APPENDIX L

SUMMARY REPORT FOR PUBLIC OPEN HOUSE NO. 1

West Transitway Extension
Bayshore Station to Moodie Drive

Public Open House No. 1
Summary Report

September 2009

A member of MMM GROUP

A member of MMM GROUP

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APPENDICES

1. Introduction

The City of Ottawa has initiated a planning and design study in order to identify a recommended plan for the extension of the City's bus rapid transit (BRT) network (Transitway) from Bayshore Station to Moodie Drive.

This project is being planned in accordance with the requirements of the Transit Project Assessment Process (TPAP) as described in Ontario's new Transit Project Regulation (O. Reg. 231/08). The regulation exempts proponents of all public transit projects from the requirements under Part II of the Environmental Assessment Act (OEEA), and describes a process that certain transit projects must follow in order to be considered exempt.

TPAP is based on the principles of sound EA planning and requires that the proponent base decisions on sound scientific approaches and methods in consultation with stakeholders. As with the Class EA process, the TPAP is a proponent driven, self assessment process. Proponents are required to consider alternative methods and identify potential impacts and mitigation when evaluating and recommending a preferred plan. Once the preferred plan has been recommended, there is a maximum 120-day consultation and documentation period in which the City will refine the recommended plan through detail design. This will be followed by a 30-day public and agency comment period and a 35-day period for the Environment Minister to review objections.

In recognition of the importance of stakeholder participation in the planning process, a comprehensive communications strategy has been prepared. Public open houses (POH) form an integral part of this strategy. The following is a summary of the first of three POHs scheduled for this project. The first POH was used to gather public input into the analysis and evaluation of corridor alternatives.

2. Location, Date and Time

The first POH was held on Thursday, June 25, 2009 from 6:00 pm to 9:00 pm at the Crystal Beach Community Association's Maki House, located at 19 Leeming Drive. The open house was organized as a drop-in style session with a half hour formal presentation by the Project Team, followed by a question and answer session with Project Team specialists and Bay Ward Councillor Alex Cullen.

3. Notification

Notification for this POH was provided through the following:

- Project Update Newsletter;
- Newspaper Notices; and
- City of Ottawa's Project Website

3.1 Project Update Newsletters

To provide updates as the study progresses through planning and design phases, regular newsletters are being prepared. The second project update newsletter advised residents in the vicinity of the study area of the date and time as well as the proposed agenda, of the first POH. This newsletter was distributed through Canada Post unaddressed ad mail the week of June 15, 2009. A copy of this newsletter is included in Appendix A.

3.2 Newspaper Notices

The notice for the first "Public Open House West Transitway Extension from Bayshore Station to Moodie Drive" was advertised as follows: the Ottawa Citizen and Le Droit on Saturday June 13, 2009 and Wednesday June 17, 2009; Nepean This Week on Friday June 19, 2009; and the Kitchissippi Times and the New EMC the week of June 15 to 19, 2009. A copy of the notice is included in Appendix A.

3.3 Project Website

The City of Ottawa established a project website to advise members of the public of on-going project activities. The website can be accessed at the following link: http://www.ottawa.ca/residents/public_consult/wte_bayshore_to_moodie/index_en.html.

4. City of Ottawa and Consultant Project Team Attendance

The following representatives from both the City of Ottawa and the Consultant Project Team were in attendance at the first Public Open House:

- Alex Cullen, Bay Ward Councillor, City of Ottawa
- Darryl Shurb, Project Manager, City of Ottawa
- Rob Hunton, MRC
- Peter Steacy, MRC
- Michel Bisson, MRC
- Kim Eaton, Ecoplans
- Tim Dickinson, Ecoplans
- Emily Sinclair, Ecoplans

5. Material Displayed

Visitors were greeted upon entering the room and asked to sign the register. Displays were arranged in a logical order around the room. Project Team members were available to answer questions and provide information about the study.

The display boards included:

- Welcome board
- Project need and study purpose
- Project history
- Study process
- Transit Project Assessment Process
- Study schedule
- Issues and constraints
- Alternative corridors considered
- Evaluation criteria
- Evaluation methodology
- Summary of corridor evaluation
- Preliminary recommended corridor
- Next steps

- Existing noise and ground vibration conditions
- Archaeological potential
- Existing air quality conditions for carbon monoxide (CO)
- Existing air quality conditions for oxides of nitrogen (NOx)

A copy of the display boards is included in Appendix B.

Handout material was also provided including:

- 'Background Study of Existing Conditions for Noise, Vibration and Air Quality' (GME, June 2009); and
- 'Draft Analysis and Evaluation of Corridor Alternatives' (MRC, June 2009).

A copy of the handout material is included in Appendix B.

The second part of the POH consisted of a presentation by the City's Project Manager and the Consultant's Environmental Planner summarizing the information provided in the display boards and handout material. A copy of the presentation is included in Appendix C.

The presentation was followed by a question and answer period, with participation by the Ward Councillor Alex Cullen and the Project Team. Mr. David Malkin, Senior Land Use Planner with the National Capital Commission (NCC) was present and agreed to also participate in responding to questions that pertained to the NCC. A copy of the notes of the POH which summarizes comments and issues raised during the question and answer session is included in Appendix D.

Attendees were encouraged to provide written comments on hand-out sheets available at the POH and either leave it with the Project Team or send it by mail, fax, or email to the City Project Manager. Comments were requested by July 3, 2009. This date was later changed to July 15, 2009. Comments were also sought from those not able to attend the POH.

6. Summary of Comments Received

The POH was well attended; 87 individuals signed the POH register. To date, 88 comments sheets and e-mails have been received by the Project Team, including a detailed submission by the Crystal Beach/Lakeview Community Association (CBLCA).

Many of the comments suggested the need for a more information regarding the evaluation of the alternative corridors as well as the assessment of the project's potential impacts. A detailed summary of comments and key issues raised by stakeholders at POH No. 1 is included in Appendix E. A consultation record with a copy of all public comments is on file with the City of Ottawa and will be included in the Environmental Project Report.

7. Next Steps

The feedback received from this POH is being used to refine the criteria and methodology for further assessment and evaluation of alternatives. Also, a comprehensive report is being prepared to document the detailed assessment and evaluation of alternatives and respond to stakeholders concerns.

Public Open House

West Transitway Extension
Bayshore Station to Moodie Drive

In November 2008, Ottawa City Council approved its long-range Transportation Master Plan which identified the construction of the West Transitway from Bayshore Station to Moodie Dr. as a priority project required to address significant current transit operational concerns in the west urban community. In order to take advantage of near term federal and provincial funding opportunities, the City has initiated a study to complete all outstanding planning and design work for this facility.

This project is being planned in accordance with the province's Transit Projects Assessment Process (Ontario Regulation 231/08). This process requires the consideration of alternative designs, public and agency consultation, an assessment of potential environmental effects, the identification of mitigation measures and the preparation of an Environmental Project Report.

In order to engage the public and obtain feedback into the planning and design for this facility, a consultation program has been developed that includes 3 Public Open Houses. At this first open house, members of the public will be presented with the following information:

- Project history and background;
- The new Transit Projects Assessment Process;
- Existing conditions in the study area;
- The analysis and evaluation of alternative corridors;
- Further opportunities for public participation; and
- Next steps.

City and Consultant representatives will be available at the Open House to discuss the project, answer any questions and receive public feedback on any aspect of the study.

You're invited:
June 25, 2009
6 p.m. to 9 p.m.
(w/Presentation from 7:00 to 7:30 p.m.)
Crystal Beach Community Association - Maki House
19 Leeming Drive

With the exception of personal information, comments will become part of the public record.

For more information and/or to submit comments, please contact:

Darryl Shurb, M. Eng., P. Eng.,
Senior Project Manager
City of Ottawa
Infrastructure Services & Community Sustainability
100 Constellation Crescent, 6th Floor West
Ottawa, ON, K2G 6J8
Tel: 613-580-2424 x16204
Fax: 613-560-6064
E-mail : Darryl.Shurb@ottawa.ca

Soirée portes ouvertes

Prolongement du Transitway Ouest
De la station Bayshore à la prom. Moodie

En novembre 2008, le Conseil municipal d'Ottawa approuvait son Plan directeur des transports à long terme, qui désignait comme projet prioritaire la construction du Transitway Ouest, entre la station Bayshore et la promenade Moodie, pour résoudre les problèmes opérationnels importants observés dans la collectivité urbaine de l'Ouest. Afin de profiter des possibilités de financement à court terme du fédéral et du provincial, la Ville a lancé une étude destinée à achever tous les travaux restants de planification et de conception de cette installation.

Ce projet est prévu dans le cadre du processus d'évaluation des projets de transport en commun de la province (Règlement de l'Ontario 231/08). Ce processus nécessite la prise en compte d'autres projets de conception, d'une consultation du public et des organismes, d'une évaluation des effets possibles sur l'environnement, de la recherche de mesures d'atténuation et de la préparation d'un rapport de projet environnemental.

Afin de faire participer les membres du public et d'obtenir leur avis sur la planification et la conception de cette installation, un programme de consultation, comprenant trois réunions portes ouvertes, a été élaboré. Lors de cette première réunion prévue, les membres du public pourront obtenir de l'information sur les sujets suivants :

- Historique et contexte du projet;
- Nouveau processus d'évaluation des projets de transport en commun;
- Conditions actuelles du secteur à l'étude;
- Analyse et évaluation des autres couloirs envisagés;
- Autres possibilités de participation des membres du public;
- Prochaines étapes.

Des représentants de la Ville et des consultants seront présents à cette réunion publique pour discuter du projet, répondre aux questions et entendre les commentaires du public sur l'un ou l'autre des aspects de l'étude.

Vous êtes invité :
Le 25 juin 2009
De 18 h à 21 h
(présentation de 19 h à 19 h 30)
Association communautaire Crystal Beach – Maison Maki
19, promenade Leeming

À l'exception des renseignements personnels, tous les commentaires seront rendus publics.

Pour obtenir plus d'information ou pour faire part de vos commentaires, vous pouvez communiquer avec:

Darryl Shurb, Ingénieur
Gestionnaire principal de projet
Ville d'Ottawa
Services d'infrastructure et Viabilité des collectivités
100, croissant Constellation, 6e étage Ouest
Ottawa (Ontario) K2G 6J8
Tél. : 613-580-2424, poste 16204
Téléc. : 613-560-6064
Courriel : Darryl.Shurb@ottawa.ca

WEST TRANSITWAY EXTENSION

BAYSHORE TO MOODIE

PROJECT UPDATE NEWSLETTER

Volume 2, June 2009

Project Timeline

2009

Feb:	Study commencement
April-May:	Evaluation of corridor alternatives
June:	Public Open House #1
July-Aug:	Evaluation of alignment alternatives
Sept:	Public Open House #2
Oct-Nov.	Preliminary design of the recommended plan
Dec:	Council Approval of recommended plan

2010

Jan:	Public Open House #3
Feb:	Public review of Environmental Project Report
Feb-July:	Detail Design
Aug:	Project Tender

The Study

In November 2008, Ottawa City Council approved its long-range Transportation Master Plan which recommends the extension of the West Transitway from Bayshore Station to Moodie Dr. as a priority project required to address significant current transit operational concerns in the west urban community.

In order to take advantage of near term federal and provincial funding opportunities, the City has initiated a study to complete all outstanding planning and design work for this facility.

The Planning Process

This project is being planned in accordance with the Province of Ontario's Transit Projects Assessment Process (O. Reg. 231/08). Similar to the Individual and Class EA processes, the Transit Projects Assessment Process requires the consideration of alternative designs, public and agency consultation, an assessment of potential environmental impacts and the identification of measures to mitigate impacts. The study will be documented in an Environmental Project Report and placed on the public record for a 30-day review period.

Public Open House #1

In order to facilitate early and on-going public participation in this planning and design study, a consultation program has been developed that includes 3 Public Open Houses scheduled at key decision making points in the study.

At the first public open house, stakeholders will have an opportunity to review the following information:

- Project History;
- Project Need and Study Purpose;
- Issues and Constraints;
- Study Process;
- Transit Projects Assessment Process;
- Study Schedule;
- Analysis and Evaluation of Alternative Corridors; and
- Next Steps

You're Invited!

PUBLIC OPEN HOUSE #1

JUNE 25, 2009: 6 P.M. TO 9 P.M.

(PRESENTATION AT 7 P.M.)

CRYSTAL BEACH

COMMUNITY ASSOCIATION:

MAKI HOUSE

19 LEEMING DRIVE,

OTTAWA, ON

Contact Info

If you are unable to attend the open house but wish to provide comments, questions, or request additional information, please contact the City's Project Manager:

Darryl Shurb, M. Eng., P. Eng.
Senior Project Manager

City of Ottawa
Infrastructure Services & Community Sustainability
100 Constellation, 6th Floor W.
Ottawa, ON, K2G 6J8

Tel. (613) 580-2424 ext. 16204
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Darryl.Shurb@ottawa.ca

APPENDIX B

WEST TRANSITWAY EXTENSION
PROLONGEMENT DU TRANSITWAY OUEST

BAYSHORE TO/À MOODIE

Welcome

This is the first of three Public Open Houses that have been scheduled to facilitate early and on-going public participation in this planning and design study.

The information presented tonight will give you an opportunity to learn about and comment on:

- Project History
- Project Need and Study Purpose;
- Existing Conditions in the Study Area;
- The Study Schedule;
- The Study Process;
- The Analysis and Evaluation of Alternative Corridors; and
- Next Steps.

The second Public Open House is scheduled for September 2009 and will provide an opportunity for interested stakeholders to comment on the analysis and evaluation of alignment alternatives within the preferred corridor. The third Public Open House will present the recommended plan including mitigation measures for public review and comment.

Your Views are Important to Us

There are representatives from the City of Ottawa and McCormick Rankin Corporation (the City's consultant) available to discuss the project with you. We welcome your input – please do not hesitate to ask questions and make your opinion known to us. **Your involvement is essential to the successful completion of this study.**

Please sign the registry and fill out a questionnaire. Questionnaires can be deposited in the comment box or returned the project team by fax, mail or e-mail by **July 3, 2009**

We appreciate your interest and involvement in the study.

Bienvenue

Ceci est la première de trois réunions portes ouvertes prévues pour favoriser une participation précoce et continue du public au cours de l'étude de planification et de conception.

L'information proposée ce soir vous permettra de mieux connaître les points suivants et de les commenter :

- Historique du projet
- Nécessité du projet et objet de l'étude;
- Conditions observées dans le secteur à l'étude;
- Calendrier de l'étude;
- Méthode adoptée pour l'étude;
- Analyse et évaluation des autres options de couloirs;
- Prochaines étapes.

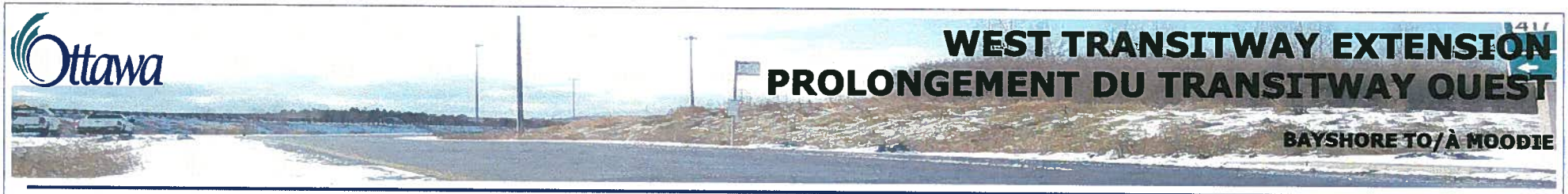
La deuxième réunion portes ouvertes est prévue en septembre 2009 et permettra aux parties intéressées de commenter l'analyse et l'évaluation des options de tracé à l'intérieur du couloir privilégié. Lors de la troisième réunion, le plan recommandé sera soumis à l'examen et aux commentaires des membres du public, notamment pour ce qui touche les mesures d'atténuation.

Votre point de vue est important pour nous

Des représentants de la Ville d'Ottawa et de la firme McCormick Rankin Corporation (consultant de la Ville) sont présents pour discuter avec vous des détails de ce projet. Vos suggestions sont les bienvenues – n'hésitez pas à poser des questions et à faire valoir votre point de vue. **Votre engagement est essentiel à la réussite de cette étude.**

Nous vous invitons à signer le registre et à remplir un questionnaire, que vous pourrez ensuite déposer dans la boîte prévue à cet effet, ou transmettre à l'équipe du projet par télécopieur, par la poste ou par courriel, d'ici au **3 juillet 2009**

Votre intérêt pour cette étude et les efforts que vous y consacrez nous sont précieux.



WEST TRANSITWAY EXTENSION
PROLONGEMENT DU TRANSITWAY OUEST

BAYSHORE TO/À MOODIE

Project Need

The City of Ottawa has identified a decline in east bound transit service reliability through the study area during peak hours. Currently, westbound buses travel on the paved shoulder (auxiliary lane) of Highway 417 between Holly Acres Rd. and Moodie Dr. Due to the configuration of the Highway 416 ramps, the provision of an auxiliary lane for eastbound buses was not practical (to avoid the 416 ramp, buses would be required to weave from the shoulder lane into the through lanes and back into the shoulder lane to exit at Holly Acres).

Eastbound buses are therefore required to operate in mixed traffic through this section which reduces service reliability throughout the corridor. In order to improve service reliability, an exclusive Bus Rapid Transit (BRT) facility is required in the near term. The City has determined that this facility will result in a significant savings in travel time by avoiding unknown delays on Highway 417. This will allow OC Transpo to run a more efficient system and reduce capital costs by requiring fewer buses.

By comparing the benefits of this extension (the number of annual passengers that will benefit, capital bus cost savings, and operation cost savings) to the cost of constructing the facility, the project is rated as one of the highest returns on transit investment for the City. The City's 2008 Transportation Master Plan Update therefore prioritized the implementation of an interim BRT facility in this corridor a Phase I, Increment I transit investment.

In May 2008 Ottawa City Council identified a long-term plan to convert this corridor to electric Light Rail Transit (LRT) technology at such time as employment and population density targets are attained in the West Urban Community.

Purpose of this Study

To address this need, a planning and design study is required. The purpose of this study is to complete all outstanding planning and design work required to implement a BRT facility in the near term, as well as to prepare a functional design for the ultimate LRT facility.

McCormick Rankin Corporation has been retained by the City to complete this study and have assembled a multi-disciplinary project team with expertise in Transitway Design, Environmental Assessment, Drainage and Hydrology, Ecology, Biology, Geomorphology, Landscape and Station Architecture, Structural Design, Noise, Vibration, and Air Quality. In addition, a team of technical advisors from the City, MTO, and the NCC has been assembled to review and provide guidance regarding specific technical issues.

Nécessité du projet

La Ville d'Ottawa a observé une baisse de fiabilité du service de transport en commun en direction est, aux heures de pointe, dans le secteur à l'étude. Actuellement, les autobus circulant en direction ouest empruntent l'accotement asphalté (voie auxiliaire) de l'autoroute 417, entre le chemin Holly Acres et la promenade Moodie. En raison de la configuration des bretelles de l'autoroute 416, l'aménagement d'une voie auxiliaire pour les autobus en direction est ne s'avérait pas pratique (pour éviter la bretelle de la 416, les autobus auraient été obligés de passer de la voie d'accotement aux voies de circulation, puis de retourner sur l'accotement pour sortir à Holly Acres).

Les autobus circulant en direction est sont par conséquent obligés d'intégrer la circulation normale pour traverser cette section, une manœuvre qui réduit la fiabilité du service dans le couloir. Afin d'améliorer la fiabilité du service, une installation exclusive de transport en commun rapide par autobus (TRA) doit être aménagée à court terme. La Ville a déterminé que cette installation permettra, en évitant les retards imprévisibles sur l'autoroute 417, de diminuer grandement la durée des déplacements. Elle permettra à OC Transpo d'exploiter un réseau plus efficace et de réduire ses coûts d'investissement en exploitant moins d'autobus.

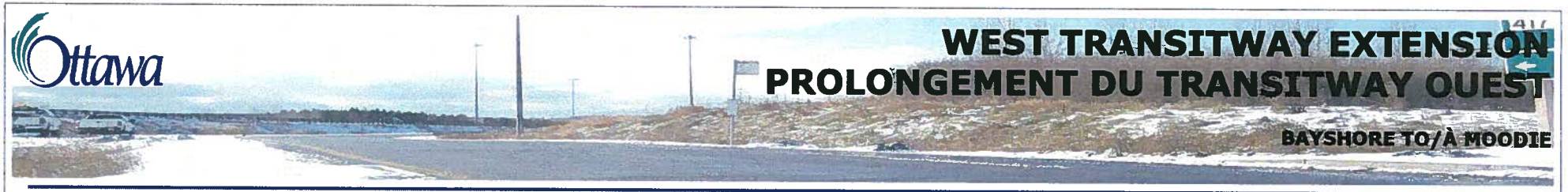
Si l'on compare les avantages de ce prolongement (nombre de passagers annuels qui en bénéficieront, économies du coût d'investissement des autobus et économies d'exploitation) au coût de construction de l'installation, il s'agit d'un des projets municipaux les mieux classés au chapitre du rendement du capital investi dans le transport en commun. La mise à jour de 2008 du Plan directeur des transports de la Ville a donc priorisé l'aménagement d'une installation temporaire de TRA dans ce couloir, en tant qu'investissement de Phase 1, échelon I, dans le transport en commun.

En mai 2008, le Conseil municipal d'Ottawa désignait un plan à long terme d'installation dans ce couloir de la technologie de train léger (TLR), dès lors que les objectifs en matière d'emploi et de densité de population auront été atteints dans la Collectivité urbaine de l'Ouest.

