to give it some perspective and better illustrate the scale to the community. He also commented that esthetics will be important. <u>Moodie</u> *Option A1 – alignment north of Moodie intersection and under Moodie; Station east of Moodie interchange* • Corkstown Rd in the north east and west quadrants would be	MRC MRC

ITEM	PROCEEDINGS:	ACTION:
	realigned • Recreational path would be relocated (NCC input needed on access to recreational pathway and station) • OC Transpo access for local buses provided to the Transitway from Corkstown east of Moodie (may be opportunities to realign this to reduce the impact on the creek and forested lands) *Option A2 – same as A1 but over Moodie; Station east of Moodie interchange* • Similar issues as for A1 • Slightly greater NCC footprint *Option B1 – alignment through the interchange and under all the ramps; Station under Moodie* • Minimizes the footprint of the Transitway • Corkstown Road realigned in the east quadrant only • No issues with drainage • Station under Moodie *Option B2 – alignment through the interchange and under all the ramp;, Station east of Moodie interchange* • Greater footprint as station is east of intersection • Corkstown Road realigned in the east quadrant only • OC Transpo access for local buses provided to transitway from Corkstown (may be opportunities to put this west of Moodie) *Option B3 – Same alignment as B2 except over all of the ramp;, Station at Moodie located further east* • Significant footprint impact as Station is further east into natural area Option B3 was not seen as viable from NCC's perspective due to the potential significant impacts. The question of why a station is needed at Moodie was raised. R. Hunton commented that OC Transpo is trying to provide a local service which can be integrated with Transitway service. OC also requires as much flexibility as possible so as not to preclude services in the future. Providing the ability to integrate Transitway with local service to the former Nortel site is also a consideration. NCC questioned the use of a station in the Greenbelt with undeveloped lands around it. The Cyrville station was given as a good comparison of potential use from a servicing perspective of an isolated station which provides access for passengers to transfer to the higher level Transitway service. D. Malkin suggested that adding something to the report which further supports the requirement for a station would be beneficial, e.g. the distance between stations. G. Augusta agreed that additional justification should be documented. D. Malkin noted from his perspective he would like a station to support the current land use. G. Augusta commented that the City had not identified the need for open space and recreation in the 2031 transit plan. D. Malkin mentioned that the City has a parallel Recreation Master Plan process in place which has quantifiable policies addressing this issue.	MRC
5.0	**Preliminary Design Evaluation Criteria**	
	T. Dickinson provided an overview of the Preliminary Design Evaluation	

ITEM	PROCEEDINGS:	ACTION:
	Criteria and noted at this stage the criteria are broad and the performance measures are not shown. Input is being sought from the NCC. D. Malkin inquired about the method of assessment. T. Dickinson stated it will be a reasoned argument approach with quantitative assessments shown where possible. There was some discussion concerning costs. It was noted that the consideration of costs in the assessment and evaluation is required as part of the provincial EA process which considers all aspects of the environment.	
6.0	**Timelines**	
	T. Dickinson summarized the study timelines. It is the intention to have the TAC members involved in the Preliminary Design assessment of effects for the ultimate configuration before the second Public Open House. D. Malkin suggested a workshop format similar to that used for the City's Hospital Link Study may be appropriate. It was agreed this may be a good approach with the TAC.	MRC
7.0	**CEAA Process**	
	D. Malkin raised the question of whether the federal EA needs to be initiated early, i.e. before the Preliminary Design Alternative is chosen. He went on to say that decisions on the federal EA however will be later than the provincial EA. Some direction will be forthcoming from the NCC later in January. It is anticipated that this direction will be to continue to work cooperatively with the City. He also noted, moving forward, the NCC may have some competing interests with the community, e.g. noise walls. If the timing for a tender is still in the fall of 2010, there could be an issue with timing if issues such as these are unresolved. G. Augusta noted that he felt there was a benefit in starting the federal EA process early. He stated that the public consultation should be formalized and that the sequence of the upcoming POH meetings should be posted on the Canadian Environmental Assessment Registry. A bilingual Project Description will need to be drafted for review by the NCC in advance of the next POH. He also noted that there are provisions on the registry to do document links so that reports can be posted.	
8.0	**Other Business**	
	D. Malkin advised they met with the CBLCA on December 2, 2009. There were good comments received at the meeting. The key issues were as follows: • include staging areas as part of assessment criteria • Black Maple – need to understand if dewatering is an issue (D. Malkin noted that proactive measures may be needed if mitigation is required such as gathering and scattering of seeds) • Professionals should be signing study documents where required J. Galindez asked some questions regarding the location of the Eagleson Park and Ride Lot. Although not part of this study, R. Hunton commented that MTO is currently reviewing the Eagleson interchange. He also noted because the P&R lot is on the south side of the highway does not preclude the transitway being on the north. The West Urban Community provincial EA	

ITEM	PROCEEDINGS:	ACTION:
	identified the transitway on the north side and subsequently the City has protected lands, built structures to accommodate a future transitway and constructed one transitway station all on the north side through Kanata. D. Malkin clarified that this study does not include the area between Moodie and Eagleson. It was noted that the Moodie to Eagleson section is described as a Phase 3 project in the City's TMP.	

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required.

Minutes Prepared by:

Ecoplans Limited

Kim Eaton, P.Eng.

cc: All attendees

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Website: www.mrc.ca

MINUTES OF MEETING

PROJECT: West Transitway Extension Bayshore to Moodie Drive

FILE NO.: 7499-40143

DATE: September 2, 2009 **TIME:** 13:30

PLACE: MRC Ottawa Office – Main Boardroom

PRESENT:

City of Ottawa

Jeffrey Waara	Project Manager, West Transitway Extension

MRC / Ecoplans

Rob Hunton	Project Manager
Peter Steacy	Assistant Project Manager / Design Manager
Lincoln MacDonald	Highway Design Manager
Michel Bisson	Project Engineer
Kim Eaton	Senior Environmental Planner
Tim Dickinson	Environmental Planner

MTO (via Teleconference)

David Lindensmith	Senior Project Manager, Planning & Design
Christine Smith	Traffic Analyst

PURPOSE: Teleconference to review station concepts to date for "interim" and "ultimate" configurations for the proposed transit station at Moodie Drive and discuss possible impacts to MTO facilities.

PROCEEDINGS: **ACTION BY:**

1. North Alignment Near Term At-Grade Stop at Moodie – Option 1

   R. Hunton described some of the main elements of the first at-grade connection of the Transitway at Moodie Drive; these included:

   - Transitway would run parallel to the existing E-NS ramp and connect to Moodie Dr. slightly north of existing intersection
   - At-grade bus stops and shelter would service local and Transitway routes
   - Existing intersection would be modified to provide a single left and

double right-turn movement from the E-NS ramp
- Free-flow E-N ramp would be removed
- NB (includes buses from Hwy 417 EB bus lanes) access to Transitway via right-turn from Moodie; SB access provided via protected left-turn
- WB Transitway buses will proceed through the intersection and access the existing Hwy 417 bus lanes via the Moodie N-W ramp
- Minor ramp re-alignments may be required

This "interim" arrangement does not require major reconfiguration of the interchange.

P. Steacy mentioned that a shared left-right lane could be provided.

MTO indicated they don't have any immediate issues with the configuration of the intersection. However, they requested that an operational/traffic analysis of the north intersection be conducted. MTO also suggested providing double-left and double-right turns at the E-NS ramp. *MRC has revised the concept plan to include double right and left turns following the meeting.*

MTO also indicated that signal phasing could be an issue and should be looked-at; transit priority or pre-emption may be required. MRC indicated this will be looked at as part of the analysis.

The use issue of glare-screening was brought-up since EB buses on the Transitway will travel in the opposite direction as Hwy 417 WB traffic. Snow clearing will also mentioned; plows clearing the highway and/or ramp may cause snow to suddenly fly onto the Transitway. MRC indicated it will examine options as part of the design process.

P. Steacy inquired if the City's Traffic Operations department was the authority on the intersection or MTO. MTO indicated that MRC will need to work with the City for all matters related to traffic and signals.

2. North Alignment Near Term At-Grade Stop at Moodie – Option 2

The main elements of the second at-grade connection option was discussed:

- Transitway would run parallel (contra-flow) to the existing E-NS ramp and connect to Moodie Dr. slightly north of existing intersection
- Loop allows EB buses to turn-around and merge with WB Transitway and E-NS traffic

- At-grade bus stops and shelter would service local and Transitway routes
- Existing intersection would be modified to provide a double left and double right-turn movements from the E-NS ramp
- Free-flow E-N ramp would be removed
- NB (includes buses from Hwy 417 EB bus lanes) access to Transitway via right-turn from Moodie
- No SB access to the Transitway from Moodie Drive is provided
- Intersection on Transitway (yield condition) required to switch from contra-flow to regular traffic flow lane arrangement east of Moodie Dr.
- WB Transitway buses will merge with E-NS ramp traffic then proceed through the intersection and access the existing Hwy 417 bus lanes via the Moodie N-W ramp
- Minor ramp re-alignments may be required

MTO indicated the Transitway merge/weave with E-NS traffic may be problematic; inquired whether turn-around is required. Also, there may be operational issues or loss of efficiency to the relative size of the intersection.

MRC indicated turnaround feature was requested by OC Transpo to allow local route in-out access. P. Steacy indicated a variation of this option may be possible to further separate the Transitway from the ramp (loop in north-south direction rather than east-west direction as shown). MRC will examine whether this option could be refined and carried forward. MRC

3. North Alignment 'A' BRT Station Underpass at Moodie

This long-term station option (similar to the 1992 study plan in the West Transitway Extension EA Report) is located between the E-NS ramp and Corkstown Road. Layout would be similar to Bayshore Station without the layup area. It would feature local and Transitway platforms, grade-separated pedestrian crossing, full-size shelters, Transitway passing lanes, and median barrier with fence. Two connections to Corkstown Rd. are required for direct access to the local bus platform and to provide a turn-around option for buses.

MTO indicated it has no concerns with this station option since it would not affect the existing ramps at Moodie Drive.

4. North Alignment 'B' BRT Station Underpass at Moodie

The second long-term station option coincides with the Queensway

North 'B' alignment where the Transitway will pass-through the Moodie interchange via overpasses at E-NS, S-W and N-W ramps and under Moodie Drive. This configuration would be similar to Cyrville Station on the East Transitway where the existing structure would be used to provide grade-separated access between Transitway platforms. Local platforms would be located on the structure with a pedestrian barrier in the median. Due to the position of the station and platform in the northeast quadrant, the S-W ramp would need to be relocated further north. The current free-flow ramp would be converted to a right-turn from Moodie Dr.

MTO does not have any serious concerns with the station layout unless large queues develop at the entrance ramps – this would also be a concern for the City's Traffic Operations group. MTO indicated that a 20 to 30-yr planning horizon should be used to analyze traffic operations of this option.

R. Hunton indicated there may be some ramp realignments required such as what was done at the Richmond Rd. interchange at Bayshore. MRC inquired if MTO would be willing to allow a SB left-turn to access Highway 417 and removing the S-W loop ramp – effectively eliminating one of the structures. (Refer to no. 5 below: North Alignment 'B' BRT Station Underpass at Moodie Revised Interchange)

5. North Alignment 'B' BRT Station Underpass at Moodie Revised Interchange

This option removes the S-W loop ramp and provides a left-turn from Moodie Drive to access Highway 417 westbound. MTO indicated it had some reservations with this option due to poor geometrics and limited ability to handle large volumes (going from free-flow condition today to a signalized left-turn in future).

Subsequent to the meeting, D. Lindensmith indicated via a phone message that removal of the S-W ramp to a left-turn option should be only be considered as a last resort due to significant traffic impacts. Left turn would be more of an "interim measure" and reinstatement of the S-W loop may be required when future traffic demands warrant it.

6. South Alignment 'B' BRT Station Underpass at Moodie

R. Hunton indicated the local community favours this option since it puts the Transitway south of Highway 417 from Moodie Dr. to just west of Holly Acres Rd.

The near-term station would connect at-grade directly across from the W-NS ramp. Bus stops shelters at the intersection would service Transitway and local bus service. The long-term configuration would be similar to the "North B" BRT station described above, using an extended Moodie Dr. structure for pedestrian movements between the EB and WB Transitway platforms. Realignment of the S-E and relocation of N-E ramps would be required to accommodate the station.

MTO indicated it did not have any serious concerns with this option, but mentioned storage lane lengths as shown in the concept plan may not be adequate. In the long term, the close proximity of the station to the N-E ramp may be a concern since this is a high-volume ramp. MTO also suggested MRC to consider how pedestrian movements and cyclists factor into the design.

D. Lindensmith asked how passengers will be discharged on Moodie Dr. R. Hunton indicated stops with bus bays were envisioned on Moodie Dr.

7. Holly Acres Interim (At-Grade) Crossing

R. Hunton indicated that at-grade crossing at Holly Acres Rd. is being considered in the short term. Underpass structures at Holly Acres and the S-W ramp will be required in the long-term. Transitway will

Transitway would run parallel to the existing S-W ramp and connect to Holly Acres Rd. slightly north of intersection, directly across from the existing local access to Bayshore Station. The Transitway lanes would be separated from the ramp by a raise median.

MTO indicated position of Transitway in the northwest portion of the intersection may cause some confusion since motorists will have "pass on the left" side of the median to access the S-W ramp, contradicting the normal practice of passing on the right. MTO suggested special measures will need to be considered to eliminate the confusion as much as possible (e.g. widen median, screening, overhead signs, special markings, etc.).

8. Other Business

- J. Waara and K. Eaton provided an overview of the Sept. 1st meeting with the Crystal Beach-Lakeview Community Association (CBLCA) where the following items were discussed:
  - Description of project status

- Answers to questions raised following Public Open House No. 1
- Noise and noise mitigation – a major concern
- Update on EA process

- The issue of the placement of noise barriers was brought-up at the meeting with CBCLA and discussed further at this meeting. MTO indicated that it typically installs noise barriers as close to the travelled lane as possible. The construction of the Transitway should not preclude the placement of barrier in this area.

- MTO indicated the standard OPSD metal glare screens installed on barriers (such as the one shown in the typical section) is not adequate to prevent snow from flying over the barrier and hitting buses on the Transitway during snow-clearing operations. MRC will need to explore options during the design.

9. Meeting adjourned at 16:00.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

Michel Bisson, EIT

cc: All attending
Project Team not attending

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WEST TRANSITWAY EXTENSION
BAYSHORE TO MOODIE

Project Update
January 11, 2010

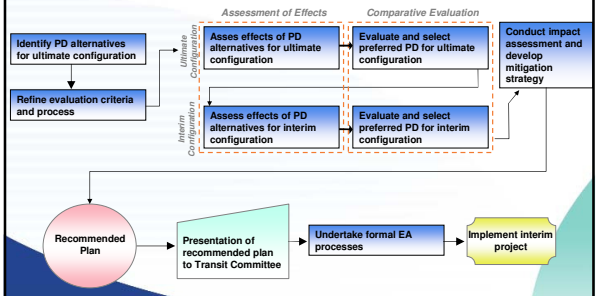
Shaping our future together

MRC McCORMICK RANKIN CORPORATION
Global Transportation Engineering

PLANNING PROCESS UPDATE

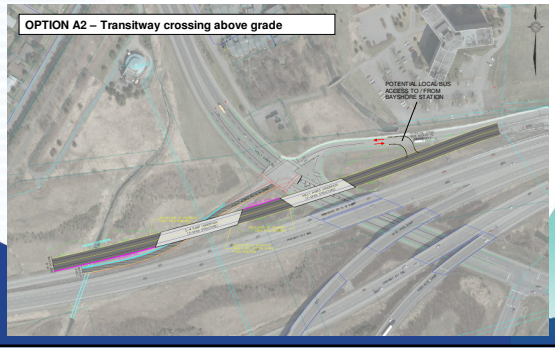
- Draft AECERA Report presented to TAC and public in October 2009
- Questions and comments have been received and are currently being addressed/ incorporated into the revised Final AECERA Report.
- Based on review of comments/ questions received, the Queensway North Route Alternative is being carried forward to Preliminary Design stage.
- Preliminary Design alternatives are being generated and will undergo an assessment of effects and comparative evaluation in consultation with stakeholders.

