



**NORTH-SOUTH CORRIDOR
LRT PROJECT**
(Rideau Centre to Barrhaven Town Centre)

ENVIRONMENTAL ASSESSMENT ADDENDUM
Extension to University of Ottawa

Consultation Report



October 2006



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1.0 Introduction

On July 15 2005, the City of Ottawa approved a recommended plan for the N-S corridor Light Rail Transit (LRT) Project. This plan identified a preferred alignment from the Barrhaven Town Centre in the South to the Rideau Centre in the North. The project included 31 km of twin track electrically powered light rail with 34 different station locations, 4 new park and ride lots, and a maintenance and storage facility.

The terminus of the light rail transit service in the north was identified as the Mackenzie King Bridge. Due to rail operations at the terminus, the original study eliminated vehicular traffic across this bridge. In response to concerns expressed by downtown merchants regarding the loss of use of the Mackenzie King Bridge to traffic, City Council, as part of its approval to submit the Environmental Assessment Report (EAR) to the Ministry, directed City staff to; evaluate the University of Ottawa lands and the Transitway Station as potential locations to terminate the North-South LRT service and to evaluate options to accommodate vehicle traffic as well as transit service on the Mackenzie King Bridge. The benefits of this modification include providing better transit service to the University of Ottawa and permitting non-transit vehicles to continue to use the Mackenzie King Bridge.

Section 7.8 of the approved Environmental Assessment provided guidelines and a process for addressing changes to the document. It states that consultation is required before any change can be approved to the EAR. The City is required to inform and consult with adjacent landowners and affected agencies. This has been done by conducting ten individual stakeholder meetings throughout the month of August and presenting all the information at a Public Open House on September 6, 2006. At these meetings, the recommended plan was outlined including recommended corridors, station location and configurations.

The study team was in attendance at the stakeholder meetings and at the Open House to answer questions and the public was invited to review and comment on the information displayed. All invited stakeholders and members of the public were asked to provide their comments to the Project Manager.

The purpose of this report is to summarize the consultation that was conducted prior to determining a recommended plan as well as to document all the issues and concerns that were addressed during this consultation process.

2.0 Stakeholder Consultation

Consultation with stakeholders was considered an important component of the Environmental Assessment process. In accordance with the details of section 7.8 of the Environmental Assessment Addendum regarding changes to the approved EA Recommended Plan, all effected stakeholders need to be identified and consulted with prior to submission of the addendum to the MOE Environmental Assessment and Approvals Branch (EAAB).

2.1 *Identified Stakeholders / Time and Location*

The list of stakeholders was developed through dialogue with City staff. It included the major institutions, business centres, and property owners within the study area as well as a number of groups who represent the interests of surrounding residents and businesses.

Individual meetings were held at Ottawa City Hall (110 Laurier Avenue West) with each stakeholder in order to identify specific issues. The following is a list of identified stakeholders as well as the date they were consulted:

Businesses & Residents

- | | |
|---|-----------------|
| ▪ Heritage Ottawa | August 3, 2006 |
| ▪ Arts Court | August 8, 2006 |
| ▪ Action Sandy Hill | August 16, 2006 |
| ▪ National Arts Centre | August 17, 2006 |
| ▪ Department of National Defence and PWGSC | August 21, 2006 |
| ▪ Rideau & Congress Centres | August 21, 2006 |
| ▪ Albert / Slater Coalition and OGHA | August 22, 2006 |
| ▪ Owners/Tenants of Properties Adjacent to Site | August 24, 2006 |

Representatives from City of Ottawa Advisory Committees

- | | |
|------------------------------|-----------------|
| ▪ LACAC | August 9, 2006 |
| ▪ Accessibility | August 17, 2006 |
| ▪ Arts, Heritage and Culture | August 17, 2006 |
| ▪ Environmental | August 17, 2006 |
| ▪ Parks and Recreation | August 17, 2006 |
| ▪ Pedestrian and Transit * | August 17, 2006 |
| ▪ Roads and Cycling | August 17, 2006 |
| ▪ Taxi | August 17, 2006 |

* unable to attend

Federal & Provincial Approval Agencies * August 31, 2006

- Public Works Government Services Commission
- National Capital Commission
- Parks and Recreation Canada
- Canadian Environmental Assessment Agency
- Transport Canada
- Agriculture and Agri-food Canada
- Environment Canada
- Canadian Transportation Association
- Infrastructure Canada

- Health Canada
- Ontario Ministry of the Environment
- Ontario Ministry of Natural Resources
- Ontario Ministry of Transportation
- Rideau Valley Conservation Authority

* Not all agencies attended the consultation meeting. All agencies were consulted via e-mail.

2.2 Attendance

A registration sheet was circulated at the commencement of each of the meetings. A total of fifty-six people attended the stakeholder meetings.

2.3 Project Team Representatives

The following members of the project team were available at the Stakeholder meetings to discuss the proposed extension of the LRT service:

Peter Steacy	Project Manager, City of Ottawa: Planning & Growth
Valerie Bouillant*	Project Engineer, City of Ottawa: Planning & Growth
Rob Hunton	Project Manager, McCormick Rankin Corporation
Ian Borsuk*	Project Engineer, McCormick Rankin Corporation
Barry Padolsky	Heritage Consultant, Barry Padolsky Associates inc. Architects
Claudio Brun del Re*	Architect, University of Ottawa

* indicates bilingual representation

2.4 Methods of Advertising

All meetings were advertised by e-mail to identified Stakeholders. In addition, mail distribution to the owners/tenants of properties adjacent to site was undertaken. Copies of the e-mail and mail distribution letters are provided in Appendix A.

2.5 Materials Discussed

At each meeting, a PowerPoint presentation was made and copies of the presentations were provided. Background information was presented along with an explanation of the consultation that was being conducted. The various alternative alignments to extend LRT service to the University were presented highlighting the issues and benefits for each.

The presentation included a demonstration of the potential for redevelopment of the university site. It was emphasized that the development process for this building will be carried out by the University and will be subject to all relevant approvals. Since the proposed site is within a heritage district, special applications for approvals will be required. These approvals will include additional public consultation where relevant stakeholders will again be identified.

The presentation then focused on accommodating traffic on the Mackenzie King Bridge as well as changes that need to be made to the approved EA station configuration. A traffic simulation video was presented to show how the preliminary recommended alignment would operate.

Pedestrian, cyclist, and traffic issues were identified including necessary mitigation measures. Copies of the presentations are included in Appendix B and copies of the notes are included in Appendix C.

2.6 Summary of Concerns

Questions were addressed during the presentation as well as a during a question period following the presentation. Stakeholders were encouraged to send any additional comments back via e-mail, fax or regular mail to the project manager prior to September 13, 2006. The key issues raised by each stakeholder are summarized in Table 2-1.

Table 2-1 Summary of Stakeholder Consultation Issues		
#	Key Issues Raised	Staff Response
Heritage Ottawa		
1.1	Why not extend the LRT to the Hurdman Transitway Station as terminus station.	The extension to Hurdman Station is not a technically viable solution.
1.2	Loss of cycling facility on Stewart Street	Although this impacts the current Cycling network, changes to the network to compensate for its removal of the cycle route from the Mackenzie King Bridge (diversion of cycle network to) reduces this impact.
1.3	Station location within University does not penetrate to the heart of the campus	The proposed location provides an opportunity for intensification of University site and provides access to the adjacent residential community and better linkages to downtown development.
1.4	Loss of thru traffic on Stewart Street	Closure of Stewart Street was negotiated by the university and the city in developing the MOU. Traffic volumes have been evaluated and the low volume of traffic can be redistributed through the local road network.
1.5	Development of the site is an opportunity for enhancement of Cumberland Street	This work will provide the City and University to improve the street environment adjacent to the site.
1.6	Impact of increased traffic due to parking garage.	A detailed traffic impact assessment will be carried out as part of the approvals process for the development. That study will identify impacts and mitigations as required. Preliminary analysis indicates that the anticipated increase in traffic will not exceed the capacity of the road network.
1.7	Partial Demolition within Heritage conservation district.	The removal of the rear portions of the existing buildings provides an opportunity to develop a prominent gateway appropriate to its function as the downtown terminus of the N/S LRT facility serving the University of Ottawa campus and the Sandy Hill neighbourhood.
1.8	Location of the station closure to Waller could eliminate the need to remove parts of the buildings.	A station located closure to Waller would result in the rail crossover track being located in the intersection and across the sidewalk. This would result in problems for pedestrians and increased maintenance for the switch gear.
1.9	Potential alignment of the future easterly extension of the LRT (Rideau /Montreal Corridor EA)	The Rideau / Montreal Road LRT Environmental Assessment will evaluate all reasonable alternatives for the LRT extension. It is likely that a continuation straight through the Sandy Hill community will not be selected due to its impact on social and cultural environments. The station location does not preclude using Waller street for future LRT extensions.

Table 2-1 Summary of Stakeholder Consultation Issues		
#	Key Issues Raised	Staff Response
1.10	Station architecture & design	Will be incorporated into University site development and design process. The design will respect the heritage aspect of the community; in addition consultation will be carried out during this process.
Arts Court		
2.1	Conflict with truck route on Waller / extension of future LRT to Rideau/Montreal Corridor.	The truck route will be maintained with minimal impact on transit and traffic operations. The Rideau / Montreal Road LRT Environmental Assessment will evaluate all reasonable alternatives for the LRT extension. It is likely that a continuation straight through the Sandy Hill community will not be selected due to its impact on social and cultural environments. The station location does not preclude using Waller street for future LRT extensions.
2.2	Way finding around station will be important	Way finding will be incorporated into station and University site development and design process.
2.3	Loss of thru traffic on Stewart Street / access to Arts Court.	Currently Stewart is a one-way street with low traffic volumes. This traffic can be diverted to other streets with minimal impact and LOS. Demonstration plans for the integrated development shows pedestrian linkages to Arts Court.
2.4	Station security & amenities	Will be incorporated into University site development and design process
LACAC		
3.1	Potential alignment of the future easterly extension of the LRT (Rideau /Montreal Corridor EA)	The Rideau / Montreal Road LRT Environmental Assessment will evaluate all reasonable alternatives for the LRT extension. It is likely that a continuation straight through the Sandy Hill community will not be selected due to its impact on social and cultural environments. The station location does not preclude using Waller street for future LRT extensions.
3.2	Feasibility of relocating #30 Stewart	All buildings will be inspected and evaluated. If it is determined that the structure would not survive, then other similar buildings from off-site may be considered as a replacement.
3.3	Impact of rock removal for underground parking	Surrounding buildings will be inspected and evaluated prior to construction (pre-blast Survey). Vibrations will be monitored during construction.
3.4	Input during development & design process	University will be responsible for developing an appropriate design and consultation program including submitting applications for necessary approvals
3.5	Station Integration with University buildings	Will be incorporated into University site development and design process
Action Sandy Hill		
4.1	Potential alignment of the future easterly extension of the LRT (Rideau /Montreal Corridor EA)	The Rideau / Montreal Road LRT Environmental Assessment will evaluate all reasonable alternatives for the LRT extension. It is likely that a continuation straight through the Sandy Hill community will not be selected due to its impact on social and cultural environments. The station location does not preclude using Waller street for future LRT extensions.

Table 2-1 Summary of Stakeholder Consultation Issues		
#	Key Issues Raised	Staff Response
4.2	Transit initiatives for Students	Student discounts are already offered for monthly passes.
4.3	Reduction of Buses in the Downtown	The approved "2009 Route Network Concepts - Evaluation and recommendations" (October 2005) explains how buses will be redistributed through the downtown. http://ottawa.ca/calendar/ottawa/citycouncil/trc/2005/11-02/ACS2005-PGM-POL-0060.htm
4.4	Why not extend the LRT to the Hurdman Transitway Station as terminus station.	The extension to Hurdman Station is not a technically viable solution.
National Arts Centre		
5.1	Access to NAC garage on Elgin & Albert Street	Vehicles will be allowed to cross the transit lane to access the NAC garage as they do today.
5.2	Potential alignment of the future easterly extension of the LRT (Rideau /Montreal Corridor EA)	The Rideau / Montreal Road LRT Environmental Assessment will evaluate all reasonable alternatives for the LRT extension. It is likely that a continuation straight through the Sandy Hill community will not be selected due to its impact on social and cultural environments. The station location does not preclude using Waller street for future LRT extensions.
Advisory Committees		
6.1	Reduction of Buses in the Downtown	The approved "2009 Route Network Concepts - Evaluation and recommendations" (October 2005) explains how buses will be redistributed through the downtown. http://ottawa.ca/calendar/ottawa/citycouncil/trc/2005/11-02/ACS2005-PGM-POL-0060.htm
6.2	Bicycle tire conflict with rail tracks	Cycle route will be modified to minimize tire conflicts with LRT tracks. Infill material will be considered in places where conflicts can not be avoided.
6.3	Removal of Mackenzie King Bridge from cycling network	An option that safely accommodated a continuous cycle lane across the bridge could not be developed. An alternative route to Laurier Bridge to cross Rideau Canal, use Elgin and Cumberland Streets to connect to existing cycle network is recommended as a alteration to the cycle network. The EA has not banned cyclist from the bridge, rather promotes an alternative route. Cyclists who use the bridge will have to dismount and walk their bicycles through the station areas.
6.4	Sharing cyclists and buses.	A shared bus lane will required cyclist to dismount at the platform and walk through the station area to Waller. Lane widths east of the platform are restricted a shared lane will put cyclist in conflict with a high volume of buses.
6.5	Alternative Cycle route does not meet safety or road space needs.	Sections of Laurier east of Nicholas will be widened to accommodate a shared cycle lane. Widening will take place along the north curb line to protect existing trees in the south boulevard.
6.6	Integration of Taxi with LRT terminus	Will be considered to be incorporated into University site development and design process
6.7	Parking garage at downtown transit stations seems to be in conflict with encouraging transit use.	Parking is required to replace the existing surface lot, for new University development and for Art's Court, not for transit riders.

Table 2-1 Summary of Stakeholder Consultation Issues		
#	Key Issues Raised	Staff Response
6.8	Public artwork at stations	Will be considered as part of detail design
6.9	Wheelchair conflict with rail tracks.	Areas of conflict will be investigated at detail design, infill material may be used in these areas to eliminate the gap.
6.10	Way finding for visually handicap	Way finding will be incorporated into station and University site development and design process
6.11	Integration of multi-use pathway along rail corridor	The City is studying the potential for pathways along the rail corridor.
DND / PWGSC / Rideau Centre / Ottawa Congress Centre		
7.1	Pedestrian crosswalk location	Pedestrian network will remain as is today with at grade crossings of Waller. Minor alignment changes will be required to accommodate the track. In addition the future development of the site may include grade separate pedestrian access across Waller.
7.2	Emergency vehicles on bridge	The rail will be flush with the asphalt so emergency vehicles can use any lane on the bridge
7.3	Potential to construct new stairs to the underpass – Has the bridge structure been evaluated?	Yes, preliminary evaluation showed that it is structurally possible to construct the stairs into the existing pedestrian underpass but more studies will be carried out during detail design.
7.4	Expected use of and necessity of the pedestrian underpass on bridge	At-grade crossing will likely be used the most, the existing underpass will provide alternative covered access and accommodate access for DND employees.
7.5	Security at new entrance to pedestrian underpass on bridge	Arrangements will be made with the security advisor.
7.6	Elimination of at-grade crossing in the future? (Access to transit platforms)	There are no plans to remove the at-grade crossings to the transit platforms.
7.7	Noise impacts	Noise levels will not be increased. Potential improvements due to realigning bus lane off of catch basins.
7.8	Hours of Operation for the LRT service?	It has not been determined yet but it is expected that LRT will operate from around 5:00am to 1:00am. The service needs to be shut down for a few hours every night for maintenance.
7.9	How long will construction on Mackenzie King Bridge take	Implementation team is reviewing staging and timing of construction.
7.10	Impact on Nicholas Street loading dock and general traffic flow.	All existing traffic movements are being retained.
7.11	Preference of having no vehicular traffic on Mackenzie king Bridge. They are attempting to create a buffer for regular vehicles around the National Defense Head Quarters.	This EA addendum was initiated following City Council's Motion of 12 July 2006 to address the Downtown Businesses' concerns regarding the removal of vehicular traffic on the bridge as recommended in the approved EA report.
Albert-Slater Coalition / Ottawa-Gatineau Hotel Association		
8.1	Development of the site is an opportunity for enhancement of Cumberland Street	This work will provide the City and University to improve the street environment adjacent to the site.

Table 2-1 Summary of Stakeholder Consultation Issues

#	Key Issues Raised	Staff Response
8.2	Travel time across bridge	Minor increase due to additional eastbound traffic signal and potential to be queued behind an LRT vehicle
8.3	Terminus location should the EA Addendum not be approved	The terminus shall remain on Mackenzie King Bridge should the EA addendum not be approved as per approved EA.
8.4	Issues regarding University development- underground parking lot at terminus: Will parking be for Public? Will parking be operated like other City lots? Location of Parking entrance location- prefer off Cumberland. What will the new University building be used for?	<p>The lot will operate as a public lot. The facility is not intended to function as a park and ride lot for the transit facility. Of the 390 proposed spaces, 120 will replace existing surface parking, 150 will be reserved for the future Arts Court facility, and the remainder is intended for growing university demand due to development over the LRT station.</p> <p>The university is the proprietor of the parking lot and will therefore be responsible for its operation.</p> <p>The location of a parking garage entrance will be determined as part of the university's development process.</p> <p>The uses of the new University building have yet to be determined by University.</p>
8.5	Traffic back up onto Waller across the LRT tracks	Monitoring of traffic signals will be undertaken to ensure traffic flow. Enforcement to keep traffic from clogging the intersection will be investigated. Analysis shows the intersection to continue to operate at Level of Service D to E for the northbound Movements from the Mackenzie King bridge during peak traffic times.
8.6	How many bus routes are to be rerouted to Queen Street?	<p>The approved "2009 Route Network Concepts - Evaluation and recommendations" (October 2005) explains how buses will be redistributed through the downtown.</p> <p>http://ottawa.ca/calendar/ottawa/citycouncil/trc/2005/11-02/ACS2005-PGM-POL-0060.htm</p>
8.7	Turning movements from Nicholas NB to Mackenzie King Bridge WB	Yes, all traffic movements that are allowed today will be retained.
8.8	Vissim does not reflect what is experienced currently on Albert and Slater. How long was the model run for?	The model was run for 1 hour and includes current traffic volumes and the revised 2009 Bus volumes. Queues that are shown in the model are similar to queues currently experienced across the bridge.
8.9	Timing of construction in the Downtown	Implementation team is reviewing staging and timing of construction. The implementation team will be in contact with business groups.
Private Property Owners		
9.1	Maintaining traffic on Cumberland during construction	Traffic will be maintained on Cumberland street during construction.
9.2	Timing of construction on University lands	Construction will begin in 2007 conditional to EA addendum approval.
9.3	Impact on property taxes	No impact on property taxes is anticipated
9.4	Impact of rock removal for underground parking	Surrounding buildings will be inspected and evaluated prior to construction (preblast Survey). Vibrations will be monitored during construction.
Federal & Provincial Agencies		

Table 2-1 Summary of Stakeholder Consultation Issues

#	Key Issues Raised	Staff Response
10.1	Parking garage at downtown transit stations seems to be in conflict with encouraging transit use.	The lot will operate as a public lot. The facility is not intended to function as a park and ride lot for the transit facility. Of the 390 proposed spaces, 120 will replace existing surface parking, 150 will be reserved for the future Arts Court facility, and the remainder is intended for growing university demand due to development over the LRT station.
10.2	Will DND be moving – how do they feel about the project?	DND will not be relocating from this site. They are enhancing security by installing additional fencing but they are still supporting the project.
10.3	Impact on recreational activities on the canal	The extension from Rideau Centre to the University does not change any bridge work over the canal that would have been required as part of the original EA.
10.4	Timing of construction on University lands	Construction will begin in 2007 conditional to EA addendum approval. Development will be undertaken in phases as determined by the University.
10.5	Federal lands required for the extension	There are no federal properties required for this project.
10.6	CEAA screening report	This project will be documented as a separate study for CEAA review.

3.0 Public Consultation

A public open house (POH) was held on September 6, 2006 at City Hall to discuss the 300m extension of the EA plan to the University of Ottawa Campus. At the open house, the EA Addendum recommended plan was outlined including recommended alignment, station location, platform configuration, and revisions to the surrounding intersection geometry and operations.

The Open House consisted of a display of all the information relevant to the project, followed by a short presentation and discussion period. The study team was in attendance at the Open House to answer questions. The public was invited to review and comment on the information displayed. A formal presentation of the material was given by the project manager concentrating on issues raised during the stakeholder consultation undertaken prior to the Open House. Each member of the public was provided with a comment sheet and asked to fill it out before leaving the Open House or to forward them to the project manager.

3.1 Time and Location

Wednesday September 6, 2006
 Ottawa City Hall – Jean Pigott Hall (The Rotunda)
 110 Laurier Avenue West
 4:30 p.m. – 7:00 p.m. – Open House
 7:00 p.m. – 9:00 p.m. – Presentation

3.2 Attendance

A registration sheet was placed at the entrance of the Open House. Forty-two people signed the register. It should be noted that at the Open House a number of people declined to sign the registry.

3.3 Project Team Representatives

The following members of the project team were available at the POH to discuss the project with the Public:

Peter Steacy	Project Manager, City of Ottawa: Planning & Growth
Valerie Bouillant*	Project Engineer, City of Ottawa: Planning & Growth
Rob Hunton	Project Manager, McCormick Rankin Corporation
Ian Borsuk*	Project Engineer, McCormick Rankin Corporation
Barry Padolsky	Heritage Consultant, Barry Padolsky Associates inc. Architects

* indicates bilingual representation

3.4 Methods of Advertising

Newspaper ads ran in the Citizen and Le Droit Newspapers on August 25 and September 1, 2006. A flyer was also distributed to residences surrounding the recommended terminus station. A copy of the notice is included in Appendix A along with a map showing its distribution area.

3.5 **Material Available for Public Review**

A series of Panels were presented illustrating the alternative corridors. They explained the background for the project and identified the preliminary preferred alignment. The titles of the panels presented at the POH are listed below. Copies of all the panels are presented in Appendix B. They are available in both English and French on the City's Website www.ottawa.ca/lrt.

- Purpose of Meeting
- Background – 2021 Rapid Transit Network
- Background – N-S LRT EA
- Background – N-S LRT Phase 1 Implementation (2009)
- EA Addendum – Schedule
- EA Addendum – Scope
- Elements of a Terminus Station
- Approved EA Plan
- Corridor Extension Options
- Benefits of Extension
- Demonstration Plan – Sandy Hill West Heritage Conservation District
- Impact on Sandy Hill West Heritage District
- Memorandum of Understanding (MOU)
- Integrated Development – Preliminary Development Scenario
- Development Approvals Required
- Mackenzie King Bridge – Traffic Lane Configurations
- Revisions to Mackenzie King Station Configuration
- EA Addendum Recommended Plan
- Pedestrians
- Cyclists
- Traffic
- Transit
- Future LRT Extension
- Sandy Hill Community – Approved Council Motion - July 12, 2006

3.6 **Summary of Concerns**

Residents who attended the Public Open House were encouraged to fill out a comment sheet before leaving. Residents who did not fill in a comment sheet at the Open House were encouraged to send comments back via e-mail, fax or regular mail to the Project Manager prior to September 13, 2006. A total of 7 comment sheets were received at the Open House. In addition to the comment forms, 8 e-mails were received. Following the staff presentation, a question and answer period was conducted to address many of the public's concerns.

Comments and issues raised at the Public Open House including those received in writing are summarized in Table 3-1 and the comment sheets received are included in Appendix D.

Table 3-1 Summary of Public Consultation Comments			
Area of Concern	# of Comments	Comment Sheet Ref.	Staff Response
Public Process			
Consultation seems to be late in the process.	2	Verbal, OCH1	Council recommended that a study be initiated to evaluate possibilities in servicing the University. A MOU needed to be signed before a project was defined. This is the beginning of the Ea process all other work was to confirm that a project was viable.
Worried about how a partnership between City and University will effect approvals.	1	Verbal	University is required to go through all relevant approval processes including public consultation.
The notices of the project should have gone to the entire Sandy Hill community, not just surrounding properties.	1	EM1	EA Addendum budget precluded a wide-scale distribution, therefore it was deemed appropriate to distribute them to residences and businesses within the boundaries of the Heritage Conservation District only. Newspaper advertisements were prepared for all other members of the public.
Alignment			
Alternative 2a – Extension to Hurdman Station looks like the best solution regardless of cost.	2	OCH2, OCH6	The extension to Hurdman Station is not a technically viable solution.
Station does not benefit the community. Station is far from most of the University.	3	OCH1, EM1, EM3	University plans to intensify development in this part of the campus and strengthen its links to the downtown area.
Agrees that University property is the appropriate alignment.	1	OCH3	Noted
This arrangement is a big improvement over the EA recommended plan with the terminus on the bridge. Seems safer and more useful for the University	1	OCH7	Noted.
Restricting pedestrian movements across the bridge is a concern.	1	Verbal	Given the volume of buses and the addition of LRT vehicles in the traffic lane, uncontrolled at-grade pedestrian crossing must be eliminated to provide a safe environment.
Cycling			
Concerned about elimination of cycle lanes on Bridge. It seems like there is a median that we can take space from.	1	Verbal	Within the station area, platforms constrain the roadway cross-section, exclusive cycle lanes cannot be located in this area.
Mackenzie King bridge is best for cyclists. It is not acceptable to ban cyclists from the bridge. Cyclists will probable ride in the BRT lanes to some extent.	4	OCH4, OCH6, OCH7, EM2	Cycling cannot be safely accommodated on the bridge. The recommended alternative crossing of the Canal is the Laurier Avenue Bridge, with Elgin and Cumberland Streets as connections to the rest of the cycling network.
Was a study ever conducted that looked at the volume of cyclists that will cross the Laurier Bridge? Laurier and Nicholas intersection is already dangerous without increased bicycle traffic.	1	Verbal	The addition of the Somerset Crossing will change some of the cycle volumes on the downtown bridges. Modifications to the Laurier and Nicholas intersection as part of the Laurier Bridge construction have improved the intersection.
New configuration of cycle lanes on Laurier needs to be user-friendly and safe	2	OCH3, EM2	Modifications are being proposed to enhance the cycle comfort on Laurier.
Parking Facility			

Table 3-1 Summary of Public Consultation Comments			
Area of Concern	# of Comments	Comment Sheet Ref.	Staff Response
Why does the University require more parking as part of the MOU?	3	OCH6, EM1, EM5	The University requires parking to replace the existing surface parking being eliminated because of the LRT station and to accommodate the parking needs of the future development above and around the station. The city is securing an additional 150 spaces for the future Arts Court development. It is not indented for transit riders.
Was a smaller garage studied as an alternative? What about providing only University parking?	3	EM5, Verbal, EM7	The garage was sized to accommodate the proposed uses; a smaller facility would not be economical.
Traffic impact of the new 390 car parking garage?	4	EM1, EM7 Verbal 2X	A high-level analysis was undertaken as part of the EA Addendum process. It identifies a net impact on Cumberland Street of approximately 140 vph adjacent to the site which will be split into both the northbound and southbound directions. A more detailed analysis will be undertaken by the University as part of the site plan approval process.
Entrance to parking facility should be off Waller to preserve residential character with low volumes of traffic on Cumberland.	3	Verbal, EM6, EM7	The location of the entrance for the underground parking facility will be studied as part of the University development process.
Heritage			
Temporary relocation of buildings as suggested often results in the loss of the building and should be avoided.	3	EM1, EM5, Verbal	The City of Ottawa Official Plan Policy for heritage buildings (4.6.1.3) permits the relocation of buildings subject to the preparation of a cultural heritage impact statement that addresses the relocation strategy. It is anticipated that a structural investigation with input from experts experienced in the relocation of buildings will be required by the City of Ottawa as part of an application for a Heritage Permit under the Ontario Heritage Act.
Issue with the demolition of parts of buildings protected under the Ontario Heritage Act and by a heritage overlay.	3	OCH1, EM3, EM1, EM5, Verbal	The removal of the rear portions of the existing buildings provides an opportunity to develop a prominent gateway appropriate to its function as the downtown terminus of the N/S LRT facility serving the University of Ottawa campus and the Sandy Hill neighbourhood.
How will surrounding foundations be affected by construction	1	Verbal	A pre-blast survey will be conducted to determine the condition of adjacent buildings. The contract will include requirements to monitor rock removal efforts to minimize the potential of damage to adjacent foundations
Will there be more public input regarding the University development?	2	Verbal, EM6	The development will require public input at many stages. Development approvals as well as heritage and LACAC approvals all need to be sought requiring public consultation.
When will preliminary design proposals be available?	1	EM1	Once the EA Addendum is approved, the University can begin its development process. In order for this terminus to be operational as scheduled, construction will have to begin summer 2007.
Future Extension			
Will this alignment connect to the future Rideau/Montreal Road LRT?	3	OCH6, EM1, EM5	Easterly extensions and connections to the Rideau/Montreal LRT Corridor will be evaluated as part of the Rideau/Montreal Road LRT EA study.

