
APPENDIX F
MEETING NOTES



McCORMICK RANKIN
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MEETING NOTES

PROJECT: West Transitway Extension Bayshore Station to Moodie Drive

TAC MEETING NO: 5

FILE NO.: 7499-40141

DATE: April 7, 2010 **TIME:** 13:30

PLACE: City of Ottawa
100 Constellation Crescent, Mercedes Room

PRESENT:

<u>City of Ottawa</u>	
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
Jaime Yeung-Miller	Coordinator, Transportation System Management
John McCoppen	Property Consultant, Real Estate Services

MRC

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

MTO

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

NCC

David Malkin	Senior Land Use Planner, Design & Land Use
Arto Keklikian	Principal Transportation Planner

PURPOSE: To review and evaluate the Preliminary Design Alternatives presented at Public Open House (POH) #2 and discuss potential interim configurations at Moodie Drive.

PROCEEDINGS:

ACTION BY:

5.1 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), National Capital Commission (NCC), and the Ministry of Transportation Ontario (MTO).

5.2 Review of Previous Action Items

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

5.3 Progress Update

Tim Dickinson provided an overview of the Public Open House (POH) No. 2 sessions. He indicated both sessions (Kanata and Crystal Beach-Lakeview) were well attended with 99 persons signed-in.

Comments received to date focused on the following topics:

- Noise barriers (need, location, constructability)
- No need for an “interim” solution (build the Transitway to Kanata)
- Concerns with potential intersections at Holly Acres Road and Moodie Drive
- Concerns with cyclist conflicts at/along Moodie Drive
- Need to improve community access to potential station at Corkstown Road (sidewalks, lighting, “kiss-and-ride”)
- Concerns regarding ecological impacts on Stillwater Creek Valley
- Cost and impact of Mainline Option B (Highway 417 realignment).

Tim indicated the study team gave an introductory presentation to the Ottawa Forest and Greenspace Advisory Committee (OFGAC) on March 22, 2010. The OFGAC indicated they wanted to know more about the potential impacts to the Stillwater Creek Valley and would like to review information and provide input and feedback. The OFGAC have sent a letter to the Mayor’s office outlining issues and concerns to which the City of Ottawa has provided a direct response.

Colin Leech mentioned the Roads and Cycling and the Pedestrian and Transit Advisory Committees should also be consulted.

City of Ottawa
/ MRC

5.4 Evaluation of Design Alternatives

Tim Dickinson provided an overview of the 3-step process required for the evaluation of the design alternatives.

Step 1 – Assess Effects

The study area was subdivided into three segments (Holly Acres, Mainline, and Moodie). An independent assessment of effects (covering 25 criteria) was completed for each segment. For each criterion, alternatives were assigned a 'performance grade' reflecting absolute level of effect.

Good: Performs optimally against the stated criteria and is not expected to result in a significant residual effect.

Fair: Performs reasonably well against the stated criteria and is not expected to result in a significant residual effect.

Poor: Performs poorly against the stated criteria and can be expected to result in a significant residual effect

Step 2 - Compare Alternatives

The relative difference in effects among alternatives was compared for each criterion and alternatives are ranked in order of preference. A rationale for this ranking was provided for each criterion.

Step 3 - Identify Preferred Alternative

The study team is currently at Step 3 and the purpose of this TAC meeting is to have a working session to perform the evaluation and build consensus regarding preferred alternatives (at: Holly Acres, Mainline Transitway, and Moodie Drive).

5.4.1 Design Alternatives at Holly Acres

Plan drawings of the four design alternatives (A1, A2, B1, B2) in the Holly Acres segment were displayed and a table showing a summary of the assessment of effects was presented at the meeting.

Plan drawings of the Holly Acres design alternatives are available on the project FTP site under the [POH #2](#) folder.

A summary of the comments is given below:

TD: As shown in the table, the alternatives that pass under Holly Acres (A1 and B1) ranked poorly based on significant residual affects to fish and fish habitat, fluvial geomorphology, drainage and hydrology, construction impacts, complex staging, constructability and cost. As a result, the study team recommended that alternatives A1 and B1 not be given further consideration.

RH: When comparing alternatives A2 and B2, there is a trade-off between maintaining a simple compact intersection and the ability to eliminate a structure (S-W ramp underpass).

JM: Is the local bus access ramp from Holly Acres to Bayshore Station needed in the long-term? Colleen Connelly indicated there is a need since there will be bus routes coming into Bayshore from Richmond Road and the Baseline Road corridor.

CL: It appears the left turn onto the relocated S-W ramp in alternative B2 may be able to operate under a free-flow condition. MRC indicated this may be true; however the overall design of the intersection would need to be studied further.

DL: Would motorists in the NB direction have unobstructed views of the signal heads at the intersection north of the Transitway? MRC indicated this will need to be looked-at as part of the design, but felt a solution using combination of advance warning signs and/or traffic signals could be used if required.