PRELIMINARY DESIGN (PD) SELECTION PROCESS

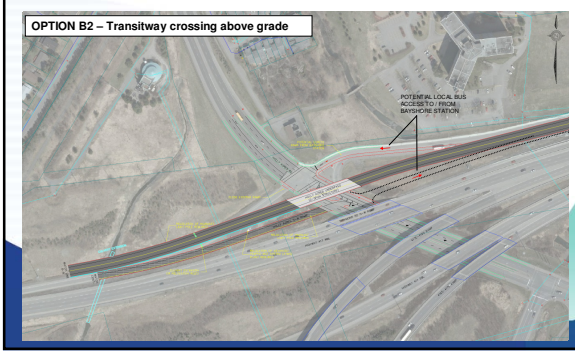


PRELIMINARY DESIGN ALTERNATIVES
ULTIMATE CONFIGURATION

HOLLY ACRES ROAD: ALTERNATIVE A
MAINTAIN EXISTING S-W RAMP INTERSECTION

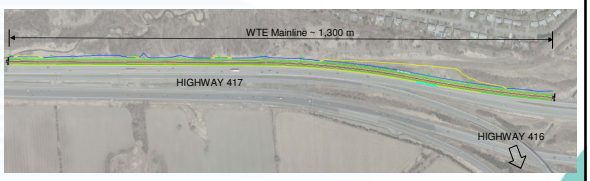


HOLLY ACRES ROAD: ALTERNATIVE B
RELOCATE S-W RAMP INTERSECTION



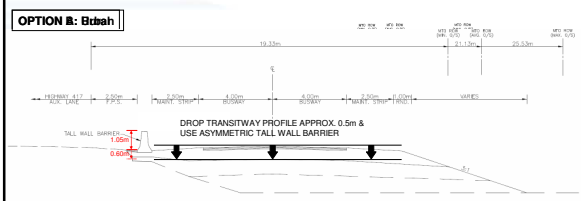
WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

MAINLINE TRANSITWAY ALIGNMENT



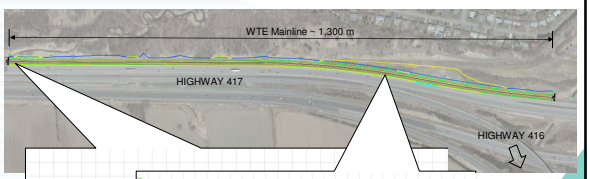
WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

MAINLINE CROSS SECTION ALTERNATIVES



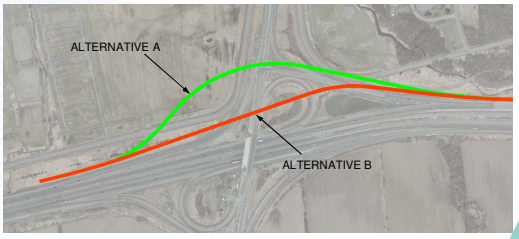
WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

MAINLINE TRANSITWAY ALIGNMENT



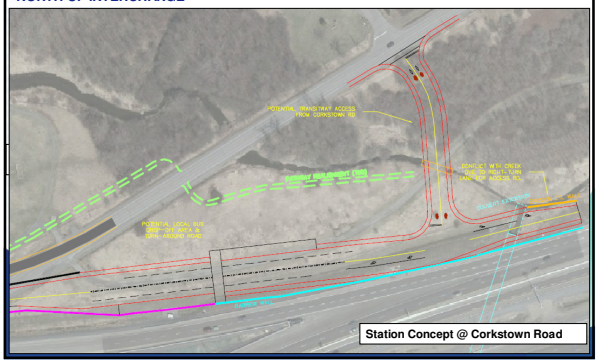
WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

MOODIE DRIVE INTERCHANGE ALTERNATIVE ALIGNMENTS



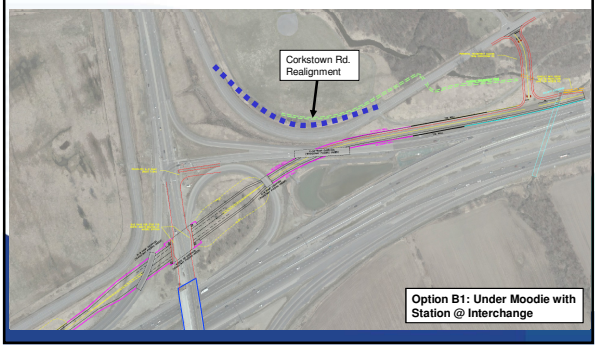
WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

MOODIE DRIVE: ALTERNATIVE A
NORTH OF INTERCHANGE

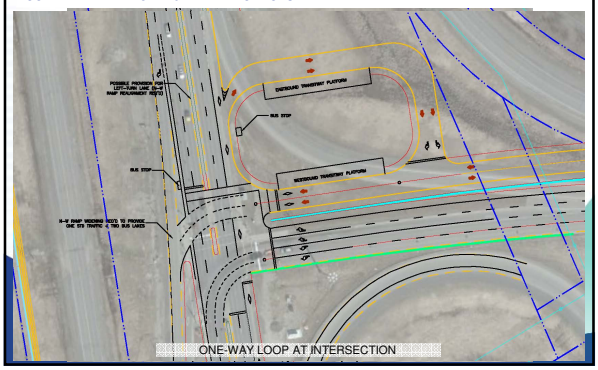


WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

MOODIE DRIVE: ALTERNATIVE B
THROUGH INTERCHANGE



MOODIE DRIVE INTERCHANGE INTERIM OPTIONS



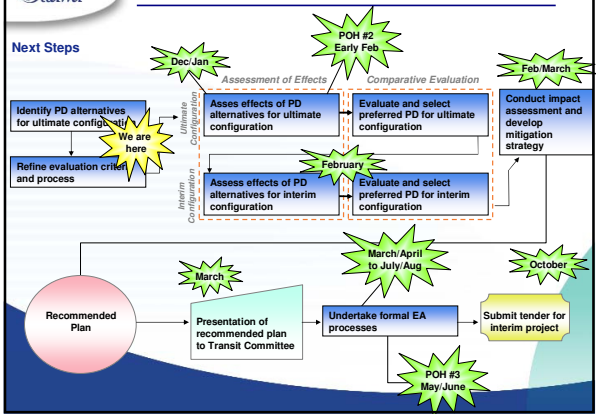
PRELIMINARY DESIGN EVALUATION CRITERIA: ULTIMATE CONFIGURATION

Natural Environment	
1	Fish & Fish Habitat
2	Species at Risk
3	Designated Natural Areas/ Features
4	Wetlands
5	Upland Vegetation
6	Wildlife
7	Fluvial Geomorphology

Social/ Cultural Environment	
8	Heritage/ Archaeology
9	Contaminated Property
10	Noise
11	Air Quality/ Ground Vibration
12	Visual/Aesthetic Impact
13	Recreation Resources
14	Land Use
15	Safety/ Security
16	Pedestrian/ Cycling Accessibility

Technical Considerations	
17	Drainage/ Hydrology
18	Illumination
19	Property
20	Local/ Highway Traffic
21	Transit Operations
22	Staging
23	Constructability/ Capital Costs
24	Long-term Maintenance

Next Steps



DISCUSSION

DRAFT NOTES OF MEETING

PROJECT:	West Transitway Extension – Bayshore to Moodie		
FILE NO.:	503401 (MRC 7499)		
DATE:	April 30, 2009	**TIME:**	2:00 pm.
PLACE:	Maki House, 19 Leeming Drive		
PRESENT:	Councillor Alex Cullen	City of Ottawa, Bay Ward	
	Darryl Shurb	City of Ottawa	
	Kim Eaton	Ecoplans Limited	
	Peter Steacy	McCormick Rankin Corp. (MRC)	
	Ruth Tremblay	President, Crystal Beach/Lakeview Community Association (CBLCA)	
	Michel Pigeon	Crystal Beach/Lakeview Community (CBLC)	
	Bill Fenton	CBLC	
	Paul Williams	CBLC	
	Rich Nelson	CBLC	
	Erik Peters	CBLC	
	J. Guy Potvin	CBLC	
PURPOSE:	Meeting # 1 with Representatives from the Crystal Beach/Lakeview Community		

ITEM	PROCEEDINGS:	ACTION:
1.0	**Purpose**	
	• To introduce the project and discuss the planning and design process. • To initiate the public consultation process with a dialogue between representatives of the local community and the City's project team. • To discuss the information to be presented at the first Public Open House scheduled for June 25.	
2.0	**Introduction**	
	Councillor Alex Cullen welcomed everyone, gave a brief introduction detailing the purpose of the meeting and asked all attendees to introduce themselves. A sign-in sheet was circulated.	
3.0	**Project Background**	
	Daryl Shurb provided a map depicting the study area and the alignments of the West Transitway from the two adjacent City of Ottawa Transitway IEA studies. Some concern was expressed that the maps being used for presentation purposes were not up-to-date as the current Highway 417 expansion work being carried out by the Ontario Ministry of Transportation (MTO) was not shown. Mr. Shurb advised the group that new mapping is being procured for this project which will show the MTO highway reconstruction. In the meantime, MRC will investigate what MTO 417 design as-built information is available that can be incorporated into the existing	MRC

ITEM	PROCEEDINGS:	ACTION:
	mapping and aerial photography. Mr. Shurb presented the project background and identified the following: • No EA has been completed for the study area as a gap exists between the end points of the two approved West Transitway EAs to the east and west. The objective of this EA planning effort will be to identify a long-term plan for a continuous grade-separated West Transitway extension from Bayshore Station to a point west of Moodie Drive which connects to the previously approved corridor on the north side of Highway 417. • The project will be subject to the new Transit Project Assessment Process Regulation under the Environmental Assessment Act Ontario Regulation 231/08). This regulation allows for a streamlined EA process for transit projects. • The EA study will contemplate the ultimate future conversion of the West Transitway corridor to LRT technology. • The City has identified an immediate need to address delays to a.m. eastbound Transitway operations in this sector. Accordingly, the MRC assignment completed an operational cost/benefit analysis which identified an interim project to address this need. This interim project comprises a westerly extension of the West Transitway from Bayshore Station, crossing over Holly Acres Road and the WB Highway 417 access ramp ending with an at-grade connection to Moodie Drive. • The City proposes to start construction of the interim project in the fall of 2010 subject to budget approval.	
4.0	**Transit Project Assessment Process**	
	Kim Eaton outlined the key features of the new Transit Projects Assessment Process as follows: • The Transit Projects Regulation exempts proponents of public transit projects from the requirements of Part II of the Environmental Assessment Act as long as they follow the process outlined in the Regulation. • The transit assessment process is a focused impact assessment process which is subject to regulated timelines. • The process begins with identification of a 'project'. • The 'project' will be defined through a pre-planning process, which is in keeping with the principles of EA planning including making choices based on good planning and informing and involving the local community. • The assessment process will be initiated with a Notice of Commencement once City Council has approved the 'project'. The 'project' will be described at a functional design planning level. The functional design plan will identify the specific transitway alignment; station location(s) and their configuration; structures; drainage requirements; all other related infrastructure; as well as potential watercourse and pathway impacts and mitigation measures. • Once a Notice of Commencement is published, the City has 120 days	

ITEM	PROCEEDINGS:	ACTION:
	to consult with stakeholders including the public, regulatory agencies and Aboriginal communities, and document the process in an Environmental Project Report. After 120 days a Notice of Completion must be published; 30 days must be provided for stakeholders to review the Environmental Project Report. The Minister of the Environment then has 35 days in which to act and consider any objections during the 30-day review period. • The Minister may only consider whether the transit project may have a negative impact on a matter of provincial importance that relates to natural environment or has cultural heritage value or interest, or a constitutionally protected Aboriginal treaty right. Clarifications in response to questions were provided to the representatives of the CBLC regarding the new transit assessment process and the previously approved EA Studies undertaken by the City and MTO.	
5.0	**Project Schedule**	
	Mr. Shurb distributed an updated project schedule, and reviewed the project/study timelines. The timing and focus of the 3 Public Open Houses (POH) were discussed. POH #1 has been scheduled for June 25th. The representatives from the community recommended that it be held at the Maki House Community Centre. The event will be structures as a drop-in format with information boards along with a formal presentation. Information to be presented will include: • Background • Study Area • A description of the new transit project assessment process • The overall project planning and design process, the schedule with key milestones • Transitway corridors assessed, the evaluation process used and the results POH #2 is tentatively scheduled for the end of September or early October. The purpose of this POH is to present the draft recommended plan for public comment. Following the POH, comments received will be reviewed and the plan will be further refined and presented to Committee and Council for approval. Assuming Council approval is received, the formal Transit Assessment process will then be initiated. POH #3 will be scheduled during the 120 day period following the Notice of Commencement.	
6.0	**General Discussion**	
	Councillor Cullen summarized a number of issues that need to be considered during the planning and design process including but not limited to: alignment, station location, impacts to watercourses, noise barriers, bike/recreational paths and existing utilities/sewers.	

ITEM	PROCEEDINGS:	ACTION:
	A number of issues were raised by the representatives of the CBLC which included: • Effective traffic staging during construction which minimizes disruptions • The off ramp at Hwy 416 and its impact on local traffic • No right turn at the Hwy 417 transitway on ramp • The impact on traffic using the WB Highway 417 on-ramp at Holly Acres during construction • The impact on traffic of a potential 'at-grade' crossing of Holly Acres • The ownership and jurisdiction of the WB Highway 417 on-ramp • Clarification of noise study methodology and criteria and the need for noise berms • It was noted that noise will be assessed using computer models and that there will be no in-situ testing. City policy and guidelines will apply • Concern was expressed related to potential high noise levels arising if the Transitway extension was to cross over the WB Highway 417 on-ramp • It was pointed out that previous studies completed by the MTO have identified local noise levels in excess of 65dBa. • It was clarified that the Queensway Carleton Hospital link was not part of this study • The benefit of the transitway to the local community • The existing hydro station near Graham Creek • It was noted that flooding occurs at multiple locations in Stillwater Creek, namely in the vicinity of Corkstown Road and at Moodie Drive. • The routing of the sanitary trunk sewer as it leaves the pump station (Mr Shurb will investigate and advise) • The impact of the MTO construction on the Trans-Canada Trail • The closure of the bike lanes on the Moodie Drive overpass during the construction period.	City of Ottawa
7.0	**Other Business**	
	It was agreed that a meeting of this group would be convened prior to the POH #2.	City of Ottawa

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required.