Table 3-1 Summary of Public Consultation Comments			
Area of Concern	# of Comments	Comment Sheet Ref.	Staff Response
Crossover is not required as is done in other cities; why not use single tail with single or double platform faces?	2	Verbal	The system is designed to operate at a future 3-min frequency. This operation requires a dual crossover and 2 platform faces to accommodate overlapping trains at the station.
Station seems complex for a short term solution. Will station be orphaned?	2	Verbal, EM5	This station will not be abandoned with the easterly extension. Once the LRT is extended, this station provides operating flexibility with some LRT routes always terminating at the University Station.
City should complete extension study before going forward with this addendum.	2	EM1, Verbal	The easterly extension study has been initiated and will be carried out over the next 2 years. Construction for this project must be initiated next year for the NS LRT to be operational in 2009.
Other			
Will this project reduce the number of buses in the Downtown?	1	Verbal	The N-S LRT project committed to reducing the number of buses on Albert and Slater Streets. This is accomplished by short-turning some buses outside of the downtown core, and rerouting others onto Queen and Laurier.
How will promotion of transit and LRT be undertaken?	1	Verbal	There is a separate budget for advertising and promotion of LRT and transit. This program will be initiated in early 2007 prior to the commencement of construction.
Objection to downtown business argument that vehicular traffic across the bridge is vital to the downtown economy.	1	EM3	This EA addendum was initiated following City Council's Motion of 12 July 2006 to address the Downtown Businesses' concerns regarding the removal of vehicular traffic on the bridge as recommended in the approved EA report.
What is the estimated cost of the extension?	1	OCH6	The estimated cost of the LRT extension to University of Ottawa is in the order of 5 M \$ per November 2005 report to Council.
It is imperative that studies on crucial issues be initiated before awarding further contracts for this project.	1	EM1	1) City Council approved the construction of the LRT extension to the University of Ottawa with its 12 July 2006 approval of the award of contract. 2) The University will undertake all studies required to fulfill its obligation per the site development process. Consultation is a component of this process

Appendix A. Notices and Advertisements

1. Stakeholder Meeting E-mail
2. Stakeholder Meeting Distribution Letter & Map
3. Public Open House Advertisement
4. Public Open House Distribution Letter & Map

Ian Borsuk

From: Bouillant, Valerie [Valerie.Bouillant@ottawa.ca]
Sent: Monday, July 24, 2006 11:35 AM
To: tgilhen.dpcr@on.aibn.com; nickmas@rogers.com; lynne.mccarney@opera.ncf.ca; leuteneir@rogers.com; Thomas.seniuk@sympatico.ca; mhegan@ripnet.com; dunlop@rogers.com
Cc: Rob Hunton (E-mail); Ian Borsuk (E-mail); dstephens@mrc.ca; Barry Padolsky (E-mail); Langford, Carole; Duffenais, Melody; Sammon, Kelly; Brown, Stephanie; Steacy, Peter; Chartrand, Rejean; Nouraeyan, Abdol
Subject: Invitation to a Pre-Consultation Meeting - North/South LRT - Ottawa U link ----

Hi,

As you are no doubt aware, on July 12th City Council approved the award of the contract for the design, construction and 15 year maintenance of the North-South Corridor Light Rail Transit (LRT) project to the Siemens-PCL/Dufferin Team. Included with this approval was authorization to negotiate, approve and execute all necessary agreements with the University of Ottawa to extend the LRT line to its campus in accordance with 07 June 2006 Memorandum of Understanding (MOU) between the City and the University.

The property identified on the University of Ottawa campus for the extension of the LRT line is located east of Waller St., south of Stewart St., and west of Cumberland St. As part of the LRT extension, the University intends to build a three-storey underground parking facility of approximately 390 spaces that would extend from Waller to Cumberland St. and extend halfway underneath Stewart St. This parking will replace existing surface parking and provide parking for the University development at this location. The City would be provided a ground lease or license of occupation to extend the LRT system over the parking structure.

Extending the line to the University of Ottawa will also permit the continued use of the Mackenzie King Bridge by general vehicular traffic.

This extension to the University of Ottawa is subject to an addendum to the approved North-South Corridor LRT Project (Rideau Centre to Barrhaven Town Centre) Environmental Assessment (EA) and all related approvals for construction. Having received Council's authorization to extend the project to the University of Ottawa, we are now commencing the addendum process. Public consultation will be a key component of this work, with all consultation to be fully documented within the final addendum report.

Given the timetable to complete this assignment, we have tentatively scheduled a Public Open-House (POH) for the evening of August 29th. In advance of the POH, we would like to meet with representatives from various City Advisory Committees and as such I have taken the liberty of forwarding this invitation to you. The goal of this pre-consultation is to present the preliminary findings and obtain feedback on the work of the EA addendum to extend the North-South LRT line to the University of Ottawa station and permit vehicular traffic on the Mackenzie King Bridge.

We have tentatively scheduled this pre-consultation meeting to take place during the week of July 31st to August 4th at Ottawa City Hall (Room to be confirmed). Please confirm your interest in meeting with us and your availability during that week at your earliest convenience. I shall follow up with you by telephone if I have not heard from you by Friday July 28th.

Regards,

Valérie Bouillant, P. Eng.

Senior Project Manager
Transportation - Environmental Assessments
Transportation and Infrastructure Planning Division
Planning and Growth Management Department
4th Floor, 110 Laurier Avenue West
Ottawa, ON K1P 1J1

Tel: (613) 580-2424, ext. 24202
Fax: (613) 580-2578
E-mail: valerie.bouillant@ottawa.ca

This e-mail communication is CONFIDENTIAL. Any distribution, use or copying of this e-mail or the information it contains by other than the intended recipient is unauthorized. If you are not the intended recipient, please notify me at the telephone number shown above or by return e-mail and delete this communication and any copy immediately. Thank you.

9/29/2006

L'information apparaissant dans ce message électronique est CONFIDENTIELLE. Toute distribution, utilisation ou reproduction de ce courriel ou de l'information qu'il contient par toute autre personne que le destinataire voulu est interdite. Si ce message vous est parvenu par erreur, vous êtes prié de nous aviser immédiatement par téléphone ou par courriel et de détruire ce message et toute copie immédiatement. Merci.



9 August 2006

Dear property owner / tenant

As you may be aware, on July 12th City Council approved the award of the contract for the design, construction and 15 year maintenance of the North-South Corridor Light Rail Transit (LRT) project to the Siemens-PCL/Dufferin Team. Included with this approval was authorization to negotiate, approve and execute all necessary agreements with the University of Ottawa to extend the LRT line to its campus in accordance with 07 June 2006 Memorandum of Understanding (MOU) between the City and the University.

The property identified on the University of Ottawa campus for the extension of the LRT line is located east of Waller St., south of Stewart St., and west of Cumberland St. As part of the LRT extension, the University intends to build a three-storey underground parking facility of approximately 390 spaces that would extend from Waller to Cumberland St. and extend halfway underneath Stewart St. This parking will replace existing surface parking and provide parking for the University development at this location. The City would be provided a ground lease or license of occupation to extend the LRT system over the parking structure.

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Given the timetable to complete this assignment, we have tentatively scheduled a Public Open-House (POH) for the evening of August 29th. In advance of the POH, we would like to meet individually with key stakeholders. We have identified private property owners and tenants of residences located in the vicinity as such and this why I have taken the liberty of forwarding this invitation to you. The goal of this pre-consultation is to present the preliminary findings and obtain feedback on the work of the EA addendum to extend the North-South LRT line to the University of Ottawa station and permit vehicular traffic on the Mackenzie King Bridge.

We have tentatively scheduled this pre-consultation meeting to take place on **either Wednesday August 23rd or on Thursday August 24th 2006 at 7:00 pm** at Ottawa City Hall (Room to be confirmed). Please confirm your interest and availability for one of these 2 dates before August 17th 2006. I can be reached by telephone at (613) 580-2424, ext. #24202 or by e-mail at valerie.bouillant@ottawa.ca. When you confirm your attendance, please state your name and the address of the property which you own / rent in the vicinity of the future terminal station.

Regards,

Valérie Bouillant, P. Eng.
Senior Project Manager, Transportation - Environmental Assessments

City Of Ottawa
Planning and Growth Management
Planning, Environment and Infrastructure
Policy
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1
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Ville d'Ottawa
Urbanisme et Gestion de la croissance
Politiques d'urbanisme, d'environnement et
d'infrastructure
110 avenue Laurier ouest, 4ieme Etage
Ottawa, ON K1P 1J1
www.ottawa.ca



Le 9 août 2006

Au propriétaire / locataire

Comme vous le savez peut-être déjà, le Conseil municipal a approuvé, le 12 juillet, l'adjudication à l'équipe Siemens-PCL/Dufferin du contrat pour la conception, la construction et l'entretien pendant 15 ans du Tronçon nord-sud de transport en commun par train léger sur rail (TLR). Cette décision du Conseil comprend l'autorisation de négocier, approuver et exécuter tous les accords qu'il faut conclure avec l'Université d'Ottawa pour prolonger la ligne TLR jusqu'à son campus, conformément au Protocole d'entente du 7 juin 2006 conclu entre la Ville et l'Université.

Le terrain censé servir au prolongement de la ligne TLR sur le campus de l'Université d'Ottawa est situé à l'est de la rue Waller, au sud de la rue Stewart et à l'ouest de la rue Cumberland. L'Université entend construire dans le cadre de ce projet une installation de stationnement souterraine à trois niveaux (environ 390 places) qui s'étendrait entre les rues Waller et Cumberland et jusqu'au milieu de la rue Stewart. Cette installation remplacera le stationnement en surface et répondra aux besoins de l'Université dans ce secteur. Un bail foncier ou permis d'occupation sera consenti à la Ville pour permettre l'aménagement de la ligne TLR au-dessus de l'installation de stationnement.

Par ailleurs, le pont Mackenzie King pourra continuer à servir à la circulation automobile une fois que la ligne sera prolongée jusqu'à l'Université d'Ottawa.

Le prolongement jusqu'à l'Université d'Ottawa peut se faire sous réserve d'un addenda au rapport d'évaluation environnementale qui a été approuvé pour le projet de tronçon nord-sud du train léger entre le Centre Rideau et le secteur central de Barrhaven et sous réserve également de toutes les autorisations connexes qu'il faut pour procéder à l'aménagement. Nous entamons la préparation de l'addenda maintenant que le Conseil nous a autorisés à étendre le projet jusqu'à l'Université d'Ottawa. Les consultations publiques constitueront un élément clé de ce travail et seront entièrement documentées dans le rapport final sur l'addenda.

Compte tenu de l'échéancier pour ce travail, nous avons fixé provisoirement une réunion portes ouvertes en soirée le 29 août. Pour préparer cette réunion, nous aimerions rencontrer chacune des principales parties intéressées. Il y a notamment les propriétaires fonciers et les locataires qui habitent dans le secteur visé et c'est pourquoi nous vous envoyons la présente invitation. Cette consultation préalable permettra de présenter les constatations préliminaires et de connaître les réactions au travail de préparation d'un addenda en vue de prolonger le tronçon nord-sud du train léger jusqu'à la station de l'Université d'Ottawa et d'autoriser la circulation automobile sur le pont Mackenzie King.

Cette réunion de consultation préalable pourrait avoir lieu **le mercredi 23 août ou le jeudi 24 août 2006 à 19 heures** à l'Hôtel de ville d'Ottawa (salle à confirmer). Veuillez faire part avant le 17 août 2006 de votre intention de participer à cette réunion et de la date qui vous convient (le 22 ou le 24 août), en indiquant votre nom et l'adresse de la propriété que vous possédez ou louez dans les environs de la future station. Vous pourrez me joindre par téléphone au (613) 580-2424, poste # 24202 ou par courriel à l'adresse suivante valerie.bouillant@ottawa.ca.

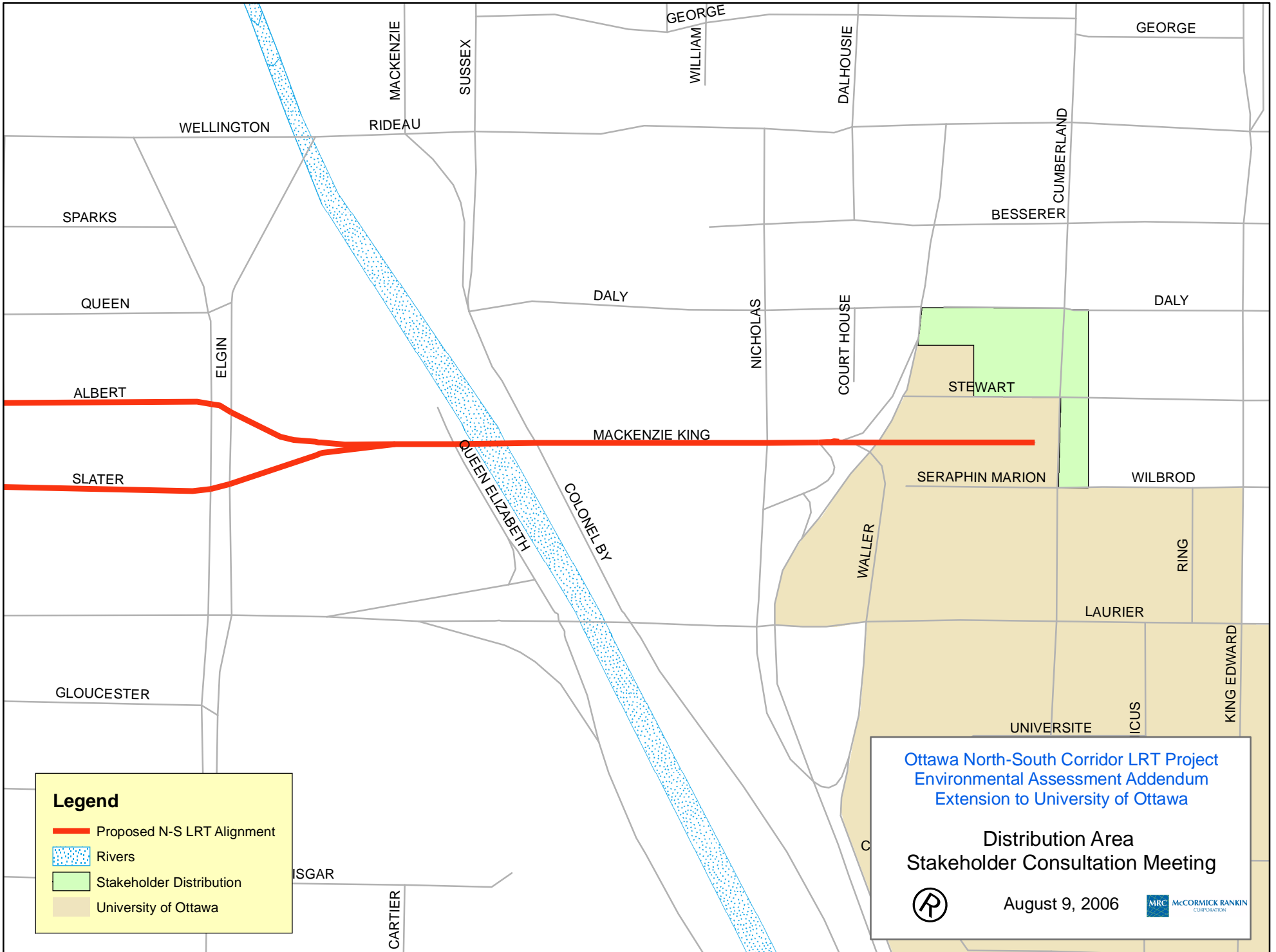
Sincèrement,

Valérie Bouillant, ing.





Gestionnaire principal de projet, Transport – Évaluations environnementales

City Of Ottawa
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Legend

-  Proposed N-S LRT Alignment
-  Rivers
-  Stakeholder Distribution
-  University of Ottawa

Ottawa North-South Corridor LRT Project
 Environmental Assessment Addendum
 Extension to University of Ottawa

**Distribution Area
 Stakeholder Consultation Meeting**

 August 9, 2006 

Open House

Notice of Public Open House Environmental Assessment Addendum

North-South Corridor Light Rail Transit (LRT) Project Extension to the University of Ottawa

Wednesday, 6 September 2006 4:30 – 9:00 p.m.
The Rotunda Ottawa City Hall
110 Laurier Avenue West
OC Transpo Route 5 or 14

What is Being Proposed?

On 15 July 2005 City Council approved the EA recommended plan for the North-South Corridor LRT project and authorized staff to finalize the Environmental Assessment Report (EAR) and post the Notice of Study Completion, thereby commencing the Ontario Ministry of the Environment approval process. The EAR was submitted to the MOE for approval in September 2005. Approval was granted in accordance with the *Ontario Environmental Assessment Act* in June 2006

The EA recommended plan located the LRT line and Rideau Centre terminus station within the centre lanes of the Mackenzie King Bridge which restricted access to the bridge to transit vehicles only. As a condition of Council's 15 July 2005 approval staff were directed to examine options to serve the University of Ottawa campus and to evaluate options to maintain general vehicular traffic on the Mackenzie King Bridge.

A proposed 300m extension to a new LRT terminus station located on the campus of the University of Ottawa is the principle result of this work. As part of the LRT extension, the University of Ottawa will construct a three-story underground parking facility of approximately 390 spaces in accordance with a Memorandum of Understanding between the University and the City dated 07 June 2006.

This extension is subject to EA Approval in accordance with the amending procedure as set out in Section 7.8 of the approved EAR.

On 12 July 2006, City Council approved the Contract award for the design, construction and 15 year maintenance of the North-South LRT project to the Siemens-PCL/Dufferin team. Included was the extension to University of Ottawa contingent on EA approval.

Progress to Date

Pre-Consultation meetings with key stakeholders are presently being held in order to record a summary of issues and impacts in view of the Open-House.

At This Open House

Information on the following topics will be displayed: project background; elements of a terminus station; corridor extension options; pedestrian, cyclist, transit and general traffic operations; integrated development by the University of Ottawa; heritage issues, and; other issues brought up during the pre-consultation process.

Following the Open-House, the EA addendum Plan will be refined based on public input. It will then be presented to Transportation Committee and to City Council for approval in early October 2006. Upon Council approval, it will be submitted to MOE for approval. The contract for the LRT extension to University of Ottawa will be finalized upon receipt of MOE approval.

Consultation

You are invited to attend this Open House to review and comment on the information displayed. The Study Team will be available to answer your questions. Your feedback is an important part of the EA planning process.

For more information please contact:

Peter Steacy, P. Eng.
City of Ottawa - Planning and Growth Management Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1
Tel: 613-580-2424 ext. 21827
Fax: 613-580-2578
E-mail: peter.steacy@ottawa.ca

Réunion publique

Avis de réunion publique Évaluation environnementale - Addenda

Projet du tronçon nord-sud du TLR Prolongement vers l'Université d'Ottawa

Mercredi 6 septembre 2006, 16h30 - 21h
La Rotonde, Hôtel de ville d'Ottawa
110, avenue Laurier Ouest
Circuits 5 ou 14 d'OC Transpo

Proposition

Le 15 juillet 2005, le Conseil municipal approuvait le plan d'évaluation environnementale recommandé pour le tronçon nord-sud du TLR et autorisait le personnel à finaliser le rapport d'évaluation environnementale (RÉE) et à afficher l'avis d'achèvement de l'étude, début du processus d'approbation du ministère de l'Environnement de l'Ontario. Le rapport, remis au MEO en septembre 2005, a été approuvé en juin 2006, conformément à la *Loi sur les évaluations environnementales de l'Ontario*.

Dans le plan d'évaluation environnementale, on recommandait de construire la ligne du TLR et d'implanter le terminus du centre Rideau sur les voies centrales du pont Mackenzie King, l'accès au pont étant de ce fait réservé aux véhicules de transport en commun. L'approbation du 15 juillet 2005 du Conseil était assortie d'une demande au personnel d'examiner la possibilité de desservir le campus de l'Université d'Ottawa et d'évaluer les options qui permettraient de laisser le pont Mackenzie King ouvert à la circulation en général.

Le principal résultat de ces travaux est une proposition de prolongation de 300 m vers un nouveau terminus du TLR sur le campus de l'Université. Dans ce cadre, l'Université d'Ottawa s'engage à construire un stationnement souterrain de trois étages d'environ 390 places, conformément au protocole d'entente signé entre elle et la Ville le 7 juin 2006.

Le prolongement doit faire l'objet d'une évaluation environnementale, conformément à la procédure de modification précisée à l'article 7.8 du RÉE approuvé.

Le 12 juillet 2006, le Conseil municipal approuvait l'attribution du contrat de conception, de construction et d'entretien pendant une période de quinze ans du tronçon nord-sud du TLR à l'équipe Siemens-PCL/Dufferin. Le prolongement vers l'Université d'Ottawa est inclus dans le contrat, sous réserve de l'approbation de l'évaluation environnementale.

Progrès à ce jour

Des réunions avec les principaux intervenants sont actuellement en cours afin de dresser la liste des problèmes et de leur impact en vue de la réunion publique.

Réunion publique

On présentera de l'information sur les sujets suivants : contexte du projet, configuration du terminus, possibilités de prolongation du tracé, piétons, cyclistes, transport en commun et trafic général, développement intégré par l'Université d'Ottawa, questions relatives au patrimoine et autres sujets découlant du processus de préconsultation.

Après la réunion, le plan d'ÉE de l'addenda sera mis au point en tenant compte des commentaires du public. Il sera ensuite soumis à l'approbation du Comité des transports et du Conseil municipal au début d'octobre 2006. Une fois accepté par le Conseil, le plan sera présenté au MEO pour approbation. Le contrat de prolongement du TLR vers l'Université d'Ottawa sera finalisé dès réception de l'autorisation du MEO.

Consultation

Vous êtes invité(e) à assister à cette réunion publique; vous pourrez y examiner l'information communiquée et livrer vos commentaires. L'équipe de l'étude sera là pour répondre à vos questions. Votre rétroaction tient une grande place dans la démarche de planification de l'ÉE.

Peter Steacy, P. Eng.
Ville d'Ottawa - Service de l'Urbanisme et de la Gestion de la croissance
110, avenue Laurier Ouest, 4^e étage
Ottawa, ON K1P 1J1
Tél. : 613-580-2424 ext. 21827
N° de téléc. : 613-580-2578
Courriel : peter.steacy@ottawa.ca



Réunion publique

Avis de réunion publique Évaluation environnementale - Addenda

Projet du tronçon nord-sud du train léger Prolongement vers l'Université d'Ottawa

Le mercredi 6 septembre 2006, 16h30 - 21h. Une présentation aura lieu à 19 h.
La Rotonde, Hôtel de ville d'Ottawa
110, avenue Laurier Ouest
Circuits 5 ou 14 d'OC Transpo

Proposition

Le 15 juillet 2005, le Conseil municipal approuvait le plan d'évaluation environnementale recommandé pour le tronçon nord-sud du train léger (TL) et autorisait le personnel à finaliser le rapport d'évaluation environnementale (RÉE) et à afficher l'avis d'achèvement de l'étude, début du processus d'approbation du ministère de l'Environnement de l'Ontario. Le rapport, remis au MEO en septembre 2005, a été approuvé en juin 2006, conformément à la *Loi sur les évaluations environnementales de l'Ontario*.

Dans le plan d'évaluation environnementale, on recommandait de construire la ligne du TL et d'implanter le terminus du centre Rideau sur les voies centrales du pont Mackenzie King, l'accès au pont étant de ce fait réservé aux véhicules de transport en commun. L'approbation du 15 juillet 2005 du Conseil était assortie d'une demande au personnel d'examiner la possibilité de desservir le campus de l'Université d'Ottawa et d'évaluer les options qui permettraient de laisser le pont Mackenzie King ouvert à la circulation en général.

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Peter Steacy, P. Eng., Ville d'Ottawa - Service de l'Urbanisme et de la Gestion de la croissance
110, avenue Laurier Ouest, 4^e étage, Ottawa, ON K1P 1J1,
Courriel : peter.steacy@ottawa.ca, Tél. : 613-580-2424 ext. 21827, N^o de téléc. : 613-580-2578



Open House

Notice of Public Open House Environmental Assessment Addendum

North-South Corridor Light Rail Transit (LRT) Project Extension to the University of Ottawa

Wednesday, 6 September 2006 4:30 – 9:00 p.m. Presentation at 7:00 p.m.
The Rotunda Ottawa City Hall
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OC Transpo Route 5 or 14

What is Being Proposed?

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Progress to Date

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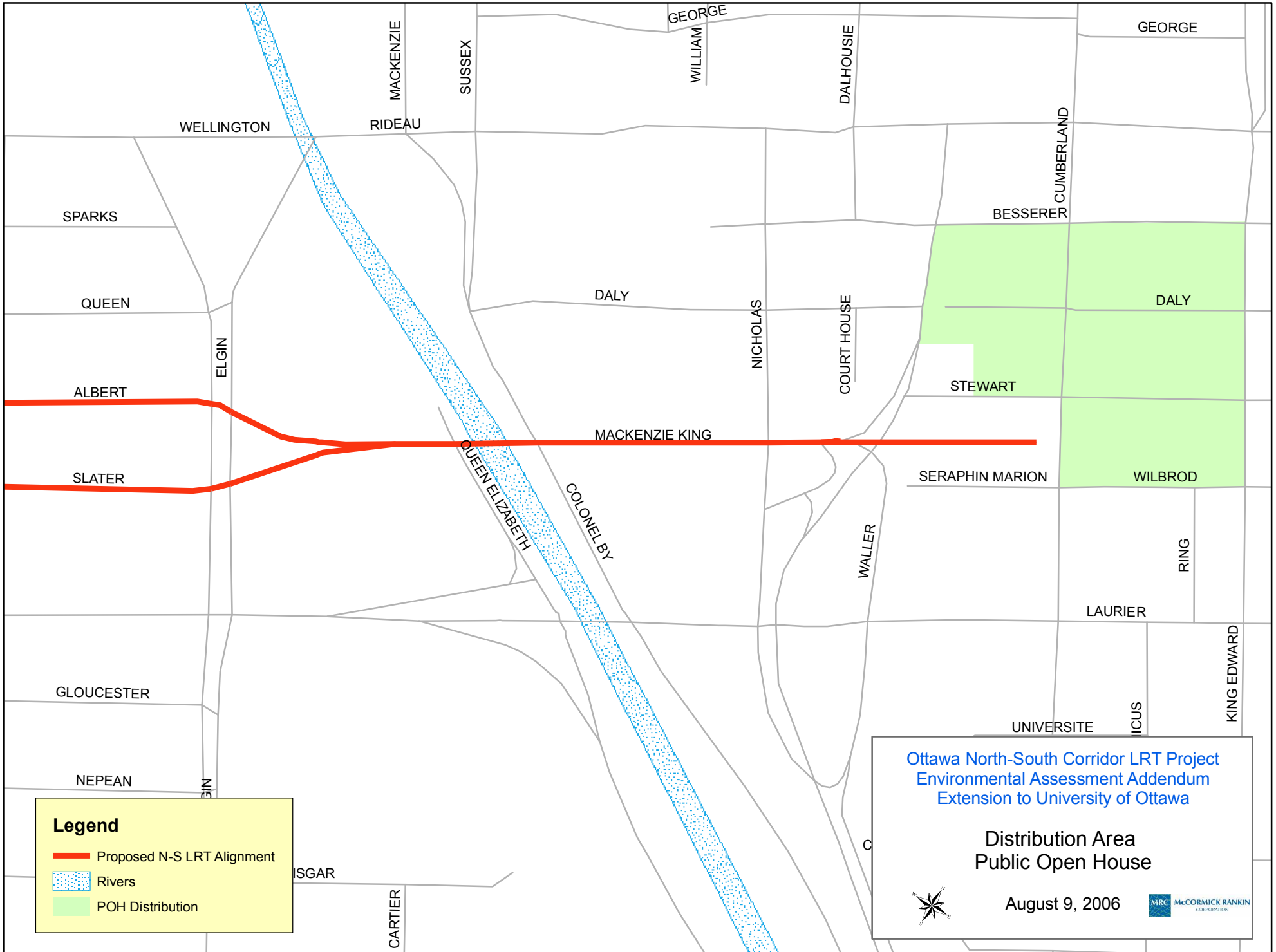
Following the Open-House, the EA addendum Plan will be refined based on public input. It will then be presented to Transportation Committee and to City Council for approval in early October 2006. Upon Council approval, it will be submitted to MOE for approval. The contract for the LRT extension to University of Ottawa will be finalized upon receipt of MOE approval.