Objet de cette étude

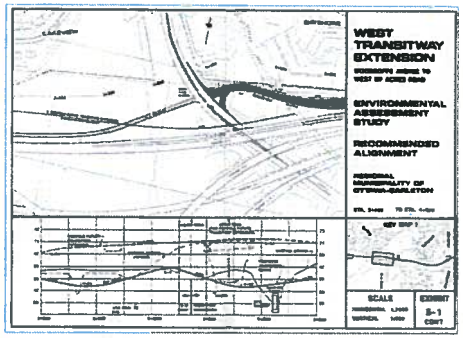
Face à cette nécessité, une étude de planification et de conception doit être réalisée. Cette étude a donc pour objet de réaliser tous les travaux restants de planification et de conception nécessaires pour aménager à court terme une installation de TRA, et de préparer un plan fonctionnel pour l'installation définitive de TLR.

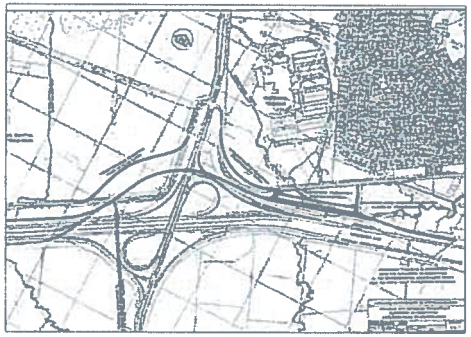
La firme McCormick Rankin Corporation dont les services ont été retenus par la Ville pour réaliser cette étude, a constitué une équipe de projet pluridisciplinaire, bénéficiant d'une expertise en conception du Transitway, en évaluation environnementale, en drainage et en hydrologie, en écologie, en biologie, en géomorphologie, en architecture paysagère et des stations, en conception des structures, en atténuation du bruit et des vibrations ainsi qu'en qualité de l'air. En outre, une équipe de conseillers techniques de la Ville, du MTO et de la CCN a été créée pour examiner les problèmes techniques et proposer des solutions.

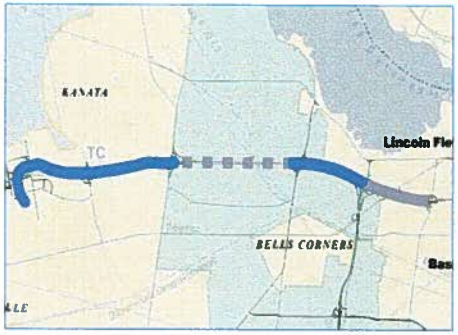


WEST TRANSITWAY EXTENSION
PROLONGEMENT DU TRANSITWAY OUEST
BAYSHORE TO/À MOODIE

Project History







1994

The former Region of Ottawa Carleton (RMOC) completed an Individual EA which identified a plan for the extension of the West Transitway along the north side of Highway 417 from Woodroffe Ave. to Holly Acres Rd. A 'potential future Transitway alignment' was indentified between Holly Acres and Moodie, however, this potential future alignment did not receive provincial EA approval.

1997

The former RMOC completed the "West Urban Community Transit Integration Study" which identified a Transitway corridor on the north side of Highway 417 from just east of Moodie Dr. to just east of Terry Fox Dr. This corridor connected the western terminus of the proposed (but not approved) Transitway documented in the 1994 EA.

2008

In November 2008, Ottawa City Council approved it's long range Transportation Master Plan which identified the extension of the West Transitway from Bayshore Station to Moodie as a Phase I, Increment I transit investment needed to address significant current transit operational concerns in the City's western sector.

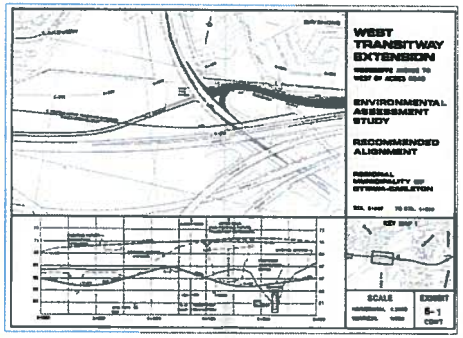
2009

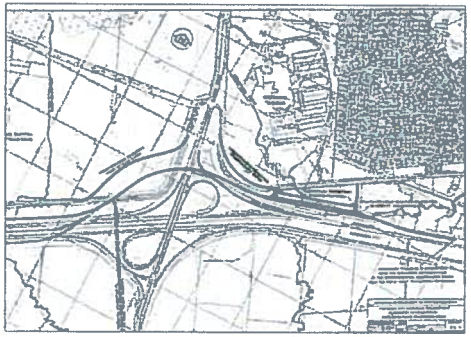
In February 2009, the City of Ottawa initiated the current West Transitway Extension assignment to complete all outstanding planning and design work required to connect the 1994 EA approved Transitway corridor east of Holly Acres Rd. and the 1997 EA approved Transitway corridor west of Moodie Dr. This study will identify a staged approach to implementation that addresses current operational concerns and accommodates future transit plans.

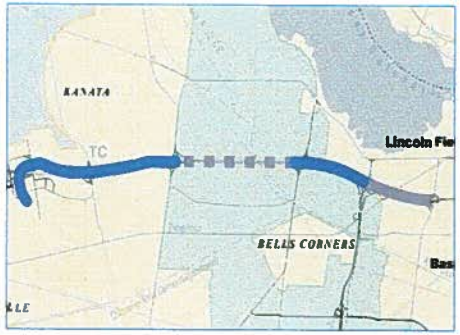
WEST TRANSITWAY EXTENSION
PROLONGEMENT DU TRANSITWAY OUEST

BAYSHORE TO/À MOODIE

Historique du projet







1994

L'ancienne Région d'Ottawa-Carleton (RMOC) avait réalisé une ÉE individuelle, qui avait permis d'élaborer un plan pour le prolongement du Transitway Ouest du côté nord de l'autoroute 417, entre l'avenue Woodroffe et le chemin Holly Acres. Un « tracé futur possible pour le Transitway » a été établi entre Holly Acres et Moodie, bien que ce tracé éventuel n'ait pas fait l'objet d'une approbation provinciale d'ÉE.

1997

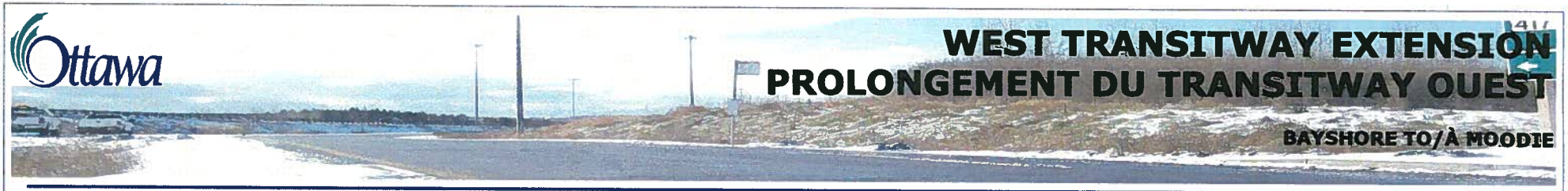
L'ancienne RMOC avait réalisé son « Étude sur l'intégration du transport en commun dans la Collectivité urbaine de l'Ouest », qui avait désigné un couloir de Transitway du côté nord de l'autoroute 417, de l'est immédiat de la promenade Moodie à l'est immédiat de la promenade Terry Fox. Ce couloir reliait le terminus ouest du Transitway proposé (mais non approuvé), documenté dans l'ÉE de 1994.

2008

En novembre 2008, Conseil municipal d'Ottawa approuvait son Plan directeur des transports à long terme, qui désignait le prolongement du Transitway Ouest, entre la station Bayshore et Moodie, comme un investissement de Phase 1, échelon I, nécessaire pour résoudre les problèmes importants actuels de transport en commun dans le secteur ouest de la ville.

2009

En février 2009, la Ville d'Ottawa lançait le projet actuel de prolongement du Transitway Ouest afin de terminer tous les travaux de planification et de conception nécessaires pour relier le couloir du Transitway de 1994 à l'est du chemin Holly Acres, dont l'ÉE a été approuvée, et le couloir du Transitway de 1997, à l'ouest de la promenade Moodie, dont l'ÉE a été approuvée. Cette étude permettra d'adopter une approche par étapes de mise en œuvre, qui tienne compte des problèmes actuels de fonctionnement et de futurs plans de transport en commun.



Study Process

Planning

Study Start-Up
- Review Studies
- Technical Advisory Committee Meeting (TAC) #1
- Stakeholder Meeting #1
- Inventory Existing Conditions

Alternative Corridors
- Identify and Evaluate Alternative Corridors
- Public Open House #1
- TAC Meeting #2
- Stakeholder Meeting #2
- Confirm Preferred Corridor

Alternative Alignments
- Identify and Evaluate Alternative Alignments
- Public Open House #2
- TAC Meeting #3
- Stakeholder Meeting #3
- Confirm Recommended Plan

Approvals
- Council Approval of Recommended Plan
- Notice of Commencement
- Draft Env. Project Report
- Public Open House #3
- 30- Day Public Review of Env. Project Report
- Federal Screening (as required)

Design

Functional Design
- Interim Configuration (Exclusive BRT Facility)
- Ultimate Configuration (Grade separated LRT Facility)

Preliminary Design
- Interim Configuration (Exclusive BRT Facility)

Detail Design and Tender Documents
- Interim Configuration (Exclusive BRT Facility)

Construction of Interim Configuration

Méthode adoptée pour l'étude

Planification

Lancement de l'étude

- Examiner les études
- 1re réunion du Comité consultatif technique (CCT)
- 1re réunion des parties intéressées
- Inventorier les conditions existantes

Autres options de couloir

- Déterminer et évaluer les autres options de couloir
- 1re réunion portes ouvertes
- 2e réunion du CCT
- 2e réunion des parties intéressées
- Confirmer l'option de couloir privilégiée

Autres options de tracé

- Déterminer et évaluer les autres options de tracé
- 2e réunion portes ouvertes
- 3e réunion du CCT
- 3e réunion des parties intéressées
- Confirmer le plan recommandé

Approbations

- Approbation par le Conseil du plan recommandé
- Avis de lancement
- Rapport provisoire de projet environnemental
- 3e réunion portes ouvertes
- Examen public de 30 jours du rapport de projet environnemental
- Contrôle fédéral (si nécessaire)

Conception

Plan fonctionnel

- Configuration provisoire (installation de TRA exclusive)
- Configuration définitive (installation de TLR dénivelée)

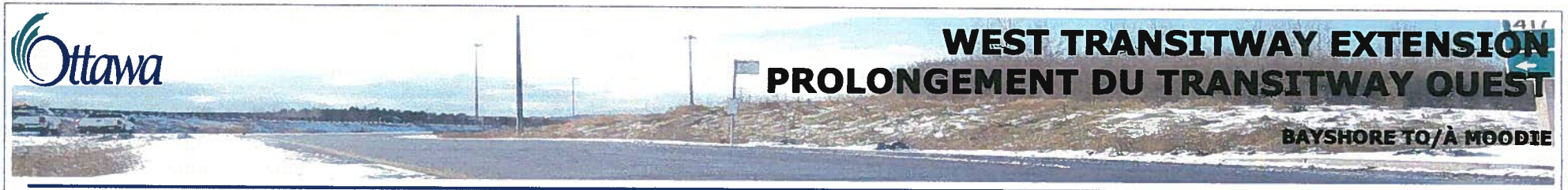
Conception préliminaire

- Configuration provisoire (installation de TRA exclusive)

Conception détaillée et documents d'appel d'offres

- Configuration provisoire (installation de TRA exclusive)

Construction de la configuration provisoire



Transit Projects Assessment Process

This project is being planned in accordance with the **Transit Project Assessment Process (TPAP)** as described in Ontario's new **Transit Projects Regulation** (O. Reg. 231/08). The regulation exempts proponents of all public transit projects from the requirements under Part II of the Environmental Assessment Act (OEEA), and describes a process that certain transit projects must follow in order to be considered exempt.

TPAP is based on the principles of sound EA planning and requires that the proponent base decisions on sound scientific approaches and methods in consultation with stakeholders. As with the Class EA process, the TPAP is a proponent driven, self assesment process. Proponents are still required to consider alternative designs and identify potential impacts and mitigation when evaluating and recommending a preferred plan.

The regulation requires the proponent to have a clearly defined project prior to initiating the Transit Projects Assessment Process. In order to be consdiered a clearly defined project, Council approval of the preliminary recommended plan will be required.

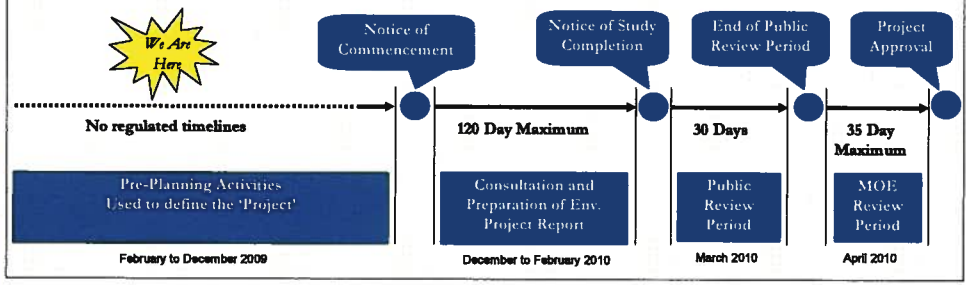
Major differences between TPAP and the traditional EA process include:

Alternative Solutions – Unlike the OEAA process, the Transit Projects Assessment Process begins with a selected transit project. Proponents are not required to consider 'alternatives to' transit, as the benefits to communities, the environment, and the economy are clear.

Regulated Timelines – There is a six-month time limit on the approvals process. This includes a maximum 120-day consultation and documentation period; a 30-day public and agency comment period; and a 35-day period for the Environment Minister to review objections.

Stakeholder Objections – The Minister of Environment can only act if an objection is received regarding a potential negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest or on a constitutionally protected aboriginal or treaty right, that cannot be resolved.

Transit Projects Assessment Process Regulated Timelines:



Processus d'évaluation des projets de transport en commun

Ce projet est prévu dans le cadre du **Processus d'évaluation des projets de transport en commun (PÉPTC)**, décrit dans le nouveau **règlement de l'Ontario sur les transports en commun (Règl. de l'Ont. 231/08)**. Ce règlement dispense les promoteurs de tous les projets de transport en commun des exigences imposées en vertu de la Partie II de la Loi sur les évaluations environnementales (OEEA), et décrit un processus qui doit être suivi par certains projets de transport en commun pour être considérés comme dispensés. Le PÉPTC est fondé sur le principe d'une planification d'ÉE solide et exige que le promoteur fonde ses décisions sur des approches et des méthodes scientifiques solides, en consultation avec les parties intéressées. En ce qui concerne le processus d'ÉE de portée générale, le PÉPTC est un processus d'auto-évaluation mené par le promoteur. Les promoteurs sont toujours tenus, lorsqu'ils évaluent et recommandent un plan privilégié, d'envisager d'autres options de conception et de déterminer les répercussions et les mesures d'atténuation éventuelles.

La réglementation impose au promoteur de soumettre un projet clairement défini avant le lancement du processus d'évaluation des projets de transport en commun. Pour qu'un projet soit considéré comme clairement défini, l'approbation par le Conseil du plan préliminaire recommandé devra être obtenue.

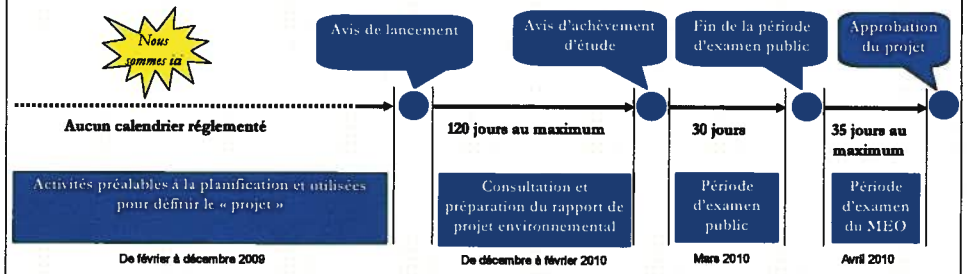
Principales différences entre le PÉPTC et le processus traditionnel d'ÉE :

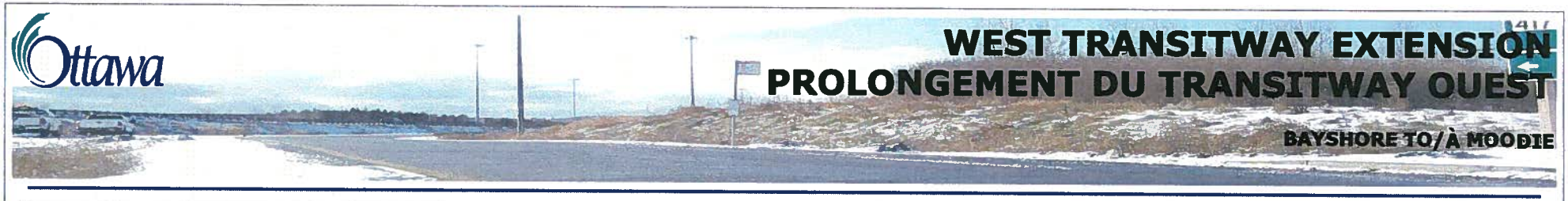
Solutions de rechange – À la différence du processus d'OEAA, le Processus d'évaluation des projets de transport en commun débute avec un projet choisi de transport en commun. Les promoteurs ne sont pas tenus de prendre en compte des « solutions de rechange » au transport en commun, puisque les avantages pour les collectivités, l'environnement et l'économie sont évidents.

Calendrier réglementé – La durée du processus d'approbation est limitée à six mois. Ce délai tient compte d'une période maximale de 120 jours de consultation et de documentation, d'une période de 30 jours de commentaires du public et des organismes et d'une période de 35 jours pour permettre au ministère de l'Environnement d'examiner les objections.

Objections des parties intéressées – Le ministère de l'Environnement ne peut intervenir que s'il reçoit une objection concernant une répercussion pouvant s'avérer négative sur un élément d'importance provinciale lié à l'environnement naturel, à une valeur ou un intérêt patrimonial culturel, ou encore à des droits des Autochtones protégés par la Constitution ou qui leur sont conférés par traité, et ne pouvant être résolue.

Calendrier réglementé du Processus d'évaluation des projets de transport en commun :





Study Schedule

The following provides an overview of the study schedule. Opportunities for formal public involvement have been scheduled to coincide with key decision making milestones in the study and in accordance with applicable planning legislation. In addition, the City is also carrying out on-going consultation activities with key stakeholders including interest groups, regulatory agencies and technical experts. Meetings with these special consultation groups will occur regularly throughout the study in order to provide key input into the planning and design process.

2009	
February	Study Commencement
April – May	Analysis and Evaluation of Alternative Corridors
June 25	***Public Open House #1***
July – August	Analysis and Evaluation of Alternative Alignments
September	Public Open House #2
October – November	Preliminary Design of Recommended Plan (including mitigation measures)
November	Council Approval of Recommended Plan
December	Initiation of Transit Projects Assessment Process
2010	
January	Public Open House #3
February	Public Review of Environmental Project Report
February – July	Detail Design of the Stage 1 Implementation Plan
August	Tender of Stage 1 Implementation Plan

WE ARE HERE

On-Going Consultation Activities

- Technical Advisory Committee (MTO, NCC, City Staff)
- Crystal Beach & Lakeview Community Association

Calendrier d'étude

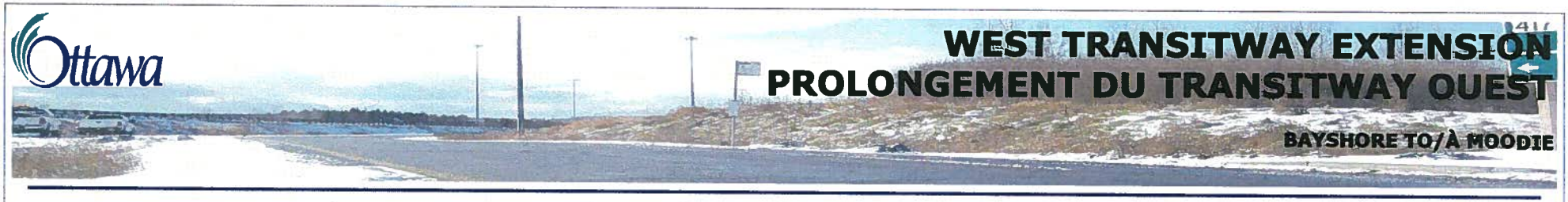
Voici un aperçu du calendrier de l'étude. Les possibilités de participation officielle des membres du public ont été programmées de manière à coïncider avec les décisions clés servant de jalons dans le déroulement de l'étude, et conformément à la législation applicable en matière de planification. De plus, la Ville mène actuellement des activités de consultation avec les principales parties intéressées, comme les groupes d'intérêt, les organismes de réglementation et les experts techniques. Des réunions avec ces groupes spéciaux de consultation seront organisées régulièrement au cours de l'étude, afin d'enrichir le processus de planification et de conception avec des suggestions importantes.