MRC

DMA: The safety of cyclists along Holly Acres should be considered since it is major link between the lands near the Queensway Carleton Hospital and the Watts Creek Pathway (Trans-Canada Trail).

CL: Did the design team consider an access ramp on the east side of Holly Acres between Highway 417 and the proposed Transitway for local bus access to Bayshore Station? MRC indicated it did look into providing an access ramp, but found buses access to the local platforms on the north side of the station would result in a weave condition without sufficient length on the Transitway to allow for a safe manoeuvre.

DMA: The NCC is concerned about noise for the design alternatives

that pass over Holly Acres Road (options A2 and B2) even though the noise analysis indicated the noise level difference between all options would be imperceptible. David asked if a noise receptor can be located at the high-rise building east of Holly Acres Road. Dave McAvoy indicated that a potential noise wall would be more effective for options A2 and B2.

DMa: Will the signalization of the intersection at Holly Acres Road (for alternative B2) be considered as a single intersection or two separate intersections? MRC indicated it would likely be treated as a single intersection over a large area.

DS: The City's Traffic Operations staff need to review the signal design (layout) and phasing at the intersection. Peter Steacy indicated that the study team would meet with the City's Traffic Operations staff (Tom Fitzgerald – Traffic Engineering and Greg Sergeant - Signal Design) to discuss the intersection design. Dave Lindensmith indicated the MTO would also need to review the design; sign-offs may be required since the intersection is located with an MTO interchange.

City of Ottawa
/ MRC

DL: Did the community express any desire to reinstating the SB right turn onto the S-W ramp from Holly Acres Road at POH #2? MRC indicated that some members of the community indicated they would like to reinstate the right-turn (some said they do it now anyway). The preliminary design of the Holly Acres underpass structure does not preclude the reinstatement of a right turn movement.

The general consensus among those in attendance is that preliminary design alternative B2 is preferred pending a design review of the intersection as indicated above.

5.4.2 Mainline Transitway Design Alternatives

Plan drawings of the two design alternatives (Mainline A and Mainline B) were displayed and a table (attached) showing a summary of the assessment of effects was presented at the meeting.

Plan drawings of the design alternatives are available on the project FTP site under the [POH #2](#) folder.

A summary of the comments is given below:

TD: As shown in the ranking table, there are no significant effects for Mainline alternative A. There are challenges with respect to

fluvial geomorphology, fish and fish habitat at the confluence of Stillwater Creek and its tributary. The study team's ecologists will be performing additional field work in this area in May; fluvial geomorphology work is also ongoing.

TD: Mainline alternative B circumvents the confluence of Stillwater Creek and its tributary. This alternative however would have a serious effect on the travelling public due to construction on Highway 417 (realignment of the highway) – this is reflected in the ranking table with poor ratings for Staging and Constructability/Cost. Tim noted the preliminary work by John Beebe (fluvial geomorphologist) indicated there are issues with the dynamics of the creek at this location since the tributary is connected at 90 degrees to the creek. As a result of this configuration, instability of the creek is causing erosion of the embankment and the transport of sediments downstream. It is recommended that the configuration of the confluence of the creek be fixed.

DMA: Mainline alternative B is generally preferred by the NCC since it keeps the Transitway entirely with the existing transportation corridor.

DL: Mainline alternative B would greatly impact the travelling public. The study team should consider further quantifying potential impacts to the travelling public as, while recognized in the assessment, the magnitude of these impacts are not fully explained (cost of lane closures (passenger costs etc.) The MTO has no plans for further highway expansion in this area in the foreseeable future.

MRC

With the exception of the NCC who has not yet provided a formal position or statement of preference, the general consensus among those in attendance is that Mainline design alternative A is preferred.

5.4.3 Design Alternatives at Moodie Drive

Plan drawings of the four design alternatives (A1, A2, B1, B2) in the Moodie Drive segment were displayed and a table (attached) showing a summary of the assessment of effects was presented at the meeting.

Plan drawings of the Moodie Drive design alternatives are available on the project FTP site under the [POH #2](#) folder.

A summary of the comments is given below:

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- RH: The Transitway alignment is located just north of the interchange in alternatives A1 and A2. For alternatives B1 and B2, the alignment passes through the interchange under Moodie Drive and the highway ramps. For all alternatives except B1, the potential station is located near Corkstown Road with at-grade platforms. The potential station for alternative B1 is located at Moodie Drive with grade-separated Transitway and local bus platforms.
- TD: Our architect and landscape architect indicated there is potential to blend the design of the station at Corkstown Road with the surrounding natural area and make use of “green design” elements. The station at Moodie would introduce an urban design element into the Greenbelt and may result in visual impacts due to the required structures (i.e. elevators, stairs, etc.) and its location in the middle of the interchange. David Malkin indicated that the NCC did not necessarily agree that the station at Corkstown would have less of a visual impact as it located outside of the transportation corridor. The station at Moodie Drive would strictly serve as a transfer facility; it lacks the transit service flexibility that OC Transpo would like. There are also safety and security concerns with the station at Moodie Drive.
- DS: Is the realignment of Corkstown Road east of Moodie Drive required? MRC indicated the realignment was due to the interim configuration of the Transitway connecting at Moodie Drive. Should an alternative interim configuration be identified (currently under review), the extent of realignment may be reduced.
- PS: The station at Corkstown Road would provide transit service flexibility, is located in close proximity to the NCC’s buildable site north of Corkstown Road, would be more accessible to the community, and would maintain the existing configuration of the interchange ramps.
- TD: Glen MacDonald (RVCA) could not attend the meeting but was able to provide his comments to the study team. He indicated the potential station at Corkstown Road may encroach on the Stillwater Creek floodplain which was a concern to the RVCA. Provided that the geomorphological study demonstrates that there will be no significant impact to the floodplain, the RVCA indicated that they were not opposed to the station at Corkstown Road. Additional work is required to better understand potential impacts. .