Consultation

You are invited to attend this Open House to review and comment on the information displayed. The Study Team will be available to answer your questions. Your feedback is an important part of the EA planning process.

For more information please contact:



Peter Steacy, P. Eng., City of Ottawa - Planning and Growth Management Department
110 Laurier Avenue West, 4th Floor, Ottawa, ON K1P 1J1
E-mail: peter.steacy@ottawa.ca, Tel: 613-580-2424 ext. 21827, Fax: 613-580-2578



Ottawa North-South Corridor LRT Project
 Environmental Assessment Addendum
 Extension to University of Ottawa

**Distribution Area
 Public Open House**

August 9, 2006

Appendix B. Presentations and Panels

1. Stakeholder Meeting Presentation
2. Public Open House Display Panels
3. Public Open House Presentation (English & French)



North-South Corridor LRT Project

University of Ottawa Extension
Environmental Assessment Addendum

Stakeholder Consultation Meeting

Peter Steacy – City of Ottawa

Valérie Bouillant – City of Ottawa

Barry Padolsky – Barry Padolsky Associates inc. Architects (heritage consultant)

Robert Hunton – McCormick Rankin Corporation

Ian Borsuk – McCormick Rankin Corporation

Shaping our future together

August 22, 2006

Purpose of Meeting

To present the preliminary findings and obtain feedback for the Environmental Assessment Addendum of an extension of the North-South LRT line to the University of Ottawa. This meeting is in preparation for a Public Open House to be held on September 6 2006.



Agenda

- Background
- LRT Extension to University of Ottawa
Integrated Development on Site
- Mackenzie King Bridge Station & Traffic
- Recommended Plan
- Implications
- Next Steps
- Questions/Comments



Background 

Extension to University of Ottawa 

Mackenzie King Bridge 

Recommended Plan 

Implications 

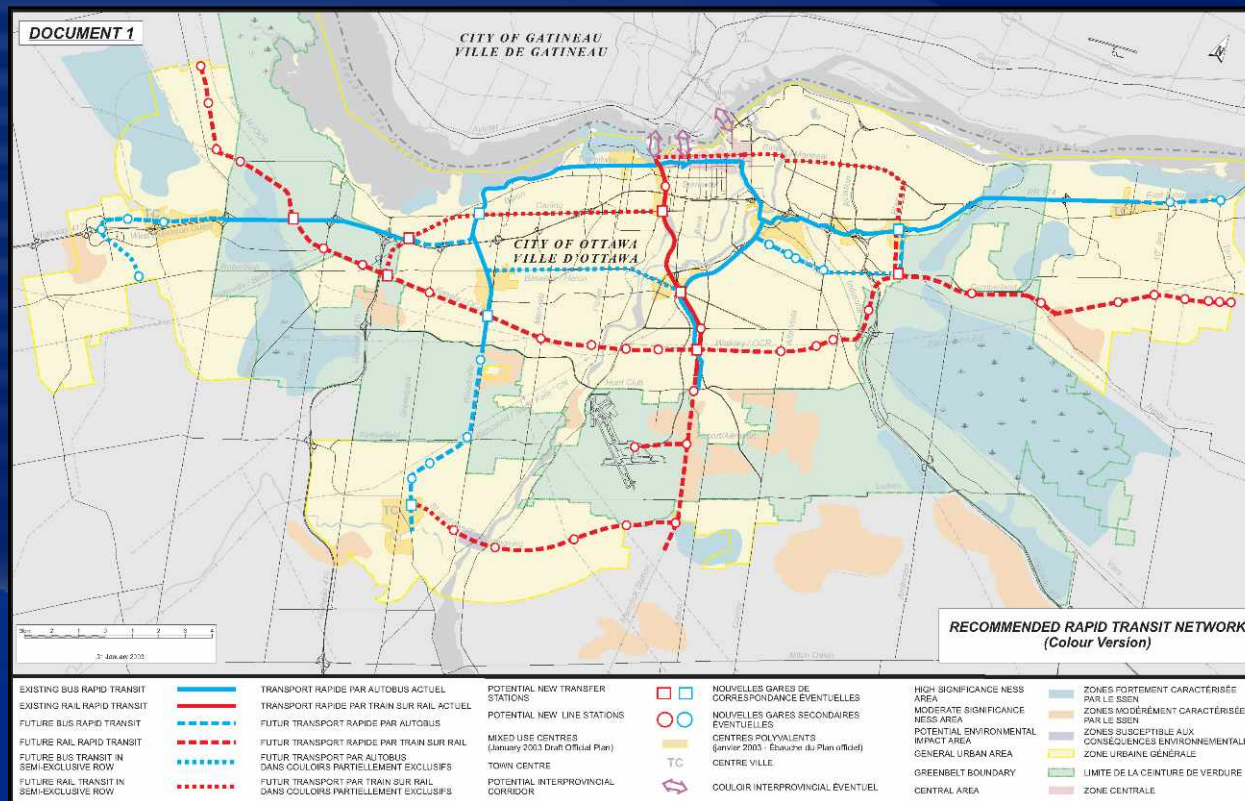
Next Steps 

Background

- Council Approved RTES Network
 - Identified N-S LRT as Priority Project
- N-S LRT EA Initiated

February 2003

May 2004



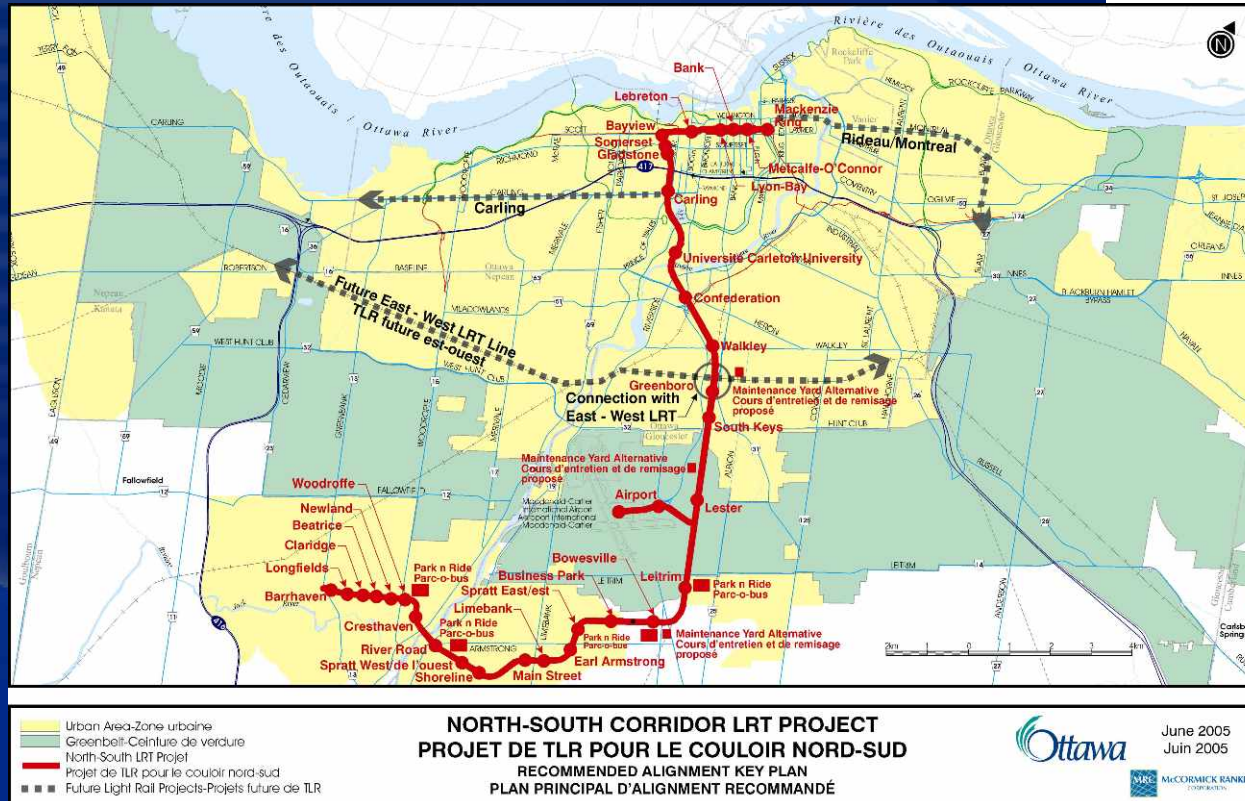
Background

- Council Approved EA Recommended Plan
 - Downtown terminus on Mackenzie King Bridge
 - Additional work to be undertaken
- Submitted to MOE & CEEA
- Approved

15 July 2005

September 2005

June 2006



Council Motions – 15 July 05

- As a condition of EA Approval Council directed:
 - OC Transpo to ensure a 30% reduction of bus traffic from Albert and Slater Streets by 2009, and staff to evaluate the removal of 100% of buses by 2009;
 - Staff to evaluate using Hurdman and Bayview Stations as transfer stations;
 - Staff and consultants to prepare Terms of Reference for a tunnel study;
 - Capital cost estimates for streetscaping to be provided to downtown business operators,
- Evaluate the University of Ottawa as a terminus point for North-South LRT service.
 - Evaluate options to accommodate traffic on Mackenzie King Bridge

Key Results of Work to Address Council Motions

- Presented to Transportation Committee 02 November 2005
 - ☞ Service plan that reduces Albert and Slater bus volumes by up to 30%;
 - ☞ Removal of 100% of Albert/Slater buses not feasible;
 - ☞ Bayview and Hurdman as hub stations not recommended at this time;
 - ☞ Draft Terms of Reference for Tunnel Study;
 - ☞ Landscaping and Streetscaping estimates;
 - ☞ Recommendation to extend LRT service to University of Ottawa on University Lands;
 - ☞ Extension to University of Ottawa is required in order to allow general traffic on the bridge.
- Approved by council 09 November 05 2005

Council Recommendations – 09 Nov 05

1. Approve that staff enter into discussions with the University of Ottawa to extend the North-South LRT corridor onto university property, and to initiate a public-private partnership to develop an underground parking facility, integrated light rail transit station and other uses on the proposed site;
2. Subject to the successful outcome of the discussions with the University of Ottawa, approve the 300 metre extension of the North-South LRT Corridor to the University of Ottawa in the vicinity of Stewart Street at a cost of approximately \$5.0M for the track extension and station;
3. Subject to Recommendation [2] above, approve the plan for vehicles to share the LRT lane on the Mackenzie King Bridge;
4. Subject to Recommendation [2] above, direct staff to obtain EA approval for the 300-metre extension of the LRT corridor to the University of Ottawa and permit vehicle traffic on the Mackenzie King Bridge.

2009 Project (N-S LRT Phase 1)

Background

Extension to University of Ottawa

Mackenzie King Bridge

Recommended Plan

Implications

Next Steps

- 29km from Barrhaven Town Centre to University of Ottawa
 - 23 Electric powered LRT Vehicles
 - 5-Minute headway from University of Ottawa to Leitrim
 - 10-Minute headway from Leitrim to Barrhaven Town Centre
- 23 Stations
- 3 New Park & Ride Lots
- LRT Maintenance & Storage facility



2009 Project Implementation

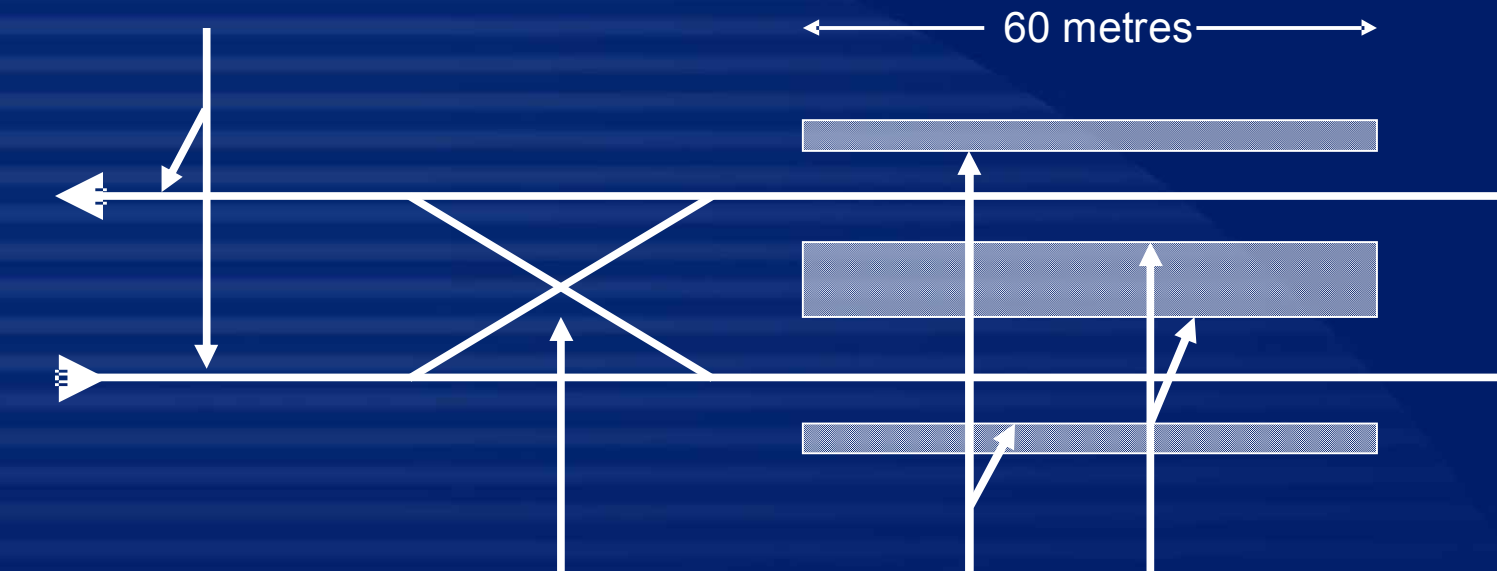
- Two Step (RFQ/RFP) Procurement Process Initiated March 2005
 - Design Build Maintain
 - Public Private Partnership
- On 12 July 2006 City Council approved:
 - contract award for the design, construction and 15 Year Maintenance of the N-S LRT project to Siemens/PCL/Dufferin consortium
 - extension to the University of Ottawa contingent on approval of an EA Addendum
 - execution of all agreements with the University of Ottawa in accordance with MOU (June 7, 2006)
 - Motion to address community concerns regarding the future easterly LRT extension

Scope of EA Addendum

- Evaluate and Document Options and Develop a Plan to:
 - extend the N-S LRT to the University of Ottawa
 - accommodate traffic on the Mackenzie King Bridge
- Consult with Public/Stakeholders to
 - identify impacts, concerns
 - evaluate and identify appropriate mitigation measures that may be required
 - document findings as part of the EA addendum process

Elements of a Terminus Station

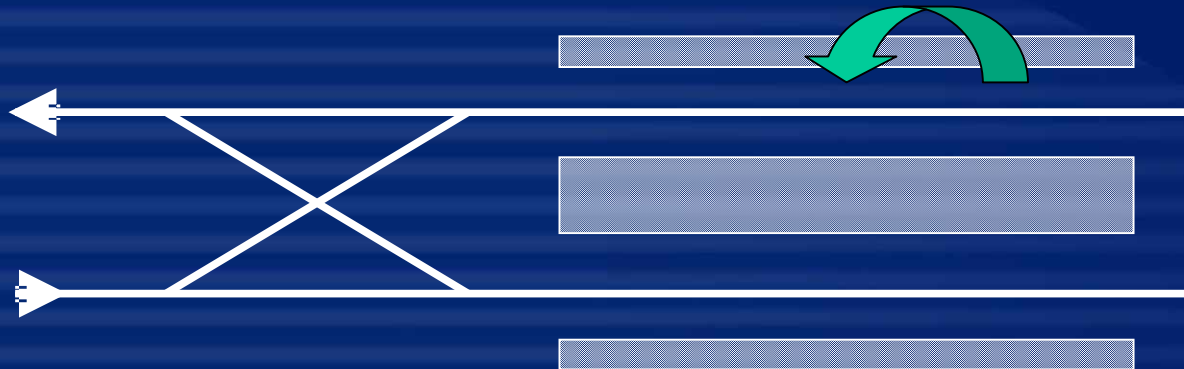
Two Tracks



Rail Crossover
in advance of
platforms

Two 60m
platform faces

Terminus Station Operation

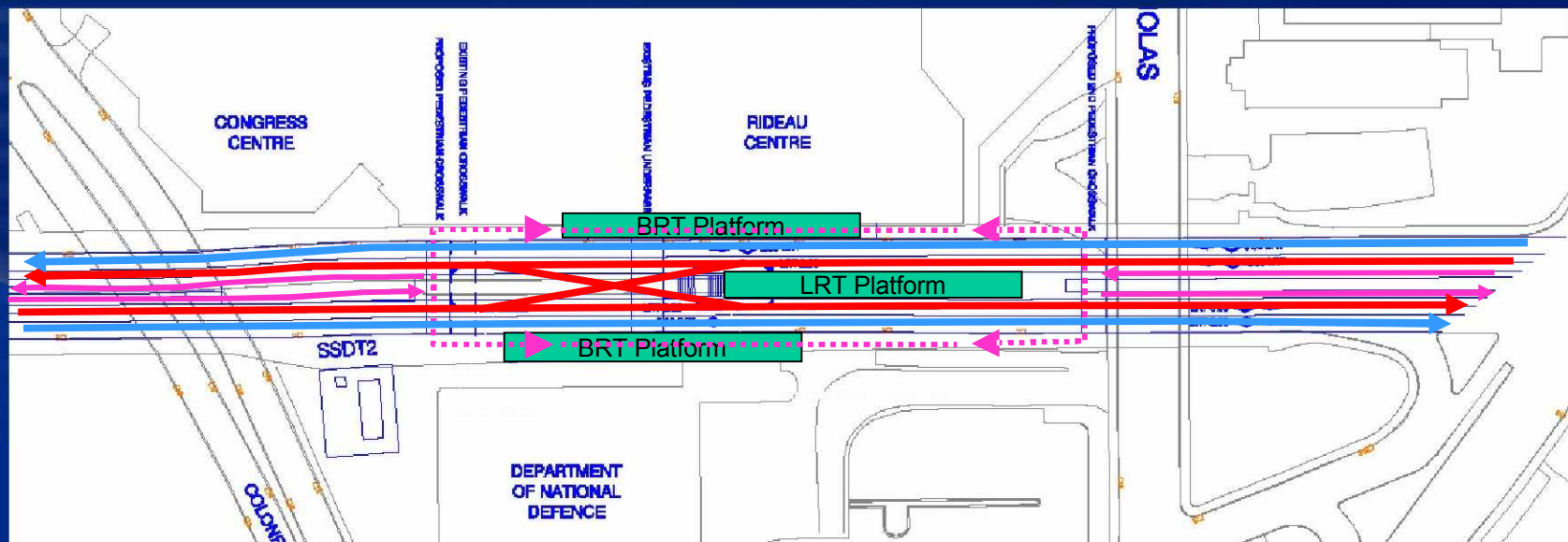


1. Train 1 arrives at Station
2. Driver moves to other end of LRT while passengers board & alight
3. Train 2 arrives at Station before Train 1 departs
4. Train 1 Departs
5. Train 2 Departs Contraflow

EA Plan – Mackenzie King Station

- Northern Terminus of Line
- LRT in Centre Lanes / Centre Island LRT Platform
- Buses in Curb Lane / Curb-side Bus Platforms
- Two-way Rail Crossover West of LRT Platform
 - Necessitates exclusion of traffic
- Discontinuous Bicycle Lanes
 - Stop at LRT Platform
 - Walk through BRT station area

- LRT
- Bus
- Bicycle



Background 

Extension to University of Ottawa 

Mackenzie King Bridge 

Recommended Plan 

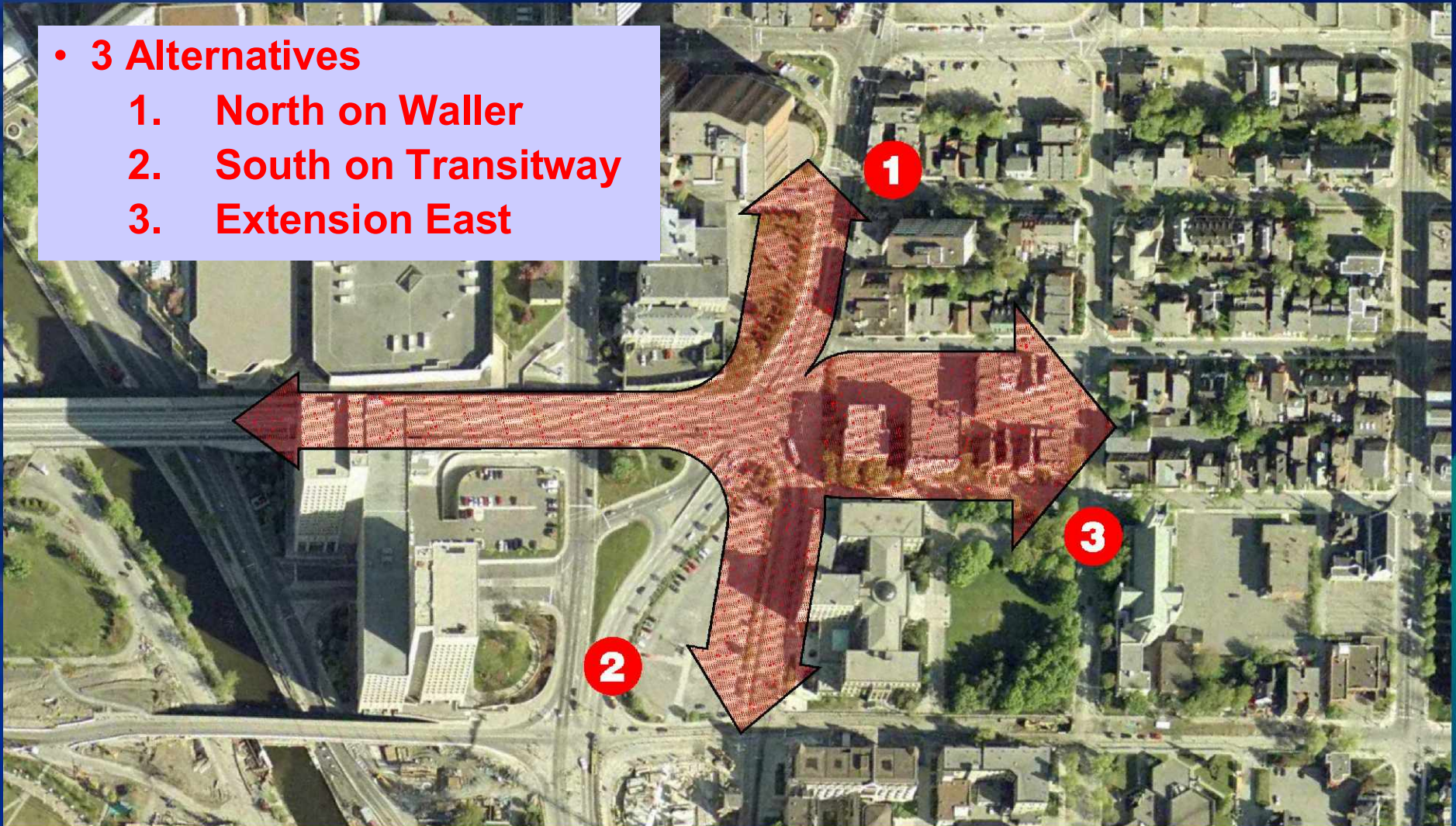
Implications 

Next Steps 

Corridor Options

- **3 Alternatives**

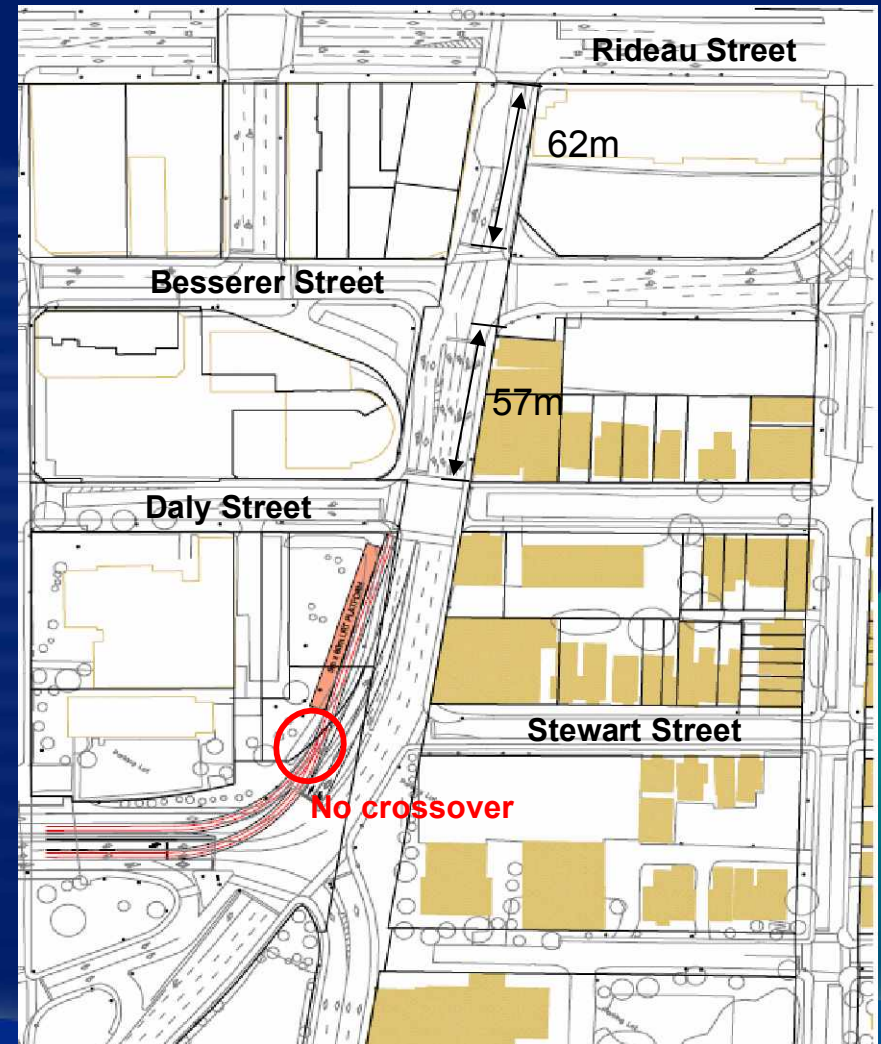
1. **North on Waller**
2. **South on Transitway**
3. **Extension East**