2009	
Février	Lancement de l'étude
Avril – mai	Analyse et évaluation des autres options de couloirs
25 Juin	***1re réunion portes ouvertes***
Juillet – août	Analyse et évaluation des autres options de tracé
Septembre	2e réunion portes ouvertes
Octobre – novembre	Conception préliminaire du plan recommandé (y compris les mesures d'atténuation)
Novembre	Approbation par le Conseil du plan recommandé
Décembre	Lancement du Processus d'évaluation des projets de transport en commun
2010	
Janvier	3e réunion portes ouvertes
Février	Examen public du rapport de projet environnemental
Février – juillet	Conception détaillée du plan de mise en œuvre de la première étape
Août	Appel d'offres pour le plan de mise en œuvre de la première étape

NOUS SOMMES ICI

ActivitiesActivités de consultation en cours

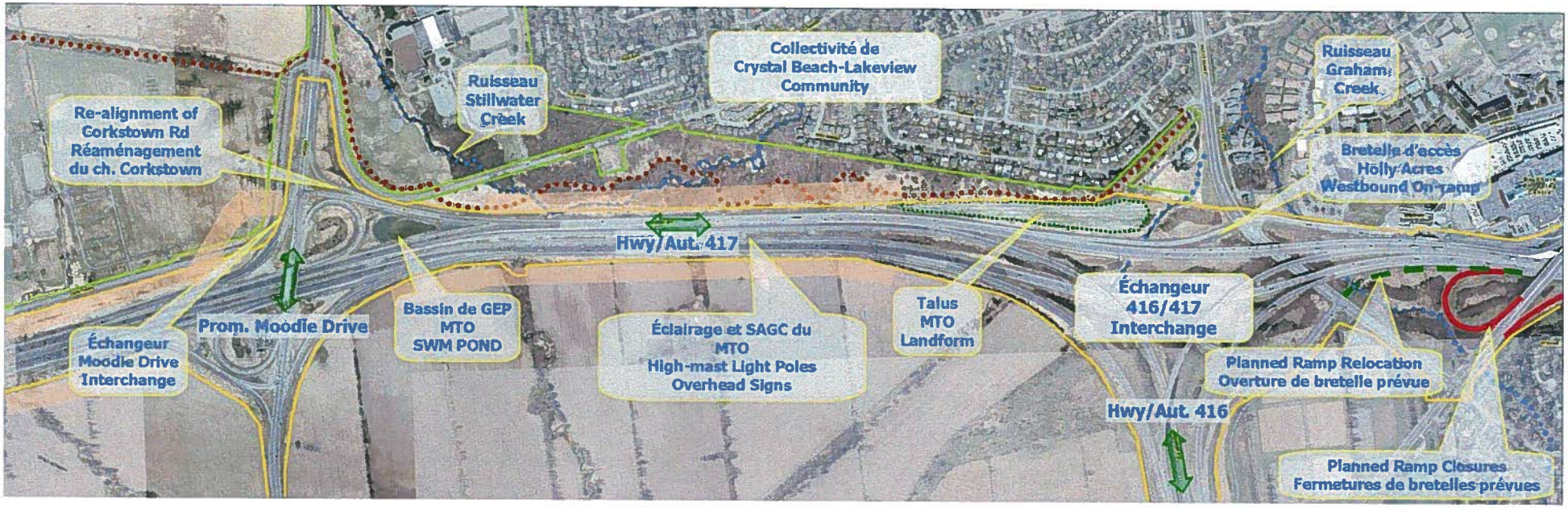
- Comité consultatif technique (MTO, CCN, personnel de la Ville)
- Association communautaire de Crystal Beach et Lakeview



WEST TRANSITWAY EXTENSION
PROLONGEMENT DU TRANSITWAY OUEST

BAYSHORE TO/À MOODIE

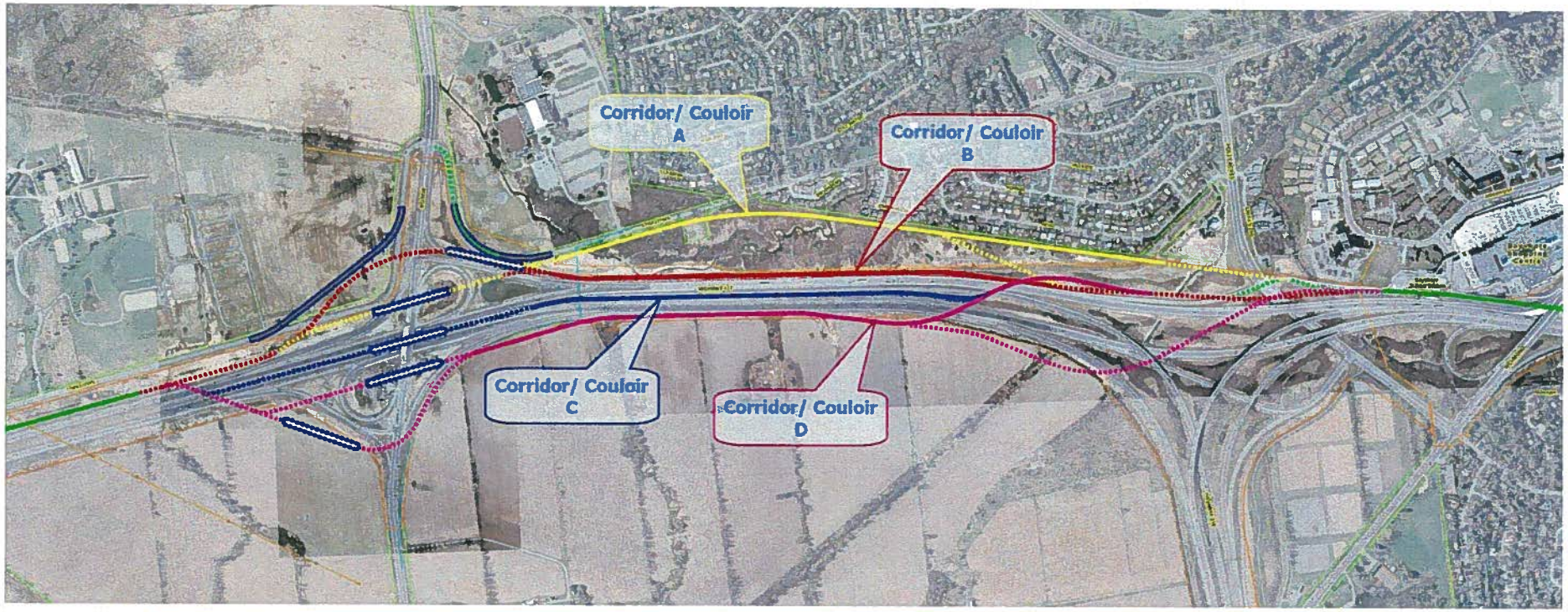
Issues and Constraints / Problèmes et contraintes



LEGEND / LÉGENDE

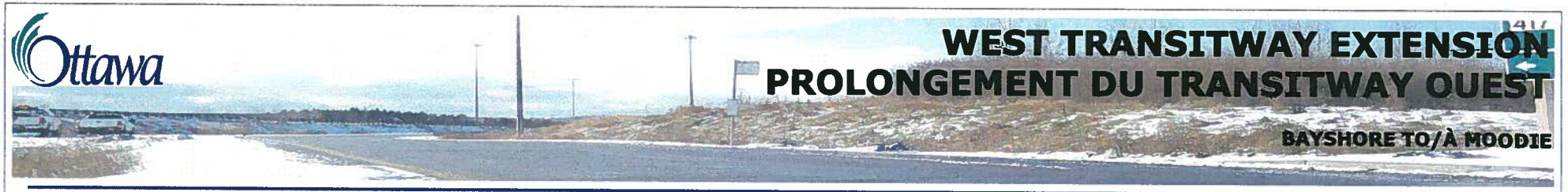
- Sentier Trans-Canada Trail
- Droit de passage MTO / Right-of-Way (ROW)
- Ruisseau Stillwater / Graham Creek
- Limite de la proriété de la CCN / Limit of NCC Property
- Zones à potentiel archéologique / Areas of Archaeological Potential
- * Référez au panneau des zones de potentiel archéologique
- * Refer to *Archaeological Potential* display panel)

Alternative Corridors Considered / Autres options de couloir envisagées



LEGEND / LÉGENDE

- Droit de passage MTO / Right-of-Way
- Limite de la propriété de la CCN / Limit of NCC Property
- Existing Routes existantes
- Lieu possible de station / Potential Station Location
- Corkstown Road Relocation / Réaménagement du ch. Corkstown
- Service d'eau future Zone 3W / Watermain (Future)
- Égout 1950mm San. Sewer



WEST TRANSITWAY EXTENSION
PROLONGEMENT DU TRANSITWAY OUEST

BAYSHORE TO/À MOODIE

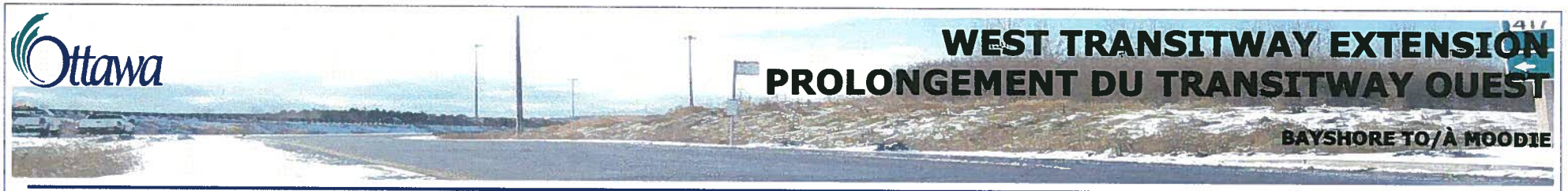
Evaluation Criteria

Factor/Indicator	Key Measure
Overall Study Objectives	
Transit Service Efficiency	Shortest travel time
Safety	Limits vehicle/pedestrian interactions
Near Term Transit Objectives	Minimizes delay in the eastbound direction
Long Term Transit Objectives	Suitability for future conversion to LRT
Provision of Community Transit Service	Maximizes service catchment, Maximizes accessibility
Traffic Operations	Improves traffic operations
Matters of Provincial Importance	
Fish and Fish Habitat	Avoids impacts on watercourses
Terrestrial Ecosystems and Species at Risk (SAR)	Avoids impacts on vegetation, habitat and sensitive species.
Heritage/ Archaeology	Avoids areas with heritage/archaeological potential
Groundwater	Avoids groundwater impacts
Contaminated property	Avoids contaminated property
Drainage/ Hydrology	Opportunities to enhance existing conditions
Agriculture	Avoids productive agricultural land
Matters of Community Importance	
Noise/Vibration	Maximum separation from sensitive receivers
Construction noise and air quality impacts	Maximum separation from sensitive receivers.
Aesthetics	Maintain/enhances buffer areas and scenic vistas.
Illumination impacts	Light trespass
Recreation Resources	Maintain/enhances existing recreation facilities
Technical Considerations	
Traffic delays during construction	Limits construction duration, traffic delays
Impacts on Highway 417 infrastructure.	Avoids impacts to existing lanes, ramps, signage, ATMS
Operating and Maintenance Cost	Lowest long term cost
Construction Cost	Lowest capital cost
Utilities	Avoids relocation requirements

Notes:
The key measure listed for each factor/ indicator describes the optimal condition against which alternatives can be compared.
As the level of detail required for the analysis increases with each step in the evaluation process, certain factors become more relevant. As such, only those factors deemed relevant to the specific step in the evaluation (corridor alternatives, alternative designs etc.) are given consideration.
New factors may be added and key measures may be refined to reflect the availability of more detailed information during subsequent stages in the planning process.

Critères d'évaluation

Facteur/indicateur	Mesure clé
Objectifs généraux de l'étude	
Efficacité du service de transport en commun	Durée de déplacement la plus courte
Sécurité	Limite les interactions entre les véhicules et les piétons
Objectifs à court terme de transport en commun	Minimise les retards en direction est
Objectifs à long terme de transport en commun	Applicabilité pour une conversion future du TLR
Prestation de service communautaire de transport en commun	Maximise le captage des services, maximise l'accessibilité
Circulation	Améliore la circulation
Éléments d'importance provinciale	
Poisson et habitat du poisson	Évite les répercussions sur les cours d'eau
Écosystèmes terrestres et espèces menacées	Évite les répercussions sur la végétation, l'habitat et les espèces vulnérables
Patrimoine et archéologie	Évite les secteurs ayant un potentiel patrimonial ou archéologique
Eaux souterraines	Évite les répercussions sur les eaux souterraines
Propriété contaminée	Évite la propriété contaminée
Drainage / hydrologie	Possibilités d'améliorer les conditions actuelles
Agriculture	Évite les terres agricoles productives
Éléments d'importance communautaire	
Bruit / vibration	Séparation maximale des récepteurs sensibles
Bruit de construction et répercussions sur la qualité de l'air	Séparation maximale des récepteurs sensibles
Esthétique	Préserve / met en valeur les secteurs tampons et les panoramas
Répercussions de l'éclairage	Légère violation de propriété
Ressources récréatives	Préserve / met en valeur les installations récréatives existantes
Considérations d'ordre technique	
Retards de circulation pendant la construction	Limite la durée de construction, les retards de circulation
Répercussions sur l'infrastructure de l'autoroute 417	Évite les répercussions sur les voies, les bretelles, les enseignes et les SAGC existants
Coût d'exploitation et d'entretien	Plus faible coût à long terme
Coût de construction	Plus faible coût d'investissement
Services publics	Évite les besoins de déménagement



Evaluation Methodology

Due to the presence of numerous opportunities and constraints within the study area, the careful consideration of 'tradeoffs' is critical to the identification and selection of a preferred plan. In order to provide all stakeholders with a clear understanding of the decision making rationale used to make these tradeoffs, the evaluation process is presented for public review and comment.

Evaluation Principles

This evaluation process has been developed in accordance with the following principles:

- The evaluation criteria must be developed in consultation with stakeholders;
- The criteria must consider all aspects of the environment;
- The criteria must consider the overall project objectives;
- The process must be understandable; and
- The results must be traceable and defendable.

Evaluation Process

Step 1: Identify alternative corridors

While the City has EA approval for a Transitway corridor east of Holly Acres, and west of Moodie, no corridor has been defined between these two points. The first step in the evaluation process therefore involved the identification of alternative methods of connecting the two approved corridors.

Step 2: Develop evaluation criteria

Draft evaluation criteria are presented on the following panel for public comment and review. These criteria form the basis for the evaluation that follows, and will be refined as necessary as the study progresses.

Step 3: Evaluate alternative corridors (WE ARE HERE)

A 'high level' screening of alternative corridors has been carried out by the Project Team. The screening evaluated the relative advantages and disadvantages of each alternative corridor and identified a preliminary preferred corridor which is being presented at this Open House for public review and comment.

Step 4: Generate alternative designs (alignments)

Following this Open House, the Project Team will revise the evaluation criteria and corridor screening based on feedback received, and will confirm the preferred corridor. A series of more detailed alignment alternatives will then be developed within the preferred corridor and will consider issues such as profiles, cross-sections, and station configurations.

Step 5: Evaluate alternative designs (alignments)

Finally, a detailed impact assessment of each alternative design will be carried out and opportunities for mitigation will be identified. The analysis and evaluation of alternative alignments and a preliminary recommended plan will be presented to stakeholders at the second Public Open House, prior to submission to Council for approval.

Méthodologie d'évaluation

Vu les nombreuses possibilités et contraintes dans le secteur à l'étude, la question délicate des « compromis » est cruciale pour la désignation et la sélection d'un plan privilégié. Afin que toutes les parties intéressées comprennent clairement la justification du processus décisionnel utilisé pour faire ces compromis, le processus d'évaluation est soumis à l'examen et aux commentaires des membres du public.

Principes d'évaluation

Ce processus d'évaluation a été élaboré selon les principes suivants :

- Les critères d'évaluation doivent être élaborés en consultation avec les parties intéressées;
- Les critères doivent tenir compte de tous les aspects de l'environnement;
- Les critères doivent tenir compte des objectifs généraux du projet;
- Le processus doit être compréhensible;
- Les résultats doivent être traçables et défendables.

Processus d'évaluation

Étape 1 : Déterminer les autres options de couloir

Bien que la Ville dispose d'une approbation d'ÉE pour un couloir de Transitway à l'est de Holly Acres et à l'ouest de Moodie, aucun couloir n'a été défini entre ces deux points. La première étape du processus d'évaluation consiste par conséquent à déterminer les autres options possibles pour relier les deux couloirs approuvés.

Étape 2 : Élaborer les critères d'évaluation

Des critères d'évaluation provisoires sont présentés sur le panneau suivant, afin que les membres du public puissent les examiner et les commenter. Ces critères constituent le fondement de l'évaluation qui suit, et seront affinés au besoin au cours de l'étude.

Étape 3 : Évaluer les autres options de couloir (NOUS SOMMES ICI)

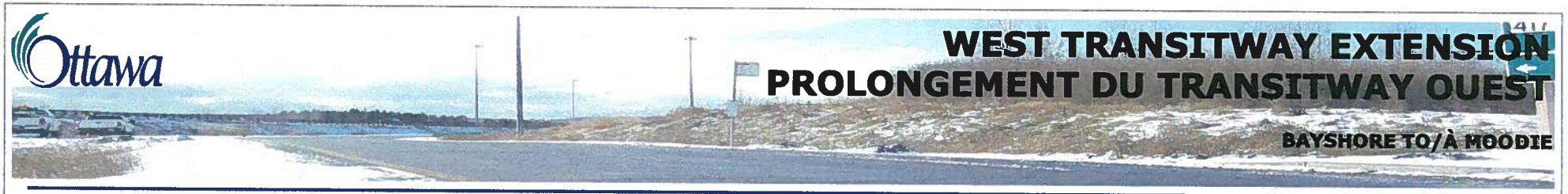
L'équipe du projet a procédé à une sélection de « haut niveau » des autres options de couloir. Cette sélection consistait à évaluer les avantages et les inconvénients relatifs de chaque option de couloir, et à désigner l'option préliminaire privilégiée de couloir qui est présentée à cette réunion, et que les membres du public peuvent examiner et commenter.

Étape 4 : Créer d'autres options de conception (tracés)

Après cette réunion portes ouvertes, l'équipe du projet révisera les critères d'évaluation et la sélection du couloir en tenant compte des commentaires reçus, et confirmera le choix du couloir privilégié. Une série d'options plus détaillées de tracé sera ensuite élaborée dans le couloir privilégié. Ces options tiendront compte d'enjeux tels que les profils, les coupes transversales et la configuration des stations.

Étape 5 : Évaluer les autres options de conception (tracés)

Finalement, une évaluation détaillée des répercussions de chaque option de conception sera effectuée, et les possibilités d'atténuation seront déterminées. L'analyse et l'évaluation des autres options de tracé ainsi qu'un plan préliminaire recommandé seront présentés aux parties intéressées lors de la deuxième réunion portes ouvertes, avant d'être soumis à l'approbation du Conseil.



WEST TRANSITWAY EXTENSION
PROLONGEMENT DU TRANSITWAY OUEST

BAYSHORE TO/À MOODIE

Summary of Corridor Evaluation

FACTORS/ CRITERIA	CORRIDOR ALTERNATIVES (A) Yellow	(B) Red	(C) Blue	(D) Magenta	SUMMARY
1.0 Overall Study Objectives • Transit Service Efficiency • Near Term Transit Objectives • Long Term Transit Objectives • Provision of Community Transit Service					All four corridor alternatives are capable of accommodating an alignment that meets basic study objectives. As the ultimate configuration must connect the existing Transitway Station at Bayshore to the EA approved Transitway alignment west of Moodie Drive (and north of the highway); alignments located north of Highway 417 are best capable of providing an efficient transit system that improves service in the City's western sector. **Therefore, the Yellow (A) and Red (B) Corridors are preferred over the other alternatives.**
2.0 Matters of Provincial Importance • Fish and Fish Habitat • Terrestrial Ecosystems and Species At Risk • Heritage and Archaeology • Contaminated Property • Agriculture					Prominent natural features within the study area are concentrated in the federally owned green space located between Highway 417 and the residential community to the north. As the yellow (A) corridor bisects this green space, significant impacts are anticipated. Both the Red (B) and Magenta (D) corridors have the potential for minor impacts to terrestrial and aquatic habitat located immediately adjacent to the highway. As the Blue (C) corridor travels through a highly disturbed area (highway median), no impacts are anticipated. **Therefore, the, Blue (C) Corridor is preferred as it avoids all impacts to matters of provincial significance. The Red and Magenta Corridors are expected to have minor, mitigable impacts.**
3.0 Matters of Community Importance • Noise/ Vibration • Construction Impacts • Aesthetics • Air Quality • Recreation					Due to its close proximity to the adjacent residential community, the Yellow corridor is anticipated to have significant impacts. As all other corridors are located in very close proximity to the Highway 417 corridor, a perceptible change in existing conditions is not anticipated. **Therefore, the Blue (C) and Magenta (D) Corridors are preferred over the Yellow (A) Corridor. The Red (B) Corridor is also not expected to result in significant impacts to the community.**
4.0 Technical Considerations • Traffic impacts during construction • Highway 417 infrastructure • Operating and maintenance costs • Construction costs • Utility conflicts					As the ultimate alignment must connect Bayshore Station to an alignment on the north side of Highway 417 and west of Moodie Dr., the option of crossing to the highway median or south side of the highway will require two very expensive highway grade separations The blue alignment (C) also presents challenges in terms of snow removal and impacts to existing highway infrastructure. The yellow (A) corridor would require a significant cut through the existing berm located west of Holly Acres which would therefore increase construction costs. The Red (B) corridor will impact existing highway systems located on the shoulder, but these impacts are considered minor and mitigable. **Therefore, the Red (B) corridor is preferred over the other alternatives.**
CONCLUSION					While the Blue (C) and Magenta (D) corridor alternatives have relatively minor impacts to the environment, they perform poorly in terms of transit service provision and would be prohibitively expensive to construct and maintain. Both the Yellow (A) and Red (B) corridor alternatives perform very well in terms of their ability to provide an efficient transit system. In addition, the analysis has not identified any irresolvable technical issues associated with either corridor. When comparing the Yellow (A) and Red (B) corridor alternatives, it is evident that the Yellow (A) corridor has a significantly greater potential for adverse environmental impacts. **Therefore, the Red (B) corridor is preferred over the other alternatives.**

NOTE: This panel presents a summary of the detailed analysis and evaluation of corridor alternatives. The detailed evaluation is available in hard copy for review and comment.