Minutes Prepared by:

Ecoplans Limited

Kim Eaton, P.Eng.

cc: All attendees

DRAFT NOTES OF MEETING

PROJECT:	West Transitway Extension – Bayshore to Moodie		
FILE NO.:	503401 (MRC 7499)		
DATE:	Sept 1, 2009	**TIME:**	3:00 pm.
PLACE:	Maki House, 19 Leeming Drive		
PRESENT:	Councillor Alex Cullen	City of Ottawa, Bay Ward	
	Darryl Shurb	City of Ottawa Program Manager	
	Jeffrey Waara	City of Ottawa Project Manager	
	Robert Hunton	McCormick Rankin Corp (MRC)	
	Kim Eaton	Ecoplans Limited	
	Peter Steacy	(MRC)	
	Ruth Tremblay	President, Crystal Beach/Lakeview Community Association (CBLCA)	
	Paul Williams	Crystal Beach/Lakeview Community (CBLC)	
	Bob Wilson	CBLC	
	Tony Eyton	CBLC	
	Daniel Godard	CBLC	
	Rich Nelson	CBLC	
	J. Guy Potvin	CBLC	

PURPOSE: Meeting # 2 with Representatives from the Crystal Beach/Lakeview Community to review the progress undertaken since POH #1, illustrate our understanding of the community's concerns, present background materials and provide an update of activities that have been carried out since the Open House.

ITEM	PROCEEDINGS:	ACTION:
1.0	**Introduction**	
	Darryl Shurb welcomed everyone, gave a brief introduction detailing the purpose of the meeting and asked all attendees to introduce themselves. A sign-in sheet was circulated.	
2.0	**Project Update**	
	Darryl Shurb provided a brief update of the activities that had been undertaken since the POH: • Prepared responses to questions from the POH (June 25/09) questions; • TAC Meeting #2 (July 9/09) to present POH materials, review POH input and preliminary analysis; • On-going meetings with OC Transpo, NCC, and MTO • Refined evaluation criteria to reflect public and TAC input • Undertook additional table top and field work to refine analysis • Documented POH input; • Prepared and documented responses to POH questions;	MRC

ITEM	PROCEEDINGS:	ACTION:
	• Undertook computer modeling of noise impact for the 4 alternatives; • Carried out in-situ noise testing with help of CBLC.	
3.0	**POH Update**	
	Kim Eaton outlined the key messages heard at the POH (80 responses to-date) • Why build the project now; • Need to carry out additional quantitative analysis in support of the assessment and evaluation; • Request additional opportunities for public comment/input	
4.0	**Project Schedule**	
	Kim Eaton reviewed an updated project schedule; the community had received a copy earlier. CBLC requested that the schedule be revised to include the Federal EA process and to identify points in the process where the CBLC could present their concerns. Ms Eaton explained that the Federal EA process would only be initiated if federal lands were required. As a follow-up, the CBLC asked if federal lands would be required. Ms Eaton responded that it was possible that some NCC lands would be required, although at this time the amount was unknown. The schedule has been revised to include the initiation of the Federal EA (as required). Additional timelines for the provincial EA Process have also been included in the schedule. (120-day consultation and documentation, 30-day public review, 35-day MOE review of objections) A copy of the revised schedule will be provided to the CBLCA.	City of Ottawa
5.0	**General Discussion**	
	Process: Mr Steacy explained that in accordance with normal planning practice, a stepped process was being followed, which built upon the previous identification of Transitway corridors such as Carling, Richmond and Highway 417. Alternative corridors for the extension of the City's Rapid Transit Corridor were evaluated as part of previous EA studies which recommended the Queensway Corridor as the preferred corridor. These findings were subsequently incorporated into the City's approved Transportation Master Plan. The current project is building off of these previously completed studies. At the POH, alternative 'routes' (the yellow, red, blue and magenta lines) within the Queensway Corridor were presented. Once a preferred route is selected, preliminary design alternatives (alignments, footprints, stations etc.) will be developed within the preferred route. Mr Steacy indicated that the level of detail in the analysis increases as the design becomes more detailed.	

ITEM	PROCEEDINGS:	ACTION:
	CBLCA inquired whether two alternatives could be presented to Committee and Council for their consideration, suggesting that Council could then choose the better option. The City advised that for matters of this type, it is Council's expectation that staff would bring forward a single recommendation that best meets all project objectives while balancing the needs and expectations of the community. Documentation: Ms. Eaton informed the CBLCA that a POH summary report and a report updating the assessment of effects and comparative evaluation of route alternatives would be available shortly. The POH report will include the materials presented and the list of comments received and responses. The Assessment of Effects and Comparative Evaluation of Route Alternatives (AECERA) report will include revised evaluation criteria, additional analysis, and a refined comparative evaluation. Ms Eaton informed the CBLCA that quantitative measures where used wherever possible to replace qualitative analysis previously presented at the POH. Once the AECERA report has been reviewed by TAC, a copy will be provided to CBLCA. Noise Barrier: CBLCA advised the City that the development of the Transitway should not preclude MTO's ability to install a noise wall. CBLCA informed the City that it was their understanding that MTO would only place a noise wall on MTO property. The CBCLA interpretation was that a noise wall along the highway and along the Transitway would be required. The City advised CBLCA that MTO was a member of the study TAC and was fully aware of potential impacts of the Transitway. The City and MTO will continue to work together to determine the best location for any possible noise walls so that effort and construction are not duplicated. CBLCA requested that the in-situ noise report include the data output. They also questioned the choice of receptor locations for some of the tests. The City explained that the locations were selected to match the modeling points used by MTO and GME. CBLCA asked if the in-situ testing was a 16 or 24 hr leq. They were advised it was 16 hr. CBLCA asked if there was a way to relate 16 hr leq to 24 hr leq since MTO's work was carried out for 24hr leq. The consultant will ask the noise specialist to comment. Cost Estimates: The City informed the CBLCA that a 'level D' cost estimate would be produced for the options considered. The City explained that a 'level D' estimate was based on cost per m and typical structural costs rather that unit based cost which are associated with contract drawing level of detail. CBLCA advised the City that construction estimates should include tunnel	City of Ottawa MRC

ITEM	PROCEEDINGS:	ACTION:
	alternatives, both crossing under 417 and the full length under the north side. Station Location: CBLCA reminded the City of the recent flooding of the soccer fields in the NE quadrant of the Moodie Dr. interchange and suggested that the choice of station location should consider that type of event. NCC: CBLCA asked what would happen if NCC would not allow the preferred option to be built on their lands. The City advised them that the NCC is an active participant in the study and the City will continue to work with the NCC to address their concerns before making a final recommendation.	
6.0	**Other Business**	
	CBLCA asked for a copy of a letter that they understand NCC wrote to the City. Mr. Shurb advised that the letter was not addressed to the project team so he did not have a copy to provide them. It was suggested they request it from Nancy Schepers or through the Freedom of Information process. Further, CBLCA requested that the City obtain a letter from the NCC stating their position on this project to accompany any future submission to Committee and Council on this project. CBLCA asked if any plans were known regarding possible changes to the Eagleson Park and Ride Lot. Mr Steacy advised that the City has no plans to relocate this facility from its current location or configuration, and that the most current MTO Eagleson Road interchange modification plan does not impact the facility. CBLCA asked if any of the concepts removed the existing berm at Holly Acres. The city informed them that the preliminary preferred route would not. CBLCA asked if a project ftp site would be provided for distribution of project materials. The City is investigating this question, as it is not current practice for the City to host this type of facility. Councillor Cullen advised everyone that all materials provided to him would be made available on his web site. In the meantime the City provided hard copies and digital copies of the: 1. POH panels 2. POH Presentation 3. Archaeological Existing conditions report July 09 4. Geotechnical existing conditions report July 09 5. Existing noise conditions report 6. fact sheets 1 and 2 7. hard copy only of ESA phase 1 report digital copy to follow	City of Ottawa

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required.

Minutes Prepared by:

McCormick Rankin Corp.

R Hunton, P.Eng.

cc: All attendees

ecoplans Limited

DRAFT NOTES OF MEETING

PROJECT:	West Transitway Extension – Bayshore Station to Moodie Drive CBLCA Meeting No. 3		
FILE NO.:	503401 (MRC 7499)		
DATE:	November 2, 2009	**TIME:**	7:00 pm
PLACE:	Maki House 19 Leeming Drive, Ottawa, ON		

PRESENT:		
	Alex Cullen	Councillor, Bay Ward
	Darryl Shurb	City of Ottawa Program Manager
	Jeffrey Waara	City of Ottawa Project Manager
	Robert Hunton	McCormick Rankin Corporation (MRC)
	Michel Bisson	MRC
	Kim Eaton	Ecoplans Limited
	Vincent Ferraro	Gradient Microclimate Engineering Inc. (GME)
	Ruth Tremblay	President, CBLCA
	Tony Eyton	CBLCA
	David Neave	CBLCA
	Jennifer Johnston	CBLCA
	Bill Fenton	CBLCA
	Guy Potvin	CBLCA
	Paul Williams	CBLCA
	Bob Wilson	CBLCA
	Kate Twiss	CBLCA
	Daniel Godard	CBLCA
	Rich Nelson	CBLCA

PURPOSE: Meeting No. 3 with representatives from the Crystal Beach Lakeview Community Association (CBLCA) to review progress to date, provide an overview of the findings from the Assessment of Effects and Comparative Evaluation of Route Alternatives (AECERA) Report, and discuss the noise assessment process.

ITEM	PROCEEDINGS:	ACTION:
1.0	**Introduction**	
	Jeffrey Waara welcomed everyone, gave a brief introduction detailing the purpose of the meeting and asked all attendees to introduce themselves. A sign-in sheet was circulated.	

ITEM	PROCEEDINGS:	ACTION:
	Ruth Tremblay requested a hard copy of the AECERA Report Appendices. Councillor Cullen indicated his office would provide one to the CBCLA.	Councillor Cullen
2.0	**PowerPoint Presentation**	
	Kim Eaton provided a brief overview of the points to be discussed and then carried on with the presentation (see attached). .1 Progress Update The study team has reviewed all the feedback received during and since Public Open House (POH) No. 1 on June 24th to ensure issues raised have been addressed in the AECERA report. An initial reponse was documented in the POH No. 1 Summary Report, which has been included as an appendix in the AECERA report. The study team has met with individual stakeholders including the NCC, MTO, and the Crystal Beach Lakeview Community Association (CBLCA) to discuss the issues and constraints going forward. The study team has compiled and reviewed existing conditions including a Stage 1 archaeological assessment, Phase 1 ESA, and Existing Noise, Air Quality and Ground Vibration Analysis (Theoretical and Measured). Initial assessments of the Fluvial Geomorphology conditions for Stillwater Creek and Hydrology for the Study Area were also undertaken. A variety of technical analyses have been carried out by specialists on the study / design team and findings have been documented in the AECERA report. The following items were examined: - Assessment of Transit Benefits (Project Need) - Travel Time Analysis - Preliminary Assessment of Natural Environmental Effects - Assessment of Future Noise Level Impacts - Operational Review of Median Alternative - Preliminary Concept Plans - Potential Property Impacts - Construction Issues and Constraints (Staging) - Preliminary Capital Cost Estimates .2 Planning and Design Process Kim Eaton provided an overview of the coordinated planning and design process for the West Transitway Extension. Previous studies (1994 WTE EA, 1997 WUC EA) have identified the Queensway Corridor as the approved corridor for the extension of the West Transitway. This current project will examine specific route alignments and design alternatives for the Transitway between Bayshore Station and Moodie Drive within the Queensway Corridor.	

ITEM	PROCEEDINGS:	ACTION:
	Near-term and ultimate plans within the project limits will be considered. The ultimate plan, an exclusive, grade-separated Transitway facility between Bayshore Station and west of Moodie Drive incorporating a full Transitway station in the vicinity of Moodie Drive, will be designed to a functional design level. The near-term plan (anticipated planning horizon to 2031) includes constructing an exclusive Transitway facility between Bayshore Station Moodie Drive; at-grade intersection or grade separation of Holly Acres Road and an at-grade intersection at Moodie Drive; an at-grade bus stop at Moodie Drive; and connections to the shoulder bus lanes on Highway 417 west of Moodie will. This will be designed to a functional, preliminary, and detail design level for an anticipated Fall 2010 tender date. .3 Route Selection Process Kim Eaton provided an overview of the Route Selection Process which was illustrated using a flow-chart diagram. She mentioned the process was modified as a result of comments received following the POH No.1. The revised process involves the pre-screening of route alternatives where a preliminary assessment of effects (overall study objectives, natural environment, and social/cultural environment) and preliminary comparative evaluation using a reasoned argument approach was used to dentify potential routes to be carried forward for further consideration. These potential routes were then subject to a final assessment of effects considering other technical factors (including property impacts cost/constructability and drainage/hydrology). A final comparative evaluation was then undertaken where tradeoffs were evaluated considering all potential effects to select a recommended route. .4 Pre-Screening Evaluation Summary A table summarizing the results of the pre-screening was shown. Kim Eaton pointed out the three factor areas considered in the pre-screening step: Overall Study Objectives, Natural Environment, and Social/Cultural Environment. Kim explained that the Queensway Median route option was screened out since it does not meet the overall study objectives, in particular it will not accommodate a near-term or ultimate station at Moodie. The Former Railway route option was also screened out due to significant potential effects to the natural and social/cultural environment which were considered not to be migitable through design. The Queensway North and Queensway South route options were carried forward since they both satisfied the overall study objectives and were considered to have minor potential effects to the natural and social/cultural environment which were considered to be migitable through design.	

ITEM	PROCEEDINGS:	ACTION:
	.5 Former Railway Route Option Kim pointed-out some of the features/effects of the Former Railway route option (plan drawing shown in presentation): - 0.6 to 5.2 dBa increase in noise level - Impacts the existing berm north of Highway 417 - New crossing of Stillwater Creek required (sensitive reach) - Severs access to the recreation area from the adjacent community - Significant disturbance to Stillwater Creek Valley Potential effects to natural and social/cultural environment were not considered to be mitigable through design and as such this route option was not carried forward. .6 Queensway Median Route Option Kim pointed-out some of the features/effects of the Queensway Median route option (plan drawing shown in presentation): - Impacts the existing berm north of Highway 417 - Minimizes effects to social/cultural environment - Transit station at Moodie Drive could not be integrated (comparison between existing highway and standard Transitway Station cross-sections shown) - Does not provide an acceptable near-term solution – a figure was shown which illustrates issues with buses weaving from the existing shoulder bus lanes and the median via the new HOV lanes on the highway. This route option does meet the overall study objectives (lack of station at Moodie Drive and no satisfactory near-term plan available); therefore this route option was not carried forward. .7 Final Evaluation Summary Kim noted the Queensway North and Queensway South route options were carried forward and evaluated based on the previous factors in addition to technical considerations such as property impacts, drainage/hydrology, constructability, and capital cost. A table summarizing the results of the final evaluation was shown. The Queensway North and Queensway South route options would have similar requirements for the amount of NCC lands. However, the Queensway South option would have significant staging/constructability issues and cost significantly more. Therefore the Queensway North route option was recommended. .8 Queensway South Route Option Kim pointed-out some of the features/effects of the Queensway South	

ITEM	PROCEEDINGS:	ACTION:
	route option (plan drawing shown in presentation): - Imperceptible noise level increase - Impacts the existing berm north of Highway 417 as a result of the alignment required to span the Highway - Large-span grade separations are required to cross Highway 417 – one west of Holly Acres and the other west of Moodie Drive - Complex construction staging – severe impact to highway operation - Avoids Stillwater Creek valley - Requires approximately 2.0 ha of NCC Greenbelt land - Estimated capital cost of $95M This route option was not carried forward. .9 Queensway North Route Option Kim pointed-out some of the features/effects of the Queensway North route option (plan drawing shown in presentation): - Imperceptible noise level increase - Minimizes impacts to the existing berm north of Highway 417 - Staging impacts minimized - Routed along edge of the Highway 417 ROW minimizing impacts to the Stillwater Creek valley - Requires between 0.1 and 2.9 ha of NCC Greenbelt land (depends on station location/configuration) - Estimated capital cost between $50M - $60M The Queensway North route option was recommended. .10 Schedule Update Kim Eaton provided an overview of the project schedule and discussed the following proposed key milestones: - Review Preliminary Design Alternatives — Oct - Dec 2009 - POH No. 2 — Jan. 2010 - Presentation to Committee & Council — Feb. 2010 - Initiate Transit Project Assessment Process — Feb. 2010 - Initiate Federal EA (as required) — Mar. 2010 - POH No. 3 — Apr./May 2010 - Transit Project Assess. Process Completion — May/Jun. 2010 - Finalize Federal EA (as required) — Aug. 2010 - Project Tender — Sep. 2010	
3.0	**Overview of Noise Assessment Process**	
	Vincent Ferraro introduced himself as a noise specialist and member of the project team. He indicated that noise is the main focus of his analysis, but air quality and ground vibration are also considered in this project.	