Alternative 1 – North on Waller

- Insufficient space between intersections to accommodate platform and rail crossover
- Station location not convenient to University
- On road alternatives impact traffic/truck route network
- Off road alternatives impact on Arts Court lands
- Per RTES Network

Not Recommended to be Carried Forward



Alternative 2 – South on Transitway

- Crossover located on Transitway impacts bus transit operations
 - Very high volume of buses in this corridor
- Limited opportunities to have LRT and Transitway co-existing
- Integrates into University of Ottawa campus
- Not per RTES Network

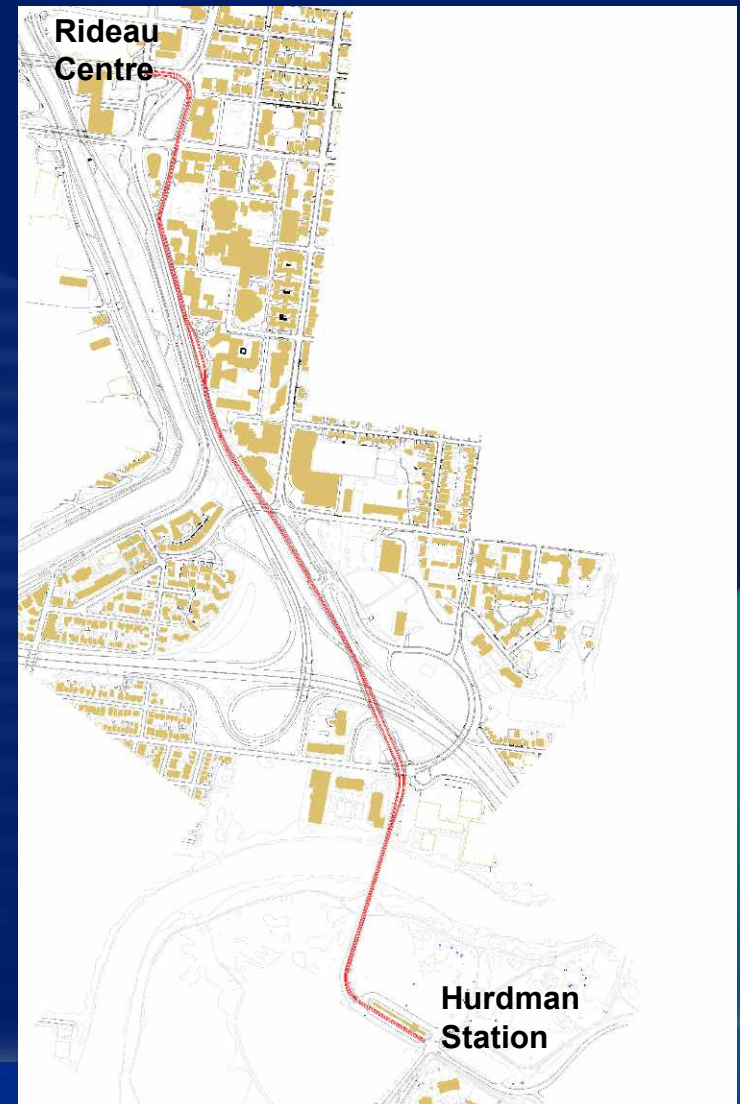
Not Recommended to be Carried Forward



Alternative 2A – Extend to Hurdman Station

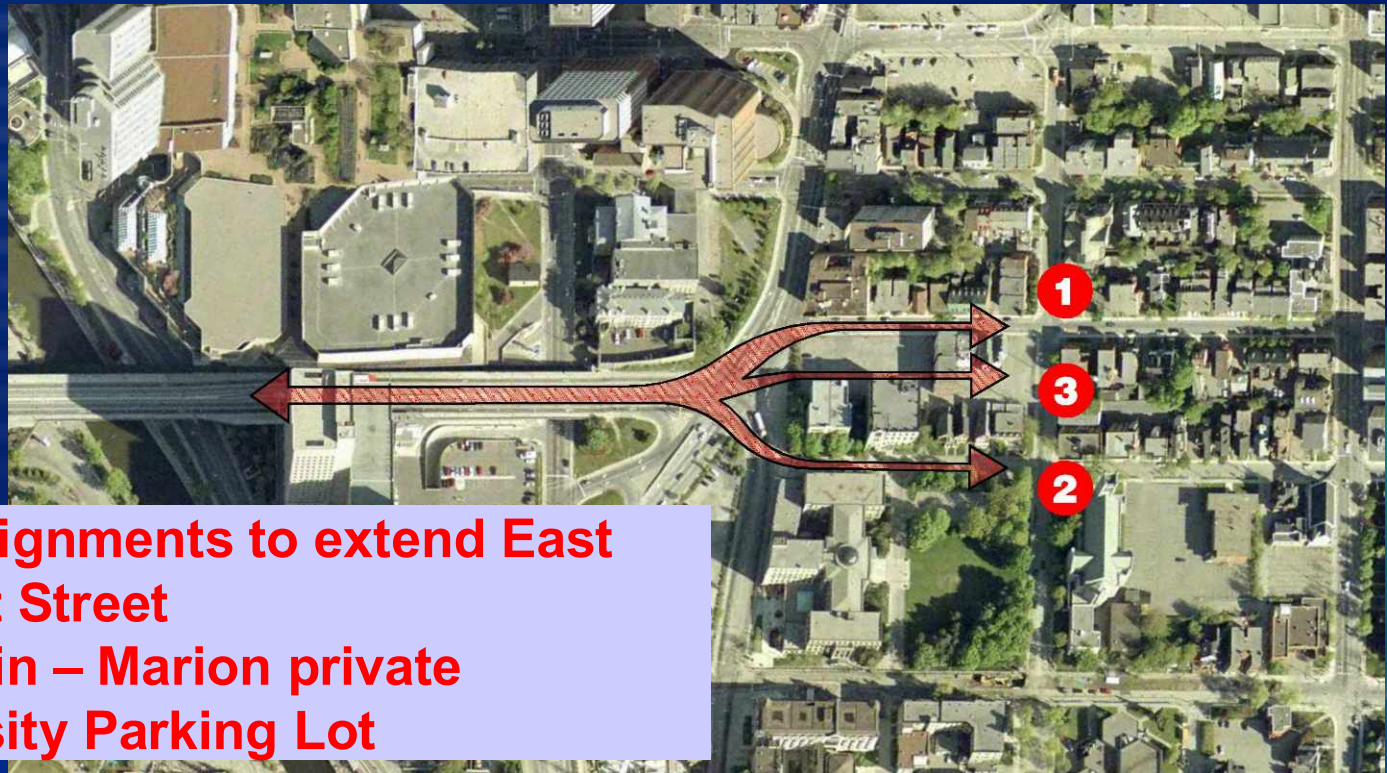
- Potential for station on University of Ottawa Lands
- Would require major changes to Bus Transitway Operations
- High Construction Cost (\$150 million)
 - Length of Track
 - Additional Vehicles
 - Revisions to Hurdman Station
- Not per RTES Network

Not Recommended to be Carried Forward



Alternative 3 – Extend East

- Potential for station development on University of Ottawa
- Potential impact on Stewart Street
- Requires agreement with University of Ottawa
- Potential impact on heritage district

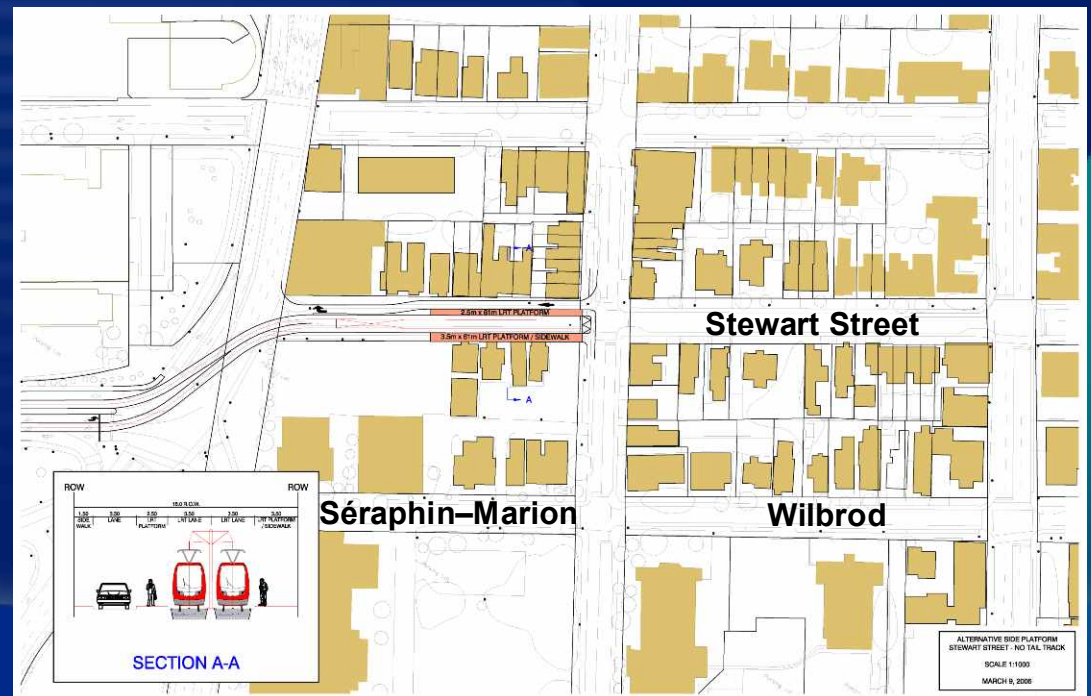


- **Alternative Alignments to extend East**
 1. **Stewart Street**
 2. **Séraphin – Marion private**
 3. **University Parking Lot**

Alternative 3A – Stewart Street

- Poor geometrics for LRT
 - Requires widening of intersection
 - Uncomfortable reverse curves
- Minimizes property requirements
- Impact on access to adjacent properties
- Reduces Stewart Street to a single lane (loss of on-street parking)
- Impact on heritage district

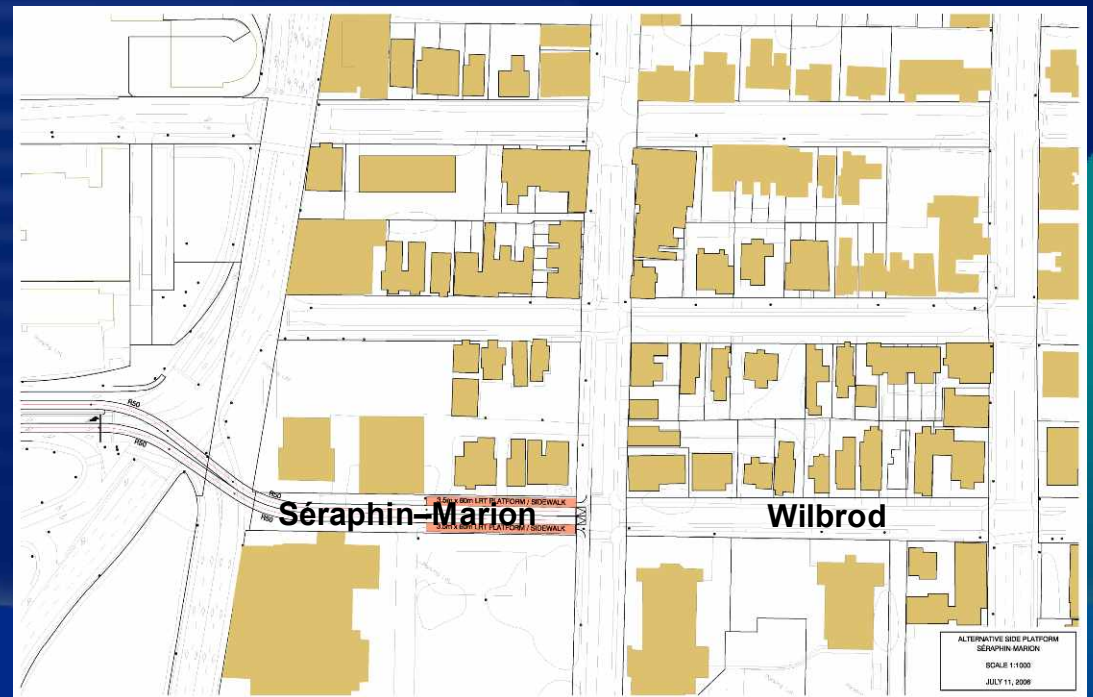
Not Recommended to be Carried Forward



Alternative 3B – Séraphin – Marion

- Poor geometrics for LRT
 - Requires widening of Intersection
 - Impacts Transitway operations
 - Uncomfortable reverse curves
- Impacts Pedestrian mall
- Impacts access to adjacent buildings and parking (loss of on-street parking)
- Edge impact on Greenspace (Tabaret Lawn)
- Deemed unacceptable by the University
- Impact on heritage district

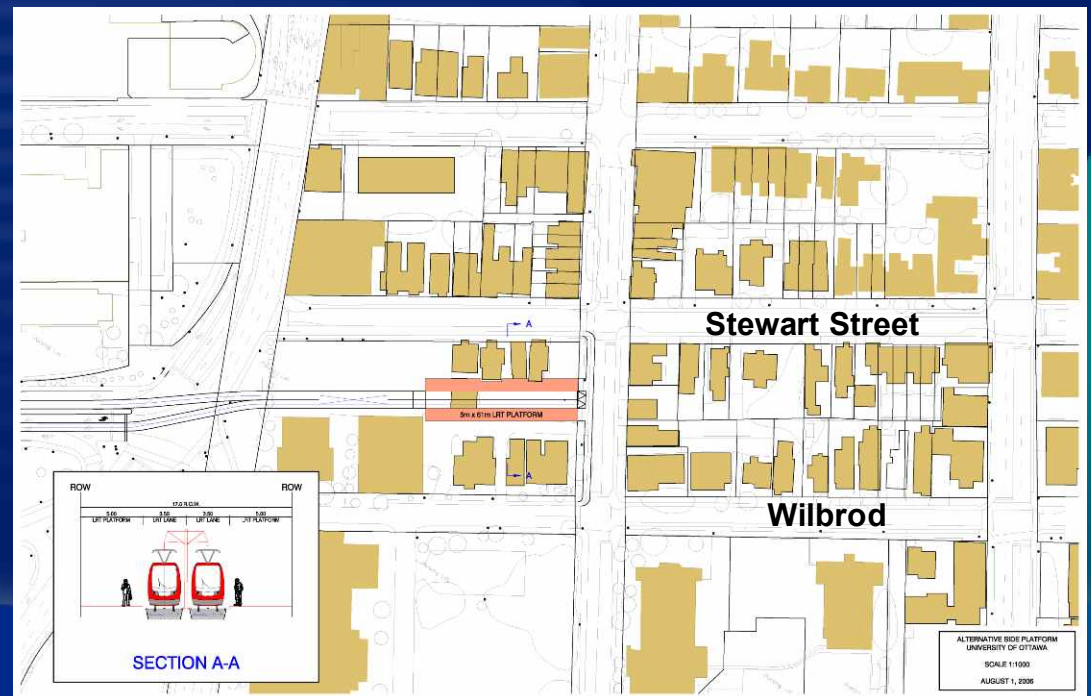
Not Recommended to be Carried Forward



Alternative 3C – University Property

- Best Geometrics for LRT operations
- Requires the least amount of modification to the Waller / Transitway intersection
- Station is situated directly on University of Ottawa Lands
- Potential Impact on heritage district
- Integrates with future urban development
- Compatible with University of Ottawa's long term vision

**Recommended
Alternative to be
Carried Forward**



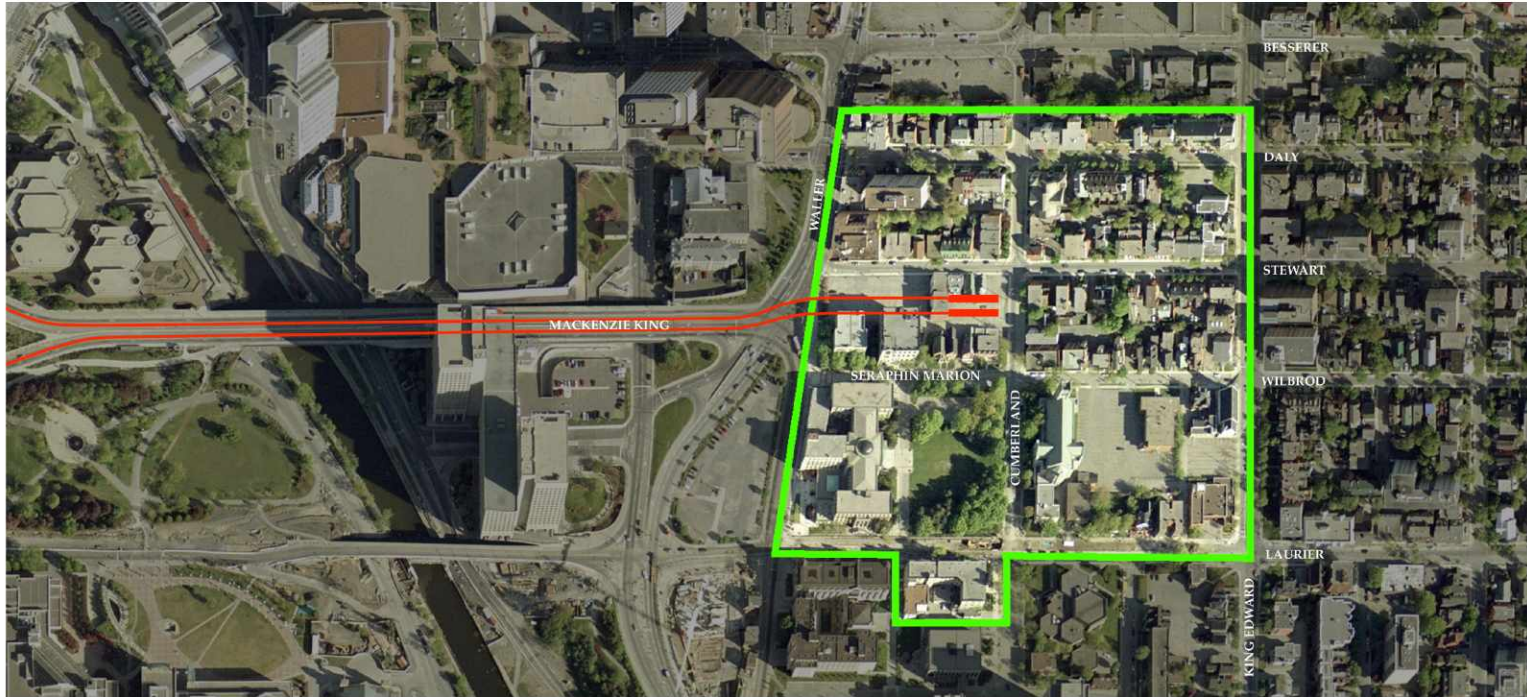
Integrated Development – University of Ottawa

1. Provides direct LRT link between U of O Campus and Carleton University Campus
2. Brings LRT service closer to Sandy Hill neighbourhood
3. Provides opportunity to integrate LRT terminus with planned U of O redevelopment of site
4. Provides opportunity to address parking requirements in the area
5. Provides opportunity to enhance character of Heritage District by replacing existing surface parking lot with appropriately scaled and sensitively designed infill architecture



Integrated Development - Memorandum of Understanding (MOU)

- University provides corridor for LRT and Terminus
- University develops 3 level underground parking garage (approx 390 spaces)
 - To replace existing surface parking
 - To serve university development above LRT
 - To serve Arts Court Development (150 spaces)
- City Closes West end of Stewart Street
- University develops university building in phases over time
 - On University Lands
 - Above LRT facility
 - Above closed portion of Stewart Street
- University temporarily relocates existing houses on South side of Stewart Street and restores them to original locations



SANDY HILL WEST HERITAGE CONSERVATION DISTRICT

DISTRICT BOUNDARY PROPOSED LRT TERMINAL



EAST SIDE OF WALLER STREET LOOKING EAST TOWARDS SANDY HILL HERITAGE CONSERVATION DISTRICT



STEWART / WALLER PARKING LOT LOOKING WEST TOWARDS PROPOSED LRT ALIGNMENT ON MACKENZIE KING BRIDGE



STEWART STREET LOOKING WEST TOWARDS FORMER CARLETON COUNTY GAOL



NORTH SIDE OF STEWART STREET BETWEEN WALLER AND CUMBERLAND



SOUTH SIDE OF STEWART STREET FROM THE NORTHEAST CORNER OF CUMBERLAND AND STEWART



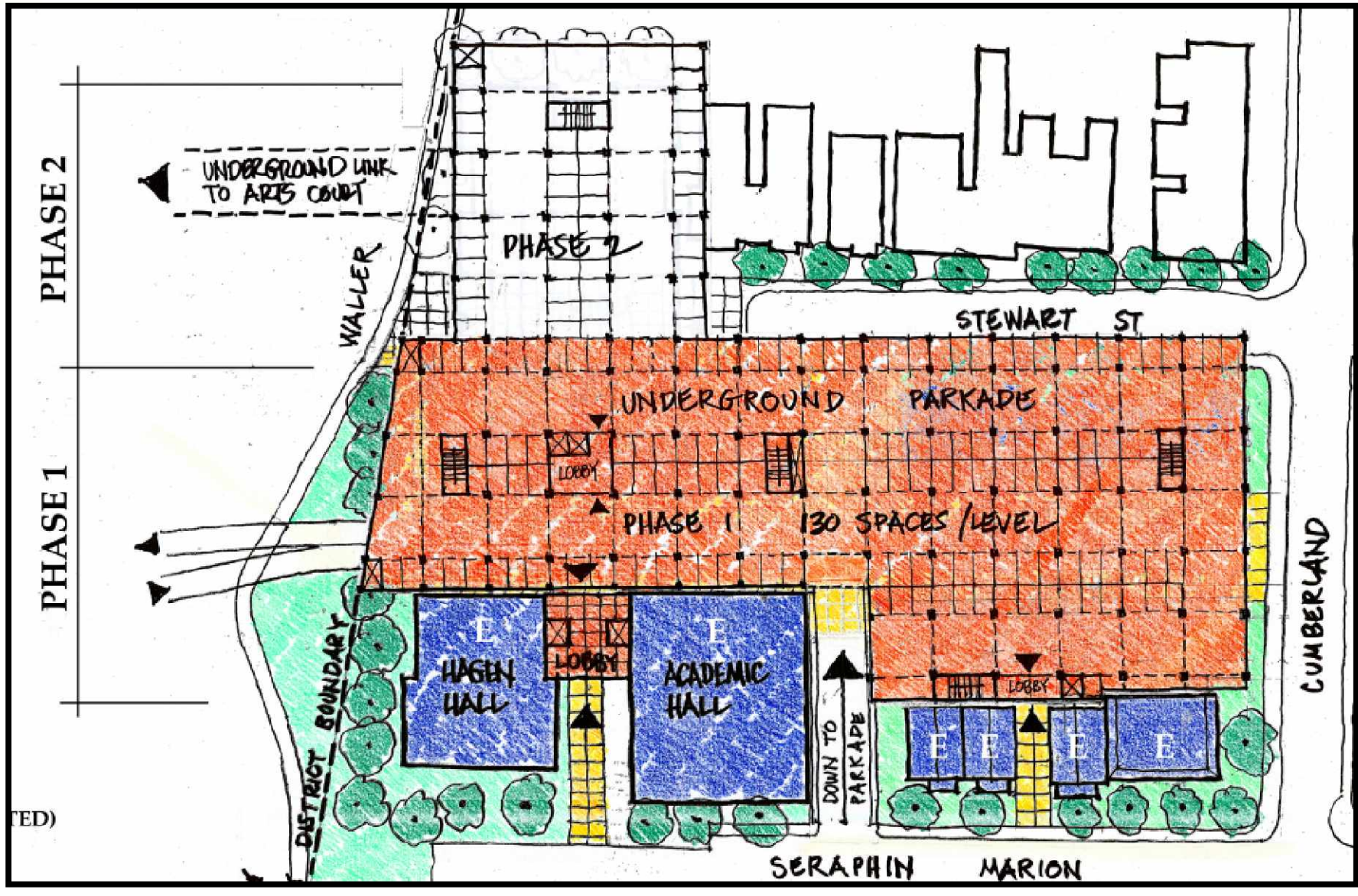
EAST SIDE OF CUMBERLAND STREET BETWEEN STEWART AND SERAPHIN MARION (WILBROD)



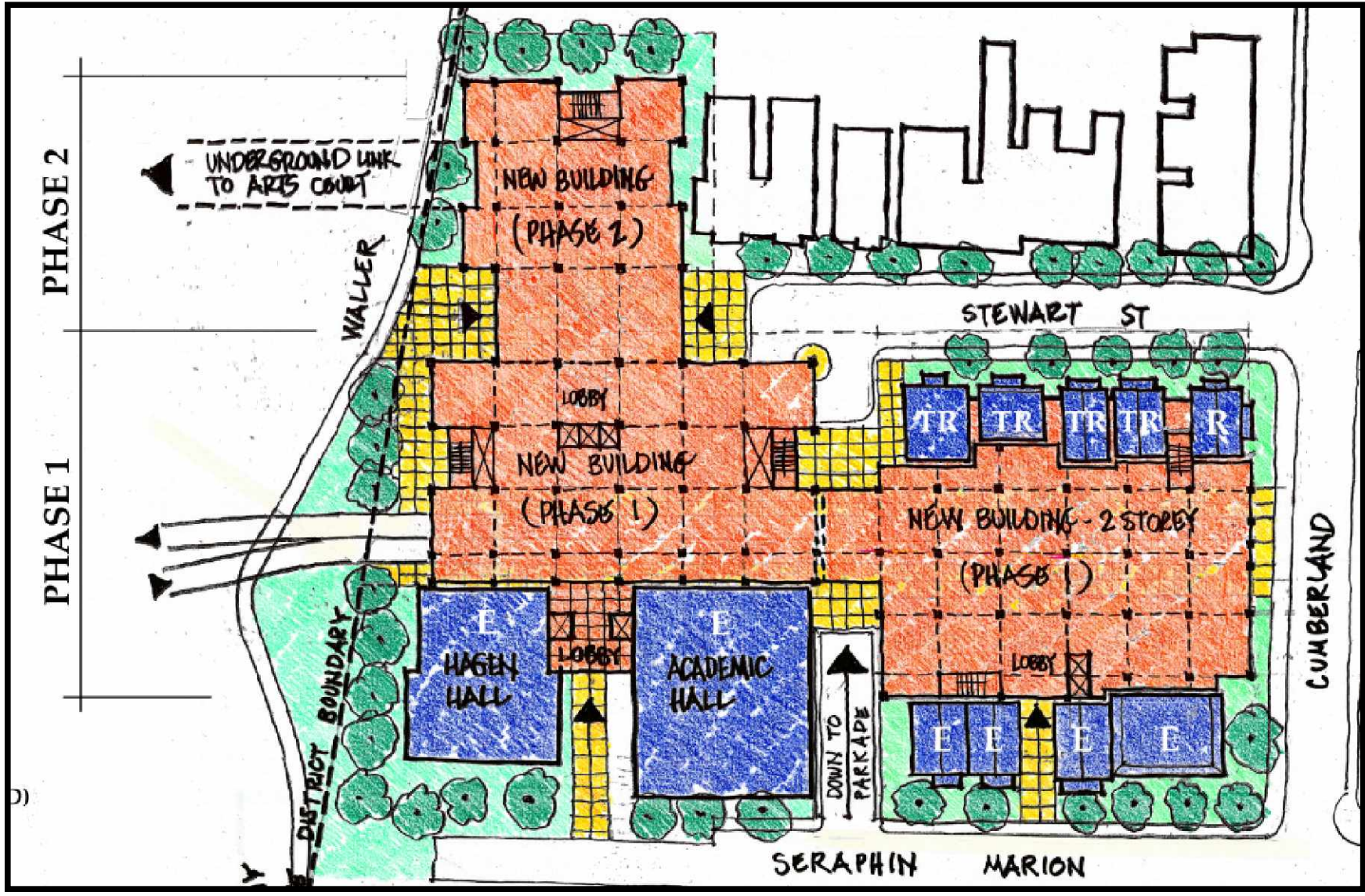
WEST SIDE OF CUMBERLAND STREET FROM THE SOUTHEAST CORNER OF WILBROD AND CUMBERLAND