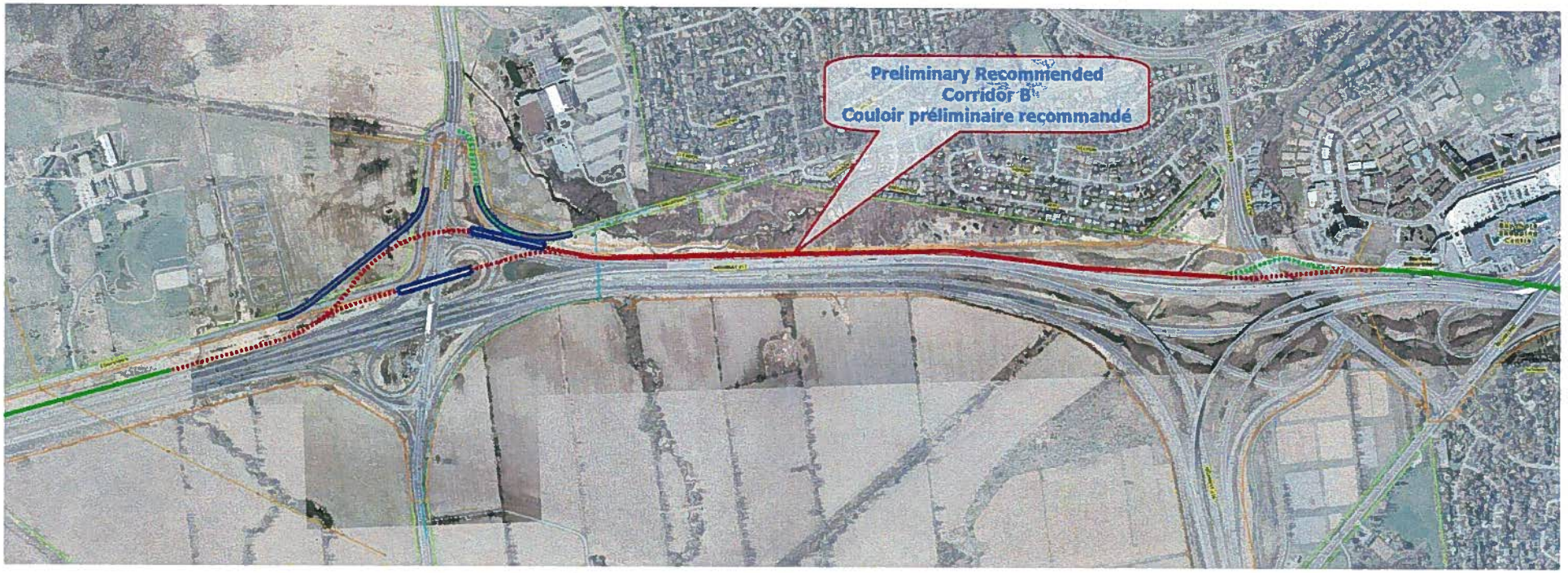
NOTA : Ce panneau présente un résumé de l'analyse détaillée et de l'évaluation des options de couloir. L'évaluation détaillée est proposée en copie papier aux personnes souhaitant l'examiner et la commenter.

Preferred / **Privilégiée** — **Least Preferred** / **La moins privilégiée**

Résumé de l'évaluation des couloirs

FACTEURS / CRITÈRES	AUTRES OPTIONS DE COULOIR (A) Jaune	(B) Rouge	(C) Bleu	(D) Magenta	RÉSUMÉ
1.0 Objectifs généraux de l'étude • Efficacité du service de transport en commun • Objectifs à court terme de transport en commun • Objectifs à long terme de transport en commun • Prestation de service communautaire de transport en commun					Les quatre couloirs possibles peuvent être alignés de manière à répondre aux objectifs fondamentaux de l'étude. Puisque la configuration définitive doit permettre de relier la station du Transitway de Bayshore au tracé du Transitway dont l'EEB a été approuvée à l'ouest de la promenade Moodie (et au nord de l'autoroute), les tracés situés au nord de l'autoroute 417 sont les plus aptes à desservir un réseau efficace de transport en commun qui améliore le service dans le secteur ouest de la ville. **Par conséquent, les couloirs jaune (A) et rouge (B) sont préférés aux autres options.**
2.0 Éléments d'importance provinciale • Poisson et habitat du poisson • Écosystèmes terrestres et espèces menacées • Patrimoine et archéologie • Propriété contaminée • Agriculture					Les caractéristiques naturelles importantes dans le secteur à l'étude sont concentrées dans l'espace vert appartenant au fédéral et situées entre l'autoroute 417 et le quartier résidentiel au nord. Puisque le couloir jaune (A) divise cet espace vert en deux, d'importantes répercussions sont prévues. Les couloirs rouge (B) et magenta (D) pourraient engendrer des répercussions mineures sur l'habitat terrestre et aquatique adjacent à l'autoroute. Comme le couloir bleu (C) traverse un secteur très fréquenté (terre-plein central de l'autoroute), aucune répercussion n'est prévue. **Par conséquent, le couloir bleu (C) est privilégié car il évite toute répercussion sur des éléments d'importance provinciale. Les couloirs rouge et magenta pourraient engendrer des répercussions mineures et atténuables.**
3.0 Éléments d'importance communautaire • Bruit et vibration • Répercussions de la construction • Esthétique • Qualité de l'air • Loisirs					En raison de sa proximité immédiate du quartier résidentiel adjacent, le couloir jaune (A) aurait des répercussions importantes. Puisque tous les autres couloirs se trouvent très près du couloir de l'autoroute 417, aucun changement perceptible des conditions existantes n'est prévu. **Par conséquent, les couloirs bleu (C) et magenta (D) sont privilégiés au couloir jaune (A). Le couloir rouge(B) ne devrait pas lui non plus avoir de répercussions importantes sur la collectivité.**
4.0 Considérations d'ordre technique • Répercussions de la circulation pendant les travaux • Infrastructure de l'autoroute 417 • Coûts de fonctionnement et d'entretien • Coûts de construction • Conflits de services publics					Puisque le tracé définitif doit relier la station Bayshore à un tracé du côté nord de l'autoroute 417 et à l'ouest de la promenade Moodie, l'option consistant à traverser le terre-plein ou le côté sud de l'autoroute nécessitera deux étagements de l'autoroute très coûteux. Le tracé du terre-plein (bleu) présente également des difficultés de déneigement et des répercussions sur l'infrastructure actuelle de l'autoroute. Le couloir jaune (A) nécessiterait une importante séparation à travers le talus situé à l'ouest de Holly Acres, ce qui entraînerait par conséquent une hausse des coûts de construction. Le couloir rouge (B) aura des répercussions sur les éléments routiers actuellement situés dans l'accotement, mais ces répercussions sont considérées mineures et atténuables. **Par conséquent, le couloir rouge (B) est privilégié aux autres options.**
CONCLUSION					Bien que les options des couloirs bleu (C) et magenta (D) aient des répercussions relativement faibles sur l'environnement, elles offrent de faibles résultats en matière de prestation de services de transport en commun et seraient d'un coût de construction et d'entretien prohibitif. Les options de couloir jaune (A) et rouge (B) offrent de très bons résultats au chapitre de l'efficacité du transport en commun. En outre, l'analyse n'a permis de déceler aucun problème technique insoluble dans l'un ou l'autre des deux couloirs. Si l'on compare les options de couloirs jaune (A) et rouge (B), il apparaît évident que le couloir jaune (A) présente un potentiel beaucoup plus important de répercussions environnementales indésirables. **Par conséquent, le couloir rouge (B) est privilégié aux autres options.**

Preliminary Recommended Corridor / Couloir préliminaire recommandé



LEGEND / LÉGENDE

- Droit de passage MTO / Right-of-Way
- Limite de la propriété de la CCN / Limit of NCC Property
- Existing Routes existantes
- Lieu possible de station / Potential Station Location
- Corkstown Road Relocation / Réaménagement du ch. Corkstown
- Service d'eau future Zone 3W / Watermain (Future)
- Égout 1950mm San. Sewer

WEST TRANSITWAY EXTENSION
PROLONGEMENT DU TRANSITWAY OUEST

BAYSHORE TO/À MOODIE

Next Steps

Following this Open House, the project team will complete the following steps:

- Review comments, respond to questions, and confirm the recommended corridor.
- Identify and evaluate alternative alignments including cross-sections, profiles and station configurations, and present a preliminary recommended plan at POH #2.
- Obtain Council approval of the Recommended Plan
- Initiate the Transit Assessment Process, present draft Environmental Project Report at POH #3, and file the EPR for 30-day public review.
- Complete the Detail Design of the recommended plan.

Freedom of Information and Protection of Privacy

Comments and information are being collected to assist in the identification of a recommended plan. This material will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Thank You!

Your involvement is essential to the successful completion of this study.

Please sign the registry and leave your comments in the box or return them to us by fax, mail or e-mail by **July 3, 2009.**

Prochaines étapes

À la suite de cette réunion portes ouvertes, l'équipe de projet suivra les étapes suivantes :

- Elle examinera les commentaires, répondra aux questions et confirmera le choix du couloir recommandé.
- Elle désignera et évaluera les autres options de tracé, notamment les coupes transversales, les profils et la configuration des stations, et présentera un plan préliminaire recommandé lors de la 2e réunion portes ouvertes.
- Elle demandera au Conseil d'approuver le plan recommandé.
- Elle lancera le processus d'évaluation du transport en commun, présentera le rapport provisoire de projet environnemental lors de la 3e réunion portes ouvertes, et soumettra ce rapport à l'examen public de 30 jours.
- Elle terminera la conception détaillée du plan recommandé.

Accès à l'information et la protection de la vie privée

Les commentaires et les renseignements concernant cette étude sont recueillis pour aider à la désignation d'un plan recommandé. Ils seront conservés dans un dossier pour utilisation pendant l'étude et pourraient être ajoutés à sa documentation. À l'exception des renseignements personnels, tous les commentaires seront publics.

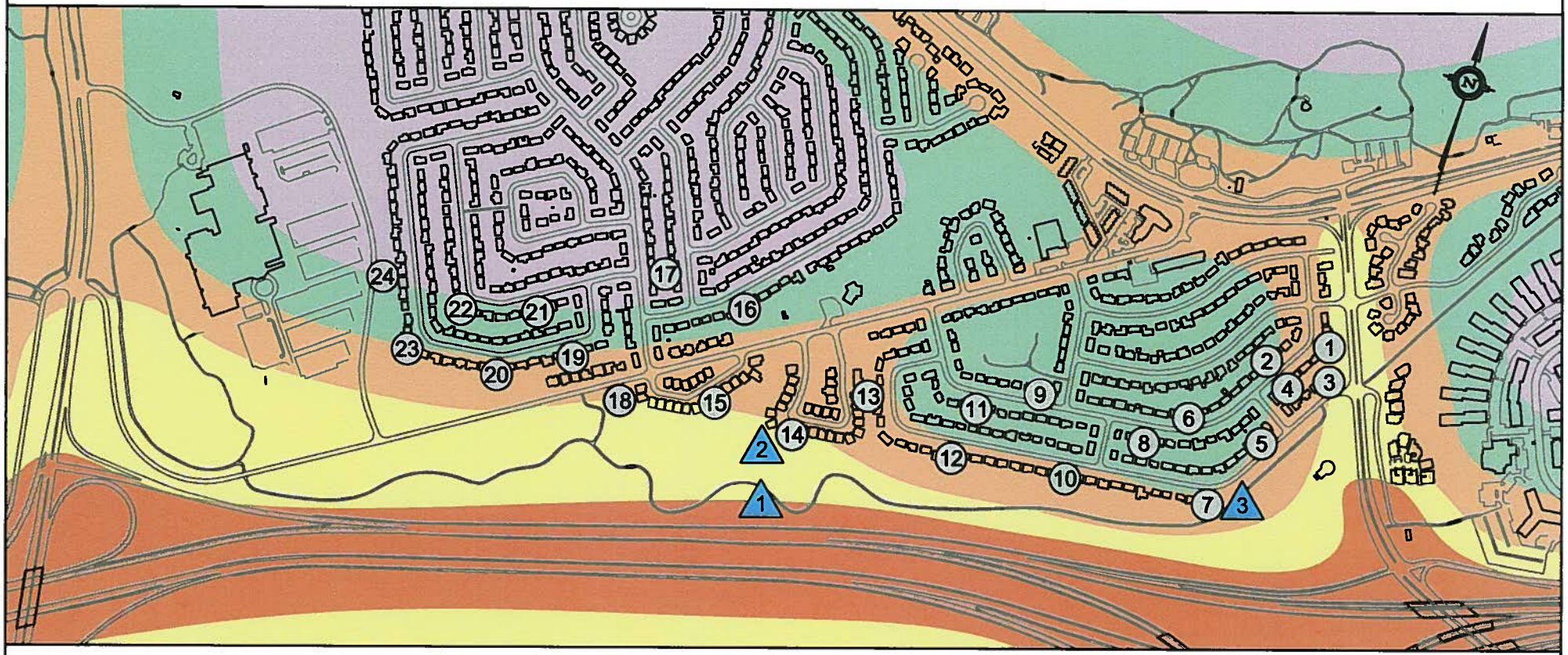
Merci!

Votre engagement est essentiel à la réussite de cette étude.

Merci de signer le registre et de laisser vos commentaires dans la boîte prévue à cet effet. Vous pouvez également nous les renvoyer par télécopieur, par la poste ou par courriel, d'ici au **3 juillet 2009**.

HOLLY ACRES ROAD TO MOODIE DRIVE TRANSITWAY EXPANSION PROJECT

EXISTING NOISE AND GROUND VIBRATION CONDITIONS



CALCULATED NOISE LEVELS (dBA)

1 58	7 56	13 57	19 55
2 51	8 53	14 62	20 58
3 57	9 52	15 59	21 49
4 53	10 57	16 52	22 50
5 55	11 54	17 46	23 57
6 51	12 57	18 60	24 52

NOISE CONTOURS (dBA)

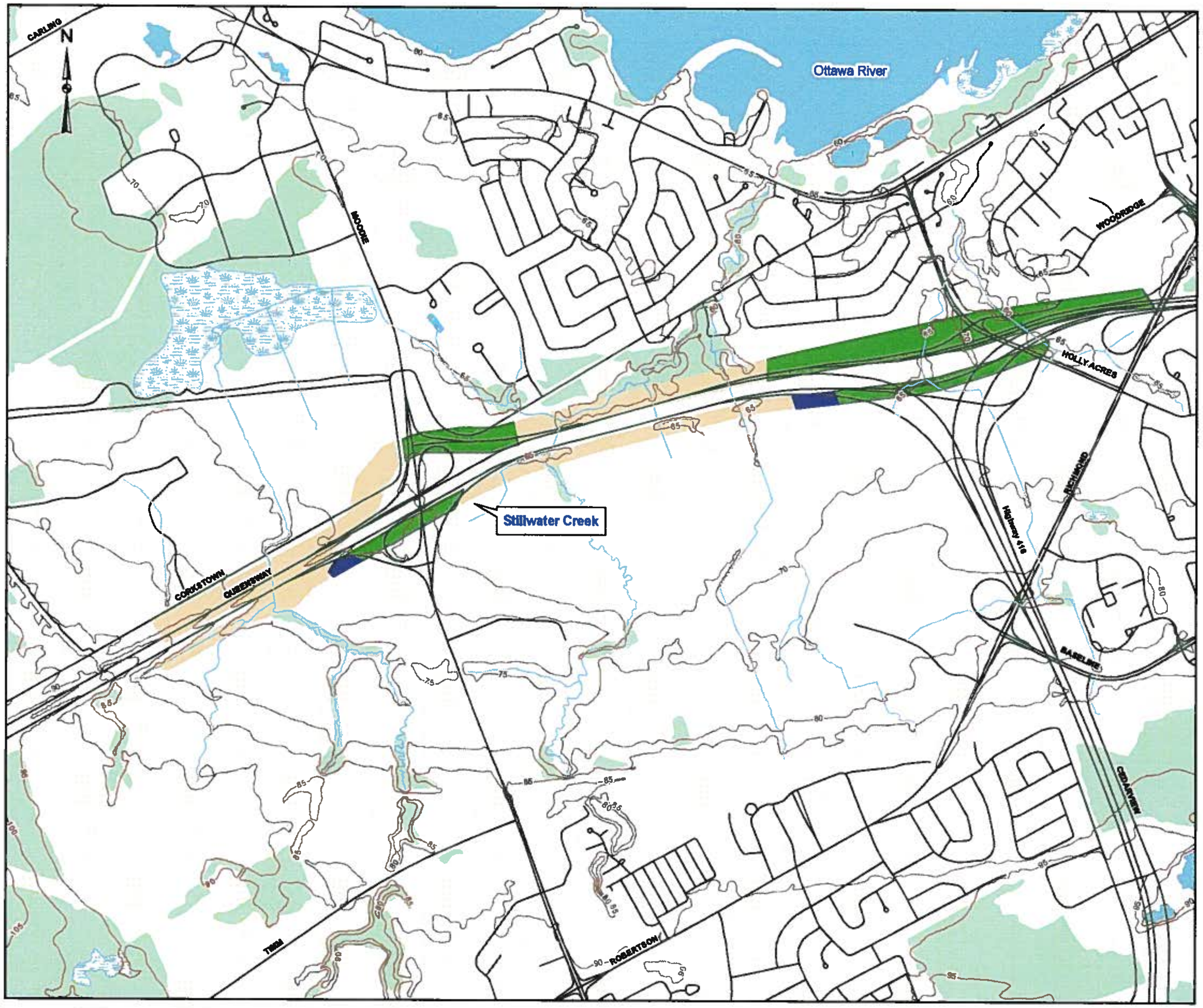
- 45-50
- 50-55
- 55-60
- 60-65
- 65-70

VIBRATION MEASUREMENTS (MM/S)

- 1 0.284
- 2 0.198
- 3 0.087

0.1 - 0.2 IS JUST PERCEPTIBLE TO HUMANS

1.0 - 2.0 IS CONSIDERED TO BE ANNOYING



LEGEND

- Contour
- Roadway
- Watercourse
- Waterbody
- Wetland Area
- WoodedArea
- Area of Archaeological Potential
- Area with no Archaeological Potential
- Disturbed Area

DRAFT

NOTE:
This figure is to be read in conjunction with the accompanying Golder Associates Ltd.report No. 09-1121-0008

REFERENCE
Base Data - CANMAP v2005. Produced by Golder Associates Ltd. under licence from Ontario Ministry of Natural Resources @ Queen's Printer 2008
Datum: NAD 83 Projection: UTM Zone 18N

500 0 500
1:15,000 METRES

PROJECT
MRC WEST TRANSITWAY EXTENSION
OTTAWA,ONTARIO

TITLE
Archaeological Potential

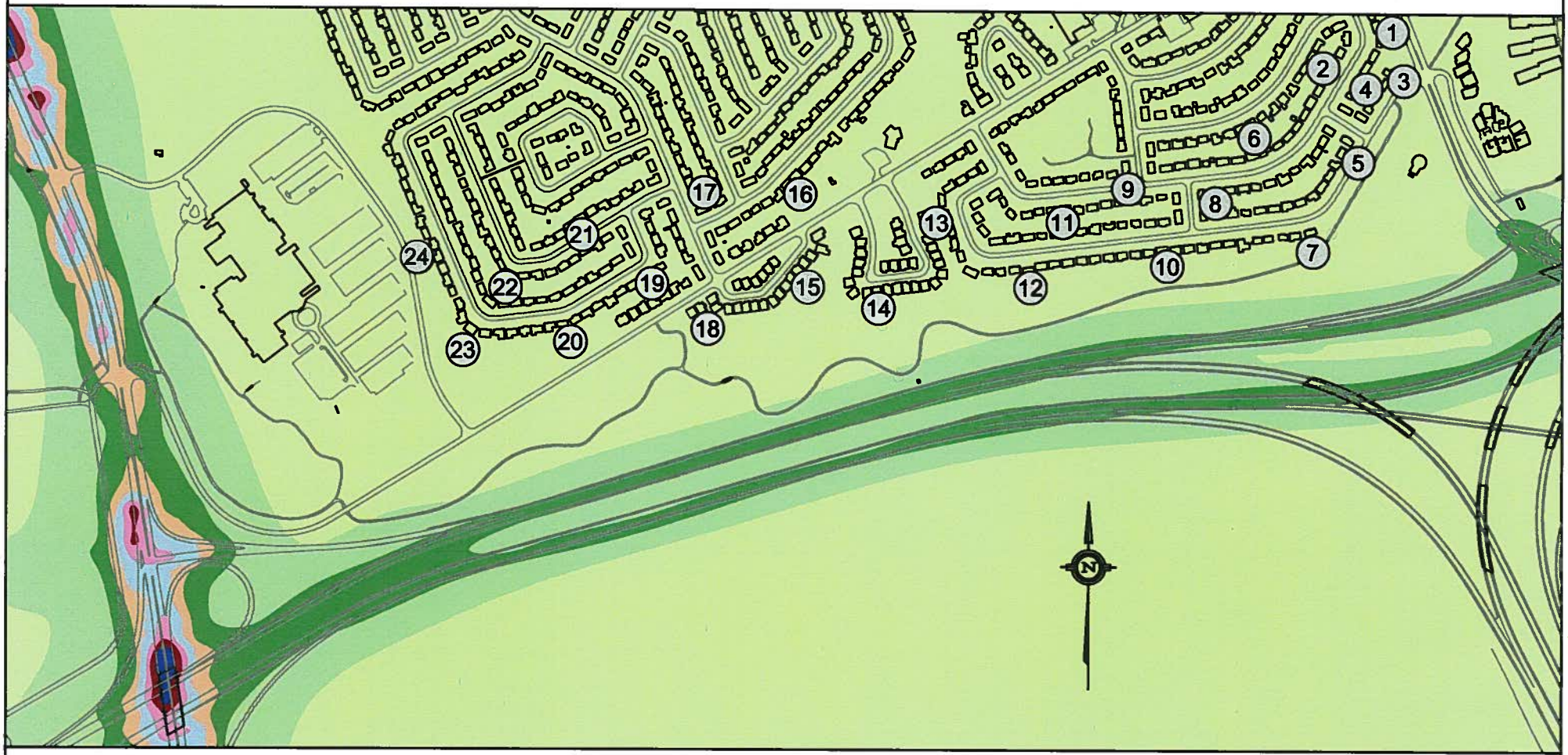
Golder Associates
Ottawa, Ontario

PROJECT No. 09-1121-0008			SCALE 1:15,000	Ver 1.0
DESIGN	HD	11 Mar. 2009	**FIGURE 1**	
GIS	SK	12 June 2009		
CHECK				
REVIEW				