MRC

- CL: The preference shown in the ranking table does not accurately reflect all of the impacts. MRC explained that the summary table is conceptual and is intended to guide discussion. Darryl Shurb pointed out the constructability criteria in the table. MRC indicated it will revise the table accordingly.
- DMA: The station at Corkstown Road is a little less desirable from the NCC's perspective. Visual impact and aesthetics are important considerations; as is the mitigation of the visual impacts. The NCC would like to limit the number of stations in the Greenbelt as much as possible and has established working group looking at infrastructure in the Greenbelt.
- CC: Wouldn't the NCC's policy on sustainable transportation modes support the need for a potential station at Corkstown Road? David Malkin indicated the NCC policy is geared toward urban areas such as integrating stations with adjacent developments/land uses.
- CL: Station at Corkstown could potentially be well used by the community. He indicated that bus stops at Montreal Road on the East Transitway are well used despite their isolated location; people are walking long distances to use the facility.

With the exception of the NCC, who have not yet provided a formal position or statement of preference, the general consensus among those in attendance is that Moodie design alternative B2 is preferred. This statement of preference is subject to the findings of more detailed investigations including a geomorphological impact assessment of Corkstown station.

5.5 Interim Design Alternatives at Moodie Drive

Peter Steacy indicated that the traffic analysis of the interim design alternatives presented at POH #2 (intersections terminating at Moodie Drive) resulted in marginal performance in 2021 and failure in 2031 given the increased volumes along Moodie Drive. MRC has subsequently developed a number of different potential interim configurations to extend the service life of the interim project. Plan drawings of the four interim design alternatives (Options 1 – 4) were displayed at the meeting. The plan drawings are available on the project FTP site under the [TAC Meeting No 5](#) folder.

Peter provided a description of the new interim design alternatives (summarized below):

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- For all interim alternatives, westbound buses proceed along the recommended grade-separated alignment through the interchange and join the bus lane west of Moodie Drive (solid blue line on plan).
 - In Option 1 (yellow dashed line on plan) eastbound buses exit at the Moodie interchange, head north to Corkstown Road, follow Corkstown east and enter the Transitway via the proposed transit station.
 - In Option 2 (green dashed line on plan) eastbound buses exit at the Moodie interchange, head north and merge onto the S-W ramp. A ramp widening towards the inside will permit buses to diverge onto an access road linked to the Transitway just east of Moodie Drive.
 - In Option 3 (red dashed line on plan) eastbound buses exit at the Moodie interchange, head north and turn right onto a one-way access ramp at the north intersection. The access ramp is located between the existing S-W and realigned E-NS ramps and joins the Transitway just northwest of the existing storm water management pond.
 - Option 4 (solid magenta line on plan) includes a flyover structure over Highway 417 which links the eastbound bus lane to the recommended Transitway alignment on the north side of the highway.

Colin Leech indicated that an analysis of the south intersection should be considered to review potential delays at the intersection.

MRC

Arto Keklikian inquired on the value of a 2-minute time savings versus the cost to grade-separate the Transitway? MRC indicated it did not calculate the travel time savings for the new interim options, but plan to do so prior to presenting the recommended plan to Transit Committee and City Council.

Jeffrey Waara stated that the interim plan will likely be in place for a long time. The two triggers likely to initiate the extension of the Transitway between Moodie Drive and Eagleson Road are the extension of LRT to Kanata and/or the reconstruction of the Eagleson Road interchange by MTO.

Michel Bisson provided the cost difference between Moodie Interim Option 1 and the others:

- Option 1 (yellow line) \$26.1M (base case)
- Option 2 (green line) \$27.0M (+ \$0.9M)
- Option 3 (red line) \$27.8M (+ \$1.7M)
- Option 2 (magenta line) \$38.8M (+ \$12.7M)

David Lindensmith asked if the study team dropped the interim at-grade options. MRC indicated the at-grade interim options presented at POH #2 (with an interim station at Moodie Drive) will need to be evaluated against the new interim alternatives..

Colleen Connelly indicated that that Option 2 (green dashed line on plan) works best.