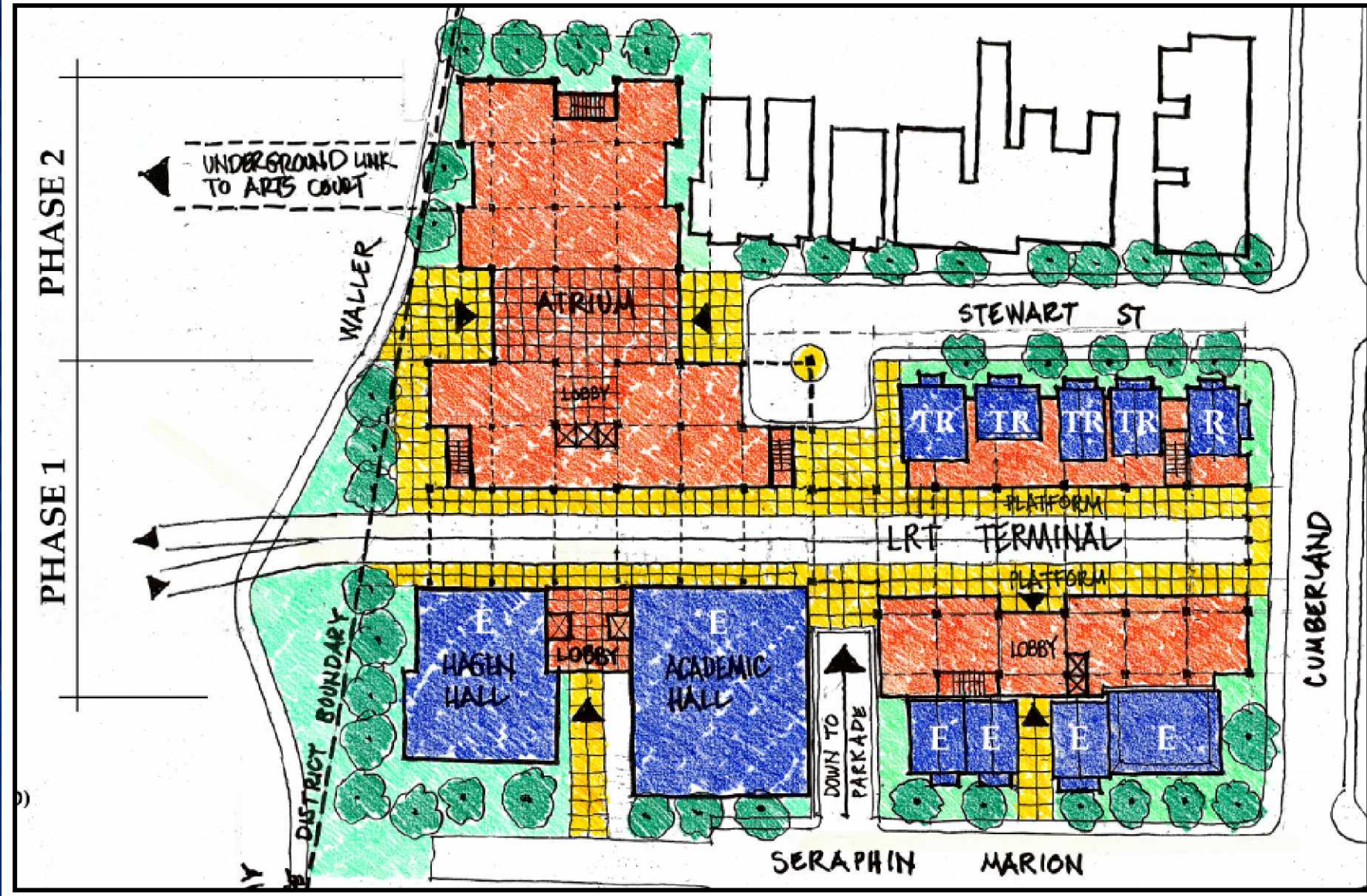


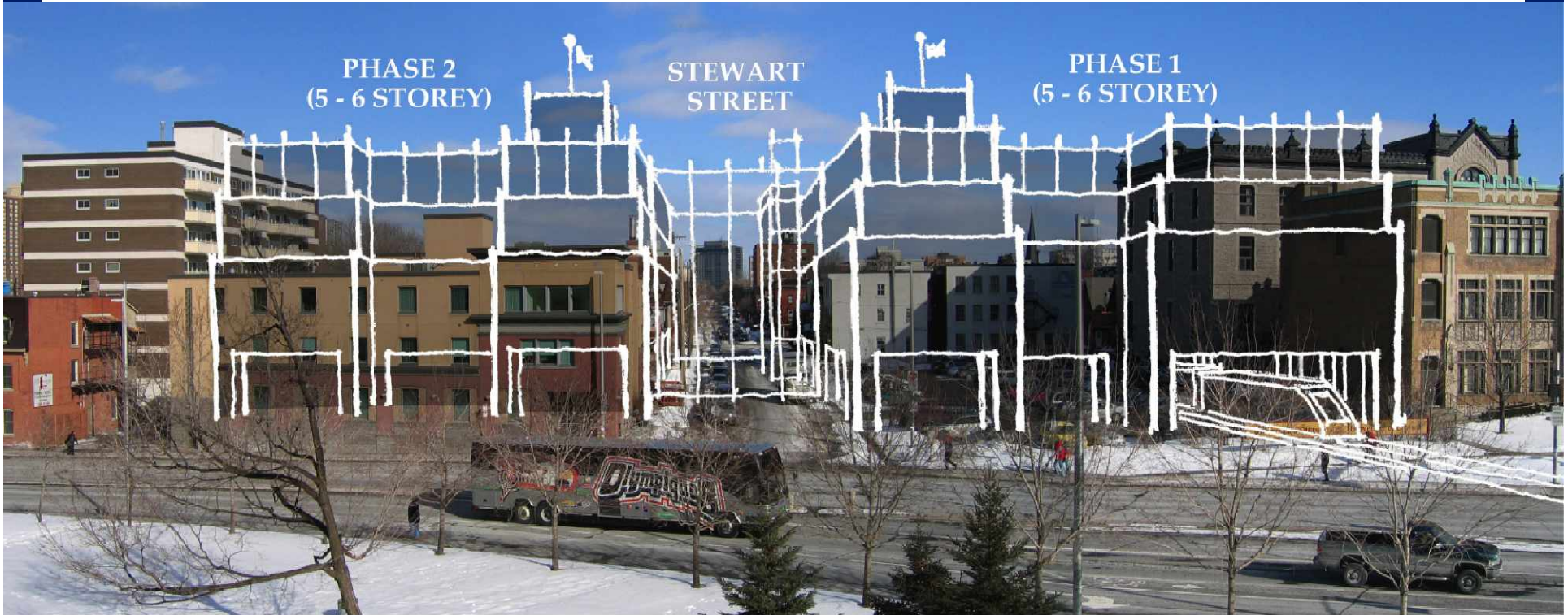
NORTH SIDE OF SERAPHIN MARION BETWEEN WALLER AND CUMBERLAND



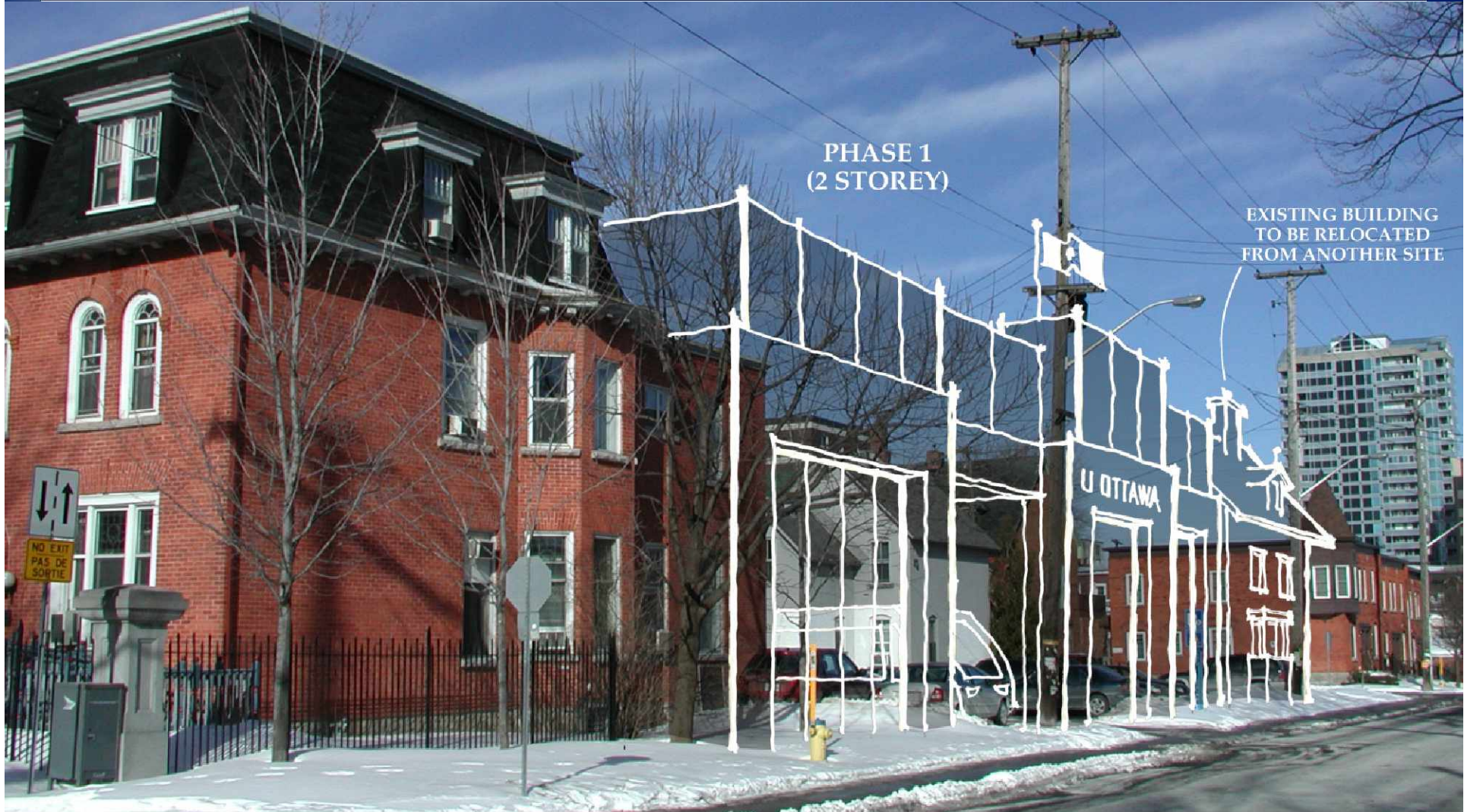
(TED)







EAST SIDE OF WALLER STREET SHOWING POTENTIAL DEVELOPMENT ABOVE LRT TERMINAL (5 TO 6 STORIES)



WEST SIDE OF CUMBERLAND STREET SHOWING POTENTIAL DEVELOPMENT ABOVE LRT TERMINAL



SOUTH SIDE OF STEWART STREET SHOWING BUILDINGS TO BE TEMPORARILY RELOCATED TO PERMIT CONSTRUCTION OF UNDERGROUND PARKADE



VIEW FROM CUMBERLAND STREET SHOWING REAR ADDITIONS TO BE DEMOLISHED



VIEW FROM CUMBERLAND STREET SHOWING REAR ADDITIONS TO BE DEMOLISHED



IMPACT ON SANDY HILL WEST HERITAGE DISTRICT

1. PROPOSED LRT TERMINUS REQUIRES DEMOLITION OF REAR ADDITIONS TO 4 HOUSES ON STEWART STREET
2. PROPOSED UNDERGROUND PARKADE REQUIRES DEMOLITION OF REAR ADDITIONS TO 4 HOUSES ON SERAPHIN MARION
3. PROPOSED UNDERGROUND PARKADE REQUIRES TEMPORARY RELOCATION OF PRINCIPAL PORTION OF 4 HOUSES ON STEWART STREET
4. FOUR TEMPORARILY RELOCATED HOUSES ON STEWART STREET WILL BE RESTORED AND INTEGRATED WITH CITY LRT TERMINUS AND REDEVELOPMENT
5. AN EXISTING HOUSE FROM A REDEVELOPMENT ZONE ON THE U OF O CAMPUS CAN BE RELOCATED TO THE EXISTING PARKING LOT ON THE CORNER OF STEWART AND CUMBERLAND TO REINFORCE THE HERITAGE CHARACTER OF STEWART STREET
6. PROPOSED REDEVELOPMENT WILL ENHANCE THE HERITAGE DISTRICT CHARACTER BY REPLACING EXISTING SURFACE PARKING LOTS WITH APPROPRIATELY SCALED AND SENSITIVELY DESIGNED INFILL ARCHITECTURE



DEVELOPMENT APPROVALS REQUIRED

1. APPLICATION FOR PERMIT UNDER THE ONTARIO HERITAGE ACT
2. APPLICATION FOR SITE PLAN CONTROL APPROVAL
3. APPLICATION FOR VARIANCE (COMMITTEE OF ADJUSTMENT)

Application for Permit under Ontario Heritage Act

City of Ottawa

Form 101-01 (Rev. 2010)

1

APPLICATION FOR SITE PLAN CONTROL

City of Ottawa

Form 101-02 (Rev. 2010)

1

COMMITTEE OF ADJUSTMENT APPLICATION FOR VARIANCE

City of Ottawa

Form 101-03 (Rev. 2010)

1

Integrated Development - Preliminary Development Scenario

- Temporarily relocate existing houses on Stewart Street
 - to permit construction of 3-story underground garage
 - to permit construction of LRT terminus
- Return and restore houses on Stewart Street (over parking garage)
- Relocate additional house(s) to Stewart Street (slated for removal from another location on campus)
- Develop a 2 story building over LRT terminus between existing houses on Stewart Street and Séraphin – Marion (Phase 1)
- Develop a 5-6 story building over LRT at West end of site (Phase 1)
- Develop a 5-6 story building over West end of Stewart Street and #1 Stewart (Phase 2)

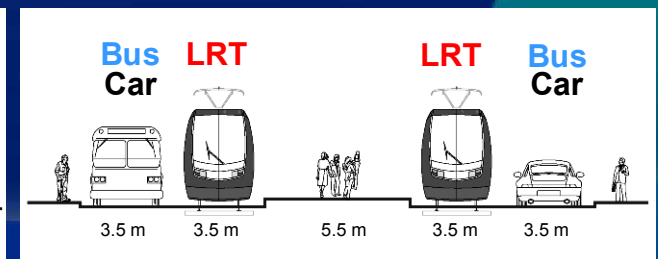
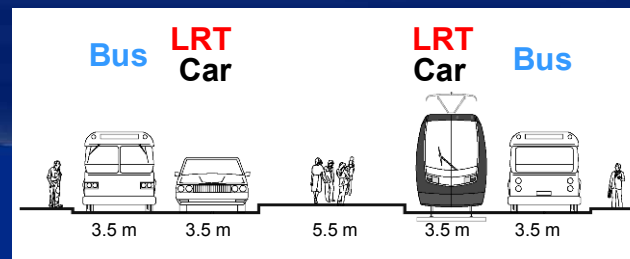
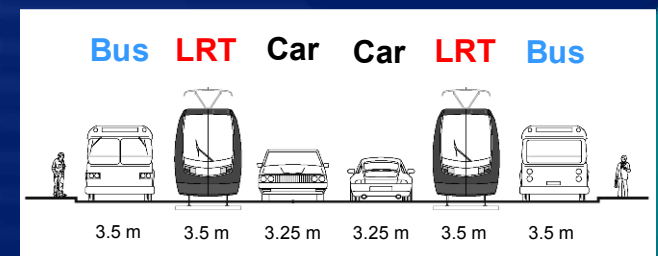
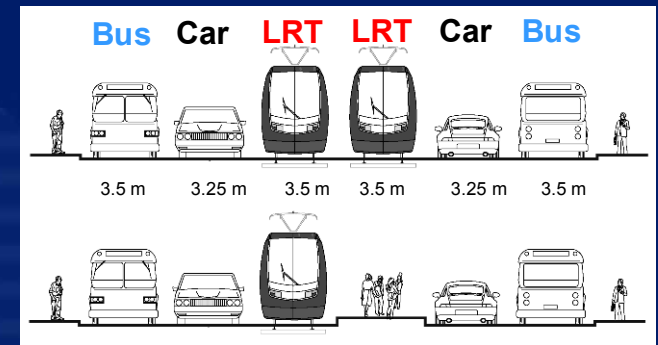
Background	▬
Extension to University of Ottawa	▬
Mackenzie King Bridge	▬
Recommended Plan	▬
Implications	▬
Next Steps	▬

Accommodating Traffic

The extension of the LRT east of Mackenzie King Bridge provides new opportunities for accommodating traffic on the bridge

Alternatives:

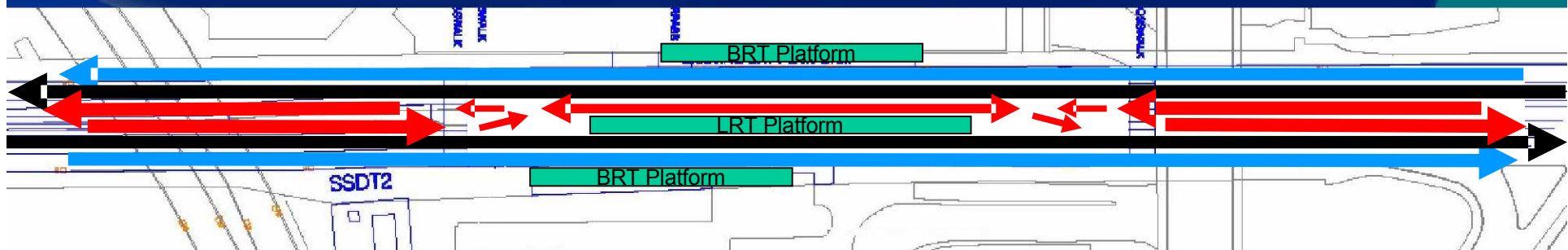
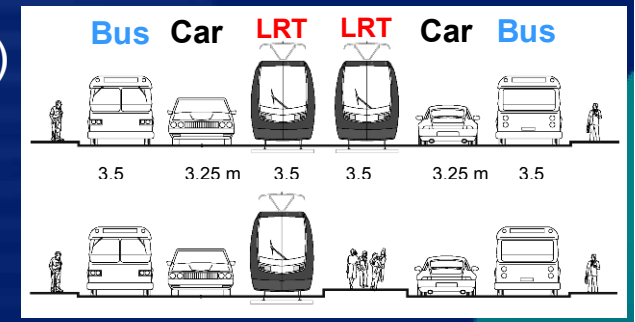
1. Introduce a new traffic lane between the BRT and LRT
 - six lane cross section with a bi-directional rail platform
2. Introduce a new traffic lane in the centre of the bridge
 - BRT and LRT use separate curb side platforms
3. Allowing general traffic to share:
 - a. BRT lane
 - b. LRT lane



Alternative 1 – Vehicle lanes between BRT and LRT

- 6 lanes would require narrowing of sidewalk and BRT platforms in front of the Rideau Centre/ DND and west over the canal
- Single LRT platform face for both directions of rail.
 - Restricts service frequency due to a single vehicle being served
 - Single track at the platform creates a choke point when LRT service is extended east
- Available space for LRT platform is too narrow (3.5m)

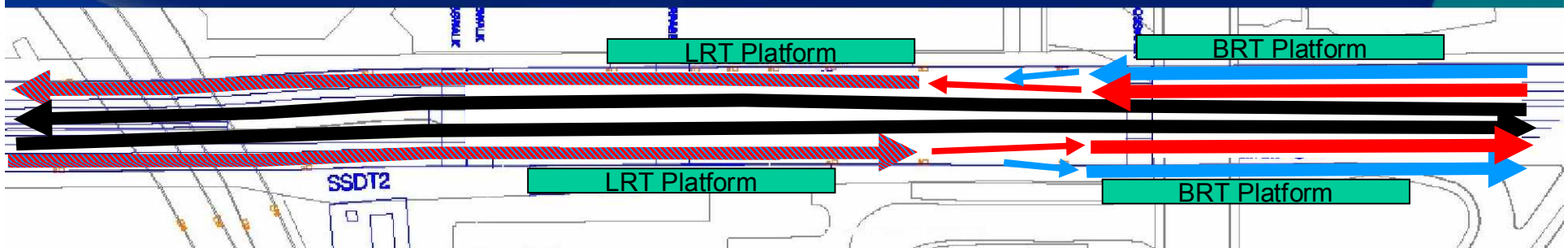
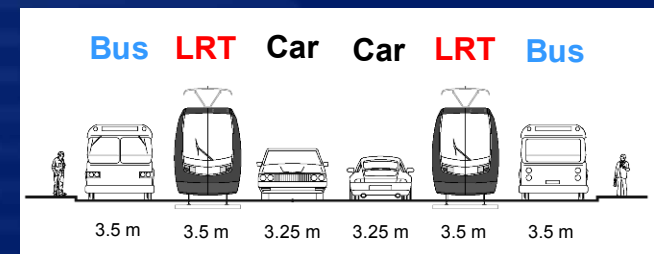
Not Recommended to be Carried Forward



Alternative 2 – Vehicle lanes in the centre of the bridge

- LRT would share the curb BRT lanes west of the Rideau Centre (similar to the downtown area)
- Bridge widening required to provide a 6-lane cross-section with platform and sidewalks
- Increased construction costs for structure widening
- EB ramp onto Nicholas compromised – closure required

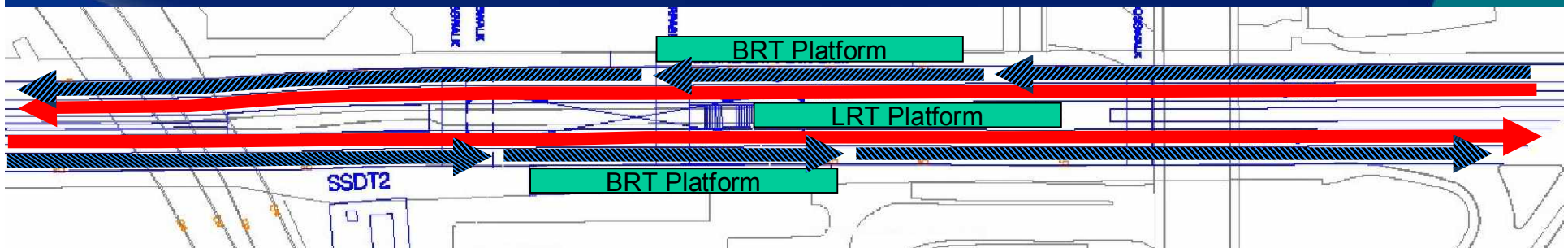
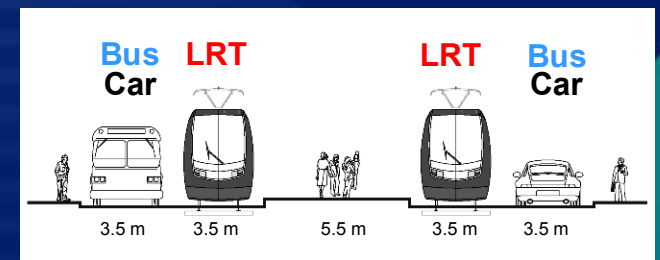
Not Recommended to be Carried Forward



Alternative 3A – Traffic Sharing BRT Lane

- Reduced bus transit capacity across the bridge
- High volume of buses servicing station will impact traffic operations
- Potential conflict with BRT transit operations at platforms
- Safety concerns regarding merging vehicles into the bus lane at west end of bridge

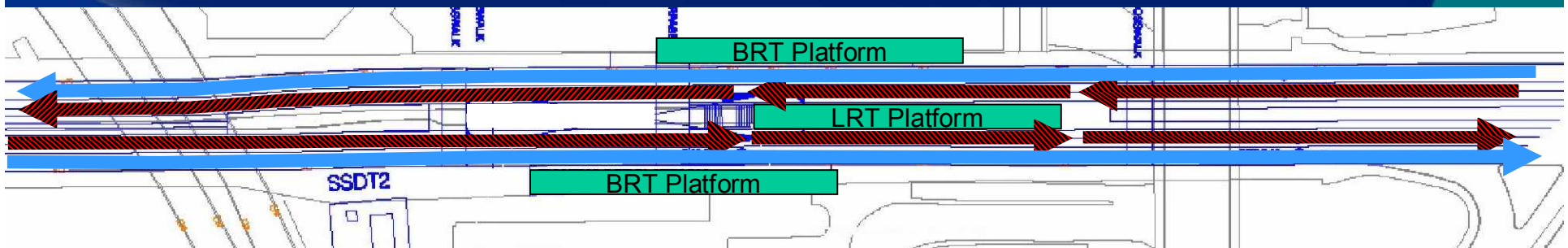
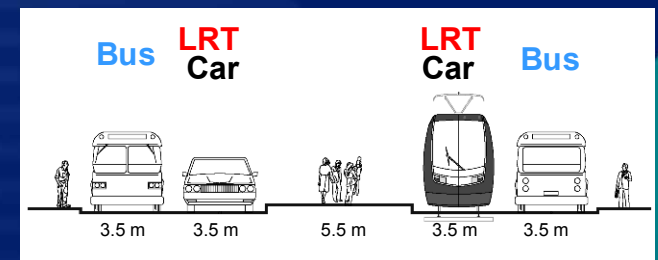
Not Recommended to be Carried Forward



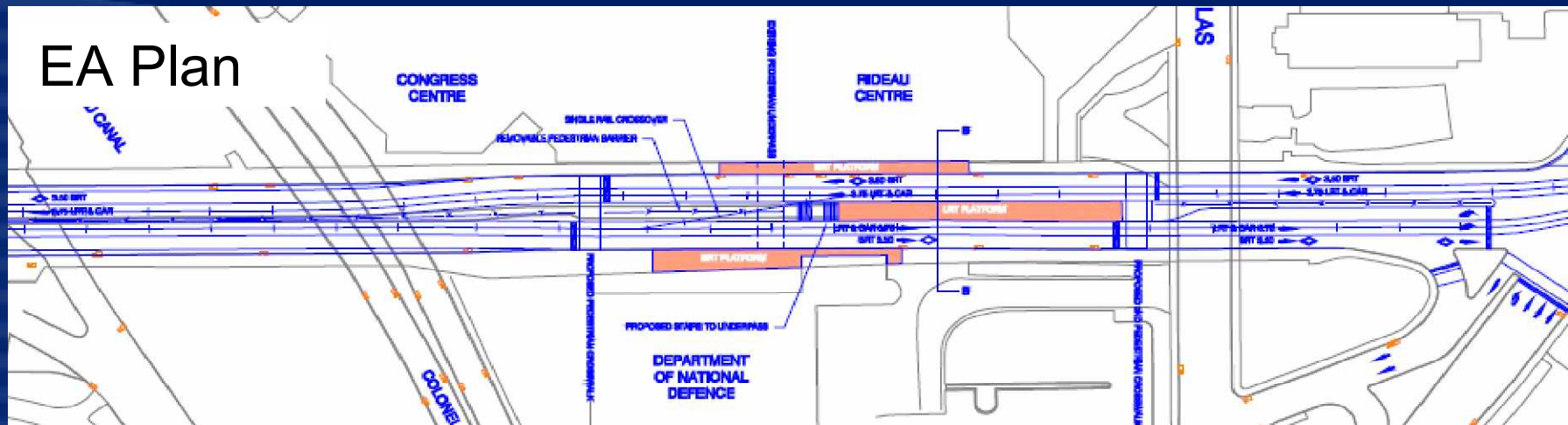
Alternative 3B – Traffic Sharing LRT Lane

- Less impact on LRT operations than the BRT operations in 3A due to lower LRT volumes
- Potential conflict with LRT transit operations at platforms
- Better opportunity to control merge of LRT into traffic lane