ITEM	PROCEEDINGS:	ACTION:
	The noise analysis carried out on this project followed City of Ottawa Guidelines that are based on Ministry of the Environment (MOE) protocols. The Stamson Method was used in the noise analysis of existing and future (day of construction end) conditions. The process involves indentifying a site, selecting a number of receptors in distinctive locations, and selecting a number of parameters including traffic volumes, alignment and topography. These parameters are inputted into a model and the output is analyzed. Each receptor represents a distinctive area to obtain unique data; using an unnecessarily large number of receptors would not yield different results. The analysis looks at what is an acceptable noise level in outdoor living areas. City guidelines define the outdoor living area at a location 3m away from the rear wall of the home at an elevation of 1.5m from the ground. The receptor locations used in the noise analysis for this project were positioned closer to the highway (away from the rear wall) which results in a more conservative approach. It also avoids dealing with the complexities at the rear of the houses. A similar approach was carried out for future conditions. Although not required as part of customary noise analysis, field noise measurements were carried out between August 24 and August 28, 2009 at the request of the community. This involved setting up instruments, calibration of the equipment, recording of noise levels during a 16-hour period, and then comparing the measurements to the theoretical values from the model. <u>Existing Conditions</u> Results of the noise analysis for both the in-situ tests and modeling agreed with findings from the 2008 Ministry of Transportation (MTO) study carried out by C. Blaney. Noise levels between high 50s and low 60s dBA were observed. Field measurements although found to be lower than the MTO theoretical values for the 16-hour daytime period (between 0.1 and 1.8 dBA), generally agreed with the MTO findings and indicated that the modeling was a conservative approach to estimating noise levels. <u>Future Conditions</u> A future condition was modelled to compare the relative noise level of each of the route alternative considered. As expected, the Former Railway route was the worst one from a noise level perspective. The remaining three route options near Highway 417 all performed similarly. The Queensway North route option produced the lowest noise levels. The CBLCA was advised this work was carried out only to determine the relative difference in the alternatives and was not part of any work to consider the need for mitigation. Vincent Ferraro stated that the presence of Highway 417 is by far the major	

ITEM	PROCEEDINGS:	ACTION:
	source of noise that can be perceived from the community.	
4.0	**Questions / Comments**	
	.1 Councillor Cullen asked about the timing of the field measurements – whether they are worse in the fall and if so, by how much. Vincent Ferraro indicated that a number of environmental factors would affect the results of field measurements including foliage, traffic volume, wind, and cloud cover. He indicated that 100m of forest is required to have a measurable difference in noise levels. The results of the field measurements were lower than the theoretical values and this could be explained by the factors outlined above. The calculated noise levels are based on AADT volumes which is standard procedure; SADT volumes could be slightly higher but would result in an imperceptible increase in the noise level projection. Vincent Ferraro explained that to obtain a 3 dBA difference in noise level, the traffic volume would need to double. .2 Paul Williams asked which reports were cited as part of the noise analysis. He indicated the CBLCA had two MTO reports and questioned which was used by the study team. He commented that a list of references is required in the report. Vincent Ferraro indicated they are in continuous contact with the MTO who had provided a copy of the 2008 MTO Noise Barrier Retrofit Study carried out by C. Blaney. A list of references will be included in future reports. .3 Ruth Tremblay inquired if the noise study considered the recent OC Transpo bus routes changes. Vincent Ferraro indicated that buses were considered to be part of the overall traffic volume for the analysis. The bus route changes would be negligible compared to the background noise from the highway. .4 Ruth Tremblay inquired if the noise analysis and the results would "hold-up" to MOE standards. Vincent Ferraro indicated the objective of the MOE is to protect the general public. Although it is possible that it may find minor issues with a particular noise report, this in and of itself would not cause the report to be rejected. Ruth Tremblay indicated that the MOE has reversed previous findings since parts of the community are exposed to a 60 dBA or more noise level or have seen increases greater than a 5 dBA (result from a bump-up request for the Highway 417 TESR Hwy 416 to Anderson Road). Vincent Ferraro acknowledged that, as indicated in his report, parts of the community are experiencing noise levels greater than 60 dBA.	GmE

ITEM	PROCEEDINGS:	ACTION:
	.5 The CBLCA has submitted comments concerning noise impacts via email and indicated it would like a response. MRC indicated it would respond to the comments in writing following the meeting, but offered to discuss some of the point during this meeting. In response to a question regarding traffic volumes, Vincent Ferraro indicated that 2005 traffic volumes were not extrapolated to a 2009 value (102,000 to 104,400 veh./day) since it would not make a significant impact to the noise level calculations. Because as he said previously, traffic volumes would have to double to have a perceivable difference in the noise level. .6 The CBLCA questioned the proportion of heavy vehicles versus passenger cars used in the noise analysis noise report. Vincent Ferraro indicated that an increase in the proportion of heavy vehicles is negligible compared to the overall highway volume. City noise guidelines recommend a 5% heavy vehicle / 7% medium weight vehicle / 88% passenger car split be used. Some members of the CBLCA claimed they could not sit in their backyards because the noise levels are so bad. Councillor Cullen suggested a reconsideration of the vehicle mix may be warranted to ensure an accurate projection is developed. The noise specialist indicated that a change in the vehicle proportion mix wound have minimal impact to the results. Even so, the study team will re-evaluate the mix. .7 Ruth Tremblay said noise barriers may not be required in as many locations if the Transitway was located south of the highway. Vincent Ferraro indicated this may be false because the highway is the main noise generator. He also indicated the further away the noise source is from the wall, the less effective it is for noise mitigation. There was some discussion on various types of walls used elsewhere, wall location and type of wall to be assessed in later phases of this study. .8 The CBLCA asked how effective a noise wall located between the highway and the proposed Transitway would be to reduce the overall noise level in the community. Vincent Ferraro indicated that the best location for the noise wall would be along the property line of the houses backing onto the recreational area, but in practice it would likely be located between the proposed Transitway and the community if warranted. .9 Councillor Cullen stated he was interested in considering a noise barrier and asked what the City to investigate noise wall options even though the result of the noise analysis indicates it is not warranted for this project.	

ITEM	PROCEEDINGS:	ACTION:
	MRC indicated it would examine potential noise wall options during the preliminary design and have some information available for the report to Committee and Council in February.	
	.10 The CBLCA questioned the projected 2031 traffic volume (160,000 veh./day) used in the noise analysis and indicated the daily volume of 226,280 vehicles was the appropriate figure to use.	MRC
	Vincent Ferraro indicated the 2031 volume of 160,000 vehicles per day used in the noise analysis was extrapolated from the current City of Ottawa Transportation Master Plan (TMP) growth rate projection. Robert Hunton added MRC has asked the MTO to provide the background information to support the 226,280 projected figure. MRC will re-examine the projection and provide a rationale for the traffic volume to be used.	
	The CBLCA indicated that it considers the noise study to be invalid and requested it to be redone with the updated projected traffic volume and higher proportion of heavy vehicles. MRC will re-examine the 2031 traffic volumes and document how the estimated value was arrived at.	MRC
	.11 Councillor Cullen stated that even if it was City Staff's recommendation that noise mitigation is not required for this project, they will look at noise mitigation options for POH No. 2. The CBCLA expressed some concerns about additional property required if a noise is constructed after the Transitway is in place. Jeffrey Waara added the design of the Transitway will not preclude the construction of a noise wall so if directed the wall could be constructed within the right-of-way.	MRC
	.12 The CBLCA expressed some concerns about the Transitway affecting Stillwater Creek and the removal of the pathway (Trans-Canada Trail).	
	Kim Eaton indicated there limitations on what we can do at the confluence of Stillwater Creek and its tributary. She indicated depending on the design of the Transitway and location of the Moodie Station, a section of the path may need to be relocated; this may provide an opportunity to implement improvements to the path in this location. These issues will be examined during the assessment of the preliminary design alternatives in consultation with the appropriate stakeholders (i.e. RVCA, NCC, etc.).	
	.13 David Neave commented that he felt that there were deficiencies in the AECERA Report as it relates to the natural environment. He added that the 1994 and 1997 EAs did not address the natural environment issues in detail. He provided the following comments on the natural environment component of the AECERA Report *(subsequent to the meeting, Kim Eaton followed up directly with Mr. Neave to ensure that all of his comments were captured; his feedback is reflected below)* :	
	- The ecological report is very generic in nature however it is recognized that the information is only at a "preliminary" level - The field work was conducted at the wrong time of the year; need	

ITEM	PROCEEDINGS:	ACTION:
	spring and fall information for both fauna and flora - There are 8 rare species identified in the area. Are any located on the site? - Black Maple and Sugar Maple are an important and rare ecotype (acknowledged that this status was noted in Ecoplans' inventory). - Concerned with the COSEWIC status of Monarch Butterfly as it relates to the study area. - Common species of waterfowl not identified including ducks and geese. - Various species of turtles not identified (in particular Blanding and snapping turtles). - Concerned with potential impact to the hydrology of the area and hence the water table (in particular as it affects the forest land). This is a floodplain area and any construction is going to dramatically affect the water table and subsequently the Black Maple/Sugar maple stand *(Note: The consultant's hydrogeology specialists are currently investigating the issue of potential drawdown to the water table).* - With the past transitway development, cumulative impacts should be considered. - The natural area is degraded but unique and as the only natural corridor around Crystal Beach, it provides most of the song birds and butterflies to residents' backyards. Ruth Tremblay indicated the Stillwater Creek Valley is within the Intake Protection Zone 2 for the Brittannia Water Filtration Plant. Alex Cullen clarified that this is a proposed protection zone and has not as yet been designated. Kim Eaton indicated that specialists including a biologist and fluvial-geomorphologist reviewed the existing conditions and will continue to be involved in the design process. MRC/Ecoplans welcomes any comments or concerns from the community. .14 The CBLCA inquired if there is a line item in the cost estimate for the monitoring of environmental effects. Alex Cullen indicated monitoring is a maintenance or operating cost that is not commonly shown in the capital cost estimate for the project. .15 The CBLCA inquired how much space will be taken up by a potential noise wall if it is located north of the proposed Transitway. MRC indicated it will be looking at options for the next POH. .16 The CBLCA requested another PAC meeting prior to POH No. 2 with material to be provided in advance of the meeting. Jeffrey Waara indicated this could be done. .17 The CBLCA indicated there is nothing in the report that deals with the near-term plan, and was concerned about how the Transitway would	

ITEM	PROCEEDINGS:	ACTION:
	interface with the Moodie Drive intersection with the 417 WB off-ramp. They were also concerned about what the near-term solution would look like. MRC indicated it had started looking at some options for the near-term plan and will continue to develop some options to be evaluated; they will be presented at POH No. 2. .18 The CBLCA asked if another travel time analysis would be carried out following the preliminary design; they pointed out the issue with delays at the recently opened Bayshore Transitway platform. MRC indicated OC Transpo is working with the design team on the design of the Moodie Station and the efficiency of the bus operations are important criteria for the design of the station. .19 The CBLCA indicated there is a safety issue with Corkstown Road, specifically with the sharp curve east of Moodie Drive. MRC said Corkstown may be realigned as part of the Transitway work. If realignment is required, road safety and constraints will be considered as part of the design. .20 Bill Fenton questioned the need for the project and stated that a business case needs to be carried out. Some of his other comments included: - The community understands there is a need to improve transit - The AECERA Report indicated a travel time savings of 3 minutes in the EB direction (AM peak), but the background material states a 2 minute problem related to the schedule - One minute of travel time savings in the EB direction would be used-up by stopping at Moodie Station - WB buses would start to experience delays since they will have to stop at Moodie Station compared to staying on the highway - The full benefit of the Transitway will not be realised until the section between Lincoln Fields and Pinecrest Road is constructed - Another near-term solution for EB buses travelling through the 416/417 interchange should be explored instead of building the Transitway MRC responded that the needs and justification were sound in that they respond to the planned expansion of transit services and improve the reliability of service. Councillor Cullen clarified that MRC/Ecoplans was mandated to look at this phase of the Transitway Extension project. Other phases are being addressed as separate assignments.	
5.0	**General Discussion / Other Business**	
	.1 The CBLCA indicated the that they were not convinced with the AECERA results and recommended the City should be looking at the Queensway South option, including the consideration of a flyover structure over Highway 417 west of Moodie Drive.	

ITEM	PROCEEDINGS:	ACTION:
	.2 The CBLCA expressed some concern about the location of the Moodie Drive Station – the discussion took place while looking at the plan drawings. (This work is ongoing) .3 Kate Twiss expressed concerned over access to/from Bells Corners since sidewalks were removed during the reconstruction of the Moodie Drive underpass and mentioned the bicycle path under the Holly Acres overpass. (Will be considered in the design phase) .4 Councillor Cullen explored with the CBLCA closing the Holly Acres 417 WB on-ramp to regular traffic and use it exclusively for buses again. (The idea was rejected because of anticipated traffic concerns) .5 The CBLCA challenged that the capital cost of the Queensway North route could be recovered by the City within 4-8 years and asked why a similar calculation was not done for the Queensway South route. (The analysis was carried out on the recommended route only and was not part of the evaluation criteria) .6 The CBLCA asked about the rapid transit route shown in Exhibit 2 of the AECERA Report which travels to Bayshore via Richmond and Baseline Roads. Councillor Cullen indicated this is not a Transitway; it is an intensive transit (bus) corridor that was identified in the City's Transportation Master Plan.	
6.0	**Meeting Adjournment**	
	The meeting was adjourned at 10:00 pm.	

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required.