N:\Active\GIS\Clients\City\Ottawa\MRC WTW Ottawa\GIS\Project\09\1121\0008\Phase 5000 Archaeology\mxd\Analysis\09-1121-0008-06-June09.mxd

HOLLY ACRES ROAD TO MOODIE DRIVE TRANSITWAY EXPANSION PROJECT

EXISTING AIR QUALITY CONDITIONS FOR CARBON MONOXIDE (CO)



MAXIMUM CALCULATED CARBON MONOXIDE (CO) CONCENTRATIONS IN MILLIGRAMS PER CUBIC METER (mg/m³) BACKGROUND INCLUDED

1 0.89	7 1.11	13 0.89	18 0.94
2 0.81	8 0.94	14 0.99	20 0.99
3 0.80	9 0.87	15 0.94	21 0.88
4 0.81	10 1.09	16 0.85	22 0.92
5 0.92	11 0.90	17 0.83	23 0.98
6 0.87	12 1.03	18 0.96	24 0.92

CO CONCENTRATION CONTOURS (mg/m³)

0.0-1.5	4.5-5.5
1.5-2.5	5.5-6.5
2.5-3.5	6.5-7.5
3.5-4.5	7.5-9.0

AMBIENT AIR QUALITY CRITERIA (AAQC) FOR CO:

1 HOUR AVERAGE - 37 mg/m³

8 HOUR AVERAGE - 16 mg/m³

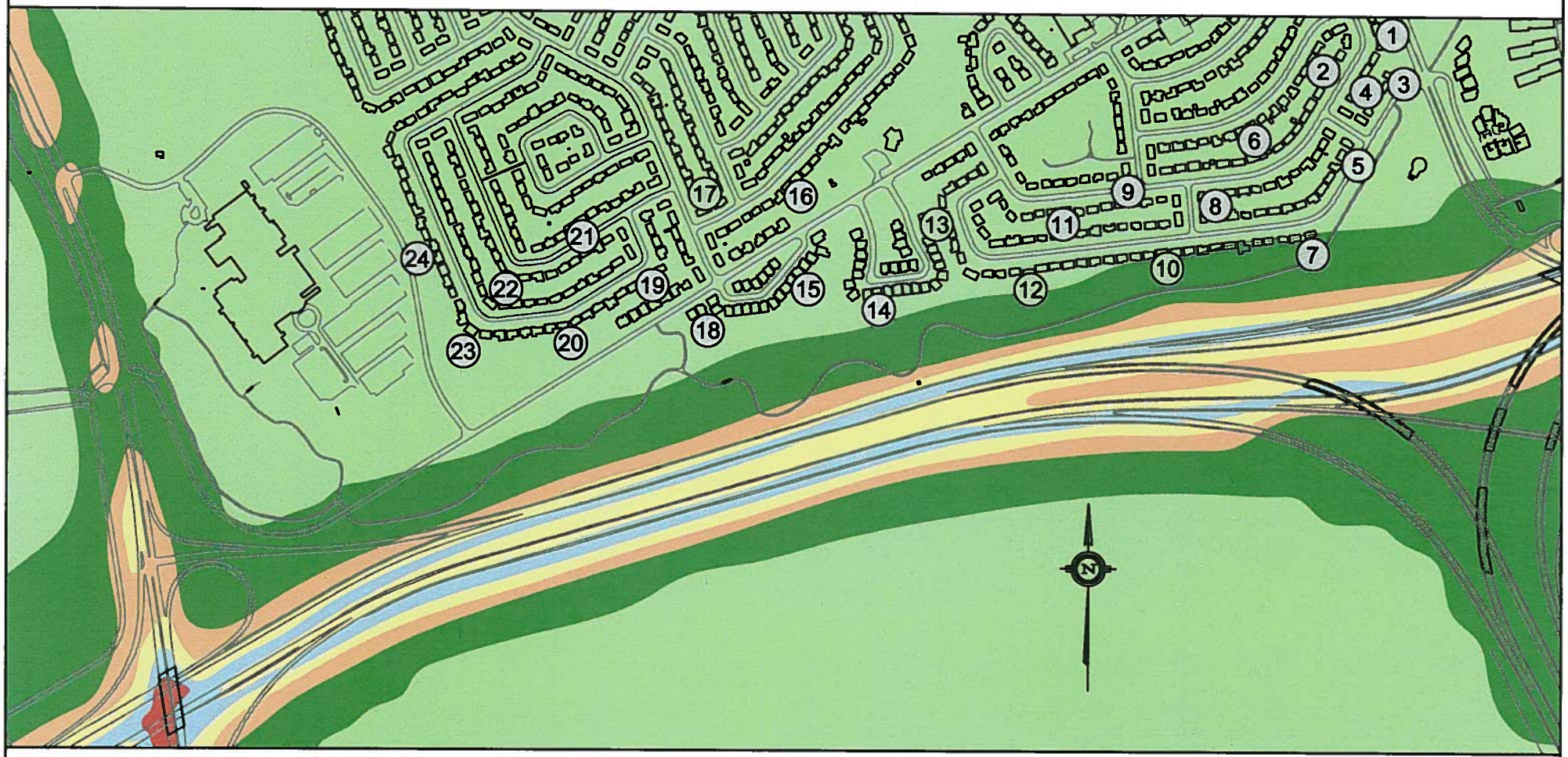
BACKGROUND CONCENTRATION IN OTTAWA

AAQC 90TH PERCENTILE:

0.42 mg/m³

HOLLY ACRES ROAD TO MOODIE DRIVE TRANSITWAY EXPANSION PROJECT

EXISTING AIR QUALITY CONDITIONS FOR OXIDES OF NITROGEN (NOx)



MAXIMUM CALCULATED OXIDES OF NITROGEN (NOx) CONCENTRATIONS IN MILLIGRAMS PER CUBIC METER (mg/m³) BACKGROUND INCLUDED

1 0.092	7 0.144	13 0.109	19 0.112
2 0.094	8 0.116	14 0.130	20 0.118
3 0.095	9 0.103	15 0.119	21 0.099
4 0.097	10 0.140	16 0.098	22 0.101
5 0.113	11 0.107	17 0.093	23 0.108
6 0.105	12 0.127	18 0.122	24 0.093

NOx CONCENTRATION CONTOURS (mg/m³)

0.00 - 0.13	0.35 - 0.45
0.13 - 0.25	0.45 - 0.55
0.25 - 0.35	0.55 - 0.65

AMBIENT AIR QUALITY CRITERIA (AAQC) FOR NOx:
1 HOUR AVERAGE - 0.40 mg/m³
24 HOUR AVERAGE - 0.20 mg/m³
BACKGROUND CONCENTRATION IN OTTAWA
AAQC 90TH PERCENTILE:
0.047 mg/m³

HANDOUT
POH #1
JUNE 25/09

WEST TRANSITWAY EXTENSION
BAYSHORE TO MOODIE

DRAFT ANALYSIS AND EVALUATION OF CORRIDOR ALTERNATIVES

JUNE 25, 2009

Ottawa

McCORMICK RANKIN CORPORATION
A member of MMM GROUP

Evaluation Model

Due to the number of opportunities and constraints in the immediate study area, the careful consideration of tradeoffs will be critical in the selection of a preferred plan. It will also be critical for stakeholders to clearly understand the decision making rationale behind these tradeoffs. It is therefore recommended that this study use a **reasoned argument** approach to the evaluation of alternative corridors and alternative design concepts.

Evaluation Principles

The evaluation process has been developed in accordance with the following principles:

- The evaluation criteria and process must be developed in consultation with key stakeholders;
- The criteria must consider all aspects of the environment;
- The criteria must consider the overall project objectives;
- The process must be understandable; and
- The results must be traceable and defensible.

Draft Evaluation Criteria

Table 1 presents a list of draft evaluation criteria that will be used to identify the relative advantages and disadvantages of each alternative. The key measure(s) listed for each factor/indicator describes the optimal condition against which alternatives can be measured. Based on the level of detail required for each phase in the evaluation (alternative corridors vs. alternative designs), certain factors are more relevant to the decision regarding. Only those factors considered to be 'decision relevant' will be considered in each evaluation stage. Similarly, key measures may change to reflect the availability of more detailed information during subsequent stages.

TABLE 1: Draft Evaluation Criteria

Factor/Indicator	Key Measure	Decision Relevant?	
		Evaluation of Alternative Corridors	Evaluation of Alternative Designs
Overall Study Objectives			
Transit Service Efficiency	• Shortest travel time	Yes	Yes
Safety	• Limits vehicle/pedestrian interactions	No	Yes
Near Term Transit Objectives	• Minimizes delay in the eastbound direction	Yes	Yes
Long Term Transit Objectives	• Suitability for future conversion to LRT	Yes	Yes
Provision of Community Transit Service	• Maximizes service catchment • Maximizes accessibility	Yes	Yes
Traffic Operations	• Improves traffic operations	No	Yes
Matters of Provincial Importance			
Fish and Fish Habitat	• Avoids impacts on watercourses	Yes	Yes
Terrestrial Ecosystems and Species at Risk (SAR)	• Avoids impacts on vegetation, habitat and sensitive species.	Yes	Yes
Heritage/ Archaeology	• Avoids areas with heritage/archaeological potential	Yes	Yes
Groundwater	• Avoids groundwater impacts	No	Yes
Contaminated property	• Avoids contaminated property	Yes	Yes
Drainage/ Hydrology	• Opportunities to enhance existing conditions	No	Yes
Agriculture	• Avoids productive agricultural land	Yes	Yes

Matters of Community Importance			
Noise/Vibration	• Maximum separation from sensitive receivers	Yes	Yes
Construction noise and air quality impacts	• Maximum separation from sensitive receivers.	Yes	Yes
Aesthetics	• Maintain/enhances buffer areas and scenic vistas.	Yes	Yes
Illumination impacts	• Light trespass	No	Yes
Recreation Resources	• Maintain/enhances existing recreation facilities	Yes	Yes
Technical Considerations			
Traffic delays during construction	• Limits construction duration, traffic delays	Yes	Yes
Impacts on Highway 417 infrastructure.	• Avoids impacts to existing lanes, ramps, signage, ATMS, etc.	Yes	Yes
Operating and Maintenance Cost	• Lowest long term cost	Yes	Yes
Construction Cost	• Lowest capital cost • Avoids need for "throw away" construction	Yes	Yes
Utilities	• Avoids relocation requirements	Yes	Yes

Evaluation Process

The evaluation process can be broken down into the following 5 steps:

Step 1: Identify alternative corridors

While the City has approval for a Transitway corridor up to and east of Holly Acres, and up to and west of Moodie, no corridor has been approved between these two points. The first step in the evaluation process was therefore to identify alternative methods of connecting the two approved corridors. Alternative corridors were developed south of Highway 417, in the median, and north of Highway 417. Each corridor must be capable of accommodating a Transitway alignment that is both constructable and capable of meeting basic study objectives.

Step 2: Evaluate alternative corridors

Once factor specific inventories were completed by the various project team experts, a 'high level' screening of the alternative corridors was completed. The screening documents the relative advantages and disadvantages of each alternative. This screening recommended a preferred corridor to be carried forward for further consideration.

Step 3: Generate alternative alignments

Following POH 1, the Study Team will revise the evaluation criteria and corridor screening based on community feedback and will confirm the preferred corridor. A series of more detailed alignment alternatives will then be developed within the corridor. These alternatives will consider issues such as grade separations (over/under/at grade), cross-sections (rural/urban), and station configurations.

Step 4: Evaluate alternative alignments

Each project team expert will then complete a detailed impact assessment (noise study, natural env., etc.) and opportunities for mitigation will be identified. The results of these impact assessments will facilitate a more detailed screening of the alternative designs against the evaluation criteria identified in Table 1. The results of this screening will again be documented in tabular form documenting the advantages and

disadvantages of each alternative alignment including impacts, opportunities for mitigation and trade-off. This screening will recommend a preferred alignment.

Step 5- Documentation and Council Approval

Steps 1-4 inclusive, in addition to the results of all stakeholder consultation will be documented in a draft Environmental Project Report. The recommended plan will be presented to Committee and Council for approval in November 2009.

SECTION 1: OVERALL STUDY OBJECTIVES						
ID	Factor	Key Measures	Analysis Results			
			Yellow Corridor	Red Corridor	Blue Corridor	Magenta Corridor
1	Transit service efficiency	Shortest travel time.	Good Second shortest travel time.	Good Most direct route, therefore, shortest travel time.	Fair Less direct route than the Red or Yellow Corridors. Second longest travel time.	Poor Least direct route. Longest travel time.
2	Near term transit objectives	Minimize delay in the eastbound direction.	Good No measurable difference among alternatives.	Good No measurable difference among alternatives.	Good No measurable difference among alternatives.	Good No measurable difference among alternatives.
3	Long term transit objectives	Geometric suitability for conversion to LRT technology.	Good Horizontal and vertical profiles are ideal for efficient LRT service.	Good Horizontal and vertical profiles are ideal for efficient LRT service.	Fair Grade separations over the westbound 417 lanes require horizontal and vertical curves that are less than ideal for LRT service. LRT conversion is still possible.	Fair Grade separations over westbound and eastbound 417 lanes require horizontal and vertical curves that are less than ideal for LRT service LRT conversion is still possible.
4	Provision of community transit service.	Maximum service catchment with greatest accessibility.	Good Largest service catchment with good pedestrian access.	Good Large service catchment with good pedestrian access.	Fair Fair service catchment with poor accessibility.	Fair Poor service catchment with poor accessibility.

SECTION 1: CONCLUSION	
Conclusion	All corridors are capable of accommodating an alignment that meets basic study objectives; however, due to shorter travel distances, proximity to development, and geometric suitability for LRT conversion, the Yellow and Red Corridors are best capable of providing an efficient transit system capable of improving service in Ottawa's western sector.

SECTION 2: MATTERS OF PROVINCIAL IMPORTANCE						
ID	Factor	Key Measure	Analysis Results			
			Yellow Corridor	Red Corridor	Blue Corridor	Magenta Corridor
5	Fish and fish habitat	Avoids impact to watercourses.	**Fair** One new crossing of Stillwater Creek is required which is considered to have relatively high sensitivity in terms of fish and fish habitat. Also, this alternative requires the extension of an existing culvert over Stillwater Creek which is considered to be relatively good fish habitat. One new crossing is required on a previously modified (straightened/channelized) reach of tributary of Graham Creek which is considered to have lower sensitivity in terms of fish and fish habitat.	**Fair** One new watercourse crossing is required at the confluence of Stillwater Creek and its tributary. This may result in the need to realign the section of Stillwater Creek that is currently cut into bedrock; however, realignment may be avoided if confluence is spanned (meeting geomorphic and hydrotechnical requirements).	**Good** Will require an extension of an existing culvert to span a previously modified (straightened/channelized) reach of a tributary of Graham Creek.	**Good** Two watercourse crossings are required (tributary of Graham Creek and tributary of Stillwater Creek) located in previously modified reaches of these channels. These are considered to be less sensitive reaches. Will require the extension of an existing culvert over Stillwater Creek which is considered to be relatively good fish habitat. The Graham Creek tributary crossing will also require an extension of the existing culvert.
6	Terrestrial ecosystems and Species At Risk	Avoids impacts on vegetation, habitat and sensitive species.	**Poor** Routed through the Stillwater Creek valley and ANSI and will have the highest impact to valley vegetation and potentially to regionally uncommon Black Maple.	**Fair** Routed along the south edge of the Stillwater Creek valley and ANSI with slightly less direct impact to the valley and vegetation than the yellow corridor, but may still result in removal of valley vegetation and potentially regionally uncommon Black Maple.	**Good** Does not encroach into the Stillwater Creek valley and avoids impacts to the ANSI and regionally uncommon Black Maple within the ANSI/valley). Results in minor removals of previously disturbed vegetation in the highway median and is limited to removal of cultural meadow vegetation.	**Good** Does not encroach into the Stillwater Creek valley and avoids impacts to the ANSI and regionally uncommon Black Maple within the ANSI/valley) Results in minor removals of meadow, thicket and scattered trees that are limited to narrow riparian zones along agricultural swales and watercourses. These areas have been previously disturbed by adjacent agricultural clearing and tillage.
7	Heritage/ archaeology	Avoids areas with heritage and archaeological potential.	**Fair** Routed through areas determined to exhibit moderate archaeological potential.	**Fair** Routed through areas determined to exhibit moderate/ high archaeological potential.	**Good** Avoids areas with heritage and archaeological potential.	**Fair** Routed through areas determined to exhibit moderate archaeological potential.
8	Contaminated property	Avoids potentially contaminated property	**Poor** May require significant cut through the berm west of Holly Acres (unknown fill material). Historic land use as a rail corridor represents potential for site contamination. Adjacent industrial park located at 185 Corkstown Rd. represents potential for site contamination.	**Fair** Potential salt contamination from Hwy 417 deicing operations May require cut through the berm west of Holly Acres (unknown fill material).	**Good** Potential salt contamination from Hwy 417 deicing operations.	**Fair** Potential salt contamination from Hwy 417 deicing operations. Potential pesticides contamination associated with the agricultural field.
9	Agriculture	Avoids productive agricultural lands.	**Good** No impact on active agricultural land.	**Good** No impact on active agricultural land.	**Good** No impact on active agricultural land.	**Poor** Impact to edge of active agricultural property.

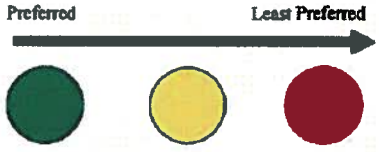
SECTION 2: CONCLUSION	
Conclusion	The Yellow Corridor has the greatest impact on matters of provincial importance. As the Blue Corridor passes through highly disturbed land within the highway median, no impacts are anticipated. The Red and Magenta corridors are expected to have minor, mitigable impacts.

SECTION 3: MATTERS OF COMMUNITY IMPORTANCE						
ID	Factor	Key Measure	Analysis Results			
			Yellow Corridor	Red Corridor	Blue Corridor	Magenta Corridor
10	Noise/ vibration	Maximum separation from sensitive receivers.	**Poor** Closest proximity to sensitive receivers.	**Fair** Due to proximity to Hwy 417, highway noise is anticipated to be the predominant source at sensitive receivers. There exists the potential for a minor increase in noise at sensitive receivers. A detailed noise analysis will be required within the preferred corridor.	**Good** Highway noise is anticipated to be the dominant source. Distance from sensitive receivers is anticipated to minimize additional noise impacts. A detailed noise analysis will be required within the preferred corridor.	**Good** Highway noise is anticipated to be the dominant source. Distance from sensitive receivers is anticipated to minimize additional noise impacts. A detailed noise analysis will be required within the preferred corridor.
11	Construction noise and air quality impacts.	Maximum separation from sensitive receivers.	**Poor** Very close proximity to residential properties to the north. Construction noise and air quality (dust etc.) impacts are anticipated.	**Fair** Separation from sensitive receivers is anticipated to minimize noise and air quality impacts. There exists the potential for minor impacts during construction.	**Good** Separation from sensitive receivers is anticipated to minimize noise and air quality impacts.	**Good** Separation from sensitive receivers is anticipated to minimize noise and air quality impacts.
12	Aesthetics	Maintains or enhances buffer areas, scenic vistas.	**Fair** Greatest impact to existing vegetative buffer north of Highway 417. No impact on scenic vistas of Greenbelt.	**Good** Limited impact to existing vegetative buffer. No impact on scenic vistas of Greenbelt.	**Fair** No impact to existing vegetative buffer. Required structures will impact scenic vistas of Greenbelt.	**Fair** No impact to existing vegetative buffer. Required structures will impact scenic vistas of Greenbelt.
13	Air Quality	Maximum separation from sensitive receivers.	**Poor** Very close proximity to residences to the north.	**Good** Separation from sensitive receivers is anticipated to minimize air quality impacts.	**Good** Separation from sensitive receivers is anticipated to minimize air quality impacts.	**Good** Separation from sensitive receivers is anticipated to minimize air quality impacts.
14	Recreation	Maintains or enhances existing recreational facilities.	**Poor** Significant potential to impact community access to the TransCanada Trail.	**Fair** Will not impact community access to TransCanada Trail. Potential need to realign portions of the trail.	**Good** No impact to existing recreational resources/facilities.	**Good** No impact to existing recreational resources/facilities.
SECTION 3: CONCLUSION						
Conclusion	The Yellow Corridor has the greatest potential to impact the local community. Due to the separation from the community located north of Highway 417, the Red, Blue and Magenta Corridors are not anticipated to have significant community impacts.					