Recommended Alternative to be Carried Forward

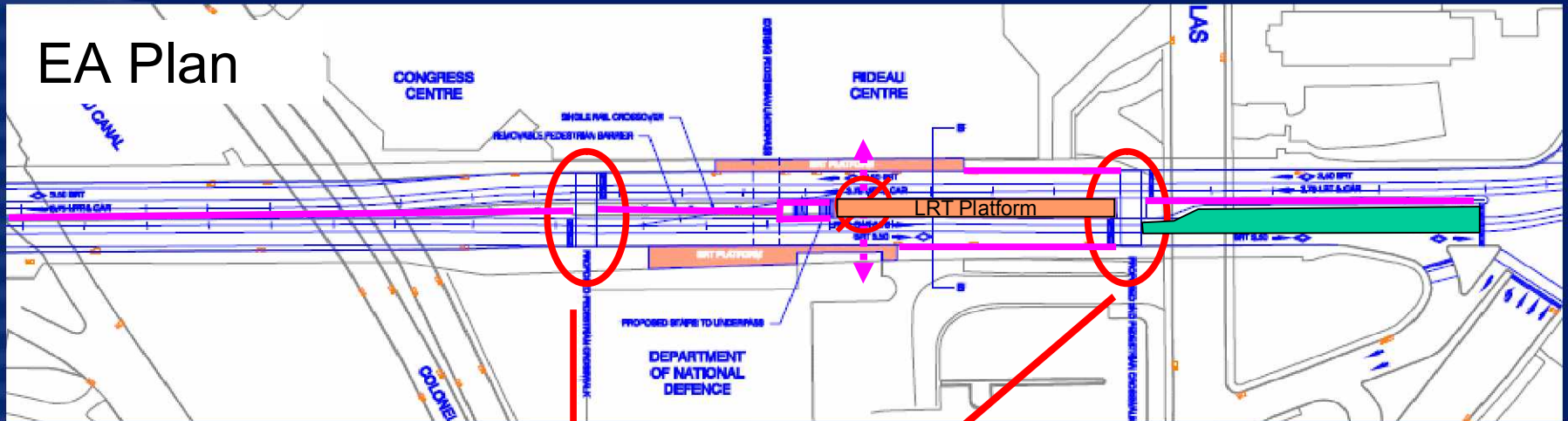


Revisions to Station Configuration



- Relocate LRT Platform to the west of the pedestrian crosswalk located in front of the Rideau Centre Doors
 - Single at-grade pedestrian crosswalk on bridge services both BRT and LRT
 - Simplifies and improves transfer and crosswalk operations
 - Can still provide stairs to pedestrian underpass

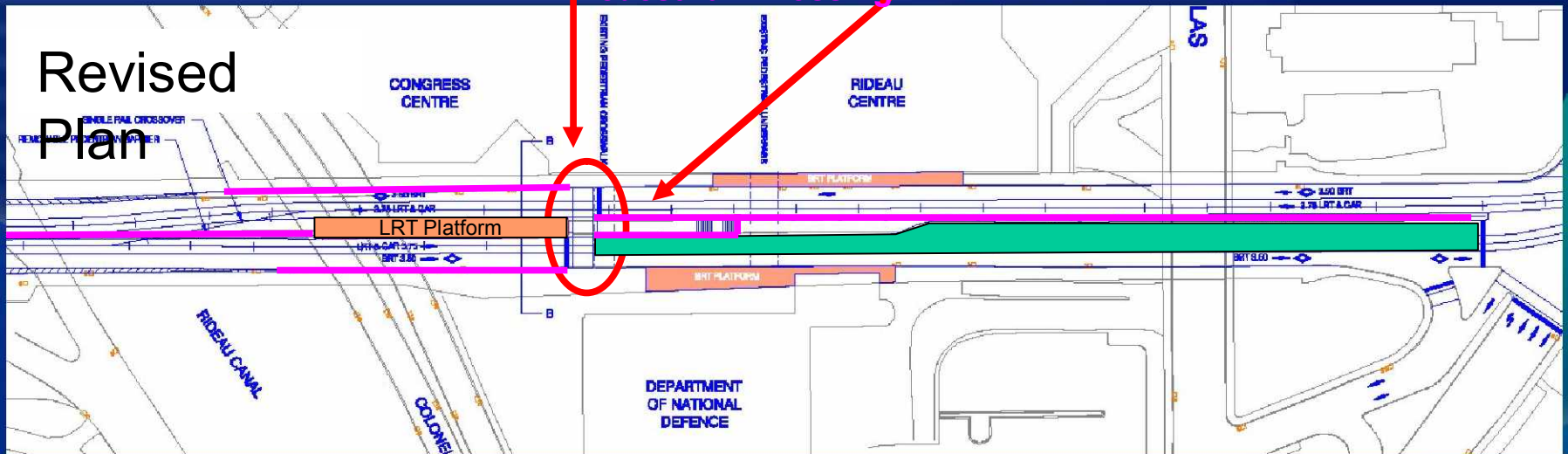
Revisions to Station Configuration



Revised Pedestrian Crosswalk

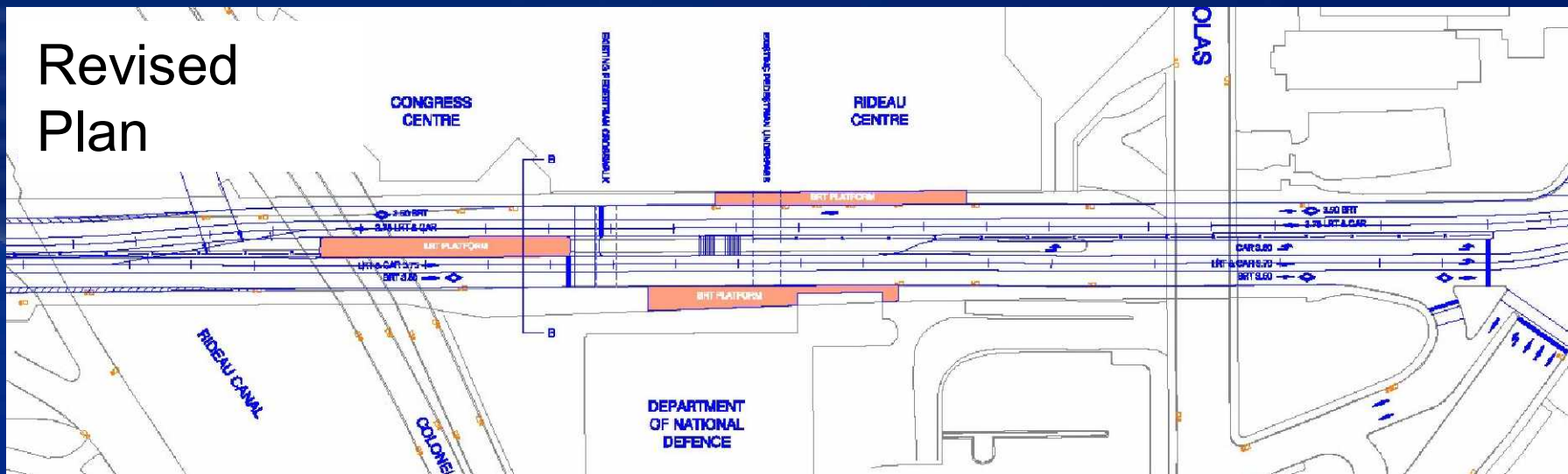
Fencing to Control Pedestrian Crossing

Additional EB Left Turn Storage



Revisions to Station Configuration

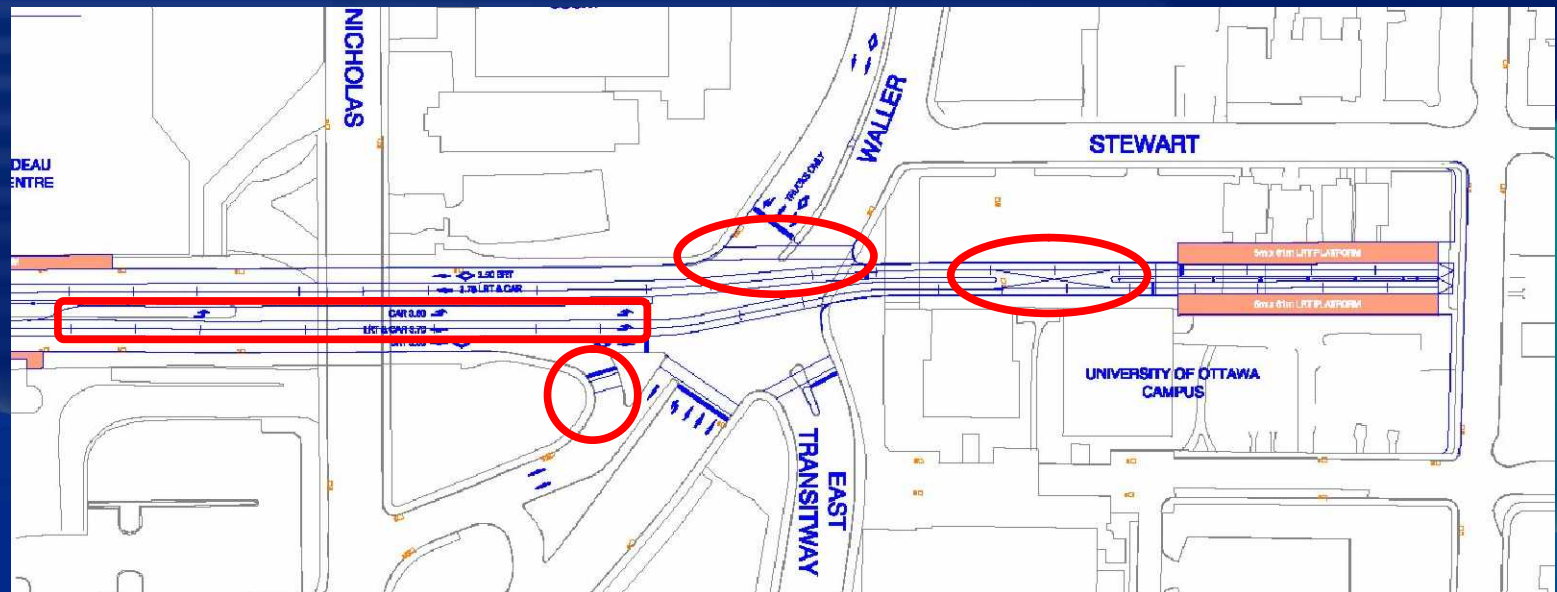
- Benefits resulting from revised station configurations
 - Centralized pedestrian crossing and transfer reduces conflict points and provides better pedestrian control
 - Faster and safer operations for transit and traffic due to reducing the number of signalized crossings
 - Additional left turning capacity to reduce LRT impacts



Background	▬
Extension to University of Ottawa	▬
Mackenzie King Bridge	▬
Recommended Plan	▬
Implications	▬
Next Steps	▬

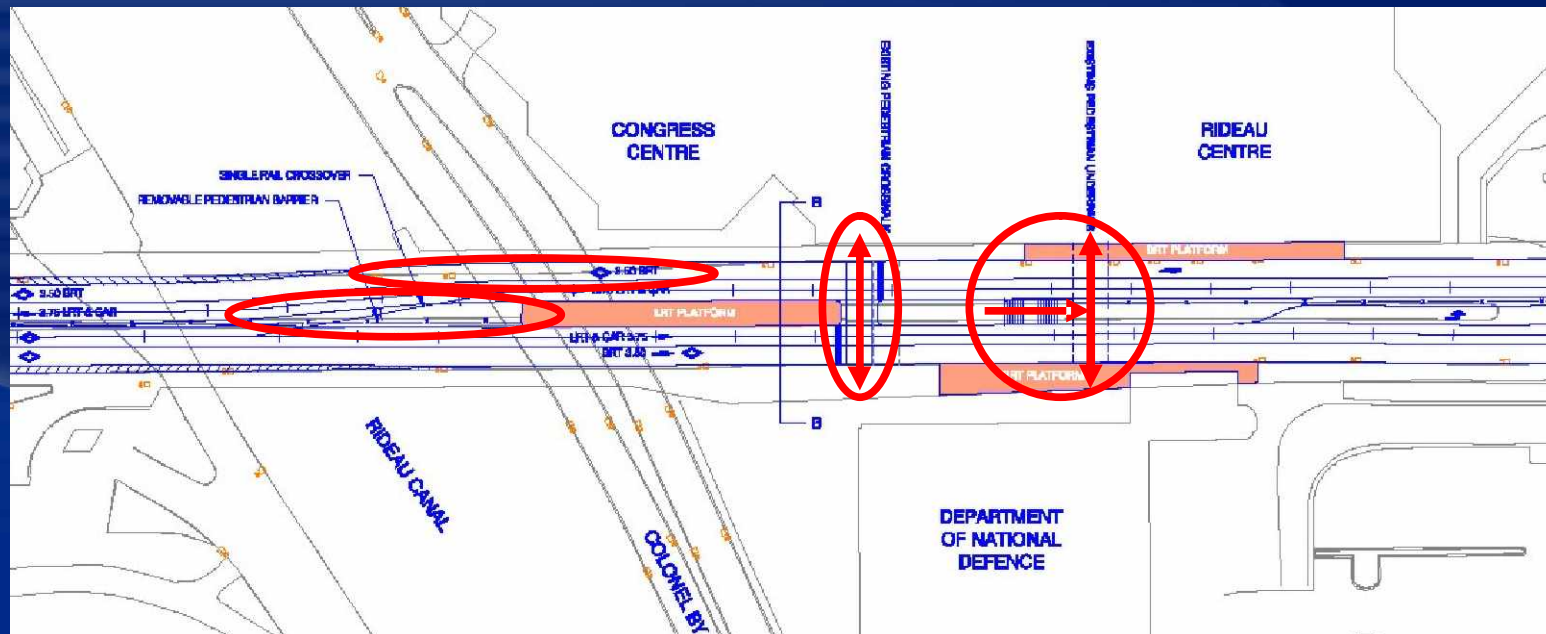
Revisions to EA Plan

- Waller / Transitway Intersection
 - Waller / Transitway intersection is widened resulting in longer pedestrian phases
 - Left turn onto Waller Street is retained
 - Right turn onto Nicholas Street is retained
 - Dual directional crossover west of University Station LRT Platform



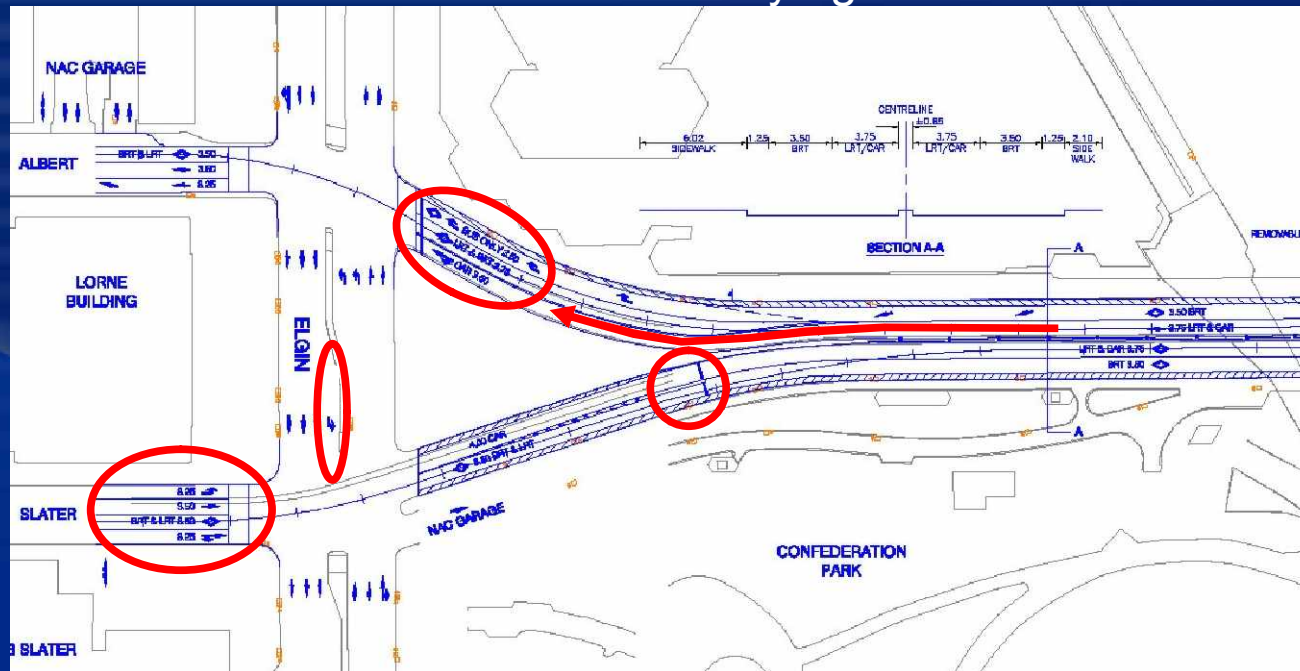
Revisions to EA Plan

- Mackenzie King Station Area
 - Emergency rail crossover west of Mackenzie King Station LRT platform
 - Narrowing of northern sidewalk near LRT platform (2.1m retained from existing 4.5m)
 - Single at-grade pedestrian crosswalk
 - Stairs linking to existing pedestrian underpass



Revisions to EA Plan

- Elgin Street Intersection
 - Retains current 4-lane cross-section on Slater Street
 - Retains left turn from SB Elgin onto bridge and into NAC garage
 - New signal for controlled EB LRT/traffic merge
 - Positive guidance for WB traffic prior to the intersection
 - Shared WB vehicular thru and left turn lane at Elgin Street/
Additional transit only right turn lane



Recommended Plan



Waller / Nicholas

Recommended Plan



Mackenzie King Station

Recommended Plan



Elgin / Albert / Slater

Background	▬
Extension to University of Ottawa	▬
Mackenzie King Bridge	▬
Recommended Plan	▬
Implications	▬
Next Steps	▬

Pedestrians

- Minor increase to pedestrian crossing distance at the Waller intersection
 - Additional clearance time is provided to accommodate revised pedestrian crossing
- Localized reduction of northern sidewalk width West of Rideau Centre on the Mackenzie King Bridge
 - 2.1m sidewalk is retained
- Increased pedestrian circulation at the Mackenzie King Station
 - A wider crosswalk will be provided for increased capacity
 - Weather protected access to existing pedestrian underpass

Cyclists

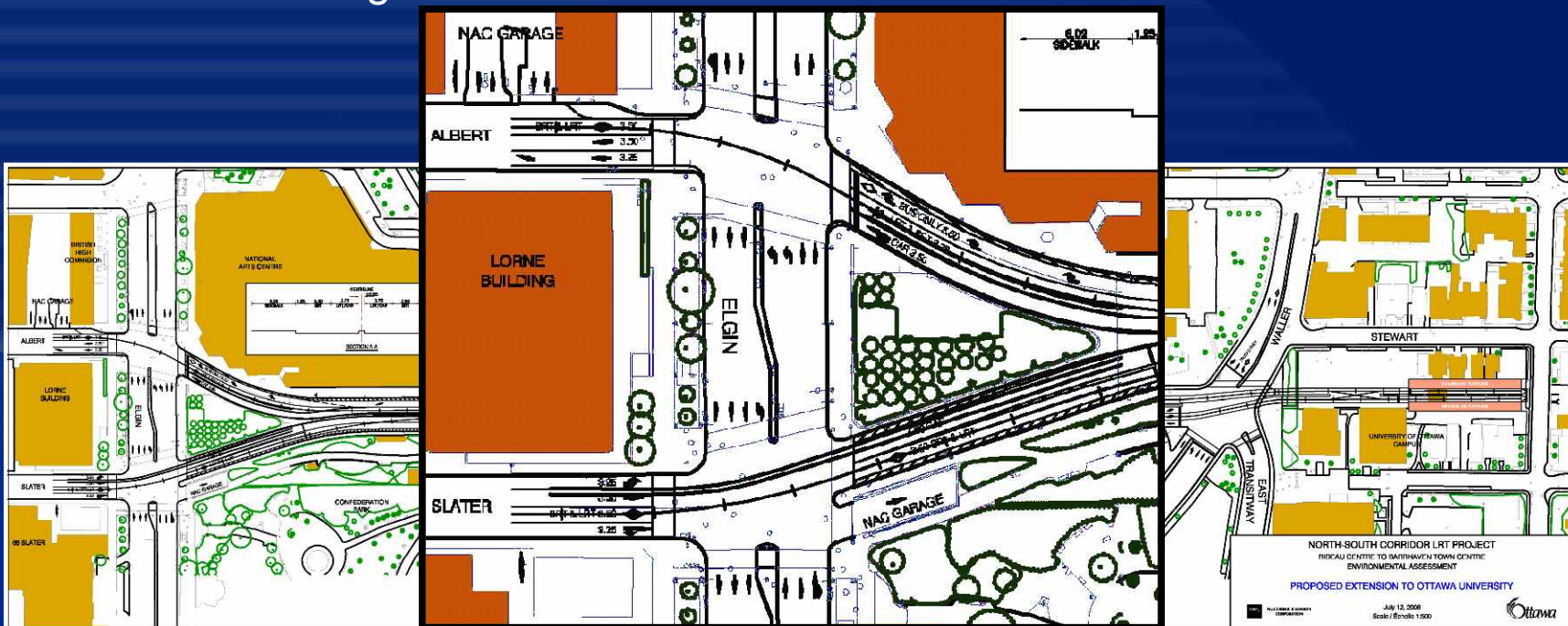
- The TMP cycling network identifies downtown crossing of the Rideau Canal on the Mackenzie King Bridge.
- Approved N-S EA Plan retained bicycle operations on the bridge with a discontinuous crossing:
 - Median bicycle lanes from Elgin to the western pedestrian crosswalk on the bridge
 - Median cycle lanes east of the eastern pedestrian crosswalk
 - Cyclists are required to walk their bicycles between the 2 pedestrian crosswalks through the BRT platform area
- Recommended Plan does not accommodate cyclists crossing on the bridge:
 - Cannot safely accommodate the cyclists
 - Very high passenger activity at the platforms
 - High volume of buses in BRT lane
 - Rail track / bicycle tire conflict

Cyclists

- 3 alternative Rideau Canal crossings for cyclists
 - Rideau / Wellington
 - Laurier Bridge (cycle lanes already exist)
 - Somerset Pedestrian Crossing (Fall 2006)
- Laurier Bridge - Preliminary Preferred Alternative
- Elgin and Cumberland Streets to be north-south access connections to existing cycling network
- Modifications to Elgin / Laurier / Cumberland Street intersections to accommodate cyclists to be investigated with recommendations to be incorporated into the Recommended Plan.
- Broader measures to improve cycling in the downtown and connections to the other canal crossings will be examined by separate City study.

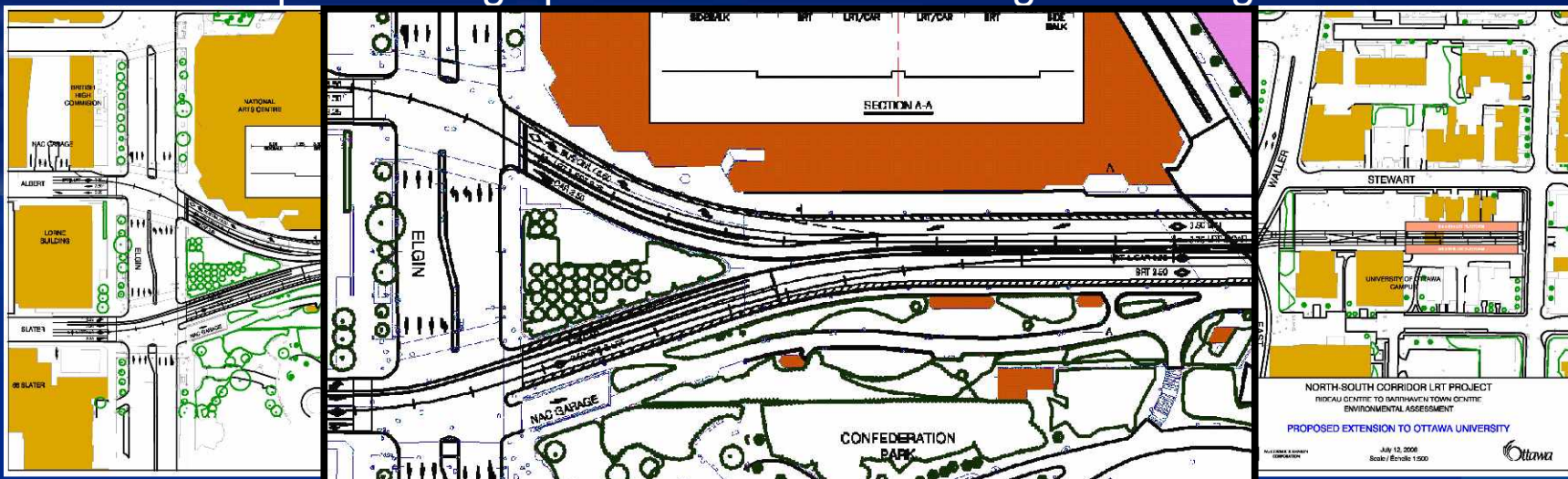
Traffic

- Queuing of EB right turning and NAC destined vehicles at Elgin Street may impact transit lane
 - Enforcement of no stopping zones
 - Monitoring of traffic
- Conflict with SB traffic and EB LRT at access to NAC parking structure
 - Signage to prevent vehicles to stop across LRT tracks
 - Monitoring of traffic



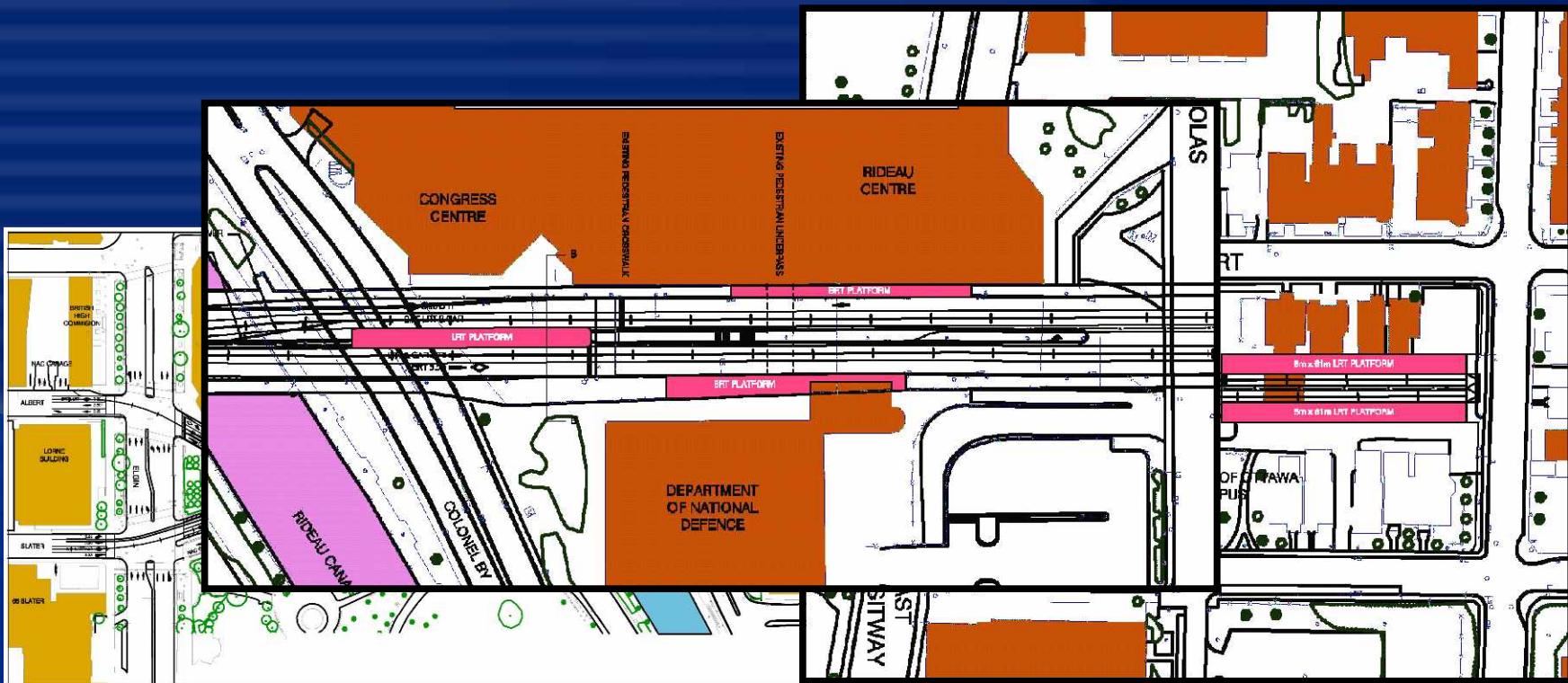
Traffic

- Confusion regarding alignment of regular WB traffic lane at Elgin Street intersection
 - Road markings and surface treatment critical to avoid confusion prior to the Elgin Street intersection
- Signal Required to control EB LRT merge into regular vehicular lane
 - Signal will always be green for buses
 - Traffic will be required to stop only when an LRT is approaching, LRT will be detected in advance and will not be required to stop
 - A second LRT detector
 - Adequate storage provided between this signal and Elgin Street