Tim Dickinson discussed the project timelines. Jeffrey Waara indicated that since it is an election year, Transit Committee meetings may not occur as scheduled throughout the summer. If going to the June meeting, briefing notes will be required for next week.

David Malkin asked if we can relocate the local bus loop from the proposed station north of Corkstown Road in order to reduce the station's footprint in the grassy meadow. Colleen Connelly indicated it could be done, but the overall station footprint would be larger.

Colin Leech stated that a "kiss & ride" should be integrated in the proposed station since people will layup on Corkstown Road anyway. Perhaps cars may be allowed to stop in the loop. MRC did show a "kiss & ride" location on the plan, pending further design changes and/or potential improvements along Corkstown Rd.

Colin Leech suggested the study team show the cycling network in the area and indicated there is a TMP requirement for providing multi-use pathways along Transitway corridors.

Peter Steacy indicated there is a multi-use pathway in the corridor (Watts Creek Pathway / Trans-Canada Trail); he inquired if Colin is suggesting providing a new connection near the Transitway to link both sides of Moodie Drive. Further direction will be required from the City on this issue.

City of Ottawa

Post Meeting Note: Colin Leech provided the wording from the TMP for the provision of multi-use pathways along Transitway Corridors:

http://ottawa.ca/city_hall/master_plans/tmp/chapter_4/index_en-04.html

Multi-use pathways are dedicated off-road facilities for

walking, cycling and other modes such as in-line skating. Pathways serve both utilitarian and recreational travel needs.

The City will: [...]

2. Provide multi-use pathways in or adjacent to rapid transit corridors, where physical constraints allow, to be constructed simultaneously.

A pathway along the north side of Highway 417 between Holly Acres and Moodie is shown as a city-wide pathway and city-wide cycling route on Maps 1 and 2 respectively of the TMP:

*http://ottawa.ca/city_hall/master_plans/tmp/maps/index_en.html
http://ottawa.ca/city_hall/master_plans/tmp/maps/index_en-01.html*

David McAvoy indicated that the MTO has reservations about having pathways within the highway right-of-way. It was clarified that any pathway considered would be either integrated with the Transitway facility or located on the north side away from the highway.

5.6 Other Business

TAC Meeting No. 6 will be scheduled at a later date.

5.7 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)



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MEETING NOTES

PROJECT: West Transitway Extension Bayshore Station to Moodie Drive

TAC MEETING NO: 6

FILE NO.: 7499-40141

DATE: June 15, 2010 **TIME:** 10:30am

PLACE: City of Ottawa
100 Constellation Crescent, Mustang Room

PRESENT:

<u>City of Ottawa</u>	
Jean Lachance	Project Manager, Design & Construction East
Darryl Shurb	Program Mgr, Design & Construction East
Colin Leech	Senior Engineer, Transit Priority
Gill Wilson	Coordinator, Pedestrian Facilities
John McCoppen	Property Consultant, Real Estate Services
Gordon Kerluke	Property Consultant, Real Estate Services

MRC / MMM Group

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

MTO

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

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

PURPOSE: To review progress since TAC Meeting No. 5; present the evaluation of the Preliminary Design Alternatives and the Recommended Plan; and discuss potential implementation strategies (phased construction) to be presented at Public Open House (POH) #3.

PROCEEDINGS:

ACTION BY:

6.1 Introductions

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

Gill Wilson attended the meeting on behalf of Robin Bennett (Coordinator Cycling Facilities).

6.2 Review of Previous Action Items

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

Post-Meeting Note: It was brought to our attention that on page 10 of the TAC No. 5 Meeting Notes that OC Transpo would not recommend a local bus loop placed on the north side of Corkstown Road.

6.3 Progress since TAC Meeting #5 (April 7, 2010)

Tim Dickinson presented the meeting agenda and gave a brief PowerPoint presentation. He indicated that the study team met with the following groups since TAC Meeting No. 5:

- Ottawa Forest and Greenspace Advisory Committee (OFGAC) on March 22nd;
- Rideau Valley Conservation Authority (RVCA) on April 27, 2010;
- National Capital Commission (NCC) on May 19th; and

The study team also met with representatives from Residents Cycling Advisory Committee (RCAC) on June 14, 2010. The main issues discussed pertained to potential solutions for improving cycling conditions along Moodie Drive and Holly Acres Road. The study team have considered the comments received at this meeting and have incorporated some of the ideas in the latest preliminary designs drawings to be presented at POH No. 3. A meeting with the Crystal Beach-Lakeview Community Association (CBLCA) is planned for June 16, 2010.

Tim provided an overview of the study process and indicated the study team has reached Consultation Milestone No. 3 which completes the Pre-Planning phase of the project.

The Preliminary Recommended Plan and potential scenarios for the implementation of this plan will be presented at POH No. 3 on Wednesday June 23. The study team will be meeting with the community association prior to the open house on June 16th.