SECTION 4: OTHER TECHNICAL CONSIDERATIONS						
ID	Factor	Key Measure	Analysis Results			
			Yellow Corridor	Red Corridor	Blue Corridor	Magenta Corridor
15	Traffic delays during construction.	Limits traffic disruptions during construction.	Good No impacts to highway 417 traffic are anticipated.	Fair Minor impacts to highway 417 traffic are anticipated.	Poor Structure construction is anticipated to result in significant impacts to highway traffic.	Poor Structure construction is anticipated to result in significant impacts to highway traffic.
16	Highway 417 infrastructure	Avoids impacts to existing lanes, ramps, signage, ATMS etc.	Good Horizontal alignment avoids all highway 417 infrastructure.	Fair Moderate impact to highway systems located adjacent to the westbound lanes (ATMS plant, illumination, signage etc.)	Poor Major impact to highway systems located within the median (highmast illumination etc.)	Fair Moderate impact on highway systems located adjacent to the eastbound lanes (ATMS plant, illumination, signage etc.)
17	Operating and maintenance costs	Lowest long term cost.	Good Second lowest operation and maintenance costs based on overall length of Transitway and number of structures.	Good Least maintenance required based on overall length of Transitway and number of structures.	Poor Number of required structures results in high operation and maintenance costs. Median corridor would also require snow hauling/ removal.	Poor Number of required structures results in high operation and maintenance costs.
18	Construction costs	Lowest capital cost.	Fair Three minor structures over Stillwater and Graham Creeks. Significant cut required into the berm located west of Holly Acres. Second lowest capital cost.	Good Shortest overall distance. One minor structure required at Graham Creek tributary. Lowest capital Cost.	Poor One minor structure required over Graham Creek tributary. Two major highway grade separations required. Second highest capital coast.	Poor One minor structure required over Graham Creek tributary. Two major highway grade separations required. Highest capital coast.
SECTION 4: CONCLUSION						
Conclusion	From a technical perspective, the Red and Yellow Corridors both perform similarly. However, due to the increased capital costs associated with constructing a Transitway facility within the Yellow corridor, the Red Corridor is preferred. The Blue and Magenta Corridors perform very poorly due to extremely high construction, operation and maintenance costs.					

WEST TRANSITWAY EXTENSION: BAYSHORE STATION TO MOODIE DRIVE
DRAFT SUMMARY OF ALTERNATIVE CORRIDOR EVALUATION

FACTORS/CRITERIA	CORRIDOR ALTERNATIVES				SUMMARY
	Yellow	Red	Blue	Magenta	
1.0 Overall Study Objectives • Transit Service Efficiency • Near Term Transit Objectives • Long Term Transit Objectives • Provision of Community Transit Service					All four corridor alternatives are capable of accommodating an alignment that meets basic study objectives. As the ultimate configuration must connect the existing Transitway Station at Bayshore to the EA approved Transitway alignment west of Moodie Drive (and north of the highway); alignments located north of Highway 417 are best capable of providing an efficient transit system that improves service in the City's western sector. **Therefore, the Yellow and Red Corridors are preferred over the other alternatives.**
2.0 Matters of Provincial Importance • Fish and Fish Habitat • Terrestrial Ecosystems and Species At Risk • Heritage and Archaeology • Contaminated Property • Agriculture					Prominent natural features within the study area are concentrated in the federally owned green space located between Highway 417 and the residential community to the north. As the yellow corridor bisects this green space, significant impacts are anticipated. Both the Red and Magenta corridors have the potential for minor impacts to terrestrial and aquatic habitat located immediately adjacent to the highway. As the Blue corridor travels through a highly disturbed area (highway median), no impacts are anticipated. **Therefore, the, Blue Corridor is preferred as it avoids all impacts to matters of provincial significance. The Red and Magenta Corridors are expected to have minor, mitigable impacts.**
3.0 Matters of Community Importance • Noise/ Vibration • Construction Impacts (Noise/ Air Quality) • Aesthetics • Air Quality • Recreation					A significant consideration in this evaluation is the proximity of any proposed Transitway corridor to the residential community located to the north of Highway 417. Due to its close proximity to this community, the Yellow corridor is anticipated to have significant impacts. As all other corridors are located in very close proximity to the Highway 417 corridor, a perceptible change in existing conditions is not anticipated. **Therefore, the Blue and Magenta Corridors are preferred over the Yellow Corridor. The Red Corridor is also not expected to result in significant impacts to the community.**
4.0 Technical Considerations • Traffic delays during construction • Highway 417 infrastructure • Operating and maintenance costs • Construction costs • Utility conflicts					As the ultimate alignment must connect Bayshore Station to an alignment on the north side of Highway 417 and west of Moodie Dr., the option of crossing to the highway median or south side of the highway will require two very expensive highway grade separations (one near Holly Acres, and another west of Moodie). The median alignment (Blue) also presents challenges in terms of snow removal and impacts to existing highway infrastructure. The yellow corridor would require a significant cut through the existing berm located west of Holly Acres which would therefore increase construction costs. The Red corridor will impact existing highway systems located on the shoulder, but these impacts are considered minor and mitigable. **Therefore, the Red corridor is preferred over the other alternatives.**
OVERALL SUMMARY					While the Blue and Magenta corridor alternatives have relatively minor impacts to the environment, they perform poorly in terms of transit service provision and would be prohibitively expensive to construct and maintain. Both the Yellow and Red corridor alternatives perform very well in terms of their ability to provide an efficient transit system. In addition, the analysis has not identified any irresolvable technical issues associated with either corridor. When comparing the Yellow and Red corridor alternatives, it is evident that the Yellow corridor has a significantly greater potential for adverse environmental impacts. **Therefore, the Red corridor is preferred over the other alternatives.**



WEST TRANSITWAY EXTENSION

BAYSHORE STATION TO MOODIE DRIVE

BACKGROUND STUDY OF EXISTING CONDITIONS FOR

NOISE, VIBRATION AND AIR QUALITY

PREPARED FOR:

McCORMICK RANKIN CORPORATION

JUNE 2009

NOISE:

Noise is defined as any unwanted sound that is created at a source, transmitted through a medium such as air, and intercepted by a receiver. Its measurement is based on the decibel unit (dB), and is referenced to the 'A' scale (dBA) for human perception. Within this scale, a doubling of sound power at the source results in a 3 dBA increase in measured noise levels at a receiver, and is just perceptible to most people. An increase of 10 dBA is often perceived to be twice as loud.

For roadway traffic noise, the equivalent sound energy level (L_{EQ}) provides an averaged measure of noise levels over a period of time, and represents the 'continuous' sound level. For roadways, the L_{EQ} is calculated on the basis of a 16-hour daytime / 8-hour nighttime split to assess its impact on residential buildings. Other factors that affect calculated noise levels include traffic volumes, the distance between the roadway and the noise receptor, and source-receiver path details such as ground absorption, surface reflections and barriers (natural or man-made).

Acceptable noise levels, as defined by the City of Ottawa's Noise Control Guidelines (2006), vary depending on the intended use of a space. The Guidelines specify that, for residential spaces, the recommended maximum indoor noise levels are 40 dBA for sleeping quarters, and 45 dBA for living, dining and recreational areas. Outdoor living areas serving residential buildings have a daytime criterion of 55 dBA, with a discretionary margin to 60 dBA.

Traffic volumes used for the assessment of existing conditions were obtained from the City of Ottawa's Public Works and Services Department. Traffic volumes are expressed in terms of AADT (Annual Average Daily Traffic), which is defined as the average 24 hour two-way traffic for the period of January 1st to December 31st, and is calculated based on physically counted traffic volumes. Table 1 summarizes the AADT traffic volumes used for this assessment of existing conditions.

TABLE 1: VEHICLE TRAFFIC VOLUMES

Roadway	Counted Traffic Volume (AADT)
Highway 417	102,000
Existing Transitway	338
Holly Acres Road	6,996
Corkstown Road	2,121
Carling Avenue	19,970
Moodie Drive	22,643

The current assessment of existing noise levels follows a previous study undertaken by the Ministry of Transportation of Ontario (MTO) to determine the feasibility of constructing noise abatement walls along the north side of Highway 417 to protect the Crystal Beach / Lakeview Communities. Table 2 summarizes the most recently calculated noise levels, and where applicable, compares them to previously calculated noise levels produced by the MTO.

TABLE 2: COMPARATIVE CALCULATED DAYTIME NOISE LEVELS SUMMARY

Receptor Numbers		Noise Levels (dBA)	
GME	MTO	GME	MTO
4	137	55.3	55.5
7	109	56.0	56.4
8	116	52.9	51.4
10	130	57.1	57.0
11	114	53.8	53.1
12	122	57.2	59.5
13	126	56.9	58.6
14	139	61.6	62.9
15	144	58.9	60.5
18	146	59.6	59.7
19	147	54.6	53.3
20	148	57.9	57.5

For the purpose of calculating noise levels, *GmE* used STAMSON 5.1, whereas the MTO used STAMINA 2.0. Both software packages have been jointly approved by the MTO and the Ministry of the Environment (MOE) for the calculation of environmental traffic noise. Differences in calculated sound levels result primarily from variations in receptor placement, the programs' assumptions for modeling source-receiver paths, and algorithms for calculating sound propagation and ground attenuation.

Noise levels calculated by *GmE* are generally consistent with those found in the MTO study. Mitigation options for areas experiencing noise levels that exceed the City of Ottawa criteria have not been explored as part of this assessment of existing conditions. However, investigations of future conditions will include the independent assessment of mitigation options, as well as comparison to previously considered mitigation strategies.

VIBRATIONS:

Existing ground vibrations due to vehicular traffic were measured using an Instantel Minimate Plus seismograph capable of recording three components of ground velocity (one vertical and two horizontal). Three locations were selected to measure ground vibration magnitudes and to characterize the amplitude decay with distance. Ground vibrations measurements were performed during an off-peak period (approximately 10:30am) when the traffic volume on Highway 417 was high and the traffic flow was unrestricted. The seismograph was set to record peak particle velocity (ppv) data, in millimetres per second (mm/s), for multiple 10 second periods. The device was triggered manually to capture the passage of large vehicles, and the recorded data was subsequently analysed to determine peak levels at each location.

Peak recorded ground vibrations included: 0.284 mm/s at location 1; 0.198 mm/s at location 2; and 0.087 mm/s at location 3. Research indicates that ground vibration levels of 0.1 – 0.2 mm/s are just perceptible to most humans, and that 1.0 – 2.0 mm/s is generally considered to be annoying. Measured ground vibrations for this site are well below structural failure tolerances for buildings.

AIR QUALITY:

The assessment of existing air quality conditions requires peak hour traffic volumes for all surrounding roadways and knowledge of production rates for common vehicle pollutants such as carbon monoxide (CO), nitrogen oxides (NO_X), total hydrocarbons (HC) and suspended particulate matter (PM). Twenty-four receptors, all matching noise receptor locations, were used to determine the worst-case one-hour concentrations during peak traffic hours of the morning and afternoon periods. Wind probabilities for the Ottawa area were combined with the pollution data to determine statistical levels of pollutants occurring along the corridor. The computer model used for the evaluation, CAL3QHC, incorporates vehicle counts, characteristics of signalized intersections, and relevant atmospheric parameters to estimate actual pollutant concentrations at specified points.

Ambient concentrations of the principal vehicle emissions were obtained from the MOE permanent monitoring station located at 940 Carling Avenue in Ottawa. The 90th percentile for each major vehicle emission is included along with the MOE's Ambient Air Quality Criteria (AAQC)[1] in Table 3. The values indicate that for 90% of the time, the background concentrations will fall below the levels in Table 3. The concentration units are milli-grams per cubic meter (mg/m^3). The AAQC are based in part on research performed by Health Canada[2].

TABLE 3: AMBIENT AIR QUALITY CRITERIA AND CURRENT CONCENTRATIONS

POLLUTANT	AAQC (mg/m^3)		BACKGROUND (mg/m^3)	LIMITING EFFECT
Carbon Monoxide (CO)	36.2 (1 hr)	15.7 (24 hr)	0.38	Health
Hydrocarbons (HC)	35.0 (1/2 hr)	12.0 (24 hr)	0.001*	Health
Oxides of Nitrogen (NO_x)	0.40 (1 hr)	0.20 (24 hr)	0.043	Health
Particulate Matter (PM, < 44μm)	0.10 (1/2 hr)	0.12 (24 hr)	Unavailable	Visibility
Particulate Matter (PM_{10}, < 10μm)	Unavailable	0.05 (24 hr)	Unavailable	Health
Particulate Matter ($PM_{2.5}$, < 2.5μm)	Unavailable	0.05 (24 hr)	0.013	Health

[1] Summary of Point of Impingement Standards, Point of Impingement Guidelines, and Ambient Air Quality Criteria (AAQCs). Standards Development Branch, Ontario Ministry of the Environment, March 1999.
[2] Cakmak, S., R. Burnett, and D. Krewski. Methods for Detecting and Estimating Population Threshold Concentrations of Air Pollution-Related Mortality with Exposure Measurement Factor, Risk Analysis, Vol. 19, No. 3, 1999.

[A]Point of Impingement Limit (AACQ unavailable)

TABLE 4: POLLUTANT CONCENTRATIONS WITH WIND PROBABILITIES CONSIDERED

RECEPTOR	CONCENTRATION (mg/m^3)			
	CO	HC	NO_X	PM
1	0.480	0.009	0.054	0.014
2	0.476	0.009	0.053	0.014
3	0.477	0.009	0.054	0.014
4	0.476	0.009	0.054	0.014
5	0.486	0.010	0.056	0.014
6	0.482	0.010	0.055	0.014
7	0.522	0.013	0.062	0.014
8	0.492	0.011	0.057	0.014
9	0.481	0.009	0.055	0.014
10	0.520	0.013	0.062	0.014
11	0.488	0.010	0.056	0.014
12	0.517	0.013	0.061	0.014
13	0.488	0.010	0.056	0.014
14	0.510	0.012	0.060	0.014
15	0.498	0.011	0.057	0.014
16	0.473	0.009	0.053	0.014
17	0.469	0.008	0.052	0.014
18	0.505	0.011	0.058	0.014
19	0.494	0.010	0.055	0.014
20	0.505	0.011	0.056	0.014
21	0.483	0.009	0.053	0.014
22	0.489	0.009	0.053	0.014
23	0.504	0.011	0.055	0.014
24	0.491	0.009	0.052	0.014

Combining the maximum calculated pollutions levels independent of wind direction with the Ottawa wind statistics generates the predicted pollution levels summarized in Table 4 that are expected to exist much of the time. These results are significantly below the allowable limits for CO, HC, NO_X and PM including the 90% ambient levels.

FUTURE CONDITIONS:

Traffic noise and air quality conditions for future scenarios will be predicted by the same methods used for existing conditions, except that the new Transitway will be added into the prediction models, and traffic volumes will be updated to reflect those expected to exist at the anticipated completion date of the project. Future ground vibrations will be assessed mathematically by examining the relationship between current ground vibrations and traffic conditions, and extrapolating vibration levels into the future according to predicted traffic volumes.

Future noise, air quality and ground vibrations conditions will be influenced primarily by increasing traffic volume on Highway 417; as such, with the passage of time, the proportional contribution of the proposed Transitway to environmental conditions will gradually reduce.

APPENDIX C

West Transitway Extension
Bayshore to Moodie

Public Open House No. 1
June 25, 2009

MRC McCORMICK RANKIN CORPORATION

Presentation Overview

- Project Need
- Project History
- Study Process
- Study Schedule
- Issues and Constraints
- Analysis and Evaluation of Alternative Corridors
- Next Steps

Your Input is Valued

- Representatives available from the Councilor's office, City of Ottawa and MRC
- Comment Sheets

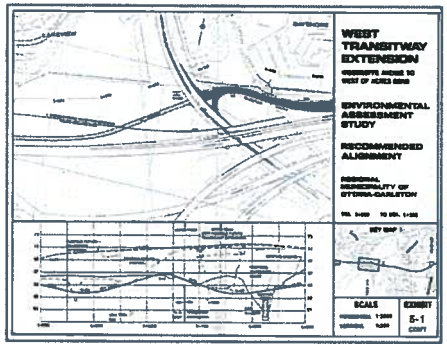
Project Need

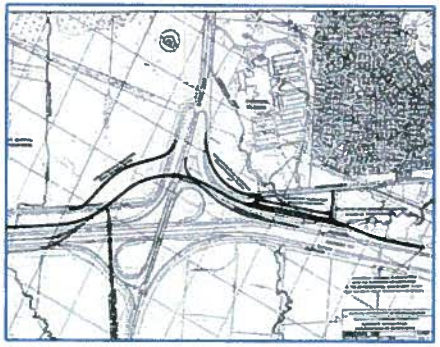
- **Improve service reliability:**
  - •Exclusive Bus Rapid Transit (BRT) facility to improve east bound transit service reliability
- **Significant savings in travel time:**
  - •Facility will avoid unpredictable delays on Highway 417 allowing OC Transpo to run more efficiently and reduce capital costs as fewer buses will be required
- **Highest return on transit investment:**
  - •Project rated as one of the highest returns on transit investment for the City when comparing benefits (number of annual passengers, capital and operating bus cost savings) to the cost of construction
- **2008 Transportation Master Plan Update:**
  - •Prioritized the implementation of a BRT facility in the near term
- **Light Rail Transit (LRT) technology:**
  - •May 2008 City Council identified a long-term plan to eventually convert this corridor to LRT when employment & population density targets are attained in the West Urban Community

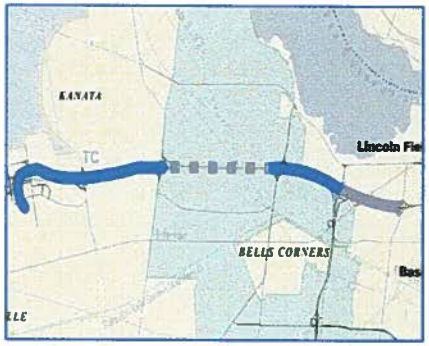
Purpose of this Study

- Complete planning and design work for a BRT facility
- Prepare a functional design for the ultimate LRT facility.

Project History







1994

West Transitway Extension Individual Environmental Assessment

'Potential future Transitway alignment' was identified between Holly Acres and Moodie subject to further study'.

1997

West Urban Community Transit Integration Study

Identified Transitway Corridor on the north side of Highway 417 from just east of Moodie to just east of Terry Fox.

Also projected a connection the western terminus of the potential future Transitway alignment in the 1994 IEA.

2008

Transportation Master Plan (TMP) Update

In November 2008, City Council approved TMP which identified the extension of the West Transitway from Bayshore Station to Moodie to address operational concerns in the City's western sector.

2009

West Transitway Extension

Planning and design study to connect the 1994 EA approved Transitway Corridor east of Holly Acres and the 1997 EA approved Transitway corridor west of Moodie.

This study will address current operational concerns as well as future transit plans.