Notes prepared by,

McCORMICK RANKIN CORPORATION

Michel Bisson, EIT

cc: All attending

L:\W.O. # Directories\7499 West Transitway Extension\400 Municipal\401 Correspondence\4014 Meeting\40142 PAC\7499mhb CBLCA Meeting No 3 Notes Nov 2 2009 kce rev.doc

WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

Meeting with Crystal Beach Lakeview Community Association

November 2, 2009

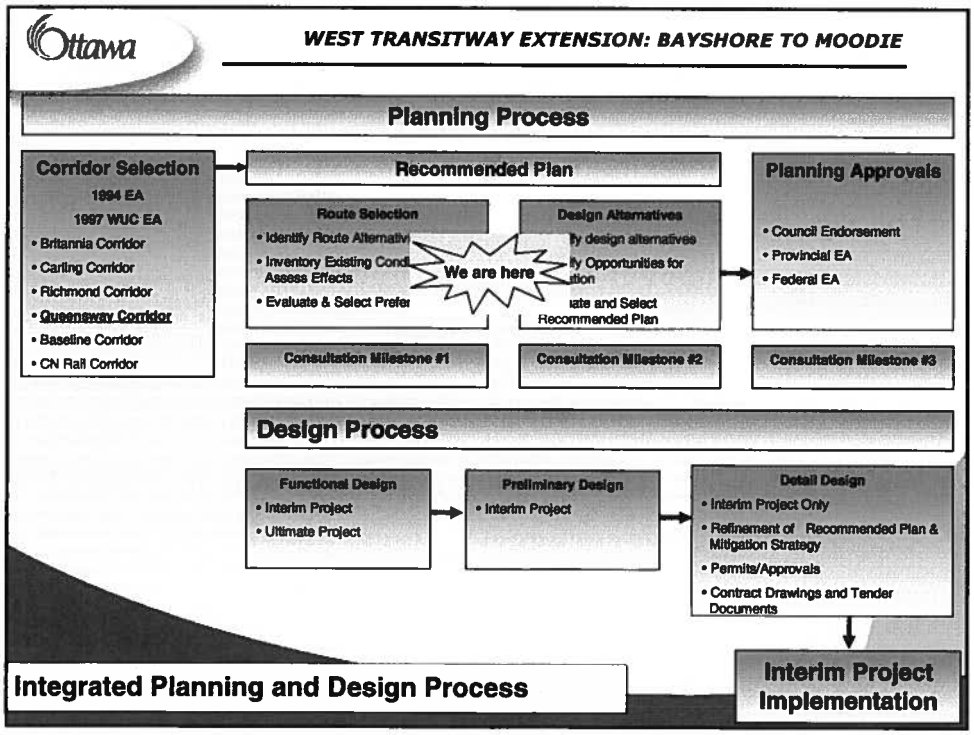
Shaping our future together

Progress Update

- **Responded to Feedback Received at POH #1**
- **Met w/ Individual Stakeholders (MTO, NCC, CBLCA)**
- **Compiled Existing Conditions:**
  - **Stage 1 Archaeological Investigation**
  - **Existing Noise, Air Quality and Ground Vibration Analysis**
  - **Subsurface Conditions**
  - **Phase I Environmental Site Assessment**
  - **Preliminary Characterization of Natural Environmental Features**
  - **Initial Assessment of Fluvial Geomorphology conditions for Stillwater Creek**
  - **Initial Assessment of Hydrology for the Study Area**
- **Completed Additional Technical Analysis**
  - **Assessment of Transit Benefits (Project Need)**
  - **Travel Time Analysis**
  - **Preliminary Assessment of Natural Environmental Effects**
  - **Assessment of Future Noise Level Impacts**
  - **Operational Review of Median Alternative**
  - **Preliminary Concept Plans**
  - **Potential Property Impacts**
  - **Construction Issues and Constraints (Staging)**
  - **Capital Cost Estimates**

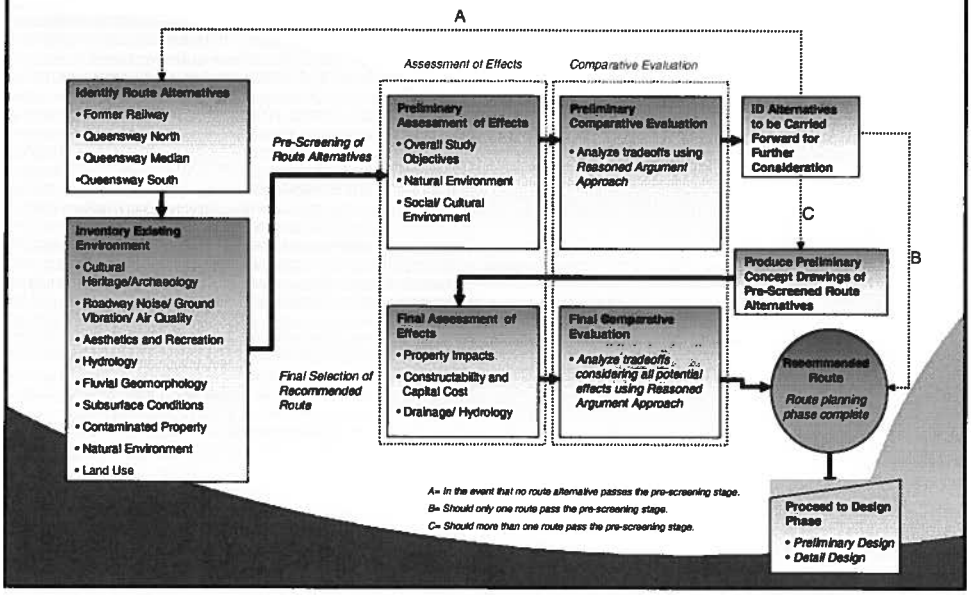
Documented in Draft AECERA Report

Overview of Draft AECERA Report



Integrated Planning and Design Process

Route Selection Process



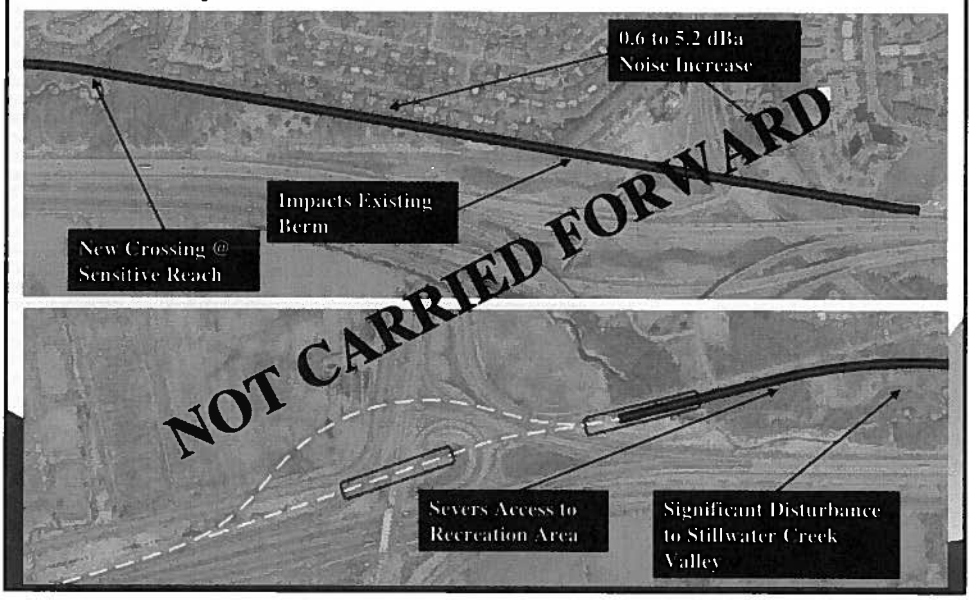
WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

Pre-Screening Evaluation Summary

FACTORS AREAS	Former Railway	Queensway North	Queensway Median	Queensway South
Overall Study Objectives	Good Performance	Good Performance	Poor Performance	Good Performance
Natural Environment	Significant Potential Effects	Moderate Potential Effects	No Potential Effects	Minor Potential Effects
Social/ Cultural Environment	Significant Potential Effects	Minor Potential Effects	No Potential Effects	Minor Potential Effects
Recommendation	Do Not Carry Forward	Carry Forward	Do Not Carry Forward	Carry Forward

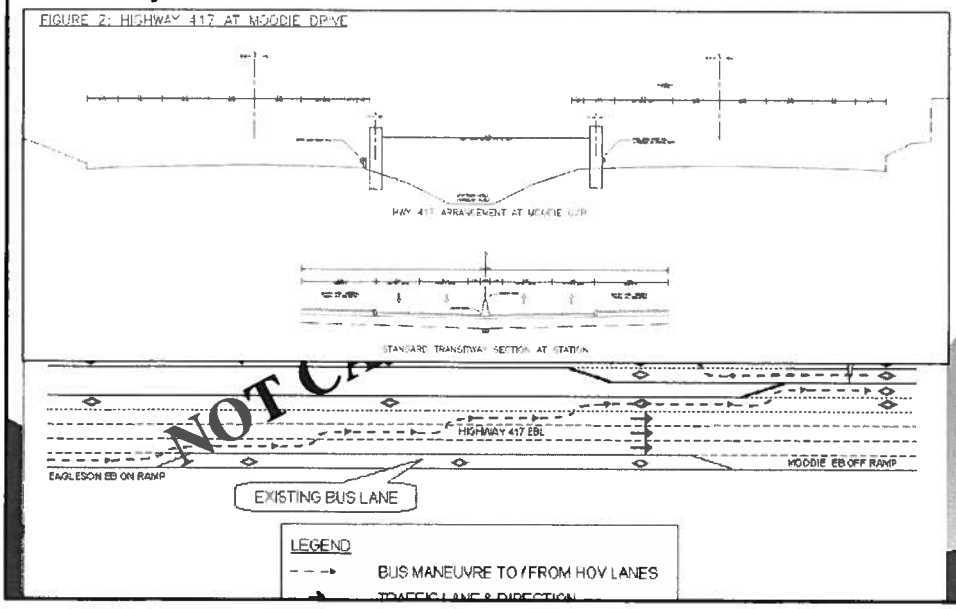
WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

Former Railway



WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE

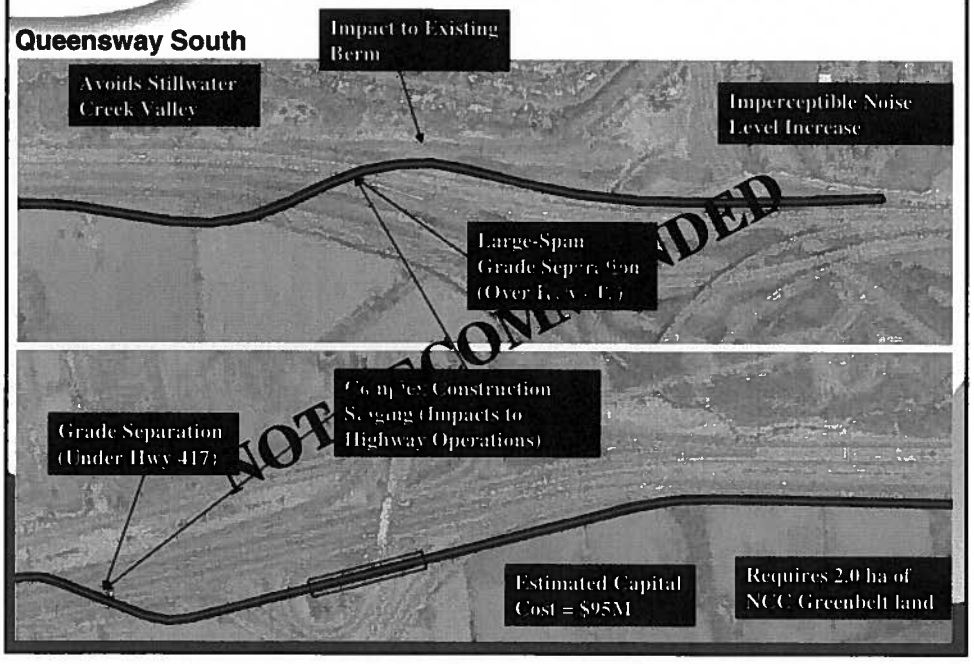
Queensway Median

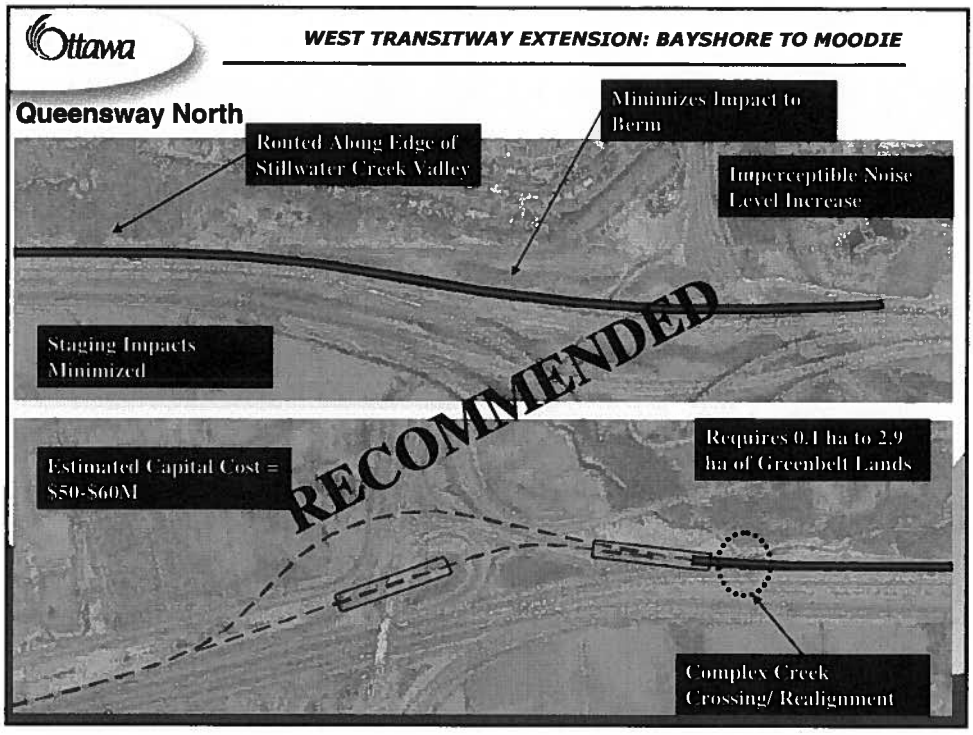


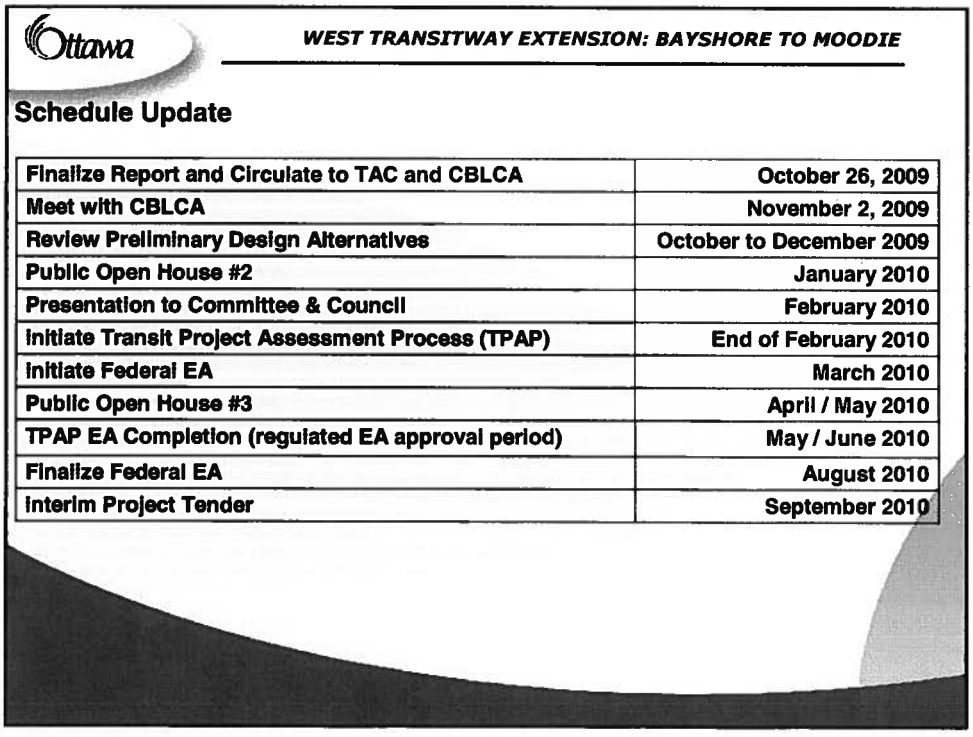
Final Evaluation Summary

FACTORS AREAS	Former Railway	Queensway North	Queensway Median	Queensway South
Technical Considerations (including cost and constructability)	N/A	●	N/A	●
	N/A	Good Performance	N/A	Poor Performance
Final Recommendation	N/A	Recommended Route	N/A	Not Recommended