The Recommended Plan will be presented to Transit Committee for approval August followed by City Council immediately thereafter. The provincial Transit Project Assessment Process (TPAP) will be triggered following Council approval.

In order to meet a 2011 tender date, MRC will commence the detail design and contract document preparation of the near-term implementation plan (phase 1) following Council approval.

6.4 Evaluation of Preliminary Design Alternatives

Tim provided a handout summarizing the results of the assessment of the preliminary design alternatives at Holly Acres (East), Mainline Transitway (Central), and at Moodie Drive (West).

Holly Acres (East Segment)

At Holly Acres, options A1 and B1 were not carried forward since there would be significant conflicts with existing underground utilities and with Graham Creek and its tributary. Having the Transitway pass under Holly Acres would involve the relocation of the creek or the tributary and would have a significant ecological impact. Crossing over Holly Acres with Option B2 eliminates the need for an additional structure over the S-W ramp (as compared to Option A2). Holly Acre Option B2 was therefore carried forward as part of the Preliminary Recommended Plan.

Colin Leech asked if there were any issues with visibility of the intersection (ability to see the traffic signals) with both Options A2 and B2. Rob Hunton indicated there may be a need to use an advance signal at this location similar to what was done at Hunt Club Road and the Airport Parkway. MRC will address this during the detail design phase.

Mainline (Central Segment)

Tim indicated that the footprint for Transitway Mainline Option A has been contained entirely within the MTO right-of-way by use of retaining walls which will minimize direct impacts to the Stillwater Creek valley. Mainline Option B, while avoiding the need to construct

new lanes north of the existing Highway 417 footprint, would yield minimal ecological benefits since only a small portion (approximately 400m to 500m) in the middle of the route will avoid the valley entirely. Also, the rehabilitation of the culvert and Stillwater Creek confluence would still be required. Mainline Option B would take approximately 3 to 4 years to construct and likely being carried out in four stages. There are approximately 100,000 vehicles per day which use the highway at this location so construction will be highly disruptive – it is estimated that 40,000 to 50,000 vehicles would be affected daily. As a result, Mainline Option A was carried forward.

Moodie Drive (West Segment)

Two separate alignments were examined at the Moodie interchange: one passing north of the interchange (Options A1 & A2) and one going through the interchange (Options B1 & B2). Three out of four options featured a station at Corkstown Road which provides more flexible transit service compared to the station situated directly under Moodie Drive. In considering a number of factors – some which included impact to NCC Greenbelt Lands, transit service flexibility, and impacts to Highway 417 ramps – the study team concluded that Moodie Option B2 with the station at Corkstown Road would be carried forward.

6.5 Preliminary Recommended Plan

The Preliminary Recommended Plan was compiled using the options carried forward from the assessment of the preliminary design alternatives. This plan will be presented at POH No. 3 on June 23rd.

Discussion on the plan is given in Section 6.8 below.

6.6 Proposed Implementation Strategy

The City of Ottawa Transportation Master Plan (TMP) directs staff to defer the cost of grade separations as long as possible by introducing measures to incrementally isolate transit from mixed traffic. In accordance with this direction, a number of implementation scenarios were identified and presented including the potential for an at-grade crossing of Holly Acres Road and an at-grade intersection with Moodie Drive.

Based strictly on the results of traffic modelling and an NPV calculation of various scenarios, there is an apparent benefit to deferring the grade separation of Holly Acres Road to at least 2031. At Moodie Drive, the grade separation can be deferred until 2021. In

2021, the at-grade intersection with Moodie Drive will begin to reach capacity and a partial grade separation will be required. There is no benefit to constructing the full grade separation of Moodie Drive within the current planning horizon (2031).

A recommended implementation scenario will not be identified until after the June 23rd POH and will be based on the consideration of the full range of potential impacts and benefits (natural, social, cultural, economic etc.).

6.7 Next Steps

Tim provided an overview of the next steps:

Jun. 16, 2010	Meeting with the CBLCA
Jun. 23, 2010	POH No. 3
Aug. 2010	Present Recommended Plan to Transit Committee
Sept. 2010	Initiate Federal and Provincial EA Processes
Oct/Nov 2010	POH No. 4
Dec/Jan 2011	File Environmental Project Report (EPR) for Public Review
Jan. 2011	Anticipated EA Approvals
Jan/Feb 2011	Detail Design of Phase 1
March 2011	Study completion, Tender Package Submission

6.8 Review Plans / Discussion

Roll plan of the preliminary recommended plan was shown at the meeting; Tim pointed out some of key features. The following discussion ensued:

Jean Lachance asked if the design can proceed concurrently with obtaining the approvals. Study team indicated it would be able to carry out some of the design work.

David Malkin indicated that a decision regarding the location of a Transitway station in the Greenbelt will be made as part of the ongoing Greenbelt Master Plan review process. As sector plans and public consultations for the GMP review will not be carried out until late in 2010/early 2011, it may be a challenge to obtain required federal approvals for construction of the station in 2011.