Study Process

Planning

Study Start-up

- Review Studies
- TAC #1
- Stakeholder Meeting #1
- Inventory Existing Conditions

Alternative Corridors

- Identify and evaluate Alternative Conditions
- POH #1
- TAC Meeting #2
- Stakeholder Meeting
- Confirm Preferred Corridor

Alternative Alignments

- Identify and evaluate Alternative Alignments
- POH #2 (fall 2009)
- TAC Meeting #3
- Stakeholder Meeting #3
- Confirm Recommended Plan

Approvals

- Council Approval of Recommended Plan
- Notice of Commencement
- Draft EPR
- POH #3 (winter 2010)
- 30-Day Public Review Period
- Federal Screening (as required)

Design

Functional Design

- Interim Configuration (Exclusive BRT Facility)
- Ultimate Configuration (Grade separated LRT Facility)

Preliminary Design

- Interim Configuration (Exclusive BRT Facility)

Detail Design and Tender Documents

- Interim Configuration (Exclusive BRT Facility)

Transitway Construction

Tentative Study Schedule

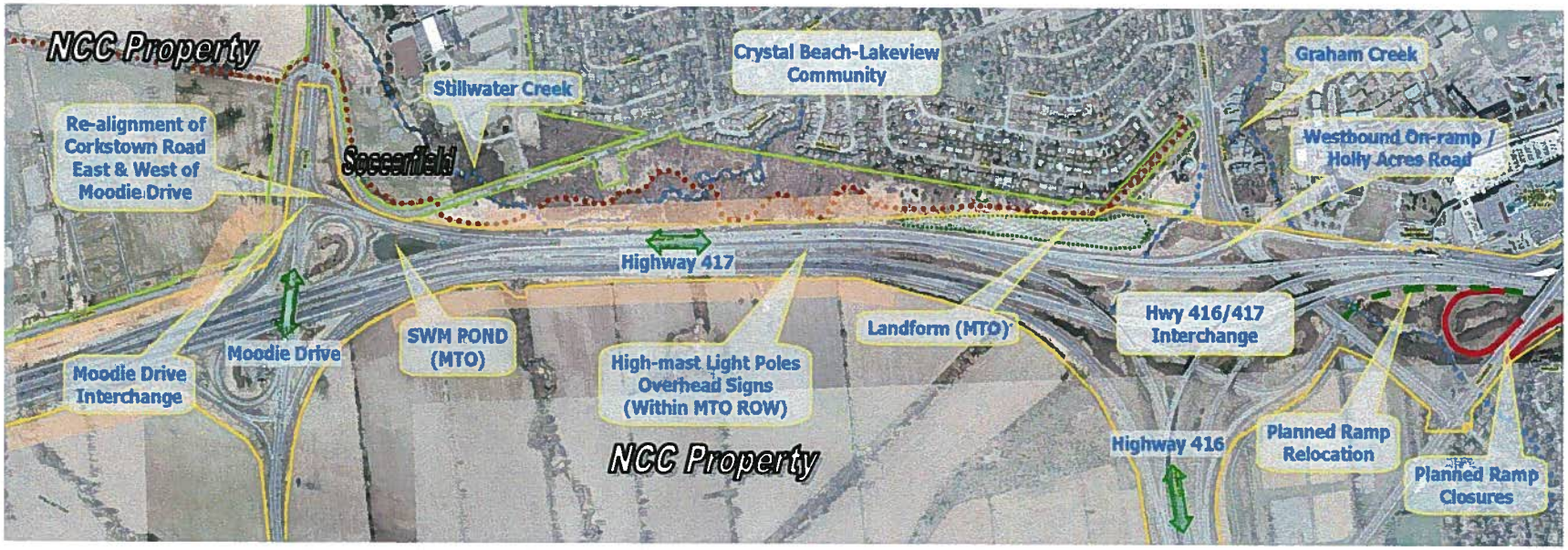
2009	
February	Study Commencement
April – May	Analysis and Evaluation of Alternative Corridors
June	***Public Open House #1***
July – August	Analysis and Evaluation of Alternative Alignments
September	Public Open House #2
October – November	Preliminary Design of Recommended Plan (including mitigation measures)
November	Council Approval of Recommended Plan
December	Initiation of Transit Project Assessment Process
2010	
January	Public Open House #3
February	Public Review of Environmental Project Report
February-July	Detail Design of Transitway
August	Tender (subject to budget approval)

WE ARE HERE

On-Going Consultation Activities

- Technical Advisory Committee (MTO, NCC, City Staff)
- Crystal Beach and Lakeview Community Associations

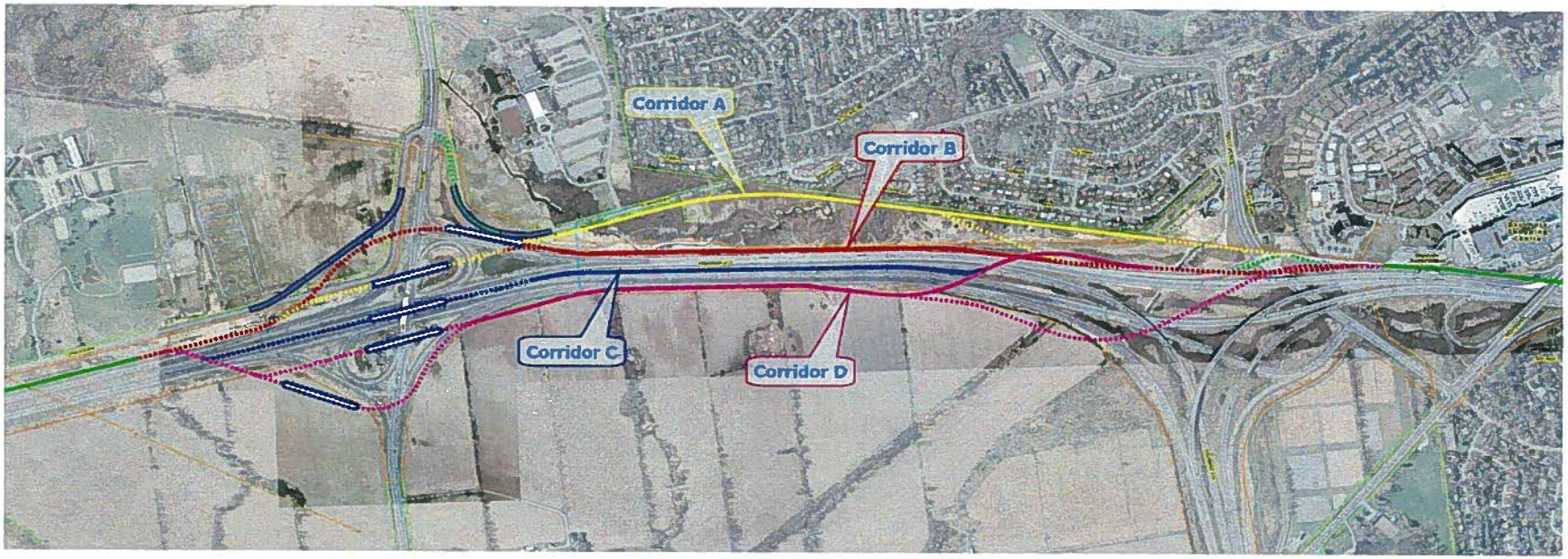
Issues and Constraints



LEGEND

- Trans-Canada Trail
- Stillwater – Graham Creek
- Areas of Archaeological Potential (Areas Refer to *Archaeological Potential* Display Panel)
- MTO Right-of-Way (ROW)
- Limit of NCC Property

Alternative Corridors Considered



LEGEND

- MTO Right-of-Way (ROW)
- Limit of NCC Property
- Existing / At-Grade Routes
- Potential Station Locations
- Corkstown Road Relocation (as required)
- Zone 3W Watermain (Future)
- 1950 mm Sanitary Sewer

Transit Project Assessment Process (TPAP)

TPAP exempts proponents of all public transit projects from the requirements under Part II of the OEEA and describes a process that certain transit projects must follow in order to be considered exempt.

- **Based on the principles of sound EA planning**
- **Proponent driven, self assesment process**
- **Projects must be clearly defined prior to initiating the process**

Major differences between TPAP and the traditional EA process include:

Alternative Solutions	TPAP begins with a project. Proponents are not required to consider alternatives to transt, as the benefits to communities, the environment, and the economy are clear.
Regulated Timelines	Six-month time limit on the approvals process.
Stakeholder Objections	The Minister of Environment can only act if an objection identifies a potential negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest or on a constitutionally protected aboriginal or treaty right that cannot be resolved.

Evaluation Methodology

As there are numerous opportunities and constraints within the study area, the careful consideration of 'tradeoffs' is critical to the identification and selection of a preferred plan. A reasoned argument approach to evaluating alternatives has been used to provide all stakeholders with an understanding of the decision making rationale.

Evaluation Principles

- Criteria developed in consultation with Stakeholders
- Criteria must consider all aspects of the environment
- Criteria must consider overall project objectives
- The process must be understandable
- The results must be traceable and defendable.

Evaluation Process

Step 1: Identify alternative corridors

Step 2: Develop evaluation criteria

Step 3: Evaluate alternative corridors

Step 4: Generate alternative alignments

Step 5: Evaluate alternative alignments

Evaluation Criteria

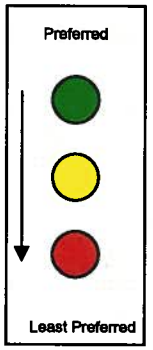
Factor/Indicator	Key Measure
Overall Study Objectives	
Transit Service Efficiency	Shortest travel time
Safety	Limits vehicle/pedestrian interactions
Near Term Transit Objectives	Minimizes delay in the eastbound direction
Long Term Transit Objectives	Suitability for future conversion to LRT
Provision of Community Transit Service	Maximizes service catchment, Maximizes accessibility
Traffic Operations	Improves traffic operations
Matters of Provincial Importance	
Fish and Fish Habitat	Avoids impacts on watercourses
Terrestrial Ecosystems and Species at Risk (SAR)	Avoids impacts on vegetation, habitat and sensitive species.
Heritage/ Archaeology	Avoids areas with heritage/archaeological potential
Groundwater	Avoids groundwater impacts
Contaminated property	Avoids contaminated property
Drainage/ Hydrology	Opportunities to enhance existing conditions
Agriculture	Avoids productive agricultural land

Evaluation Criteria... continued

Factor/Indicator	Key Measure
Matters of Community Importance	
Noise/Vibration	Maximum separation from sensitive receivers
Construction noise and air quality impacts	Maximum separation from sensitive receivers.
Aesthetics	Maintain/enhances buffer areas and scenic vistas.
Illumination impacts	Light trespass
Recreation Resources	Maintain/enhances existing recreation facilities
Technical Considerations	
Traffic delays during construction	Limits construction duration, traffic delays
Impacts on Highway 417 infrastructure.	Avoids impacts to existing lanes, ramps, signage, ATMS
Operating and Maintenance Cost	Lowest long term cost
Construction Cost	Lowest capital cost
Utilities	Avoids relocation requirements

Summary of Corridor Evaluation

FACTORS	CORRIDOR ALTERNATIVES			
	Yellow (A)	Red (B)	Blue (C)	Magenta (D)
1.0 Overall Study Objectives				
2.0 Matters of Provincial Importance				
3.0 Matters of Community Importance				
4.0 Technical Considerations				
CONCLUSION		Recommended		



Preliminary Recommended Corridor

"Both blue (C) and magenta (D) corridors have relatively minor environmental impacts however perform poorly in terms of overall study objectives and will be costly to construct and maintain. Yellow (A) and red (B) corridors perform very well technically, and in terms of meeting overall study objectives. When comparing the yellow (A) and red (B) corridors, it is clear that the yellow corridor has a greater potential for environmental impacts. Therefore, the red corridor (B) is preferred over all others."

Next Steps

- Review comments and confirm the recommended corridor (Project Update Newsletter)
- Identify and evaluate alternative alignments
- Develop a preliminary recommended plan to present at POH #2 (Project Update Newsletter)
- Obtain Council approval of the Recommended Plan
- Initiate the Transit Project Assessment Process
- Present draft Environmental Project Report at POH #3
- File the EPR for a 30-day public review
- Complete the Detail Design of the recommended plan

QUESTIONS?

APPENDIX D

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Fax: (613) 236-2270
E-mail: keaton@ecoplans.com
Website: www.ecoplans.com

NOTES OF MEETING

PROJECT:	West Transitway Extension		
FILE NO.:	107499		
DATE:	June 25, 2009	**TIME:**	6:00 – 9:00 pm
PLACE:	Maki House – 19 Leeming Drive, Ottawa ON		
PRESENT:	Alex Cullen	Bay Ward Councillor, City of Ottawa	
	Darryl Shurb	City of Ottawa	
	Rob Hunton	MRC	
	Peter Steacy	MRC	
	Michel Bisson	MRC	
	Kim Eaton	Ecoplans	
	Tim Dickinson	Ecoplans	
	Emily Sinclair	Ecoplans	
	Members of the Public / other Stakeholders		
PURPOSE:	Public Open House No.1 - Presentation		

1. Introduction (Bay Ward Councillor Alex Cullen)

Bay Ward Councillor Alex Cullen introduced the Project Team and provided a brief overview of the information to be discussed at the Public Open House and introduced the presenters. He explained that the City of Ottawa has initiated a planning and design study in order to identify a recommended plan for the extension of the City's bus rapid transit (BRT) network (Transitway) from Bayshore Station to Moodie Drive.

2. Project Presentation (City Project Manager Darryl Shurb and Consultant Environmental Planner Kim Eaton)

Mr. Shurb and Ms. Eaton gave a half hour presentation that provided a complete description of:

- Project need and purpose of assessment process
- Project history
- Study process
- Transit Projects Assessment Process (O. Reg. 231/08)
- Study schedule
- Issues and constraints
- Alternative corridors considered
- Evaluation criteria
- Evaluation methodology
- Summary of corridor evaluation
- Preliminary recommended corridor
- Next steps in assessment process

The presentation was followed by a question and answer period, with participation by the Ward Councillor and Project Team specialists as well as Mr. David Malkin of the National Capital Commission (NCC).

Members of the Project Team were available to answer questions informally both before and after the presentation.

3. Summary of Issues Raised During Question & Answer Session

The following summarizes issues/comments raised during the question and answer period at the Open House:

1) Request that information displayed at the Open House be made available to members of the public.
2) A detailed noise analysis is needed before a corridor can be selected. From the display material, it does not seem that a noise analysis has been completed for this project.
3) When a noise analysis is undertaken, the level of noise should be sampled at different times throughout the year.
4) The stated objectives of the project are to address operational constraints related to delays for eastbound buses headed downtown during peak periods. It does not seem necessary to create another hub in the west end (proposed Moodie station) to address an eastbound transit problem. Moreover, it does not seem necessary for buses to get off the Transitway at Bayshore. Is there any information or analysis that suggests that OC Transpo ridership wants to get off before Bayshore, heading east?
5) The blue corridor (proposed Queensway Median corridor) should be made part of the Transitway.
6) There appears to be a conflict of interest with MTO as a stakeholder, but also an affected property owner.
7) The next Transitway stop heading west is on the south side of Highway 417, at the Eagleson Rd. Park & Ride. The location of this Tranistway stop seems to contradict the City's position that a southerly alignment is not possible / undesirable.
8) The old Environmental Assessments (*West Transitway Extension Individual Environmental Assessment, from Woodroffe Avenue to Acres Road* (1994) and *West Urban Community Transit Integration Study and Environmental Assessment* (1997)) no longer seem valid as they are dated. Newer assessments should be undertaken before a decision is made.
9) Bus route #51 is the most affected from the proposed plans, yet it appears to be missing from the analysis.
10) There is a problem with the consultation process; residents should be given information prior to a decision being made for a preferred corridor. Is it possible to have a second public meeting prior to making a decision?
11) Is the Rideau Valley Conservation Authority (RVCA) a stakeholder in this project? There does not appear to be any mention of the RVCA's position in the display material.
12) The houses in this community that front onto NCC land are subject to strict covenants. What kinds of restrictions will be placed on the City for this project?
13) A previous CEAA study noted that Stillwater Creek could be negatively impacted by construction. How will the construction and operation of a Transitway impact the Creek? The impacts will surely be too significant to allow construction.
14) Is there an option of crossing Highway 417 by means of a bridge?
15) One of the display panels seemed to show specific criteria that were used to evaluate noise impacts. Where does noise fit into matters of provincial importance? In the analysis, noise seems to be considered less important as it is classifies as a "community concern".

16) This community has been through noise barrier issues with MTO in the past. It is important to define noise before doing assessment.
17) The need for this project is unclear as is the methodology used to evaluate the alternatives.
18) What is the NCC's role?
19) The needs of the community are not being considered or taken seriously in this project.
20) The corridors should be re-evaluated based on more detailed environmental impact assessments that include noise concerns.
21) Since conversion to LRT is so far in the future, it seems like a waste of time and money to design and build a facility compatible with today's technology that will only need to be changed based on future advances in technology.
22) The cost-benefit analysis presented in the display material is too general for making a decision about a preferred corridor.
23) Can the evaluation criteria be changed?

3. Next Steps

During the question and answer session, the Project Team and Councillor Cullen responded to community concerns. The following commitments were made in response to some of the questions.

- Digital copies of the information displayed at the Open House will be made available to the Community Association and stakeholders on the project website.
- Issues raised at the Open House will be shared with members of the Technical Advisory Committee (TAC).
- A noise study is planned and will include mitigation measures developed for the selected corridor.
- Councillor Cullen agreed to have the project justification sent to the Community Association.

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 Limited

Kim Eaton, P.Eng.

APPENDIX E

Summary of Comments
Public Open House June 25, 2009
West Transitway Extension from Bayshore Station to Moodie Drive

I.D. #	Issue/Concern	Frequency (# of times Issue/ Concern was raised)	I.D. #	Summary of Comments	Response	Additional Information Contained in Report
1	Project need	X12	1.1	There are not enough users at Moodie to justify a transit hub.	The need for a station at Moodie Drive has been determined in consultation with OC Transpo.	Chapter 2 – Project Need
		X9	1.2	The cost and time savings will only be achieved once entire Transitway is operational, in 20 years. Resolve Transitway issues to the east and west before rushing through with this project.	The implementation of this section of the Transitway will increase service reliability. The full build out of the rest of the Transitway, will contribute to additional time savings across the Transitway network. Improved reliability will increase ridership and reduce operational and capital costs.	Chapter 2 – Project Need
		X8	1.3	Understand need for project – support investment in public transit infrastructure.	Comment noted.	N/A
		X6	1.4	The identified problems could be addressed by taking advantage of the existing bus lanes on Highway 417 and making minor modifications to existing bus routes and roads (i.e. buses not stopping at Bayshore; realigning roads).	In the eastbound direction, buses travelling from Kanata/ Stittsville operate in a shoulder bus-only lane on Highway 417 from Eagleson Road to Moodie Drive. East of Moodie Drive, buses operate in mixed traffic because it is not possible with the current configuration of the highway to designate or build any form of bus-only lane due to the conflict with auto traffic exiting the eastbound lanes to join Highway 416 (to avoid the 416 ramp, buses would be required to weave from the shoulder lane into the through lanes and back into the shoulder lane to exit at Holly Acres). In the westbound direction, the northernmost lane was built as a bus-only shoulder lane but has been converted to a mixed-use auxiliary lane since the installation of barriers to prevent the unsafe multi-lane change (weave) from northbound Highway 416/ westbound Highway 417 exit to Moodie Drive	Chapter 2 – Project Need
		X5	1.5	The expansion is not justified by the current demand for service.	The Transitway extension addresses an immediate need for a primary rapid transit corridor that extends from the Southwest Transitway to Kanata. The extension will address operational issues associated with running scheduled bus service in mixed traffic that contributes to decreased service reliability and trip delays. The City's transit strategy is intended not only to satisfy current demand for transit service, but also to increase transit ridership.	Chapter 2 – Project Need
		X5	1.6	The EAs were done 10 years ago and are not sustainable today; they shouldn't be used to justify the need for a Transitway.	The need for the extension of the West Transitway from the Southwest Transitway to Kanata forms an integral component of the City's long range Transportation Master Plan which was approved by Council in November 2008.	Chapter 1 – Introduction
		X4	1.7	Two minutes time saving doesn't justify the need for such an expensive project. There is no need for this project.	See response as per issue 1.2 above.	See response as per issue 1.2 above.
		X2	1.8	Building the Transitway takes away from goal of light rail conversion – only focus on light rail conversion when it is needed to avoid unnecessary construction spending.	The City has set a goal to achieve a peak hour transit modal split of 30% by 2031. Council has directed that conversion to rail will only occur once population and employment density targets are achieved in the west urban community.	Chapter 1 – Introduction
		X2	1.9	Light rail is not an issue at the moment – leave it out of options/discussion.	The design must accommodate the potential future conversion of the Transitway to rail.	Chapter 1 – Introduction
			1.10	Need real demonstration of need for project (bus driver complaints, real savings in time etc.).	The extension of the West Transitway from the SW Transitway to Kanata is needed to achieve the 30% peak hour transit modal split objective. The timing for this phase of the West Transitway Extension is driven by the need to improve transit service reliability in the corridor by reducing travel time variability during peak periods. In addition to attracting new riders in the longer term, this project	Chapter 2 – Project Need

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					will result in tangible cost savings to the City by improving reliability and reducing travel times.	
			1.11	Where is the proof of the reported bottleneck on the EB Queensway at Holly Acres Road?	Transit service reliability can be measured in terms of travel time variability. In this section, travel times vary between 6 and 11 minutes in the peak hour, which makes operating an on-time, reliable bus service difficult.	Chapter 2 – Project Need
		X2	1.12	What is the justification for this project given the high cost? Is this good value for taxpayer money?	By comparing the benefits (# of annual passengers, capital and operation cost savings) to the cost of the project, the 2008 TMP Update identified this extension of the Transitway network as one of the highest returns on transit investment for the City.	Chapter 2 – Project Need
			1.13	Does the City have funding for this project? If not, where will it come from?	The City has funding for the interim implementation of the project.	N/A
2	Process	X18	2.1	The process is not transparent: • The corridor was selected prior to the consultation; • Public concerns are being ignored; • Consultation was planned for a time when people were away; and • The project is moving forward too quickly.	Comments and input are welcome throughout the process. While a <u>preliminary</u> recommended route (corridor) was identified at the first Open House, this was based on a high level screening of effects and, as indicated at the Open House, would be re-examined based on public feedback, agency input and additional technical studies. Two more POHs are scheduled to correspond with key decision milestones in order to ensure stakeholder participation in the determination of a recommended plan. In addition, stakeholder consultation meetings are also being held throughout the study.	Chapter 6 – Consultation Chapter 7 – Next Steps
		X14	2.2	The evaluation process is not weighted properly. Impacts to natural and social environments were poorly analyzed and seem to be given less attention than other issues, such as cost. A new evaluation is required.	High level criteria and performance measures were developed and applied for the corridor screening which addressed all aspects of the environment. Weighting of particular factors was based on the magnitude of impact and the difference in effect amongst alternatives. Following the comments received from the June 25, 2009 public open house (POH), the criteria and evaluation methodology have been refined, additional investigations and analysis have been undertaken and the route evaluation has been revisited.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
		X7	2.3	A second public meeting is needed before a corridor is selected as many variables and information were missing from the analysis (at grade vs above/below grade; noise & air quality). Ensure community has all information before the corridor is selected.	Meetings with the Community Association were held on September 1, 2009, November 2, 2009, January 12, 2010 and February 4, 2010 prior to finalizing the route selection. These meetings were organized as stakeholders meeting and not a public open house. The second open house will be held once a recommended route has been identified and will be used to obtain feedback on preliminary design alternatives.	Chapter 6 – Consultation Chapter 7 – Next Steps
		X2	2.4	More information on the alternatives would be helpful at the next public meeting explaining the advantages and disadvantages of each corridor.	A comprehensive report documenting the advantages and disadvantages of each route alternative has been complete and will be shared with members of the public.	N/A
			2.5	No costing analysis available to compare 4 options.	A comparative costing analysis was included in the route evaluation. A D level cost estimate has been prepared and is included in the “Assessment of Effects and Comparative Evaluation of Route Alternatives” (AECERA) report.	Appendix I
			2.6	Public meeting notice should have been sent directly to registered homeowners; not only through the community association.	Notices of the public open house were advertised in the Ottawa Citizen, the Kitchissippi Times, Le Droit, Nepean this Week, and the New EMC. In addition, a newsletter detailing the date, time and agenda for the POH was prepared and distributed to homeowners in the study area by Canada Post as unaddressed ad mail.	Chapter 6 - Consultation
			2.7	The City will be conducting a biased study if alignments are only developed for the preferred option. Just because the City can move forward to the EA with	A more detailed assessment of effects and comparative evaluation has been undertaken following POH #1 and is documented in the AECERA Report. Planning has been fully integrated with the design process to ensure that decision	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive

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				only one option does not mean that the City can do a less than thorough job of analyzing the four options proposed at the start. The community expects a more thorough analysis of all four options.	making is phased, narrowing progressively until a recommended plan is selected.	
			2.8	When will the MTO, NCC and City staff be in the same room with taxpayers to respond to questions?	All questions and comments received from members of the public have been incorporated into study documentation which will in turn be reviewed by all members of the TAC.	Chapter 6 – Consultation Appendix K – Meeting Minutes
3	Preferred Corridor	X14	3.1	Prefer south alignment (corridor “D”) as it has fewest impacts to noise, residents’ quality of life and the environment. It does not impact the newly constructed berm or the bicycle path.	Comment noted.	N/A
		X5	3.2	Prefer north alignment (corridor “B”) with necessary mitigation measures (noise, environmental, recreational). Located close to highway, may be incentive for people to take transit. It would be a net cost savings and may limit growth of lanes for cars. Highway expansions are not a sustainable transit solution.	Comment noted.	N/A
		X2	3.3	Prefer median alignment (corridor “C”) as the centre of Highway 417 is the most logical line for light rail. This option should be studied in more detail by the City.	Comment noted.	N/A
		X3	3.4	The recommended corridor is very close to housing.	Comment noted. The recommended route presented at the Open House was preliminary in nature. A more thorough analysis of potential effects has been undertaken. Potential effects posed by the proximity of housing are an important factor in the evaluation.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
		X4	3.5	There is no clear justification for why the north alignment is preferred. A clear justification should be developed before the extension is built to Kanata to avoid mistakes/high costs in the future. An alignment south of the Queensway would make more sense as it would connect to Scotiabank Place and take advantage of the existing Park & Ride on Eagleson Rd.	Two approved provincial Individual Environmental Assessments (IEA), the 1994 *West Transitway Extension Individual Environmental Assessment, from Woodroffe Avenue to Acres Road* and the 1997 *West Urban Community Transit Integration Study and Environmental Assessment,* evaluated and selected the route north of the Queensway as the technically preferred rapid transit route for the westerly extension of the Transitway network. This route has been protected from development through Kanata. The Eagleson Park & Ride lot will continue to serve the needs of west urban commuters as the Transitway network is extended westerly.	Chapter 1 – Introduction Chapter 4 – Alternative Corridors from SW Transitway to Kanata
		X2	3.6	The selected corridor should not impinge further on Lakeview residents re: noise, pollution, environmental impacts.	As the study progresses, the level of engineering and environmental investigations will increase. Environmental specialists will work iteratively with the design team to ensure that preliminary design alternatives are fully assessed, and the recommended plan minimizes environmental impacts through avoidance, mitigation, and if necessary, compensation.	Chapter 3 – Study Process
			3.7	The yellow corridor is a distraction from the red option.	The yellow route, formerly a railway corridor, was selected for evaluation as it was previously used as a transportation corridor.	Chapter 4 – Alternative Corridors from SW Transitway to Kanata
			3.8	Drawbacks of corridor C & D are not well explained in the evaluation. More details are needed.	See response as per issue 2.7, above.	See response as per issue 2.7, above.
21	Impacts to the natural and social environment	X27	4.1	Concerns about the potential loss of recreational facilities and about the potential impacts to natural environment.	Further investigations have been completed to ensure a full understanding of potential effects to recreational resources and the natural environment. This analysis has been used to re-examine the evaluation of route alternatives and is documented in the AECERA report.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
		X7	4.2	Preserve soccer field.	The soccer field will be maintained.	Chapter 5 – Route Alternatives from

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						Bayshore Station to Moodie Drive
		X3	4.3	Concerned about negative impacts to/loss of NCC land, including potential impacts to Stony Swamp (into which Stillwater Creek drains).	Stony Swamp is located more than 5 km upstream of the study area and the flow conditions of Stillwater Creek are regulated by a number of control points. Impacts to Stony Swamp from any work on the proposed Transitway are therefore not expected. Nevertheless all efforts will be made to ensure that the conveyance characteristics are maintained should any modifications become necessary. Consultation with the NCC is on-going throughout the process.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
		X3	4.4	Stillwater Creek is a conservation area that should be protected from development. Homeowners have signed covenants on land uses to preserve the creek and now the City wishes to diminish the quality of the creek despite its status as a conservation area. This is seems unfair.	The City recognizes the importance of Stillwater Creek natural area. Any potential impacts this area will be minimized and mitigation measures will be developed.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
		X2	4.5	The City has double standards – the removal of mature trees is outlawed, but the City is proposing to cut down a natural urban forest.	The City will minimize any potential impacts to vegetation and will comply with all requirements from agencies, including the City's own policy with regards to the removal of trees.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
		X2	4.6	Property values will be negatively impacted.	Answer pending.	
			4.7	Agricultural land is abundant outside the City and needs less protection than green spaces and urban forest.	The Provincial Policy Statement clearly places value on the protection of agricultural land. Therefore, in addition to natural environmental features, impacts to agricultural property must be given consideration.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
			4.8	This project will destroy homes, green space and playgrounds. It will ruin the quality of life in the city and does not fit with City goals of attracting quality residents and businesses.	Potential impacts to natural and social environments will be minimized and mitigated through the planning and design process. No routes will require the removal of homes or playgrounds.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
			4.9	Waste of money to have to rebuild path again.	The extent of reconstruction, if required, will be minimized through the planning and design process.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
			4.10	Recommended mitigation measures: • Maintain path during construction. • Given that the area is a heavily used by wildlife, provisions should be made for wildlife to move from one side to the other if future Transitway extension impedes wildlife corridors.	At this time there are no anticipated impacts to wildlife movement. However should any impacts be identified in future stages of the EA/design process, mitigation measures will be developed. The pathway will be maintained during construction.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
			4.11	Concern that the cumulative impacts of transportation infrastructure projects are not captured by a single EA – there should be more coordination between the City and MTO on these projects.	Comment noted.	N/A
			4.12	Concern about intensification of residential development resulting from the Transitway.	Decisions about land use are subject to the City's planning and development approval process.	N/A
			4.13	How many mature Black Maple trees, and other trees or rare plants are there in the urban forest and how many will need to be removed?	An inventory of natural features has been completed and is documented in the AECERA report. Preliminary footprint impacts for each alternative has been identified and also documented in the report.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
			4.14	Will Stillwater Creek be relocated/redirected if this project proceeds? If so, how?	Every opportunity to avoid impacts to existing watercourses will be explored during the design process. Should impacts be identified, measures will be implemented to mitigate. Fluvial Geomorphologists have been included in the Project Team to ensure any impacts to watercourses are properly managed.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
5	Concerns about Noise / Vibration	X18	5.1	A noise barrier is needed – existing noise levels are already too high and impede quality of life.	Further noise analysis has been undertaken. The technical warrant for a noise barrier will be determined through this work and results have been shared with MTO.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive Appendices D, E and J

I.D. #	Issue/Concern	Frequency (# of times Issue/ Concern was raised)	I.D. #	Summary of Comments	Response	Additional Information Contained in Report
		X6	5.2	Would like a comparison of the noise levels of all 4 corridors before making a decision. Noise analysis should not just be done by computer model, but also use real noise measures.	Further noise analysis has been undertaken, including in-situ testing.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive Appendices D, E and J
		X43	5.3	The cumulative impact of 416 interchange, Carling Ave, Corkstown Rd. as shortcut for traffic and now Transitway extension will further increase noise levels for the community.	See responses as per issues 5.1 and 5.2, above.	See responses as per issues 5.1 and 5.2, above.
			5.4	There was no specific information about noise reduction in the presentation and noise didn't seem to be a factor in the evaluation	Information on existing noise levels was provided in the display material and hand-outs at the public open house. Impact from noise for the various corridors was evaluated based on distance to noise-sensitive receivers. Further noise analysis has been undertaken including in-situ testing.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive Appendices D, E and J
			5.5	There were errors in the noise analysis document – Hwy 416 was not included in the list of highways and the quoted MTO noise level for receptor #137 was wrong.	Noise levels for Highway 416 were incorporated into the noise analysis by combining the traffic volumes from the 417 / 416 interchange. Since all of the vehicle traffic on Highway 416 either originates from or travels through the 417 / 416 interchange, the traffic volumes are represented by the Highway 417 geometry. The noise level for MTO receptor #137 was incorrect in the MTO report; the City has confirmed the error with MTO.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive Appendices D, E and J
			5.6	If using MTO lands for one of the options, does this leave room for MTO noise barriers, as previously promised?	The technical warrant for noise barriers is being evaluated and will be reviewed with MTO as the project progresses.	N/A
			5.7	How will the decision for or against noise barriers be made?	This study will determine the technical warrant for noise attenuation. The final decision regarding whether noise barriers will be installed will be made by Council.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive Appendices D, E and J
			5.8	If installing noise barriers will result in an impact to the natural environment, will the City and/or NCC refuse them on these grounds?	All potential impacts of the design and associated mitigation measures will be evaluated as part of the assessment of preliminary design alternatives. Every effort will be made to avoid impacts to the natural environment.	N/A
			5.10	If the Lakeview berm is removed, does this obligate the City to put in noise barriers or replace the berm?	The berm will not be removed.	Exhibit 10 – Queensway North
6	Request for information					
	6.1 Information presented at POH	X5	6.1.1	Could the information presented at the Open House be made available to the public? • The map of corridor alternatives • Copy of the presentation • Noise and vibration analysis displays	Information presented at the public open house (POH) will be made available on the City's project website.	N/A
		X3	6.1.2	CBLCA has asked for the detailed analysis which has not been forthcoming.	See response as per issue 2.7, above.	See response as per issue 2.7, above.
		X3	6.1.3	Could more information be provided about the potential station at Moodie Drive? The information displayed at the POH was unclear and misleading.	See response as per issue 1.1, above.	See response as per issue 1.1, above.
			6.1.4	Could the following documents be provided to the community: • Background documents of existing conditions re:	See response as per issue 6.1.1, above. Background reports have been appended to the AECERA report which will be circulated to the CBLCA following review by the technical advisory committee,.	See response as per issue 6.1.1, above.

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					noise, vibration and air quality • The comment sheet • Draft analysis and evaluation of corridors document • Slide presentation.		
	6.2	Requests for additional information, evaluations / studies	X3	6.2.1	There seemed to be little factual information presented at the Open House indicating the anticipated environmental and social impacts. More detailed and up-to-date environmental evaluations need to be completed.	See response as per issue 2.7, above.	See response as per issue 2.7, above.
			X3	6.2.2	Could additional noise testing be undertaken for the houses on Creek's End Lane? This area has been missed by previous testing.	In-situ noise measurements have been taken at two receivers on Creek's End Lane.	Appendices D, E and J
				6.2.3	What is the time savings? This issue needs more research.	In the long-term, an exclusive bus rapid transit (BRT) facility in this corridor is expected to reduce average travel times by 3 minutes in the peak hour/ peak direction.	Appendix A
				6.2.4	Where is the acquisition plan?	A property request plan will be developed during Preliminary and Detail design once a preferred route has been identified.	N/A
				6.2.5	Does the City have an inventory of wildlife and the natural urban forest north of the Queensway?	Yes, environmental specialists have completed field surveys and conducted background reviews to compile an inventory of existing aquatic and terrestrial ecological features.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive Appendix H
	6.3	Costing Questions:	X3	6.3.1	What is the cost estimate for this project?	D level cost estimates have been prepared for each route alternative and are documented the AECERA Report.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
				6.3.2	What is the cost for the following: – Tunnel under the 417? – Tunnel for the extension north of the 417? – Crossing the 417 south at Eagleson?	See response as per issue 6.3.1, above. A cut and cover tunnel option has been included in the D level cost estimate. The potential cost of containing the entire extension within a tunnel is not considered a "reasonable alternative" due to cost and technical constraints. The City has no plans to cross Highway 417 south at Eagleson.	See response as per issue 6.3.1, above.
				6.3.3	What is the cost of moving the Eagleson Park & Ride to the north-side of the Queensway? Has there been a study or EA done?	The City has no plans to move the Eagleson Park & Ride. It will continue to serve the needs of west urban commuters as the Transitway network is extended westerly (pedestrian linkages). The West Urban Community Environmental Assessment identified the Transitway corridor north of Highway 417 through Kanata.	Chapter 4 – Alternative Corridors – From SW Transitway to Kanata
				6.3.4	How was the $13 million savings arrived at? This should be balanced by disclosing the full capital infrastructure cost ($38-69.5 million) of constructing the extension.	See response as per issue 6.3.1, above.	See response as per issue 6.3.1, above.
				6.3.5	What is the cost savings of the project in real terms, not reduction in transit time as this does not appear to be possible?	As with any transit investment, cost savings are a function of reduced travel times and improved service reliability.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
				6.3.6	What are the costs of constructing a station at Moodie Drive? Does this affect the overall costing of the project and the selection of the preferred corridor?	See response as per issue 1.1, above.	See response as per issue 1.1, above.
	6.4	MTO	X3	6.4.1	Need confirmation from MTO about use of right-of-way. Conflicting information was presented at the Open House about whether MTO land can be used. If it can't be used, the red option will be pushed further	MTO is a member of the Technical Advisory Committee (TAC) and is aware of the potential use of their right-of-way. The City and MTO have been collaborating on developing a corridor sharing agreement for projects of this nature. The full footprint impacts will be considered as part of the assessment of effects.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive

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					north, destroying the bike path.		
			X3	6.4.2	Can permission be granted to the City by MTO to permit dedicated bus lanes on the Queensway from Bayshore to Moodie Dr.?	MTO has advised that there is a demonstrated need for the 4 through traffic lanes in each direction in this area.	N/A
				6.4.3	If Transitway requires MTO lands, forested area would be lost and bike path would need to be moved. Has area been walked (around the MTO fence) to view ravine, forest, and bike path?	See response as per issue 3.1, above. Site investigations have been carried out.	See response as per issue 3.1, above.
				6.4.4	Could there be an agreement between the City and MTO to cost-share a noise barrier?	The need and location for noise barriers are being evaluated and discussed with MTO as the project progresses.	N/A
				6.4.5	What is the distance between the Red corridor and the houses on Aero Dr. and the Stillwater Creek development?	The distance between the Queensway North route (red corridor) and housing ranges from 110 m, +/- 2.5 m at its narrowest point and 250 m, +/- 2.5 m at its widest point.	N/A
	6.5	Technical / Transit Planning Questions	X3	6.5.1	What are the LRT needs? It doesn't make sense to have to build the Transitway twice.	The Transitway is being designed to accommodate the future potential conversion to rail technology.	Chapter 1 – Introduction Chapter 2 – Project Need
			X2	6.5.2	Who will the Transitway serve?	The Transitway will serve City of Ottawa residents and in particular the west urban community.	Chapter 2 – Project Need
				6.5.3	Why would a portion of the Transitway east of Bayshore be completed before the western section?	The westerly extension of the Transitway network is being completed in stages in accordance with the 2008 Transportation Master Plan.	Chapter 1 – Introduction Chapter 2 – Project Need
				6.5.4	Little information has been provided relating to how and where the proposed Transitway will cross Holly Acres Rd. The method chosen will have significant impacts on the costs of the project and the noise, vibration and air pollution impacts for residents.	As all four route alternatives must cross Holly Acres, there is no difference amongst alternatives and therefore this was not considered relevant to the comparative evaluation of route alternatives. However, impacts associated with the Holly Acres crossing will be fully evaluated and mitigation measures will be developed as part of the preliminary and detail design.	Chapter 7 – Next Steps
				6.5.5	Community needs to understand which bus routes are impacted. Need this information in order to properly understand the problem.	The westerly extension of the Transitway will provide faster, more reliable service for travelers on the 60s-series bus routes (60-65; 68) and on routes 96, 101, 167, 261, 262, and 263. The Transitway extension will not impact the local bus route (route 166) that provides local service to the Crystal Beach community.	N/A
				6.5.6	How does the new water main along Corkstown Rd. or the structures at Holly Acres affect this project? Could the watermain project be incorporated with Transitway extension to minimize construction impacts to community?	Consultation with the department of public works indicates that the water main installation along Corkstown Rd. does not present any significant impact to this project. The coordination of construction staging opportunities will be investigated through the design process.	N/A
				6.5.7	What are the City's long term plans for the Transitway in the study area?	Previously completed planning studies have identified an exclusive, 2 lane BRT facility in the study area with an on-line station near Moodie Dr. The need for this station will be re-examined as part of this study. There are currently no plans for additional park and ride lots or railway yards.	Chapter 1 – Introduction
				6.5.8	How wide is a Transitway including lay-by's?	Preliminary designs are being prepared to identify approximate footprints for each alternative. These designs are included in the AECERA Report and will be further refined in preliminary design.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
				6.5.9	How much space do noise barriers require?	Noise barriers can be accommodated on barrier walls.	N/A
				6.5.10	What is the distance between the widened Queensway and the houses in the Crystal Beach community?	The Queensway has been widened into the median. The distance between the widened Queensway and the homes has not changed due to the highway widening.	Exhibits 9-12 illustrate the preliminary footprint.
	6.6	Role of NCC	X3	6.6.1	How many trees would be lost as a result of building the Transitway on NCC land?	Transitway footprints have been developed for each route alternative in order to identify (quantitatively), the potential impacts to vegetation communities. This information is included in the AECERA report.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
			X3	6.6.2	Has an agreement been reached with the NCC for the	The NCC is a member of the study's Transportation Advisory Committee (TAC).	Chapter 6 – Consultation

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					use of their land? The presentation did not contain any information about the NCC.	Consultation with the NCC will be on-going throughout the project.	
				6.6.3	Will the NCC be required to complete a Federal EA before it can dispose of these lands?	If NCC lands are required, a Federal Screening will likely be required under CEAA.	N/A
	6.7	RVCA		6.7.1	Why wasn't the RVCA included in the first TAC meeting?	Only directly impacted agencies were included in the first TAC meeting. It was always foreseen that other relevant agencies would be added as the study progressed.	Chapter 6 - Consultation
				6.7.2	Will the inventory the RVCA is conducting this summer be taken into account before a choice is made regarding the Transitway route?	The RVCA has been contacted as part of the natural environmental inventory completed for this study. All available information is being used to identify potential sensitivities.	Chapter 5 – Route Alternatives from Bayshore Station to Moodie Drive
	6.8	Process Questions		6.8.1	Will proposed alignments be developed & presented (at Council) for all 4 corridor options?	The recommended plan will be presented to Council (i.e. final route, alignment and mitigation).	Chapter 7 – Next Steps
	6.9	Other		6.9.1	The 417 expansion is shaking the house – will there be compensation if Transitway construction damages the house?	Standard contract provisions with regards to construction damage liability will be included in any design contract package.	N/A
				6.9.2	When will plans showing the relocation of the recreational path be made available?	Should a relocation of the pathway be required, plans will be produced during preliminary design and presented to the public at subsequent POHs.	Exhibits 9-12 illustrate the preliminary footprint.
7	Suggestions		X2	7.1	It would be more cost effective and efficient for the Transitway to be south of Highway 417, beginning with a tunnel at ground level under the elevated 417 interchange.	Comment noted. Costing for tunnel options is being investigated.	N/A
				7.2	Instead of a Moodie transit hub, on-campus stops could serve the needs of Nortel and Abbott Point-of-Care facility.	Comment noted.	N/A
				7.3	Construct a Park and Ride near the Bayshore interchange – allows for people to drive and park safely and take the bus. This is not provided for in the plan. Another possible location is south of the 417.	Comment noted.	N/A
				7.4	Use technologies that give buses/LRT vehicles right-of-way to minimize need for stopping when changing grades / crossing roads.	Comment noted.	N/A
				7.5	Incorporate LRT rails when building Transitway to avoid future upgrade costs.	Comment noted.	N/A
				7.6	Add fencing as a mitigation measure to prevent wildlife from entering Transitway/highway.	Transitway corridors are fenced.	N/A
				7.7	If this project is trying to directly serve the Crystal Beach community, it would have been better to keep the express bus service (route 59) – it seems as though bus service has been cut to the community quite a bit recently.	Comment forwarded to OC Transpo. OC Transpo has advised that the express bus route (route 59) has been combined with new route 166 trips to offer more frequent service. For additional information, see response as per issue 6.5.2, above.	See response as per issue 6.5.2, above.
8	Other						
	8.1	Traffic	X2	8.1.1	Must ensure access to southbound Moodie Drive by installing lights at Carling & Crystal Beach and at Ullswater & Carling.	Comment noted.	N/A
				8.1.2	Real traffic/delay problem is access to Moodie and Holly Acres from Hwy 416 and 417.	Comment noted.	N/A
	8.2	Lighting		8.2.1	What kind of lighting is planned? Concerned about light pollution (www.darkskiesawareness.org)	The Transitway corridor is not illuminated; only Transitway stations are illuminated. Lighting design will included recommendations for cut off light controls	N/A

I.D. #	Issue/Concern		Frequency (# of times Issue/ Concern was raised)	I.D. #	Summary of Comments	Response	Additional Information Contained in Report
						to control stray light.	
	8.3	Miscellaneous	X2	8.3.2	After flooding (July 25), picture of flooded Moodie soccer field sent, showing that this isn't an appropriate location for a transit station.	Comment noted.	N/A
				8.3.3	This community has already been through enough (2 major highways, fight off industrial bridge to Quebec) and now this project.	Comment noted.	N/A
				8.3.4	Legal and government funding challenges are possible if the process (proper environmental impact assessments) isn't properly followed.	Comment noted.	N/A