Queensway South




Ottawa
WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE
Queensway North
Minimizes Impact to Berm
Routed Along Edge of Stillwater Creek Valley
Imperceptible Noise Level Increase
Staging Impacts Minimized
RECOMMENDED
Estimated Capital Cost = $50-$60M
Requires 0.1 ha to 2.9 ha of Greenbelt Lands
Complex Creek Crossing/ Realignment


Ottawa
WEST TRANSITWAY EXTENSION: BAYSHORE TO MOODIE
Schedule Update
Finalize Report and Circulate to TAC and CBLCA | October 26, 2009
Meet with CBLCA | November 2, 2009
Review Preliminary Design Alternatives | October to December 2009
Public Open House #2 | January 2010
Presentation to Committee & Council | February 2010
Initiate Transit Project Assessment Process (TPAP) | End of February 2010
Initiate Federal EA | March 2010
Public Open House #3 | April / May 2010
TPAP EA Completion (regulated EA approval period) | May / June 2010
Finalize Federal EA | August 2010
Interim Project Tender | September 2010

Overview of Noise Assessment Process

Discussion

DRAFT NOTES OF MEETING

PROJECT:	West Transitway Extension – Bayshore Station to Moodie Drive CBLCA Meeting No. 4		
FILE NO.:	503401 (MRC 7499)		
DATE:	January 12, 2010	**TIME:**	7:00 pm
PLACE:	Maki House 19 Leeming Drive, Ottawa, ON		
PRESENT:	Jeffrey Waara	City of Ottawa Project Manager	
	Robert Hunton	MRC	
	Peter Steacy	MRC	
	Kim Eaton	Ecoplans Limited	
	Emily Sinclair	Ecoplans Limited	
	Ruth Tremblay	President, CBLCA	
	Tony Eyton	CBLCA	
	David Neave	CBLCA	
	Bill Fenton	CBLCA	
	Guy Potvin	CBLCA	
	Paul Williams	CBLCA	
	Daniel Godard	CBLCA	
	Rich Nelson	CBLCA	
	Eric Fortin	CBLCA	
	Annie Berthiaume	CBLCA	
REGRETS:	Alex Cullen	Councillor, Bay Ward	
	Darryl Shurb	City of Ottawa Program Manager	
	Michel Bisson	McCormick Rankin Corporation (MRC)	
PURPOSE:	Meeting No. 4 with representatives from the Crystal Beach Lakeview Community Association (CBLCA) to review progress to date since CBCLA Meeting No. 3 and obtain input and discuss comments on the AECERA Report.		

ITEM	PROCEEDINGS:	ACTION:
1.0	**Welcome/Review of minutes from last meeting**	
	.1 R. Tremblay welcomed everyone, gave a brief introduction detailing the purpose of the meeting and asked all attendees to introduce themselves. A sign-in sheet was circulated.	
	.2 R. Tremblay indicated that the CBLCA will provide revisions to the notes from Meeting No. 3.	CBLCA

ITEM	PROCEEDINGS:	ACTION:
	The CBLCA revisions will be appended to the Meeting No. 3 Minutes.	City of Ottawa
2.0	**Discussion about the Process**	
	.1 R. Tremblay inquired about the schedule for the next Public Open House (POH) and the advance meeting with the CBLCA. She also inquired about what would be presented at these meetings. J. Waara indicated that the POH is scheduled for February 24, 2010. An advance meeting will be held on February 4, 2010 with the CBLCA to discuss the information that will be presented at POH #2. He explained that the alignment alternatives within the recommended Queensway North route will be presented at POH #2 to receive input and feedback from members of the public. .2 P. Williams inquired when the final report will be presented to Council. There was a discussion about what will constitute the "final report". J. Waara explained that the presentation to Council will occur in April and that the staff report would be available for public review a week prior to the Council meeting. He explained that the AECERA Report and any other reports generated by the consultants will inform the staff report that will be presented to Council. .3 G. Potvin inquired whether any information other than the consultants' reports would inform the staff report presented to Council. J. Waara indicated that all information relating to this project is being shared with the CBLCA on an on-going basis as the project progresses. .4 R. Tremblay inquired whether funding for this project is included in the 2010 budget. <<POST-MEEETING *NOTE: J. Waara confirmed that Project Funding will be included in the 2011 Capital Budget*>> .5 B. Fenton requested clarification about the cost of the project. He noted that the cost estimates were highly variable. K. Eaton explained that a D-level cost estimate has been generated for costing purposes at this stage of the project, as documented in the AECERA Report. She clarified that this type of cost estimate accounts for a number of variables (e.g. cost of bridges, tunnels, stations etc…) that have yet to be decided. As the project moves forward with greater design detail, more detailed cost estimates will be developed.	City of Ottawa

ITEM	PROCEEDINGS:	ACTION:
3.0	**Noise Concerns**	
	.1 P. Williams inquired whether a revised noise analysis has been completed based on revisions to the traffic volume predictions, as discussed at Meeting No. 3 (see item 4.10, Meeting No. 3). He requested that the CBLCA be permitted to review the revised noise analysis and the traffic volume predictions prior to the submission of the final report. J. Waara indicated that the traffic volume predictions are being revised and that the noise analysis will be updated accordingly. The final AECERA report will include the revised analyses and will be available for review.	
	.2 R. Tremblay requested an update on the recalculation of the traffic volume predictions. Specifically, P. Williams indicated that the project team should consider the comparative traffic volumes (1990 and 2000) contained in Transportation Environmental Study Report (TESR) for the expansion of the Ottawa Queensway (Highway 417) from Highway 416 easterly to Anderson Road. R. Hunton explained the process through which traffic volumes are calculated. Specifically, he specified that traffic volumes are based on population growth estimations generated by census data. He noted that the traffic volume calculations will be described and any applicable references included in the appropriate AECERA Report appendix. MRC will review the traffic volume predictions in the Highway 417 TESR. J. Waara confirmed that the revised traffic volume predictions would be available for review with the POH material in advance of the second POH to be held at the end of February.	MRC
	.3 R. Tremblay inquired whether revised OC Transpo scheduling was used in the AECERA Report. MRC will verify which bus schedules were used in the report. <<POST-MEEETING *NOTE: MRC confirmed that the revised OC Transpo schedule (November 2009) was used in the AECERA Report>>*	MRC
	.4 G. Potvin requested information about the existing and future bus volumes on the Transitway through the study area. He suggested that increased noise levels caused by increased bus use of the Transitway could potentially qualify the Crystal Beach-Lakeview Community for noise attenuation as per City policy. MRC will investigate and advise the CBLCA of current and future bus volumes. << POST-MEEETING *NOTE: MRC confirmed that the current bus*	MRC

ITEM	PROCEEDINGS:	ACTION:
	volumes on the Transitway are between 60-65 busses/hour and that future bus volume are predicted at 85 buses/hour.>> J. Waara recommended that the CBLCA verify, with the appropriate City department, City policy for noise attenuation. .5 D. Godard indicated that in-situ noise testing should be calibrated to take into account wind effect noise. A. Berthiaume further indicated that in-situ noise testing should be undertaken at different times of the year to account for changes in vegetation and traffic patterns. R. Hunton explained that in-situ testing was undertaken to validate the data generated by the noise model, not to replace the data from the noise model. He explained that the possibility for variations noted by the CBLCA is already captured by the noise model. .6 D. Godard indicated that buses are a source of intermittent noise, whereas vehicles travelling along Highway 417 are a source of line noise. He inquired whether the noise model takes into account intermittent noise. MRC will ask the noise specialist to respond. .7 R. Tremblay inquired whether potential locations for noise barriers have been identified and what types of noise barriers have been given consideration. She indicated that the NCC objects to the potential for negative visual impact caused by the noise barriers and expressed concern about how this might affect the possibility for noise attenuation. J. Waara indicated that the design of the Transitway facility will not preclude the installation of noise barriers. The concern about the potential for negative visual impact caused by the noise barriers was noted. .8 R. Tremblay inquired about the cost of constructing a continuous noise wall from Holly Acres Road to Moodie Drive. A. Berthiaume indicated a concern that the lower part of the existing noise berm does not provide sufficient noise attenuation. D. Godard inquired whether noise berms can be designed for different types of vehicles (i.e. cars, buses and trucks). R. Hunton explained that a full costing for the provision of noise attenuation has not yet been undertaken. If noise analysis indicates that noise attenuation is warranted, a costing study will be completed. He also indicated that a costing study for noise attenuation was completed as part of the MTO retrofit report as noise barriers were warranted.	MRC

ITEM	PROCEEDINGS:	ACTION:
4.0	**Environmental concerns**	
	.1 D. Neave indicated on-going concern with the environmental component of the AECERA report. Specifically, he expressed concern about the following issues: • A large number of species have not been comprehensively identified, including species of conservation concern. • Insufficient attention has been given to the black maple and sugar maple stand in the Stillwater Creek urban forest area. Specifically, insufficient attention has been given to potential impacts to the stand resulting from changes to the water table caused by the construction of the Transitway. K. Eaton tabled a response to comments previously submitted by Mr. Neave. A copy of the response is appended. With regards to species in the study area, K. Eaton explained that the area supports a wide variety of wildlife and wildlife habitat but that a comprehensive review of background data and consultation with MNR indicated that there are no species of conservation concern in the study area. She indicated that an itemized list of species present in the study area would be included in the final report. With regards to potential impacts to the water table and the maple stand, K. Eaton explained that geotechnical engineers are currently assessing potential impacts to the water table, including whether any water draw-down can be expected as part of the project. Any potential impacts to the water table and the maple stand will be identified and mitigation measures developed. .2 D. Neave indicated that the environmental assessment (EA) process is not being followed for this project as decisions appear to already have been made prior to the conclusion of the study. K. Eaton explained the EA process being followed for this project. She explained that the EA process is iterative in nature, whereby potential environmental impacts are identified and refined as the project moves forward with greater design detail. She specified that a preliminary assessment was undertaken to establish an understanding of the existing natural features in the study area, as documented in the AECERA Report. As the project moves forward with greater design detail, the initial characterization of natural features will be refined into an increasingly detailed assessment of environmental impacts and will be included in the Recommended Plan. K. Eaton explained that all project decisions are informed by an assessment of impacts. Additional design information is needed before a more detailed assessment of environmental impacts can be completed.	

ITEM	PROCEEDINGS:	ACTION:
	K. Eaton also asked that any additional information that members of the CBLCA or the Crystal Beach-Lakeview Community may have about natural features be shared with the project team. .3 P. Williams inquired whether the EA Report will be provided to the CBLCA prior to the submission of the report to Council. K. Eaton explained that the EA process is integral to the AECERA Report and the Recommended Plan and that all documentation relating to environmental issues and potential environmental impacts are included in these reports. Therefore, all the information relating to environmental issues (existing conditions, potential impacts and mitigation measures) will be included in the reports submitted to City staff. She noted that more detailed information on potential environmental impacts will be available at POH #2. .4 A. Berthiaume inquired how the project was proceeding when there appears to be such significant environmental impacts. D. Neave expressed concern that environmental impacts are being downplayed in the AECERA Report. K. Eaton explained that a two-level screening process is being used to select route and alignment alternatives. She emphasized that no alternatives have been carried forward to date with environmental impacts that can not be addressed through design mitigation (e.g. the former railway route was screened out because of impacts that could not be mitigated through design). Moreover, no environmental impacts have been identified to date that would prevent the project from proceeding. Should a "showstopper" impact be identified, a different alternative would need to be considered.	
5.0	**Moodie Drive Termination/ Timing & Cost Savings of the Project**	
	.1 P. Williams requested a detailed description of station design alternatives at the proposed Moodie Drive termination. There was a discussion regarding the content of the plans and regarding when the plans would be shared. P. Steacy indicated that concept plans for the proposed Moodie Drive station are being developed and that the plans will be presented to the CBLCA at the meeting in advance of POH #2. However, P. Steacy clarified that prior to presenting the plans to the CBLCA and members of the public, the plans need to be reviewed and approved by technical agencies including OC Transpo, City of Ottawa Traffic Operations and MTO. .2 P. Williams inquired whether station alignment alternatives will be developed for the Queensway North and Queensway South	

ITEM	PROCEEDINGS:	ACTION:
	routes. J. Waara indicated that station alignment alternatives were only being developed for the Queensway North route, as recommended in the AECERA Report. The CBLCA indicated that they would ask Councillor Cullen to direct City staff to develop station alignment alternatives for the Queensway North and Queensway South routes. .3 A. Berthiaume indicated concern with the timing of the project. She noted that project isn't needed at this time. There was a discussion regarding the need and justification for the project, focused on the issue of cost savings and travel time savings presented in the AECERA Report. J. Waara explained that the project is being carried out as part of a directive from Council for the implementation of the extension of the City's Transitway. He specified that the timing for the project is part of a broader strategic decision taken by Council regarding the extension of the Transitway. .4 R. Tremblay inquired whether cost savings and travel time savings were calculated for the Moodie Drive termination. P. Steacy explained that these calculations were undertaken as part of the need and justification for the project. .5 D. Neave inquired whether mitigation costs were included in the AECERA Report. P. Steacy explained that costs, including mitigation costs, are included as part of the AECERA report.	CBLCA
6.0	**Alternative Route – Highway 417 Shift**	
	.1 R. Tremblay indicated that the NCC has proposed a route alternative that would shift two lanes of traffic to the median of Highway 417, thereby creating a potential Transitway alignment on the existing Highway 417 footprint. She inquired whether this alternative could be evaluated as a potential alternative route. R. Hunton indicated that MRC is reviewing the concept. He explained that complex changes to highway geometry and significant reconstruction of the highway may be required for this alternative. Additional information on this concept as a potential alignment alternative will be presented at POH #2. .2 R. Tremblay indicated that construction staging should not be permitted in the Stillwater Creek urban forest. P. Steacy explained that the Recommended Plan will include limits	MRC