David Lindensmith asked if the study team will be showing the at-

grade intersection at Holly Acres at the public open house. Tim Dickinson indicated there will be a plan for each option shown at the open house.

John McCoppen asked if the city needs to acquire the property near Bayshore station in the short term. It was agreed at the meeting that although the grade separation Holly Acres may not happen in the near term the City should proceed with the property acquisition.

Tim Dickinson pointed out some of the proposed multi-use pathways on the plan including one that uses a narrow strip of land owned by the NCC. The study team asked if the NCC would have any objection to use its land for a new pathway. David Malkin indicated the NCC would not object to use the land for a pathway.

Gill Wilson indicated there was no requirement for lighting on a multi-use pathway such as this; however winter maintenance will be required. There was some discussion regarding the multi-use pathway along Holly Acres Road from Aero drive to the intersection north of Highway 417. Another path extending from the intersection to beyond Bayshore station (passing north of the current station footprint) and connecting to the access road leading to Woodridge Crescent was also discussed.

Gill Wilson asked the study team to show the path on the recommended plan as conceptual.

Tim Dickinson described the proposed pathways near Moodie Drive. He indicated that the study team looked at the path going under Moodie Drive (adjacent to the Transitway) but did not recommend it due to safety and security concerns (very isolated location).

Colin Leech suggested a few pathway options at Corkstown Road including the relocation the path to the south side of Corkstown road and connecting Moodie Drive via an underpass structure under the free flow right channel of the E-NS ramp. MRC indicated there may not be enough distance between Corkstown Road and the ramp to develop a suitable profile.

David Malkin suggested a few improvements to the paths shown in the plan. Study team looked at a few options near or around Moodie drive to improve pedestrian and cycling options. Peter Steacy indicated that two plans along Moodie Drive were presented at the meeting last night with RCAC. A number of recommendations were made including a reduction of the speed limit from 80 to 60, modifications to existing ramps, and the possibility of using a separate structure for cyclists to

cross the highway.

The study team asked the MTO if the intersections within the Moodie interchange fall under its jurisdiction or the City of Ottawa since Moodie Drive is a municipal road. David Lindensmith indicated these intersections are located within the MTO ROW; however any intersection modifications are more of a concern to the City (with respect to traffic operations, signals, etc.) as long as it doesn't affect the operation of the intersections to the point of creating queues on the exit ramps on Highway 417.

Peter Steacy suggested the study team may be able to repurpose one of the lanes in the southbound direction on the Moodie bridge to provide a sidewalk or multi-use pathway in the near term. David Lindensmith indicated that the study team will need to examine the lane geometry and traffic conditions to ensure there will be no queuing issues. The MTO indicated it would be open to considering alternate arrangements on the Moodie structure provided there would be no queuing issues. MRC indicated that more work will be required at Moodie drive and will sketch up more options to be considered.

MRC

Colin Leech indicated the CBLCA would like to defer this project until the section from the Southwest Transitway to Pinecrest Road is constructed. However there is a benefit of constructing this phase of the Transitway since traffic on Moodie drive is more reliable and predictable than that of the highway - delays due to traffic on Moodie can be managed better than on the highway. Furthermore, the recent widening of Highway 417 has resulted in a shift in the 'bottleneck' from east of Eagleson to east of the 416/417 interchange. As buses are required to operate in mixed traffic at this location, the new 'bottleneck' has resulted in reduced transit service reliability between Bayshore and Moodie. This section of Transitway is required in the near term to address this issue.

David Malkin asked if the presentation materials from this meeting will be available on the FTP site. MRC indicated it will post the materials following a meeting. *The presentation materials are available on the project FTP site under the TAC Meeting No 6 folder.*

Darryl Shurb indicated the City will review the NCC's Draft Position Statement and will provide a response as soon as possible.

City of Ottawa

David Malkin asked the study team to provide an approximate estimate of the property requirements for the proposed station. MRC indicated it would provide this information to David Malkin indicating the estimated number.

MRC

Juan Galindez indicated the study team needs to provide greater justification for the proposed station at Corkstown road. MRC indicated it would provide a justification for locating the station at Corkstown Road.

MRC

There was some discussion on the ability to install a noise wall. MRC indicated the preliminary design will not preclude the installation of a noise wall; however it will not include it as part of the Preliminary Recommended Plan to be presented to Transit Committee.

6.9 Other Business

The presentation materials are available on the project FTP site under the TAC Meeting No 6 folder.

TAC Meeting No. 7 will be scheduled at a later date.

6.10 Meeting adjourned at 12:30pm.

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)

TAC Meeting No. 6 Attendees

Tuesday June 15 2010

10:30am - 1:00pm

City of Ottawa, 100 Constellation Cres., Mustang Room (1802W)

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



April 28, 2010

Rideau Valley Conservation Authority
P. O. Box 599
3889 Rideau Valley Drive
Manotick, ON K4M 1A5

Attention: Mr. Bruce Reid, P. Eng.
Director, Watershed Science and Engineering

RE: WEST TRANSITWAY EXTENSION – STILLWATER CREEK

Dear Mr. Reid:

Thank you for meeting with staff of McCormick Rankin Corporation (MRC) yesterday to discuss the West Transitway Extension specifically in relation to the Stillwater Creek flood plain analysis.