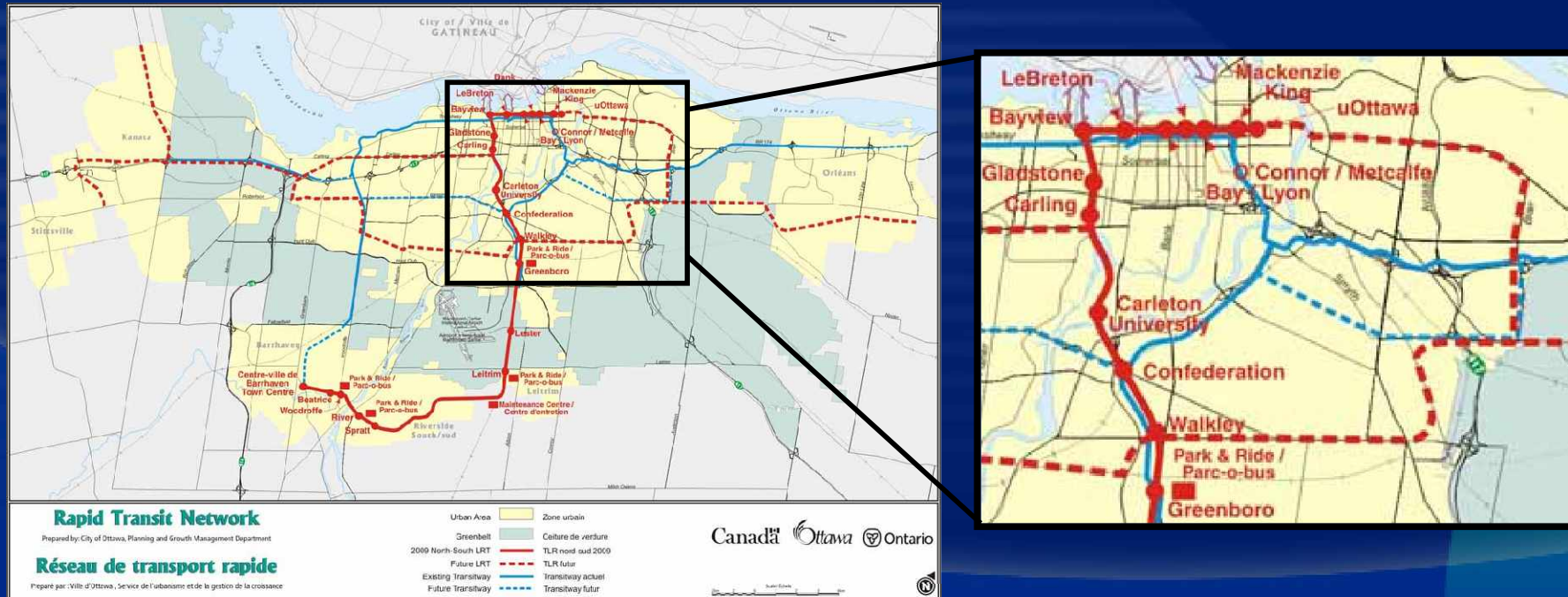
Traffic

- Traffic might use BRT lanes when LRT services the Mackenzie King Station
 - Enforcement is required to discourage regular vehicles from using BRT lanes to bypass stopped LRT
- Closure of Stewart Street to traffic
 - Traffic rerouted through local road network



Future LRT Extension

- RTES identified east extension of N-S LRT on Rideau St/Montreal Rd
- Alignment to be determined through Rideau/Montreal Corridor LRT EA Study
- 2 year EA study to commence September 2006
- EA requires that all reasonable options be considered
- Approved council motion to address community concerns – 12 July 06



Approved Council Motion – 12 July 06

- WHEREAS the community of Sandy Hill is comprised of established residential and institutional areas within a heritage district;
- AND WHEREAS protecting the integrity of this unique part of Ottawa is important to the City;
- AND WHEREAS environmental assessments and public consultations have to be conducted for any future extension of the LRT line (Rideau-Montreal LRT), and the City understands that the provincial EA Act requires that all alternative options be investigated without a pre-determined outcome;
- AND WHEREAS any impact within a heritage district have to be assessed and approved under the Ontario Heritage Act;
- BE IT RESOLVED that any transit corridor studies carried out will fully acknowledge, involve and protect the character of the Sandy Hill community;
- AND BE IT FURTHER RESOLVED that should any proposed transit alignment within the EA negatively impact the community, the City will ensure that the EA includes full mitigation measures as determined by the City and the community jointly, to protect the heritage and residential character of the neighbourhood, or that the proposed transit alignment is screened out as appropriate during the EA process.

Background	▬
Extension to University of Ottawa	▬
Mackenzie King Bridge	▬
Recommended Plan	▬
Implications	▬
Next Steps	▬

Next Steps

- Meetings with Key Stakeholders/Adjacent Property Owners July/Aug 06
- Public Open House 06 September 06
 - public comments submitted by 15 September 06
- Refine EA Addendum Plan based upon public Input
- Recommended Plan Presented to Transportation Committee 04 October 06
- Council Approval of EA Addendum Recommended Plan 11 October 06
- Submit to MOE 16 October 06
- MOE Approval within 30 Days of Submission
- Finalize Siemens-PCL/Dufferin Contract for LRT Extension

Questions / Comments

Comments can be e-mailed to
Peter Steacy: peter.steacy@ottawa.ca
by September 15 2006



North-South Corridor LRT Project Projet de Couloir Nord-Sud du TLR

Extension to the
University of Ottawa
Environmental
Assessment Addendum

Prolongement jusqu'à
l'Université d'Ottawa
Ajout à l'évaluation
environnementale

Welcome / Bienvenue

*Shaping our future together
Ensemble, formons notre avenir*

September 6, 2006

Purpose of Meeting / But de la réunion

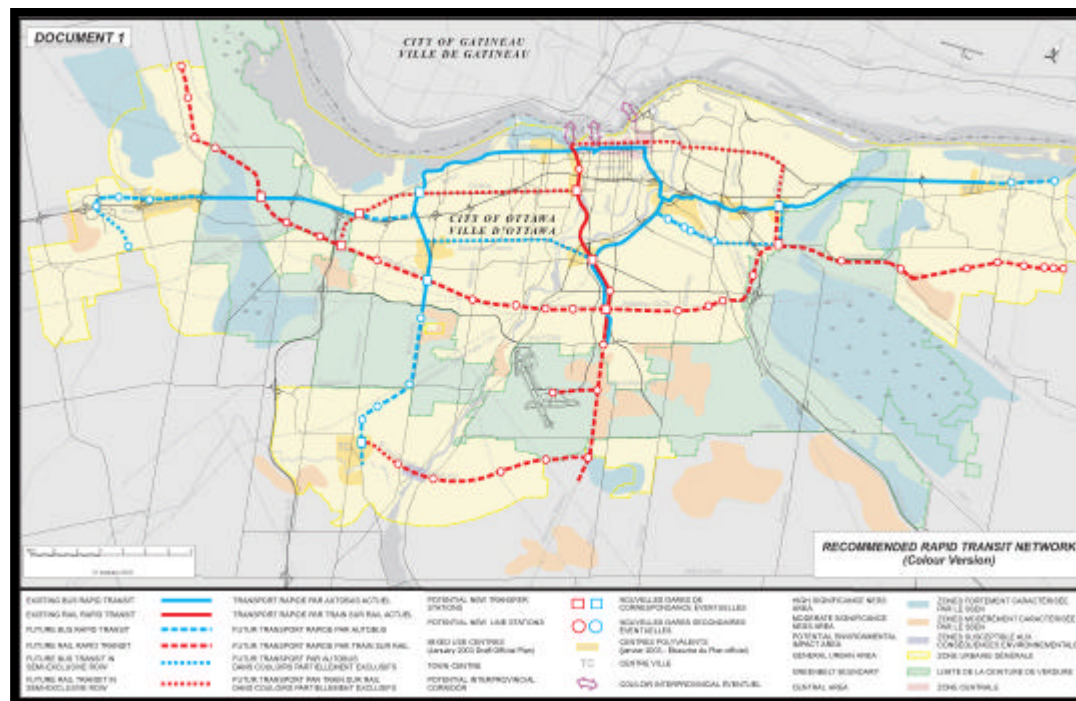
To present the preliminary findings and obtain feedback for the Environmental Assessment Addendum to extend the North-South LRT line to the University of Ottawa.

Présenter les résultats préliminaires et obtenir des commentaires pour l'ajout à l'évaluation environnementale sur le prolongement du couloir nord-sud du TLR jusqu'à l'Université d'Ottawa.



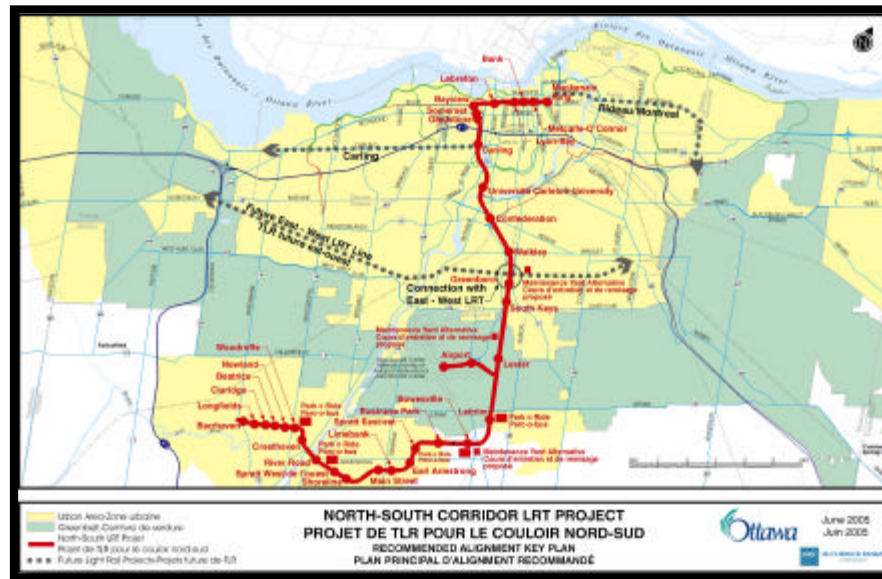
Background – 2021 Rapid Transit Network / Contexte – Réseau de transport en commun 2021

- Council Approved RTES Network in February 2003
 - Major Component of the TMP (July 2003)
 - \$ 4.425 Billion Capital Investment over 20 years
 - Identified N-S LRT as Priority Project
- Approbation de l'ÉERTCR par le Conseil en Février 2003
 - Principale composante du PDT (juillet 2003)
 - Investissement de 4,425 milliards de dollars d'immobilisations sur 20 ans
 - TLR N-S : un projet prioritaire



Background – N-S LRT Environmental Assessment / Contexte – Évaluation Environnementale du TLR N-S

- | | | | |
|-------------------|--|--------------------|---|
| • May 2004: | Study Initiated | • Mai 2004: | Commencement d'étude |
| • 15 July 2005: | Council Approved EA Recommended Plan | • 15 juillet 2005: | Approbation par le Conseil du plan recommandé dans l'ÉE |
| | • Downtown terminus on Mackenzie King Bridge | | • Terminus au centre-ville au pont Mackenzie King |
| | • Additional work to be undertaken | | • Autres travaux à entreprendre |
| • September 2005: | Submitted to MOE & CEEA Agency for Approval | • Septembre 2005: | Présentation au ME et à la LCEE |
| • June 2006: | MOE EA Approval | • Juin 2006: | Approbation ME |
| • July 2006: | CEAA Screening Approval | • Juillet 2006 | Approbation LCEE |

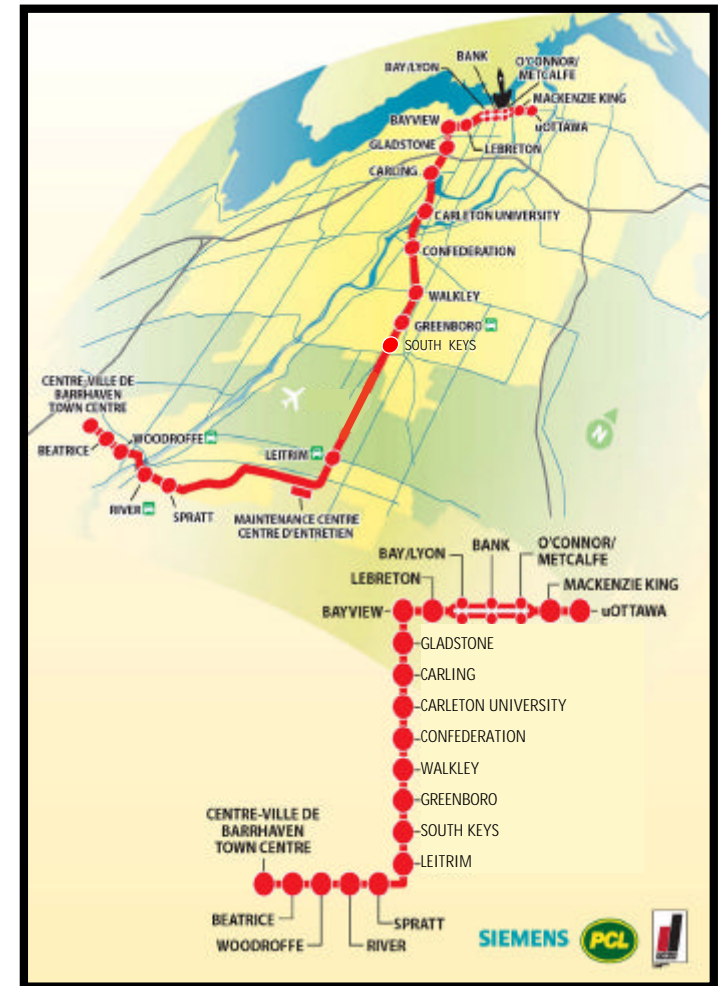


Background – N-S LRT Phase I Implementation (2009)

- On 12 July 2006 City Council approved:
 - Contract award for the design, construction and 15 Year Maintenance of the N-S LRT project to Siemens/PCL/Dufferin consortium
 - Extension to the University of Ottawa contingent on approval of an EA Addendum**
 - Execution of all agreements with the University of Ottawa in accordance with MOU (June 7, 2006)
 - Motion to address community concerns regarding the future easterly LRT extension

29 Km from Barrhaven Town Centre to University of Ottawa

- 22 Electric powered LRT Vehicles
- 5-minute headway from University of Ottawa to Leitrim
- 10-minute headway from Leitrim to Barrhaven Town Centre
- 23 Stations
- 3 New Park & Ride Lots
- LRT Maintenance & Storage Facility

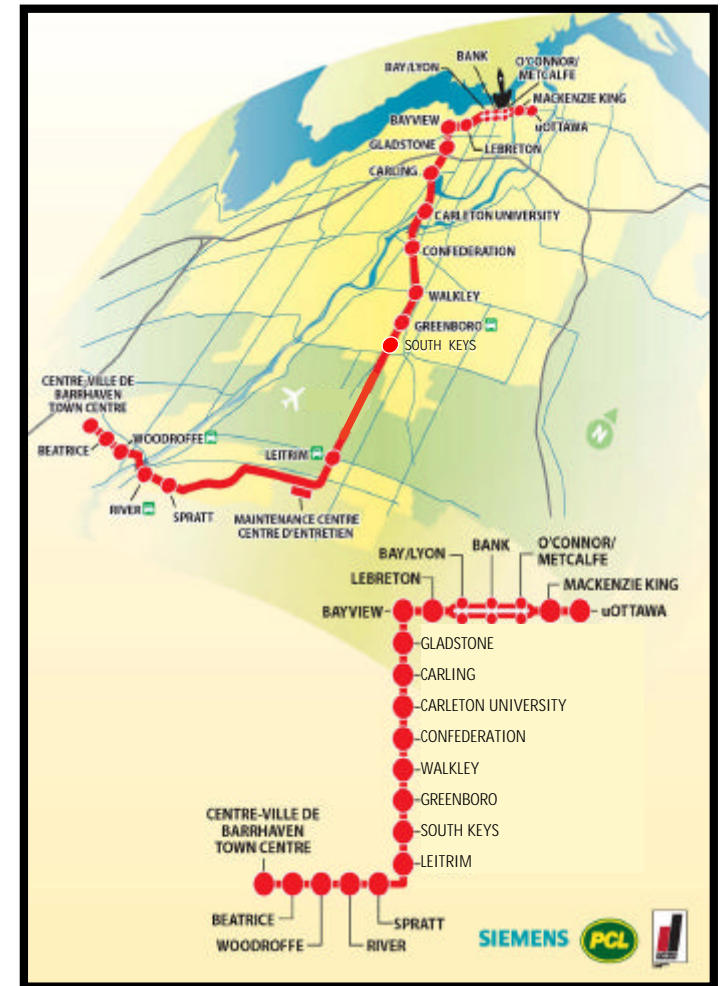


Contexte – Mise en œuvre du Phase I TLR N-S (2009)

- Le 12 juillet 2006, le Conseil municipal a approuvé :
 - L'attribution du contrat pour la conception, l'aménagement et l'entretien sur 15 ans du projet de TLR n-s au consortium Siemens/PCL/Dufferin
 - **Le prolongement jusqu'au complexe de l'Université d'Ottawa sur approbation d'un ajout à l'ÉE**
 - L'exécution de toutes les ententes avec l'Université d'Ottawa conformément au PE (7 juin 2006)
 - La motion visant à éliminer les craintes de la collectivité quant au futur prolongement du TLR vers l'est

29 km du centre-ville de Barrhaven à l'Université d'Ottawa

- 22 véhicules du TLR électriques
- Service minimal aux 5 minutes de l'Université d'Ottawa à Leitrim
- Service minimal aux 10 minutes de Leitrim au centre-ville de Barrhaven
- 23 stations
- 3 nouveaux parcs-o-bus
- Cour d'entretien et de remisage du TLR



EA Addendum Schedule / Calendrier d'ajoute à l'ÉE

Meetings with Key Stakeholders/Adjacent Property Owners	<u>July/Aug 06</u>
Public Open House	<u>06 September 06</u>
• public comments submitted by	<u>13 September 06</u>
Refine EA Addendum Plan based upon public Input	
Recommended Plan Presented to Transportation Committee	<u>04 October 06</u>
Council Approval of EA Addendum Recommended Plan	<u>11 October 06</u>
Submit to MOE	<u>16 October 06</u>
MOE Approval within 30 Days of Submission	
Submit CEAA Screening Report	<u>20 October 06</u>

Réunions avec les intervenants clés et les propriétaires de terrains adjacents	<u>Juillet/Août 2006</u>
Porte ouverte	<u>6 septembre 2006</u>
• commentaires du public soumis d'ici le	<u>13 septembre 2006</u>
Mise au point du plan d'ajout à l'ÉE d'après les commentaires du public	
Plan recommandé présenté au Comité des transports	<u>4 octobre 2006</u>
Approbation du plan recommandé d'ajout à l'ÉE par le Conseil	<u>11 octobre 2006</u>
Présentation au ME	<u>16 octobre 2006</u>
Approbation du ME dans les 30 jours suivant la présentation	
Présentation au LCEE	<u>20 octobre 2006</u>

EA Addendum Scope / Étendue de l'ajout à l'ÉE

Evaluate and Document Options and Develop a Plan to:

- Extend the N-S LRT to the University of Ottawa
- Safely accommodate traffic on the Mackenzie King Bridge

Consult with Public/Stakeholders to:

- Identify impacts, concerns
- Evaluate and identify appropriate mitigation measures that may be required

Document findings as part of the EA Addendum process

Present to Transportation Committee & Council for Approval

Submit to MOE

Évaluer et documenter les options et élaborer un plan pour :

- prolonger le TLR n-s jusqu'à l'Université d'Ottawa
- aménager le pont Mackenzie King en toute sécurité pour la circulation

Consulter la population et les intervenants pour :

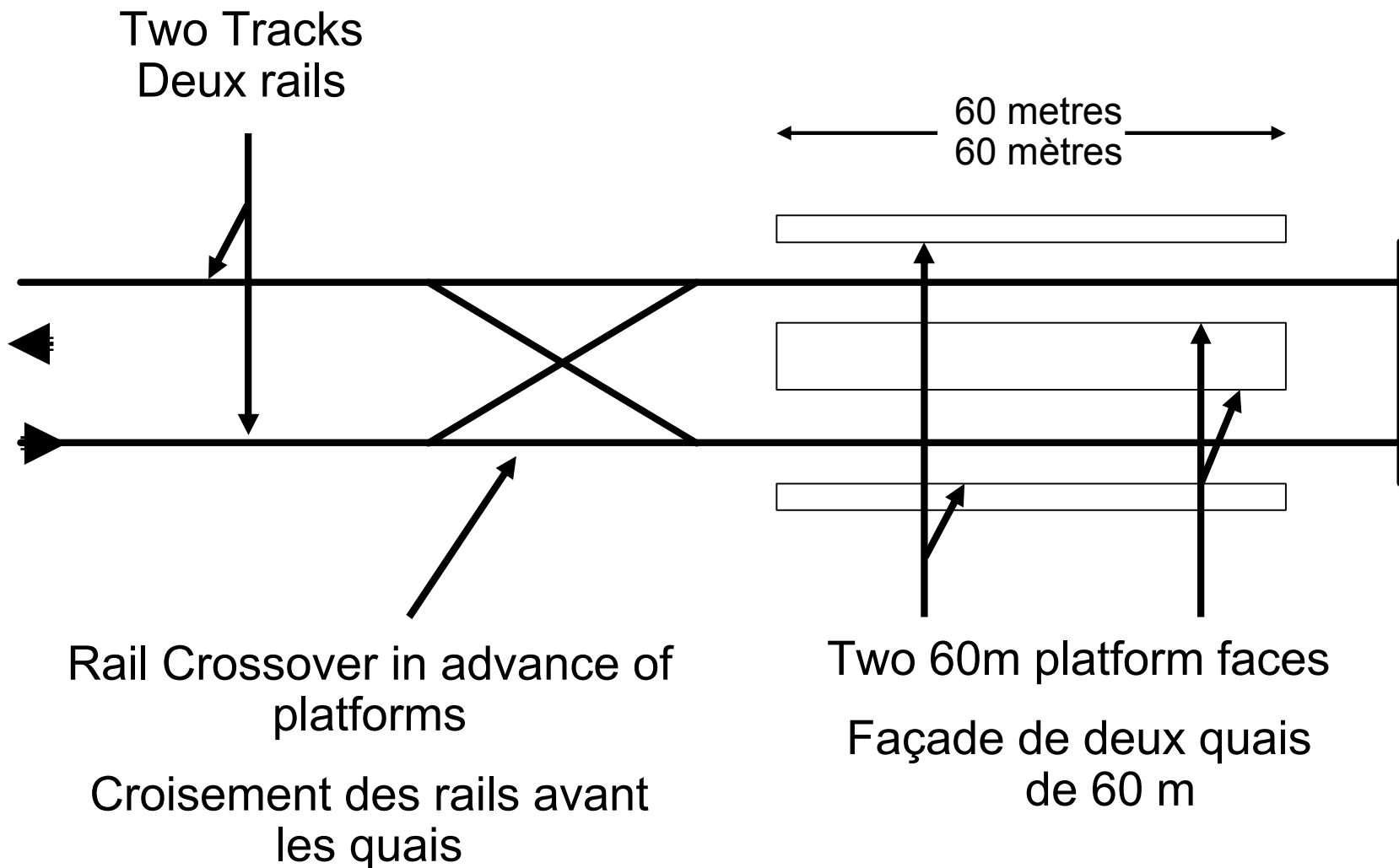
- faire la liste des effets et des craintes
- évaluer et répertorier les mesures d'atténuation pouvant être nécessaires