ITEM	PROCEEDINGS:	ACTION:
	on construction operations as part of mitigation for potential environmental impacts resulting from construction. .3 A. Berthiaume inquired about how this "shift: alternative would be assessed and evaluated. K. Eaton explained that a shift to Highway 417 lanes will be evaluated against the alternative for the Queensway North route documented in the AECERA Report as part of the assessment of alignment alternatives currently being undertaken. She explained that that the same evaluation process used for the selection of route alternatives will be applied to the selection of alignment alternatives.	
7.0	**HOV Lanes**	
	.1 B. Fenton inquired whether HOV lanes on Highway 417 will extend the length of the highway and whether these HOV lanes could be used by buses instead of the Transitway. P. Steacy indicated that the Project Team was unsure of the MTO plan for the future extension of HOV lanes along Highway 417. He explained that the use of HOV lanes in place of the Transitway does not address the problem of operating buses in mixed traffic at peak periods and therefore does not meet project objectives.	
8.0	**Holly Acres Grade Separation**	
	.1 G. Potvin inquired whether an underpass at Holly Acres Road was considered in the selection of route alternatives and whether it is being considered as an alignment alternative. K. Eaton indicated that MRC will follow up with the CBLCA to identify the section in the AECERA Report where cut and cover tunnel options are discussed. *<<POST-MEEETING NOTE: Section 5.2.1 of the AECERA Report discusses the potential for an underpass [cut and cover tunnel option] at Holly Acres Road. This section identifies and evaluates two alternative routes for a cut and cover tunnel [Queensway North and Queensway South].>>* R. Hunton explained that alignment alternatives (below grade, at-grade and above grade) for the Queensway North route are being developed for the Holly Acres Road crossing. These alignment alternatives will be presented at POH #2.	MRC
9.0	**Vibration**	
	.1 R. Tremblay inquired whether there is a process for addressing vibrations caused by Transitway buses. She indicated that a community member is being impacted by vibrations from nearby	

ITEM	PROCEEDINGS:	ACTION:
	buses on Holly Acres. R. Hunton explained that vibrations are caused by the impact of buses on imperfect road surfaces resulting from loose catch basins, sewer grates etc… He indicated that any concerns about existing vibration should be brought to the attention of the City and that the City has a process to address vibration complaints. He noted that vibrations caused by an existing facility are not part of the scope of this project. J. Waara indicated that vibration modelling would be undertaken and clarified that in-situ vibration testing would not be provided for this project.	
10.0	**AECERA Report**	
	.1 R. Tremblay inquired whether appendices from the AECERA Report would be confirmed and signed by a professional engineer. It was confirmed prior to the meeting that specific appendices contained within the AECERA Report will be signed by a professional engineer in accordance with professional licensing requirements.	
11.0	**Travel Time Savings**	
	.2 B. Fenton expressed a number of concerns with the project need, as expressed through travel time savings: • He suggested that the travel time savings calculations are inaccurate because travel time was measured during a construction period. • He suggested that any travel time savings would be lost by the time taken to pull off at the proposed Moodie Station. As an example, he noted that there is currently a 5-minute delay for buses to pull off at Bayshore Station which OC Transpo has address by running buses on the Queensway. He inquired as to whether the time for buses to pull off at the proposed Moodie Station had been factored into the calculation of travel time savings. • He suggested that the project should be delayed until other elements of the Transitway are constructed. J. Waara noted the comments and MRC will confirm details. *<<POST-MEEETING NOTE: MRC contacted OC Transpo for information about the reported delay and rerouting of buses at Bayshore Station. OC Transpo clarified that during peak hours (7:00 am – 9:00 am), buses operate on the Transitway between Bayshore Station and Lincoln Fields and by-pass congestion on the Queensway. Prior to 7:00 am, buses operate on the Queensway as there are no delays to bus service. By using this*	MRC

ITEM	PROCEEDINGS:	ACTION:
	strategy, OC Transpo has been able to improve service reliability. With regards to the calculation of travel time savings, average travel times were calculated based on a theoretical average travel speed that reflects the reduction in Transitway length.>>	
12.0	**Meeting Adjournment**	
	The meeting was adjourned at 9:30 pm.	

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required.

Notes prepared by,

ECOPLANS

Emily Sinclair, M.E.S.

cc: All attending

The following are responses to issues raised by Mr. Neave at the November 9, 2009 meeting with the CBLCA:

1 Comment: The ecological report is very generic in nature and recognized that the information was only at a "preliminary" level

Response: The Ecoplans' 'Preliminary Characterization of Existing Natural Environmental Conditions', is a natural environmental existing conditions report intended to support the pre-planning phase of the project. The report builds on detailed information already compiled during previous studies (e.g. Dan Brunton's flora inventories and other City of Ottawa/City of Nepean studies, NCC reports etc.) and agency consultation (MNR, RVCA etc.) as well as Ecoplans' initial field investigations.

From a natural environmental perspective, the main objective at this stage in the process was to identify natural environmental features, sensitivities and constraints (building on the above information), to inform the evaluation of route alternatives and to guide the selection of a preferred alternative. The natural environmental input to the evaluation process is one of several factor areas (e.g. social, economic, technical, and cultural/archaeological). The technically recommended route represents the alternative that best achieved a balanced among all factor areas (and may not necessarily represent the most preferred from a natural environmental perspective).

2 Comment: Field work was conducted at the wrong time of the year - need spring and fall information for both fauna and flora.

Response: Background information and previous studies were reviewed to determine level of existing information and priorities for additional field work. This review guided the timing/extent of the current field program. Field work was conducted in-season (spring and summer visits on May 13, May 19-21 and July 22-23, 2009). Ecoplans confirmed amphibian presence and breeding habitat through various field visits. This information was factored into the evaluation of route alternatives and Ecoplans' preference for avoiding the main part of the Stillwater Creek valley is evident in the route alternative rankings relative to the natural environmental criteria (i.e. the route alternatives that were north of Hwy 417 were indicated as less preferred from a natural environmental perspective).

Ecoplans' field work also built upon previous floral inventory work by Dan Brunton. Brunton's previous work did not indicate the presence of rare spring ephemeral plants or rare prairie species (aster, and goldenrod species) which would typically be the target of spring and fall surveys, respectively. Ecoplans did undertake specific field searches for the rare plants that Brunton identified, in the appropriate season.

In summary, Ecoplans conducted in season field work that was guided by the findings of previous natural environmental features, sensitivities and constraints to inform the evaluation of route alternatives and provide input to selecting of the Technically Recommended Route. Accordingly, the timing of natural environmental field work was appropriate to achieve these objectives.

3 Comment: There are 8 rare species identified in the area. Are any located on the site?

Response: A search was conducted for the rare flora species previously documented by Dan Brunton - the search was focused in areas that would be potentially affected by the route alternatives. Where these species were found in the potentially affected areas, they are documented and shown in Figure 1B of the report. Again, the potential effects to rare plants were considered in the evaluation of route alternatives with the routes north of Hwy 417 being less preferred overall and the route through the main creek valley being least preferred from a natural environmental perspective.

4 Comment: Black Maple and Sugar Maple are an important and rare ecotype (acknowledged that this status was noted in Ecoplans' inventory)

Response: As Mr. Neave indicates, this is discussed in the Ecoplans' report. The black maple/sugar maple vegetation association is found in the wooded portion of the Stillwater Creek valley. The association is dominated by Sugar Maple with Black Maple inclusions within the community. The young black maples that Ecoplans observed closer to the highway do not appear to be part of this ecotype/association. The potential effects to rare plants and ecotypes were considered in the evaluation of route alternatives with the routes north of Hwy 417 being less preferred overall and the route through the main creek valley being least preferred from a natural environmental perspective.

5 Comment: Concern with COSEWIC status of Monarch Butterfly as it relates to the study area

Response: The status of Monarch Butterfly is not due to habitat changes/losses in Ontario. This species is designated by COSEWIC due to changes in winter habitat in Mexico. In the context of the study area, Monarch would be expected to use the cultural meadow habitat, particularly areas with milkweed and nectar producing flowers. These areas exist throughout the area north of Hwy 417 and in the narrow riparian areas south of Hwy 417. In terms of the evaluation of route alternatives preference was given to routes that avoided the main wooded portion of the valley and, by default, tended to favor routes that removed culturally modified and previously disturbed areas (including cultural meadow habitat). Although some cultural meadow habitat may be removed by a route alternative, this habitat type is still retained in the surrounding area including the Stillwater Creek floodplain. Additionally, this habitat type is easily recreated or enhanced. Enhancement could be considered as mitigation, if warranted, in the broader area as part of a landscape plan.

6 Comment: Common species of waterfowl not identified including ducks and geese

Response: Ecoplans observed Mallard and Canada Goose during our visits. The full list of wildlife species observed by Ecoplans was not included in the interim existing conditions report. A list of all Ecoplans' wildlife observations will be appended to the final report.

7 Comment: Species of turtles not identified (in particular Blanding and snapping turtles)

Response: The Stillwater Creek valley could provide suitable habitat for Snapping Turtle. Snapping Turtles were not observed by Ecoplans and were not observed/documented in previous studies; therefore we did not specifically identify this species in the report. Ecoplans acknowledges that the valley likely supports a range of wildlife species, most of them tolerant to culturally modified/disturbed habitats. While Snapping Turtle may be found in this type of habitat, the report was not intended to speculate an exhaustive list of wildlife species that might be present.

Ecoplans consulted MNR's Natural Heritage Information Centre (NHIC) website for any historic or current 'element occurrences' (records) of Blanding's Turtle or other Species at Risk (SAR) within or near the study area. Ecoplans also consulted with MNR Kemptville District specifically about the presence or potential presence of SAR and MNR confirmed that they had no records and no further information on potential for SAR. Based on all information gathered to date, Blanding's Turtle is not known in this area. Based on the field review, there may be some potential habitat for this species (meadow marsh communities located along the creek in the northern portion of the valley with adjacent forest habitat) however there is currently no known record or evidence of their presence here.

With respect to protection of habitat generally (including potential habitat for Snapping Turtle and Blanding's Turtle) Ecoplans' input to the route evaluation process reflected a conservative approach that favored routes that avoided direct encroachment into the relatively highest quality habitat (i.e. the Stillwater Creek valley).

8 Comment: Concern with potential impact to the hydrology of the area and hence the water table (in particular as it affects the forest land). This is a floodplain area and any construction is going to dramatically affect the water table and subsequently the Black Maple/Sugar maple stand.

Response: We have consulted with our geotechnical specialists and from a based on an initial review of the potential routes, there is no current indication of any significant impact to the water table. Further investigation is currently underway as part of the ongoing geotechnical work. Any potential for impact will be included as part of assessment of effects and evaluation of the preliminary design alternatives.

9 Comment: With the past transitway development, cumulative impacts should be considered

Response: For this project, both a provincial EA (following Ontario's Transit Project Assessment Process) and a Federal EA will be undertaken. EAs conducted under the Canadian Environmental Assessment Act (CEAA) must consider cumulative environmental effects.

10 Comment: Natural area is degraded but unique and as the only natural corridor around Crystal Beach, it provides most of the song birds and butterflies to our backyards

Response: Agreed and acknowledged.

CBLCA revisions to January 12, 2010 meeting

Add to Item 2.1
J. Waara said he would send a copy of the City's revised schedule for this project to the CBLCA.

Item 3.0.3
[redacted] stated that the number of buses used in the Noise Report should include the busses re-directed off the Queensway onto Holly Acres Road to the Bayshore Station in September 2009. These buses increase noise to the nearby Lakeview and Creek's End Lane communities.
(The Noise Report uses a 2006 data – 338 buses/day)

The 2009 daily transit volume as confirmed by OCTranspo is 1000 buses/day including deadheads.

Post Meeting Question from CBLCA:
Item 3.0.4
"current bus volumes on Transitway are between 60-65 busses/hour and that future bus volume are predicted at 85 buses/hour".
The AECERA Noise Report input data uses busses/day not by the hour.
Please provide number of busses/day.

Please confirm the new "current busses per day" number will be used in the revised Noise Report.

The future 2031 number of buses per hour per direction is estimated to be 120 – 130 buses/hour, the daily volume is estimated to be 2200 buses/day including deadheads
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[redacted] asked City representatives and received Mr. Waara's acknowledgement that he (1) would give us City Noise Policy, Guidelines and threshold conditions which trigger or when the City considers the installation of noise abatement systems, and (2) he would indicate clearly why the City presently considers that any of these thresholds is not met with this project, and this, especially near Holly Acres where noise levels are near or over 60dB.

The City's Environmental Noise Control Guidelines are available on the City's website and can be accessed by the following link:

http://www.ottawa.ca/residents/planning/design_plan_guidelines/completed/noise_ctl/index_en.html

For this project, relevant sections of the Guideline include Section 2.0- Environmental Noise Control Guidelines for Capital Works Projects (Surface Transportation Corridors) and Section 3.0 Environmental Noise Control Guidelines for Local Improvement along City Surface Transportation Corridors.

Based on the modeling completed to date for this project, future sound levels in some areas will be greater than 60dBA. However, the excess or change in sound level above the ambient is expected to be less than 5 dBA. In accordance with section 2.3 (i) of the guideline- in this situation, the City is required to investigate the feasibility of noise control measures within the right-of-way under the City of Ottawa's Local Improvements policy and guidelines.

Under Section 3.2.1, this project is subject to the exemption from the Local Improvements Policy and Guideline as the source of the noise concern is a provincial highway and "provincial highway sources are not eligible for noise abatement-Local Improvement as the City does not have authority over such noise sources" (paragraph 2). Furthermore, this project is exempt from the Local Improvements Policy and Guideline as there is already a detailed plan in place which deals specifically with noise issues (MTO Class EA) which takes precedent over the provisions of the guideline (paragraph 1).

In summary, it can be concluded that in accordance with the City's Environmental Noise Control Guideline, the City is only required to provide sound attenuation at the sole cost of the City if the ambient levels are 55 dBA or greater, and the Transitway project is determined to result in an increase over ambient levels of 5 dBA or greater.

If the increase over ambient levels is less than 5 dBA but the ambient is greater than 60dBA, then the City is required to explore the feasibility of attenuation through the Local Improvements policy. However, as the source of ambient sound levels is due to a provincial highway (for which MTO has already committed to attenuation), this project is exempt from the Local Improvements Policy as the City has no control over this ambient source..

New Item – Missed in notes

[redacted] explained that between 1980 and 2016 noise levels in our community will have risen 9 db due to highway additions, modifications and the new transitway combined.

Noted

3.0.6 add

"He explained there is a special technical way to measure noise from busses in the MOE guidelines. He spoke about the 12' high exhaust tail pipes on busses that create more noise than tail pipes on vehicles closer to the ground. This has a big impact on a community and will cause loss to house values. He asked if these MOE guidelines were being followed by the City's consultants."

The Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) method is the provincial standard for predicting roadway noise. Stamson 5.04 (the software used for this study), is a computer based version of this method and satisfies both MOE and City of Ottawa Guidelines (see existing conditions report for references). Stamson 5.04 has specific data entry options for buses, and makes corrections to noise levels to account for differences between cars, buses, medium trucks and heavy trucks.

Item 3.0.7

Mr. Waara does not answer the questions asked.
"whether potential locations for noise barriers have been identified and what type of noise barriers have been given consideration".

Limits for sound barriers (i.e. where the start and where they end) were identified by MTO as part of their Class EA for the Highway widening.

This study will identify the optimal location (within the right-of-way) for sound barriers within these limits taking into consideration the new Transitway facility. Possible locations include on

the barrier between WB Highway 417 lanes and the Transitway, or on the north side of the Transitway. Once a preferred preliminary design has been identified, a final noise assessment will be undertaken to determine which location provides the greatest level of attenuation. At this point, both options are viable.

Item 4.0.1
Copy of K. Eaton's response is not attached to pdf Meeting Notes document. Please provide electronic copy.

Response attached

Add to Section 4.0 – Environmental Concerns:
"[redacted] spoke about migratory birds, turtles, etc. and the need for there to be accurate records/inventory of the species living in this forest. K. Eaton stated there will be more field visits to the forest area north of the Queensway performed before the final report is completed. [redacted] stated the field visits should be performed in the spring and in the fall."

See attached response to [redacted] regarding the timing of field work. Additional field work is planned for Spring 2010.