Following the meeting MRC received, on loan, the following reports:

- Stillwater Creek Erosion Control Study, City of Nepean – June 1987 prepared by Totten Sims Hubicki Associates
- Stillwater Creek Erosion Control Project Environmental Study Report, City of Nepean - May 1988 prepared by Totten Sims Hubicki Associates
- Stillwater Creek Erosion Control Study - Hydrology and Hydraulics Report, City of Nepean – May 1988 prepared by Totten Sims Hubicki Associates.
- A copy of the report that was prepared in support of the permit application for the replacement of the Corkstown Road culvert crossing of Stillwater Creek.

These reports will be returned in the near future. RVCA staff also committed to obtain for MRC, if available, information that was prepared in relation to the development of the Nortel campus.

As discussed at the meeting, the City of Ottawa has retained MRC to complete the Environmental Assessment Study for the extension of the West Transitway from Bayshore to Moodie Drive. From this EA process the preferred alignment for this extension is along the north side of Highway 417 and a station is to be constructed on the east side of Corkstown Road. Stillwater Creek conveys flow through this area and there is no existing flood plain mapping for the creek.

.../2



The main purpose of the meeting was to discuss and determine what, if any, existing hydrologic or hydraulic information is available for Stillwater Creek that would assist in determining the extent of the existing Regulatory (1:100 year) flood plain in the area of Corkstown Road. With this base flood plain scenario, potential impacts of the West Transitway can then be determined and mitigation measures recommended.

For the flood plain analysis MRC will complete the following:

- Review the above noted reports to determine any relevant flow information and determine if further hydrologic analysis is required. At this information is reviewed, MRC will engage RVCA in further discussions regarding our findings.
- A HEC-RAS backwater model will be assembled for an appropriate reach length of Stillwater Creek to address the area of interest with respect to potential flood plain impacts of the proposed West Transitway and station.
- Appropriate modifications will be made to the HEC-RAS model to represent the transitway alignment and station to assess potential flood plain impacts.

We look forward to the further involvement of the RVCA in this project and if you have any questions do not hesitate to contact the undersigned.

Yours very truly,

McCORMICK RANKIN CORPORATION

A handwritten signature in blue ink that reads "John Price". The signature is written in a cursive, flowing style.

John Price, P.Eng.

cc: Peter Steacy, MRC
Tim Dickinson, Ecoplans



McCORMICK RANKIN
CORPORATION

A member of  **MMM GROUP**

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NOTES OF MEETING

PROJECT: West Transitway Extension (Bayshore Station to Moodie Drive)
MEETING NO: NCC Meeting No. 4
FILE NO.: 7499-40143
DATE: May 19, 2010 **TIME:** 1:00 PM to 3:00 PM
PLACE: National Capital Commission (NCC)
30 Metcalfe Street, 7th Floor, Ottawa, Ontario

PRESENT:

NCC

D. Malkin	Senior Land Use Planner
J. Galindez	Environmental Officer
S. Lalonde	Greenbelt Masterplan Review
G. August	Senior Environment Officer

City of Ottawa

J. Waara	Senior Project Manager, Design & Const. Svcs East
J. Lachance	Project Manager, Design & Const. Svcs East

MMM / MRC

R. Hunton	Project Manager
P. Steacy	Asst. Project Manager / Design Manager
T. Dickinson	Environmental Planner
M. Bisson	Project Engineer

Corush Sutherland Wright (CSW)

M. Lush	Landscape Architect
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McRobie Architects

J. Sparling	Architect
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PURPOSE: To discuss project scope, review plans and discuss Federal process.

PROCEEDINGS:

ACTION BY:

1.1 Introduction

Round table introductions were made. Ms. Sparling of D.S. McRobie was introduced to the NCC representatives.

1.2 Background

Mr. Hunton provided a description of the work undertaken to-date including development of the current long term and near term plans.

1.3 Federal Process / Concerns

Ms. Lush described the pathway system that was being prepared. The plan included extensions to the Bayshore Station and access to the Community.

Options at Moodie for extensions of the pathway were presented to the NCC.

Ms. Lush explained that the pathway work was to improve the connectivity of the path network.

1.4 Mitigation Measures

Mr. Hunton explained that the plan of the transitway extension now included toe walls to reduce the footprint and impact on NCC lands. In addition, the culvert extension near Moodie was to be designed to reduce erosion of the creek.

1.5 Station Concept

Ms. Sparling described the station concept for the at-grade Moodie station. The station included green roof design, minimized space requirements and would use materials that worked with the environment it is to be located in (wood truss etc.).

NCC suggested design guideline be established for station in the Greenbelt.