"[redacted] expressed concern about damage to the forest area during the construction stage. Mitigation for this stage is not in the reports yet."

Construction impacts (footprint, erosion and sedimentation etc.) is being proposed as a criteria in the assessment of preliminary design alternatives.

Item 5.0.1
Not "station design alternatives" (discussion was about the Moodie Drive termination only not the station.)

Preliminary design alternatives for the ultimate passenger transfer facility (station) at Moodie Drive will be presented at the Feb. 4 meeting with CBLCA. Concepts for the potential interim connection to Moodie Drive will also be presented.

Item 5.0.4
R. Tremblay inquired whether cost savings and travel time savings will be re-calculated once the Moodie Drive termination is chosen and drawn.
Response: Traffic analysis and traffic modelling will be fed back into Appendix A and B.

The discussion of travel time savings (and associated cost savings) included in the Draft AECERA report refers to the ultimate (fully-grade separated) facility only. The interim project is being constructed to improve service reliability by addressing the documented 5 minute variance in travel times (from 6 to 11 minutes) between the Eagleson Park and Ride Lot and Bayshore Station which is attributable to the operation of buses in mixed traffic on Highway 417 between Moodie Drive and Holly Acres Road.

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DRAFT NOTES OF MEETING

PROJECT: West Transitway Extension – Bayshore to Moodie

FILE NO.: 503401 (MRC 7499)

DATE: February 4, 2010 **TIME:** 7:00 pm.

PLACE: Maki House, 19 Leeming Drive

PRESENT:

Jeffrey Waara	City of Ottawa Project Manager
Jean Lachance	City of Ottawa
Robert Hunton	McCormick Rankin Corp (MRC)
Tim Dickinson	McCormick Rankin Corp (MRC)
Ruth Tremblay	President, CBLCA
Paul Williams	CBLCA
Rich Nelson	CBLCA
Peggy McGillivray	CBLCA
Kate Twiss	CBLCA

PURPOSE: Meeting # 5 with Representatives from the Crystal Beach/Lakeview Community to review the Preliminary Design Alternatives to be presented at Public Open House #2.

ITEM	PROCEEDINGS:	ACTION:
1.0	**Introduction**	
	Jeffrey Waara (JW) welcomed everyone, gave a brief introduction detailing the purpose of the meeting and asked all attendees to introduce themselves. A sign-in sheet was circulated. JW explained that Jean Lachance (JL) would be taking over the role of Project Manager while he temporarily filled in as Acting Program Manager.	
2.0	**Review of Previous Notes/Action Items**	
	Rob Hunton (RH) tabled responses to the CBLCA's requested revisions to the notes from the January 12th meeting with CBLCA. RH provided two copies of revised traffic and noise reports. He explained that the revised noise reports (Existing Conditions, Route Comparison and In-Situ Testing) use more conservative traffic volume estimates which assume a 3% growth rate. Current MTO and City projections indicate a 1% growth rate to be appropriate, therefore, the use of 3% (although less than the 2003 MTO PDR estimates) represents a conservative approach. RH explained that the traffic volumes used in the revised noise analyses are for comparison purposes and apply to this study only. CBLCA asked whether digital copies would be made available. *Digital copies of the reports will be provided. In addition, the revised AECERA Report and all technical appendices will be made available electronically following the upcoming Public Open House.*	MRC

ITEM	PROCEEDINGS:	ACTION:
3.0	**Process**	
	Tim Dickinson (TD) tabled a document providing information on the overall planning and design process and the process being followed to assess preliminary design alternatives. TD provided a brief overview of the Transit Project Assessment Process (TPAP) and explained that, in accordance with the process, the City is currently completing pre-planning and consultation in order to define a recommended plan which includes the consideration of route alternatives and preliminary design alternatives. The Recommended Plan will be presented to Transit Committee and Council for approval and, once approved; the City will formally initiate the TPAP. The final EA document prepared as part of the TPAP (referred to as an Environmental Project Report) will document the route selection phase and the preliminary design selection phase. This document will be made available for a formal 30-day public review period. CBLCA asked whether there was a similar 'fast track' EA process at the federal level. *TD explained that the CEAA Screening process will likely be triggered as a result of land requirements in the vicinity of Corkstown Road. The project team is currently working with representatives from the NCC to coordinate federal and provincial EA process requirements. TD explained that the TPAP includes an expedited approvals process but should not be considered a 'fast track' as all planning and consultation activities associated with an individual or Class EA are required to be completed before the formal process begins.* CBLCA indicated that they did not feel that the current planning and consultation was part of the EA process as the TPAP has not been formally initiated. *Comment noted.* CBLCA expressed concern with the argument that this project is being implemented to reduce travel times (and associated operation costs) as the travel time savings and associated cost savings documented in the Draft AECERA Report pertain specifically to the ultimate configuration and will only be achieved once the Transitway is fully grade separated at Holly Acres Road and Moodie Drive. *TD acknowledged that the travel time savings and associated cost savings will only be fully realized when the Transitway is fully grade separated. Section 2.4 of the Draft Report was not intended to serve as a Business Case for the extension of the Transitway network but rather to illustrate that there will some additional benefits in terms of cost savings once the ultimate facility is in place.* CBLCA noted that it was their understanding that the City was building this project to reduce travel times and reduce operating costs in the interim.	

ITEM	PROCEEDINGS:	ACTION:
	TD explained that the need to implement the interim project is driven by the strategic direction of Council to complete the Transitway by 2015 to support the City's 30% transit modal split objective. It was acknowledged that, in response to questions and comments received from the community regarding sections 2.3 (travel time savings) and 2.4 (cost savings due to reduced travel time) of the Draft AECERA Report, revisions are required to clarify the need for the interim project and to emphasize the immediate benefits associated with increased service reliability (Section 2.2). It was also acknowledged that section 2.3 and 2.4 will be revised describe travel time savings and associated cost savings pertaining specifically to the ultimate configuration. CBLCA asked whether the discussion of transit service reliability described in section 2.2 of the Draft AECERA Report referred to eastbound travel times only and whether the interim configuration that terminated with an at-grade intersection on Moodie would in fact reduce service reliability in the westbound direction due to the addition of a signalized intersection at Moodie Drive. *TD acknowledged that the discussion included in the report referred to the eastbound direction.* *Post Meeting Note: The interim configuration will not result in a reduction in westbound service reliability due to the signalized intersection at Moodie Drive as transit signals are predictable and can be accounted for in scheduling. Reliability is primarily affected by unpredictable delays associated with running scheduled bus service in mixed traffic environments.* CBLCA asked why this section of the Transitway was being implemented before the section between the Southwest Transitway and Pinecrest Road. *TD explained that the City's objective is to complete the entire Transitway as soon as possible. As funding is not available to build all sections today, the City developed a Capital Works Plan as part of the approved 2008 Transportation Master Plan (TMP) Update Study which set priorities for project implementation. In the Capital Works Plan, the section of Transitway between Bayshore Station and Moodie Drive was identified as a Phase 1 Increment 1 project subject to immediate implementation provided the availability of funding. The section between the Southwest Transitway and Pinecrest was identified as a Phase 2 project.* CBCLA asked whether traffic impacts due to potential interim connections to Moodie Drive for the Queensway South Route Alternative would be included in the revised AECERA report and used to compare this alternative against the Queensway North Route Alternative. *JW indicated that the purpose of the route selection process was to identify the optimal location for the ultimate Transitway facility. Through this process, the Queensway North Route was recommended. Interim configurations will only be considered as part of an implementation or*	

ITEM	PROCEEDINGS:	ACTION:
	phasing strategy for the ultimate configuration. Therefore, alternative interim configurations will only be considered within the Queensway North Route. CBLCA indicated that this was not acceptable as in their opinion the interim configuration will be in place "*for a long time*". *Comment noted.*	
4.0	**Public Open House Format**	
	RH tabled a document outlining the proposed format for Public Open House #2 including a list of proposed displays. CBLCA asked whether displays regarding noise would be included. *RH indicated that predicted noise levels would be included in the preliminary assessment of design alternatives for comparison purposes. A display outlining the City's Noise Guidelines will also be provided.* CBLCA asked whether they could attend the POH session in Kanata. *JW indicated that the POH was open to the public and representatives from the CBLCA were welcome to attend.* CBLCA asked whether a copy of the revised AECERA Report would be made available at the Kanata POH. *JW indicated that a revised copy of the report would be made available.*	City/MRC
5.0	**Preliminary Design Alternatives**	
	RH provided an overview of the preliminary design alternatives developed for the crossing of Holly Acres; the mainline section between Holly Acres and Moodie; and the Moodie Drive Interchange. A summary of comments is provided below:	
5.1	<u>Holly Acres Road (*Ultimate)*</u>: Two alternatives for the ultimate grade separation of Holly Acres were presented. CBLCA expressed concern with options passing under Holly Acres Road due to potential impacts to Graham Creek flow velocities and soil conditions in the area. *RH explained that any lowering of the creek would likely require work downstream to match grades. He also explained that the undercrossing options would require relocating the sanitary sewer force mains west of Holly Acres Road and, because the transitway profile would be lower than the creek elevation, pumping of the storm sewer would be required.*	

ITEM	PROCEEDINGS:	ACTION:
	CBLCA expressed concern with how the City would make sure the contractor did not impact the natural areas adjacent to the transitway during construction. *JW explained that sensitive areas would be delineated by fencing during construction to ensure that the Contractor did not disturb and the City's Contract Administrator would be on-site to ensure compliance. RH explained that this was a common technique used to the satisfaction of the City and NCC on other projects.* CBLCA asked whether cross-sections or contours could be added to illustrate grades and potential impacts to existing landforms. *RH indicated that cross-sections will be provided at the Open House.* CBLCA explained that their community does not currently have adequate access to the Transitway at Bayshore Station (neither a park and ride, nor a kiss and ride are provided at Bayshore Station, and the stops on Holly Acres and the highway ramp have been removed.) *Comment Noted*	MRC
5.2	<u>Mainline Transitway *(Ultimate)*</u>: RH presented two alternatives for the main line area. CBLCA asked about the limit of grading encroachment into NCC lands that would be required for the option adjacent to the WB 417 lanes. *RH pointed out the permanent sewer easement that runs parallel to the highway in this section. RH indicated that the grade in this segment would fall within the MTO ROW or the easement. RH explained that the grading limits shown on the drawing assume a 3:1 slope which can be reduced where necessary to mitigate impacts as required and he indicated that cross sections will provided at the POH to illustrate property impacts.* CBLCA asked where MTO's sound barrier would be located. *RH explained that the limits of the proposed MTO sound barrier are identified on the drawing. The optimal location within the right of way will be examined as part of this study. Probable locations are between the transitway and highway, or north of the transitway, both within the MTO ROW.* CBLCA asked if guide rail would be installed along the transitway. *RH indicated that a barrier between the highway and transitway would be required. Furthermore, he suggested that if the transitway could be set at a lower grade than the highway, this barrier may also provide the required*	MRC

ITEM	PROCEEDINGS:	ACTION:
	screening of headlights. With respect to other barriers on the north edge he indicated that any hazards would be protected as warranted, and that appropriate barriers would be included where MTO's noise wall was placed. CBLCA asked what type of measures would be used to capture the storm drainage. *RH explained that in this section a closed drainage system (sewer pipes) would be required between the highway and transitway. Management of that runoff would take place within the pipes and manholes. If the transitway was constructed as a rural roadway along the north edge, then grassed slopes would be investigated as a control measures for the recommended plan.* CBLCA asked whether MTO had provided comments on the mainline option that requires shifting highway lanes to the median. *JW explained that the MTO had seen the concept and had expressed concerns regarding impacts to highway infrastructure during construction.* CBLCA asked how long it would take to construct the shifted highway option. *RH explained that this level of highway reconstruction could take 2 construction seasons to complete and could be expected to result in similar impacts to commuters and the community as the recently completed highway widening. These impacts are currently being assessed and will be presented at the Open House.*	
5.3	<u>Moodie Drive *(Ultimate)*</u>: Two alternatives north of the interchange and two alternatives through the interchange were presented. Station locations east of and under Moodie were included in the alternatives. CBLCA noted concerns regarding potential flooding of the proposed station at Corkstown Road and indicated that the top of the station grading would have to be set accordingly. CBLCA also indicated that a station would need to include a kiss and ride, a cycle facility and pedestrian access. *Comment Noted* CBLCA noted potential site line issues on Moodie with the alternative that passes over Moodie Drive. *Comment Noted* CBLCA expressed a desire to see improved pedestrian access from the community to the station alternatives and noted a concern that a station under Moodie Drive would not serve their community well, as a pedestrian sidewalk along the Transitway (under the ramps) would present a safety and security	

ITEM	PROCEEDINGS:	ACTION:
	issue. It was also pointed out that there are currently no sidewalks on Moodie Drive or on the bridge over the highway, making future pedestrian access a challenge. *Comment Noted* CBLCA expressed an interest in improved cycling access to Bells Corners and indicated that a multi-use pathway connection across the Queensway similar to the Castlefrank structure would improve access. *Comment Noted* CBLCA identified cycling/vehicular conflicts that could be introduced if the station was provided on the Moodie Drive structure. They were also concerned about the lane configuration and location of the cycle lanes. *RH indicated that the location of the cycle lanes on the plan presented was a 'first cut' and that the City's cycling advisory group would be involved in the final design. It was recognized that the development of cycle lanes through the interchange would be challenging with and without the introduction of a transit station at the Moodie structure.* CBLCA asked how employees at Nortel campuses would get to Corkstown Station (station east of Moodie). *RH explained that shuttle services or re-routing of existing bus routes or a combination of these options could be provided to serve the employment areas.* CBLCA suggested that a station location west of Moodie Drive adjacent to the NCC's National Equestrian Park would have less impact on the environment and interchange. *Comment Noted*	
5.4	<u>Holly Acres Road *(Interim)*</u> A single at-grade option was presented. CBLCA noted that, if the City wanted to build a Transitway, it should be the ultimate Transitway and that an at-grade crossing of Holly Acres Road in the interim should ***not*** be considered. *Comment Noted* CBCLA provided a reference to the Traffic Operations Report prepared in support of MTO's Highway Widening Project (GWP 663-93-00) and requested that the City review the traffic volumes on Holly Acres Road to be sure that the intersection would work.	

ITEM	PROCEEDINGS:	ACTION:
	Comment Noted CBLCA noted that there is often congestion on Holly Acres in the morning as highway traffic exits to access Carling Ave. in order to avoid highway congestion. The at-grade intersection would further exacerbate this issue. *Comment Noted* CBLCA asked what the impact would be to the existing berm. *RH indicated that the impact to the berm would be limited to edge impacts and would likely result in the construction of a toe-wall in this area, but that the height of the berm and majority of the landscaping would remain intact.* CBLCA expressed concern with the intersection and signal timings and indicated that traffic modeling would be required. *RH confirmed that traffic modeling would be carried out to confirm the current and future LOS under the interim configuration.*	
5.5	<u>Moodie Drive *(Interim)*</u> Two interim configuration were presented. CBCLA expressed concern with the proposed intersection and associated signal timings. Traffic modeling will be required to prove that this intersection works using today's traffic volumes and projected traffic volumes. *RH explained that current and projected volumes will be modeled.* CBLCA expressed concerns with the cycling lanes located between cars and buses. *RH explained that the project team will work with the City's cycling advisory group to find a workable solution to this issue.* CBLCA identified a desire for pedestrian/cycling access to the interim station.	

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required.

Minutes Prepared by:

McCormick Rankin Corp.

T. Dickinson, MCIP, RPP
cc: All attendees