J. Sparling

1.6 Noise Wall

NCC was advised that although the study would not be making a

technical recommendation for a noise wall. MTO has completed a study that indicates a MTO noise wall will be constructed at the same time. In addition, the NCC was advised that the Councillor supports the installation of a noise wall as part of this project and will be seeking approval of it at Council.

1.7 Meeting adjourned at 3:00 PM

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 notes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

R. Hunton, P. Eng.

cc: All attending



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NOTES OF MEETING

PROJECT: West Transitway Extension – Bayshore to Moodie

PROGRESS MEETING NO:

FILE NO.: 503401 (MRC 7499)

DATE: June 16, 2010

TIME: 7:00PM

PLACE:

PRESENT:

Jean Lachance	City, Project Manager
Rob Hunton	McCormick Rankin
Tim Dickinson	McCormick Rankin (MMM Group)
Peter Steacy	McCormick Rankin
Ruth Tremblay	CBLCA, President
Paul Williams	CBLCA
Rich Nelson	CBLCA
Various representatives from CBLCA and cycling group	

PURPOSE: Meeting #6 with Representatives from the Crystal Beach/Lakeview Community to review the ultimate transitway concept, staging options and improvements to the cycling, and pedestrian network associated with the transitway extension.

PROCEEDINGS:

ACTION BY:

- 1.0 Mr. Lachance welcomed everyone and brief introductions were made. Mr. Lachance informed the Community that the City was preparing for an upcoming POH on Wednesday June 23, 2010 at the Maki House.

- 2.0 Mr. Dickinson presented a plan of the ultimate transitway concept. The plan included a grade separation at Holly Acres; a modified highway ramp and intersection with the current transitway access off Holly Acres; a transitway parallel to the highway along the north Ministry property line; a local and transitway station at Corkstown Road and underpass off Moodie Interchange.

The plan also included extension of the pedestrian/cycling multi-use pathway to Holly Acres and Moodie.

Mr. Dickinson explained that this was what the ultimate configuration would look like. The question was how to get to it, through staged construction which could put off expensive components of the project.

3.0 Mr. Dickinson described potential staging option at Holly Acres as:

- 1) Fully grade separate (day one); and
- 2) At-grade transit crossing until congestion warrants grade separation.

CBLCA indicated that they felt a grade separated option at Holly Acres was the correct option in that it resolved vibration issues they experience from the current configuration and results in the best transit configuration. In addition, it does not require multi-phased construction disruptions to their community.

CBLCA suggested that the access to the highway ramp may be unsafe if there is not a clear view past the structural mid column.

- Options considered were changing the structural span.
- Advance traffic signal control.

4.0 Mr. Dickinson described the staging option at Moodie and presented the option of an at-grade stop at Moodie. The plan included modifications to the Moodie Road lane configurations including the relocation of southbound lanes over the Highway to accommodate two (2) traffic lanes, a 2m cycle lane and 3m± multi-use pathway. The plan also includes modifications to the ramps to reduce conflicts with cyclists.

Although CBLCA acknowledges significant improvements in the cycling and pedestrian facilities, they expressed concern that crossing an interchange may not be safe. They suggested a completely grade separated pedestrian cycling facility or widening of the structure.

5.0 CBLCA indicated snow drifting at Corkstown and should be considered in the design.

6.0 CBLCA indicated that the pathway connection to Holly Acres and the upgrade of the existing 2m sidewalk to the station was an improvement. They suggested that the path should be offset from the curb not adjacent to it. They also provided a comprehensive plan of improvement along Holly Acres that would enhance the connectivity between their communities (attached).

Notes of Meeting:

Date: June 16, 2010

The current study will attempt to include some of these suggestions in the design of the transitway extension.

- 7.0 CBLCA indicated that they were concerned that the future extension of transit (Baseline Link) would add to their problems in the Holly Acres area.
- 8.0 CBLCA indicated they felt that the impact to Route 166 should have been included in the analysis. Route 166 is the backbone route for the community and its continued operation is important to them. They proposed that the additional traffic and buses on Moodie would slow down the service, require more buses and cost more to provide the same level of service.
- 9.0 CBLCA requested a copy of the most current traffic counts at Holly Acres. A copy was provided to Ms. Tremblay. CBLCA indicated that they were concerned that the count was a single day snap shot, and to them had little statistic value. They were advised that this was the common practice which the City gathered traffic information and that since the closure of Moodie was new, no other relevant historic data was available. CBLCA indicated they had information which indicated higher traffic volumes, they will provide the City with a copy of that information.
- 10.0 CBLCA advised the City that currently they have concerns regarding vibrations from business on the current ramp. These vibrations shake their homes and cause them discomfort. Their position is any increase in buses on this ramp will increase this discomfort and was unacceptable to them.
- 11.0 CBLCA provided their "position statement" on the project, an alternative transit extension plan and a Holly Acres pedestrian/cycle pathway (attached).

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

Robert Hunton, P. Eng.

cc: list all attending