Documenter les conclusions dans le cadre de la préparation de l'ajout à l'ÉE

Présenter au Conseil et au Comité des transports pour obtenir leur approbation

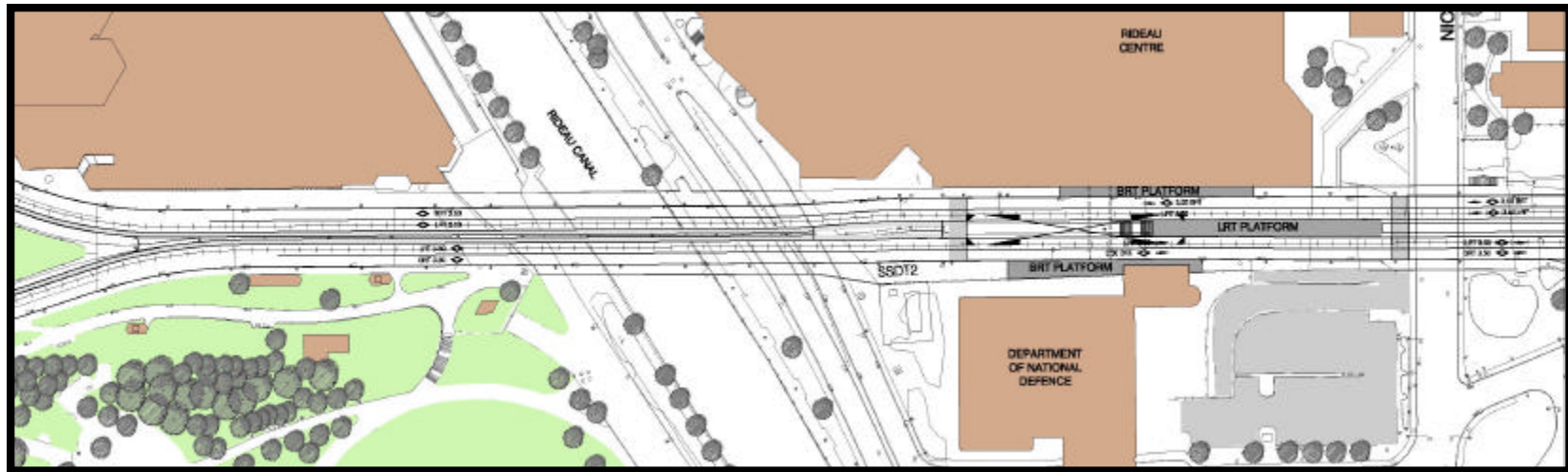
Présenter au ME

Elements of a Terminus Station / Éléments d'un terminus



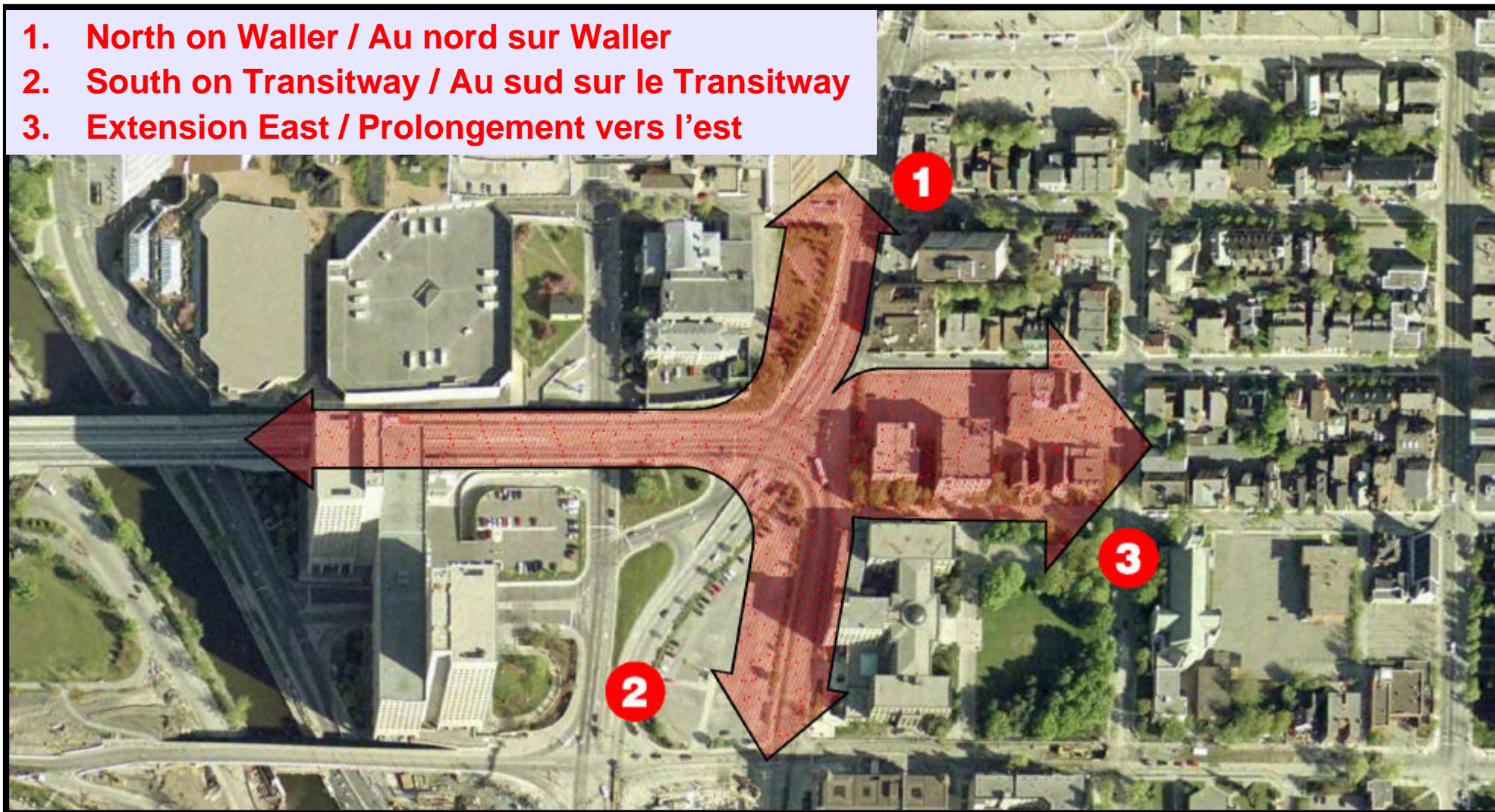
Approved EA Plan – Mackenzie King Station Plan d'ÉE Approuvé – Station Mackenzie King

- Northern Terminus of Line
- LRT in Centre Lanes / Centre Island LRT Platform
- Buses in Curb Lane / Curb-side Bus Platforms
- Two-way Rail Crossover West of LRT Platform
 - Necessitates exclusion of traffic
- Discontinuous Bicycle Lanes
 - Stop at LRT Platform
 - Walk through BRT station area
- Terminus nord du couloir
- TLR dans les voies du centre / Quai du TLR sur l'îlot central
- Autobus dans les voies en bordure / Quais des autobus en bordure
- Croisement des deux rails à l'ouest du quai du TLR
 - Obligation d'interdire la circulation à tous les autres véhicules
- Pistes cyclables discontinues
 - Arrêt au quai du TLR
 - Station d'autobus accessible à pied



Corridor Extension Options / Options de prolongement du couloir

1. North on Waller / Au nord sur Waller
2. South on Transitway / Au sud sur le Transitway
3. Extension East / Prolongement vers l'est



Corridor Extension Options Cont'd

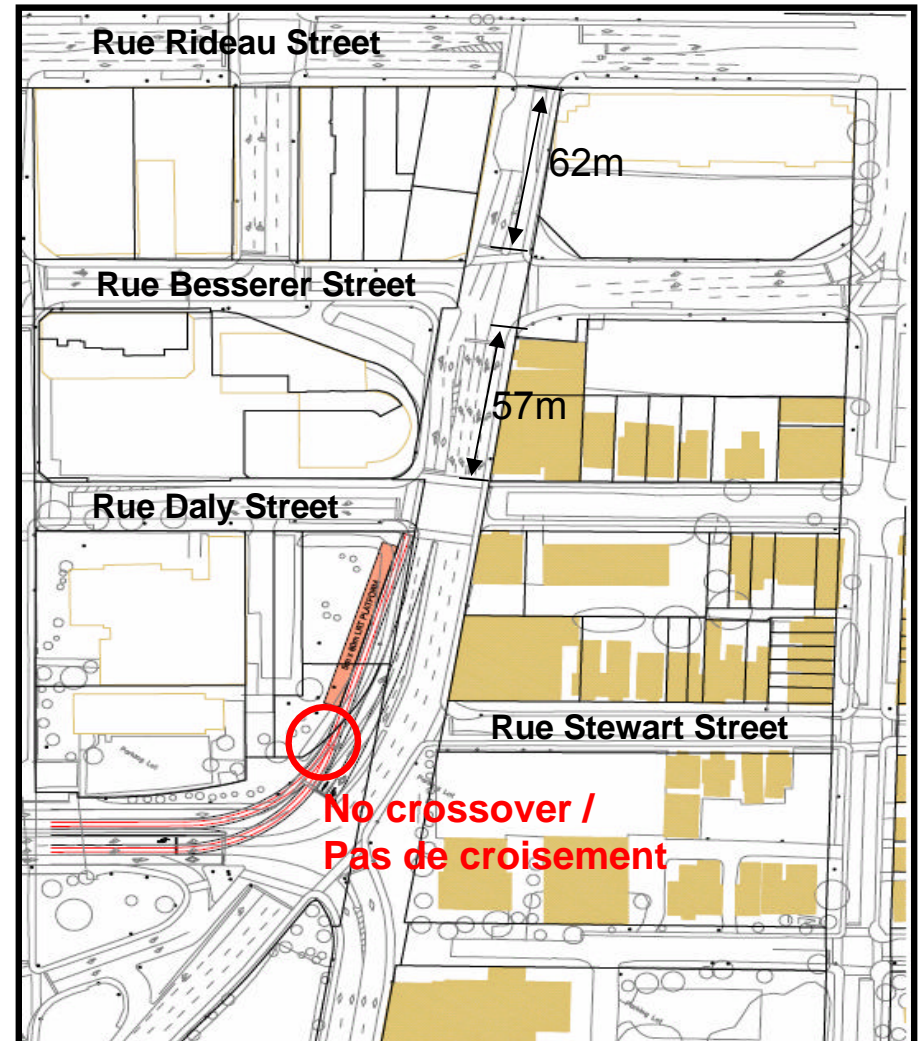
Options de prolongement du couloir (suite)

Alternative 1 = North on Waller

- Insufficient space between intersections to accommodate platform and rail crossover
- Station location not convenient to University
- On road alternatives impact traffic/ truck route network
- Off road alternatives impact on Arts Court lands
- Conforms to RTES Network

Option 1 = Au nord sur Waller

- Espace insuffisant entre les intersections pour aménager un quai et un croisement des rails
- Emplacement de la station peu pratique pour l'université
- L'aménagement sur le réseau routier perturbe la circulation d'autos et de camions
- L'aménagement à côté du réseau routier nuit aux terrains de la Cour des Arts
- Conforme au réseau de l'ÉERTCR



Corridor Extension Options Cont'd

Options de prolongement du couloir (suite)

Alternative 2 = South on Transitway

Crossover located on Transitway impacts bus transit operations

- Very high volume of buses in this corridor

Limited opportunities to have LRT and Transitway co-existing

Integrates into University of Ottawa campus

Does not Conform to RTES Network

Option 2 = Au sud sur le Transitway

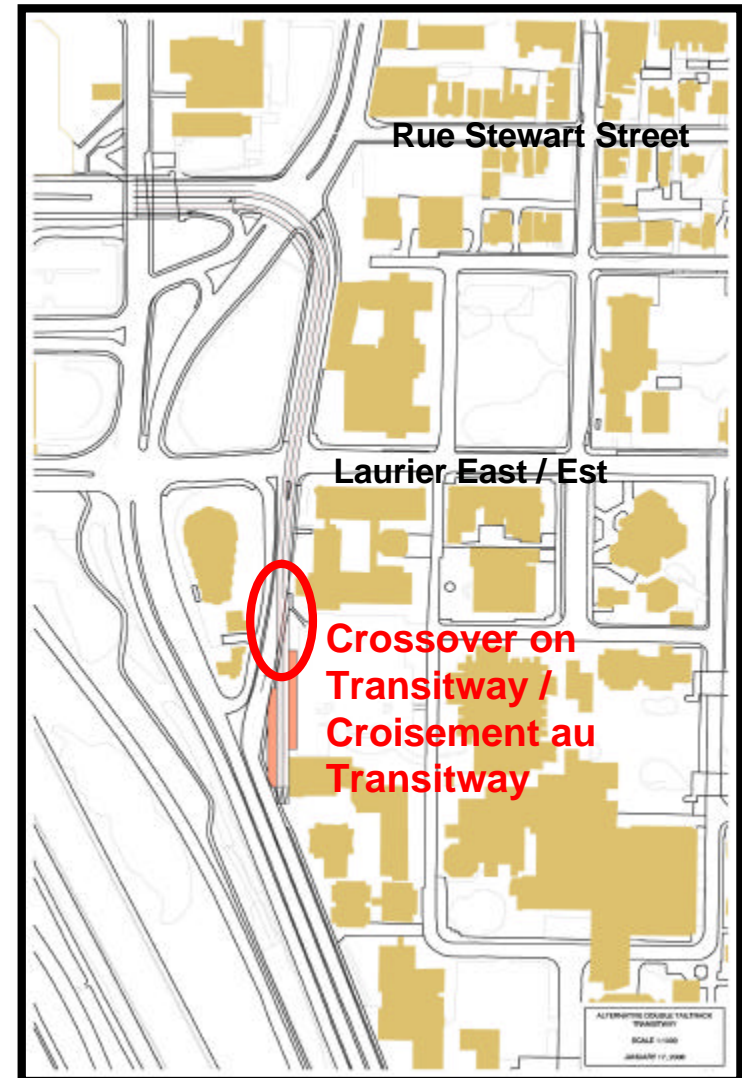
Le croisement sur le Transitway perturbe la circulation des autobus

- Volume très élevé d'autobus dans ce couloir

Possibilité limitée de faire coexister le TLR et le Transitway

Intégration au campus de l'Université d'Ottawa

Non conforme au réseau de l'ÉERTCR



Corridor Extension Options Cont'd

Options de prolongement du couloir (suite)

Alternative 2a = South to Hurdman

Potential for station on University of Ottawa Lands

Would require major changes to Bus Transitway Operations

High Construction Cost (\$150 million)

- Length of Track
- Additional Vehicles
- Major Revisions to Hurdman Station

Does not conform to RTES Network

Option 2a = Au sud jusqu'à Hurdman

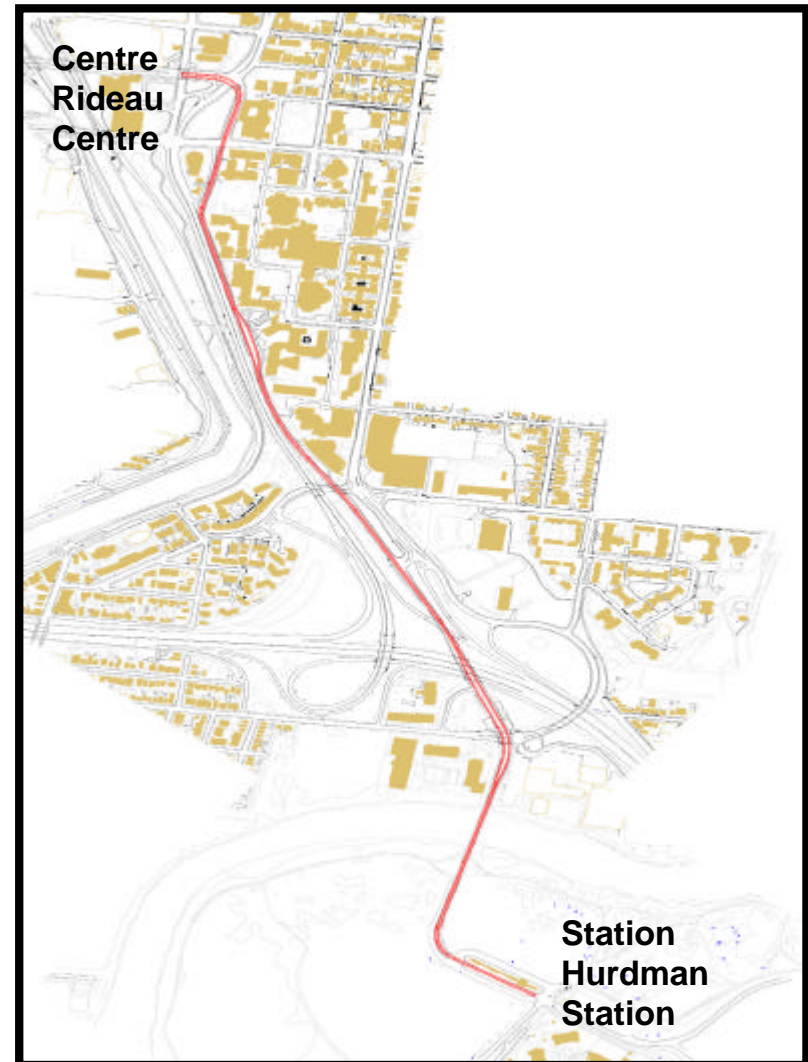
Possibilité d'aménager une station sur les terrains de l'Université d'Ottawa

Besoin d'apporter d'importantes modifications à l'horaire des autobus sur le Transitway

Coût d'aménagement élevé (150 M\$)

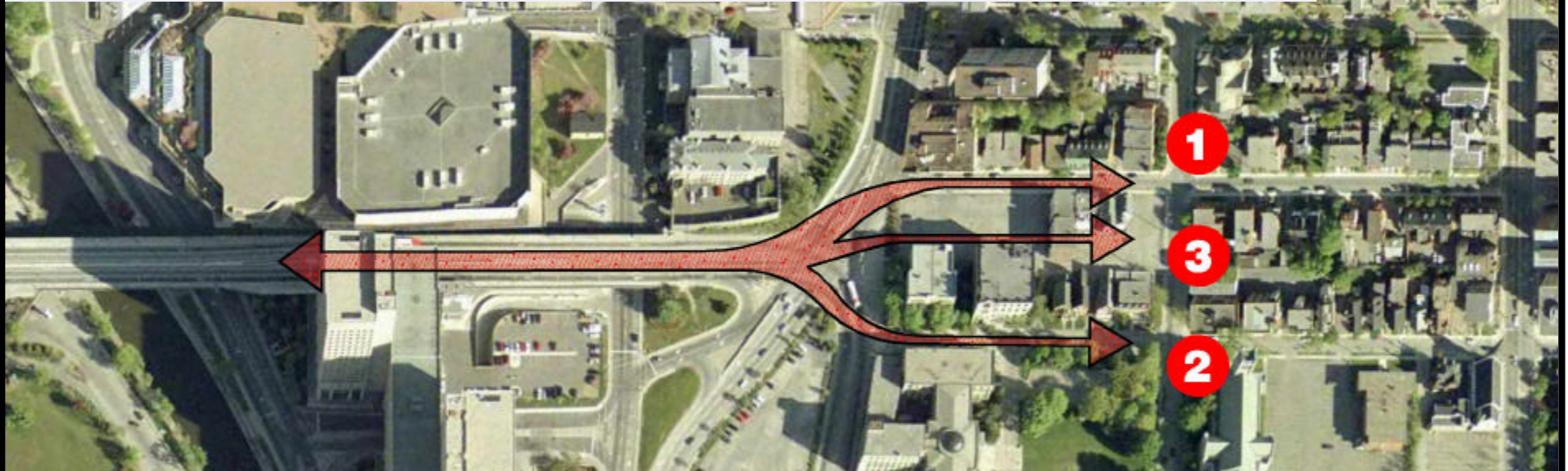
- Longueur du rail
- Ajout de véhicules
- Modifications Major à la station Hurdman

Non conforme au réseau de l'ÉERTCR



Option 3 – Extend East / Option 3 – Prolongement vers l'est

- **Alternative Alignments to extend East / Possibilités d'alignement :**
 1. **Stewart Street / Rue Stewart**
 2. **Séraphin – Marion private / Chemin privé Séraphin-Marion**
 3. **University Parking Lot / Stationnement de l'université**



- Potential for station development and integration with University of Ottawa
- Requires agreement with the University
- Potential impact on Stewart Street
- Potential impact on heritage district

- Possibilité d'aménagement d'une station et d'intégration au plan de réaménagement de l'Université d'Ottawa
- Besoin de l'accord de l'université
- Possibilité d'effet sur la rue Stewart
- Possibilité d'effet sur un secteur du patrimoine

Alignment Alternatives (Extend East)

Possibilités d'alignement (prolongement vers l'est)

Alternative 1 = Stewart Street

Poor geometrics for LRT

- Requires widening of Waller intersection
- Uncomfortable reverse curves

Minimizes property requirements

Impacts access to adjacent properties

Reduces Stewart Street to a single lane (loss of on-street parking)

Impacts heritage district

1^{re} possibilité = Rue Stewart

Géométrie déficiente pour le TLR

- Nécessite un élargissement de l'intersection Waller
- Contre-courbes dangereuses

Minimum d'exigences quant aux terrains

Perturbation de l'accès aux terrains adjacents

Rétrécissement de la rue Stewart à une seule voie (perte d'espaces de stationnement en parallèle)

Perturbation d'un secteur du patrimoine



Alignment Alternatives (Extend East)

Possibilités d'alignement (prolongement vers l'est)

Alternative 2 = Séraphin-Marion

Poor geometrics for LRT

- Requires widening of Waller Intersection
- Impacts Transitway operations
- Uncomfortable reverse curves

Impacts pedestrian mall

Impacts access to adjacent buildings and parking (loss of on-street parking)

Edge impact on Greenspace (Tabaret Lawn)

Not acceptable to the University

Impacts heritage district

2^e possibilité = Séraphin-Marion

Géométrie déficiente pour le TLR

- Besoin d'élargir l'intersection Waller
- Perturbation de la circulation sur le Transitway
- Contre-courbes dangereuses

Perturbation du mail piétonnier

Perturbation de l'accès aux immeubles et aux stationnements adjacents (perte d'espaces de stationnement en parallèle)

Légère perturbation d'un espace vert (pavillon Tabaret)

Inacceptable pour l'université

Perturbation d'un secteur du patrimoine



Alignment Alternatives (Extend East)

Possibilités d'alignement (prolongement vers l'est)

Alternative 3 = University of Ottawa

- Best geometrics for LRT operations
- Requires the least amount of modification to the Waller / Transitway intersection
- Station is situated directly on University lands
- Potential Impact on heritage district
- Integrates with future urban development
- Compatible with the University's long term plan

3^e possibilité = Université d'Ottawa

- Meilleure géométrie pour l'aménagement du TLR
- Possibilité qui requiert le moins de modifications à l'intersection Waller-Transitway
- Station située directement sur les terrains de l'université
- Possibilité d'effet sur un secteur du patrimoine
- Intégration au futur développement urbain
- Compatible avec le plan à long terme de l'université



Benefits of Extension / Bénéfices du prolongement

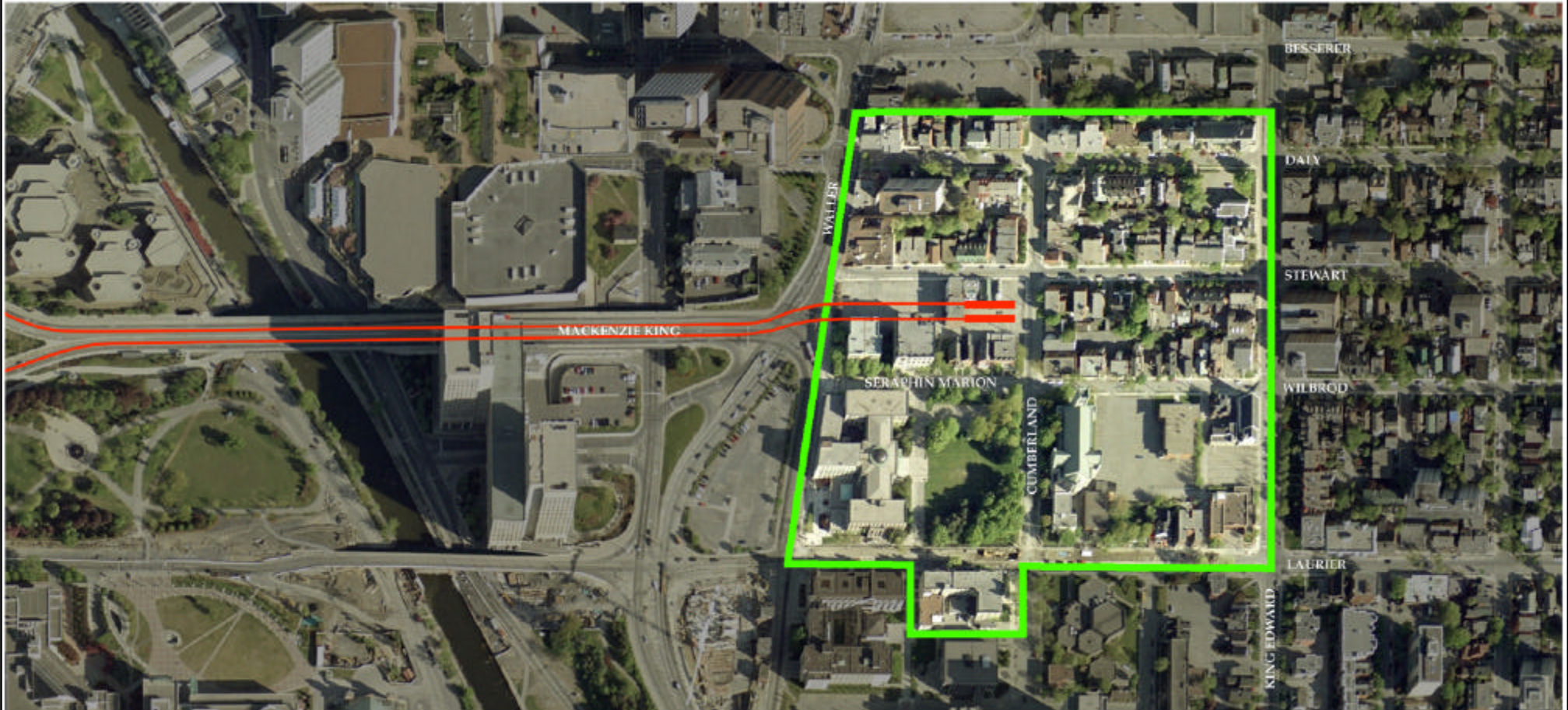
1. Provides direct LRT link between U of O Campus and Carleton University Campus
2. Brings LRT service closer to Sandy Hill neighbourhood
3. Provides opportunity to integrate LRT terminus with planned U of O redevelopment of site
4. Provides opportunity to address parking requirements in the area
5. Provides opportunity to enhance character of Heritage District by replacing existing surface parking lot with appropriately scaled and sensitively designed infill architecture

1. Création d'un lien direct par TLR entre le campus de l'Université d'Ottawa et celui de l'Université Carleton
2. Rapprochement du service de TLR et du quartier Côte-de-Sable
3. Permet d'intégrer le terminus du TLR aux plans de réaménagement de l'université
4. Permet de répondre aux besoins de stationnement dans le secteur
5. Permet d'améliorer le caractère d'un secteur du patrimoine en remplaçant le stationnement de surface actuel par une architecture intercalaire soigneusement conçue et de grandeur adéquate



Demonstration Plan – Sandy Hill West Heritage Conservation District

Plan de démonstration – District de conservation du patrimoine de la Côte-de-Sable ouest



SANDY HILL WEST HERITAGE CONSERVATION DISTRICT
DISTRICT DE CONSERVATION DU PATRIMOINE DE LA CÔTE-DE-SABLE OUEST
 Stewart / Waller / Séraphin-Marion / Cumberland

— DISTRICT BOUNDARY
 LIMITE DU DISTRICT

— PROPOSED LRT TERMINAL
 GARE PROPOSÉE POUR LE TLR



North-South Corridor LRT Project / Projet de Couloir Nord-Sud du TLR
 Environmental Assessment Addendum / Ajout à l'évaluation environnementale

BARRY PADOLSKY
 ASSOCIATES INC.
 ARCHITECTS



Demonstration Plan – Sandy Hill West Heritage Conservation District

Plan de démonstration – District de conservation du patrimoine de la Côte-de-Sable ouest



EAST SIDE OF WALLER STREET LOOKING TOWARDS SANDY HILL HERITAGE CONSERVATION DISTRICT
VUE DU CÔTÉ EST DE LA RUE WALLER VERS LE DISTRICT DE CONSERVATION DU PATRIMOINE DE LA CÔTE-DE-SABLE OUEST



STEWART / WALLER PARKING LOT LOOKING WEST TOWARDS PROPOSED LRT ALIGNMENT ON MACKENZIE KING BRIDGE
VUE DU TERRAIN DE STATIONNEMENT STEWART/WALLER VERS L'ALIGNEMENT PROPOSÉ DU TLR SUR LE PONT MACKENZIE-KING



STEWART STREET LOOKING WEST TOWARDS FORMER CARLETON COUNTY GAOL
VUE DE LA RUE STEWART VERS L'OUEST EN DIRECTION DE L'ANCIENNE PRISON DU COMTÉ CARLETON



NORTH SIDE OF STEWART STREET BETWEEN WALLER AND CUMBERLAND
CÔTÉ NORD DE LA RUE STEWART ENTRE WALLER ET CUMBERLAND



Demonstration Plan – Sandy Hill West Heritage Conservation District

Plan de démonstration – District de conservation du patrimoine de la Côte-de-Sable ouest



SOUTH SIDE OF STEWART STREET FROM THE NORTHEAST CORNER OF CUMBERLAND AND STEWART
CÔTÉ SUD DE LA RUE STEWART DEPUIS LE COIN NORD-EST DE CUMBERLAND ET STEWART



EAST SIDE OF CUMBERLAND STREET BETWEEN STEWART AND SÉRAPHIN-MARION (WILBROD)
CÔTÉ EST DE LA RUE CUMBERLAND ENTRE STEWART ET SÉRAPHIN-MARION (WILBROD)



NORTH SIDE OF SÉRAPHIN MARION BETWEEN WALLER AND CUMBERLAND
CÔTÉ NORD DE SÉRAPHIN MARION ENTRE WALLER ET CUMBERLAND

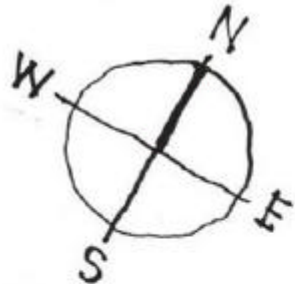







WEST SIDE OF CUMBERLAND STREET FROM THE SOUTHEAST CORNER OF WILBROD AND CUMBERLAND
CÔTÉ OUEST DE LA RUE CUMBERLAND DEPUIS LE COIN SUD-EST DE WILBROD ET CUMBERLAND



Demonstration Plan – Sandy Hill West Heritage Conservation District

Plan de démonstration – District de conservation du patrimoine de la Côte-de-Sable ouest



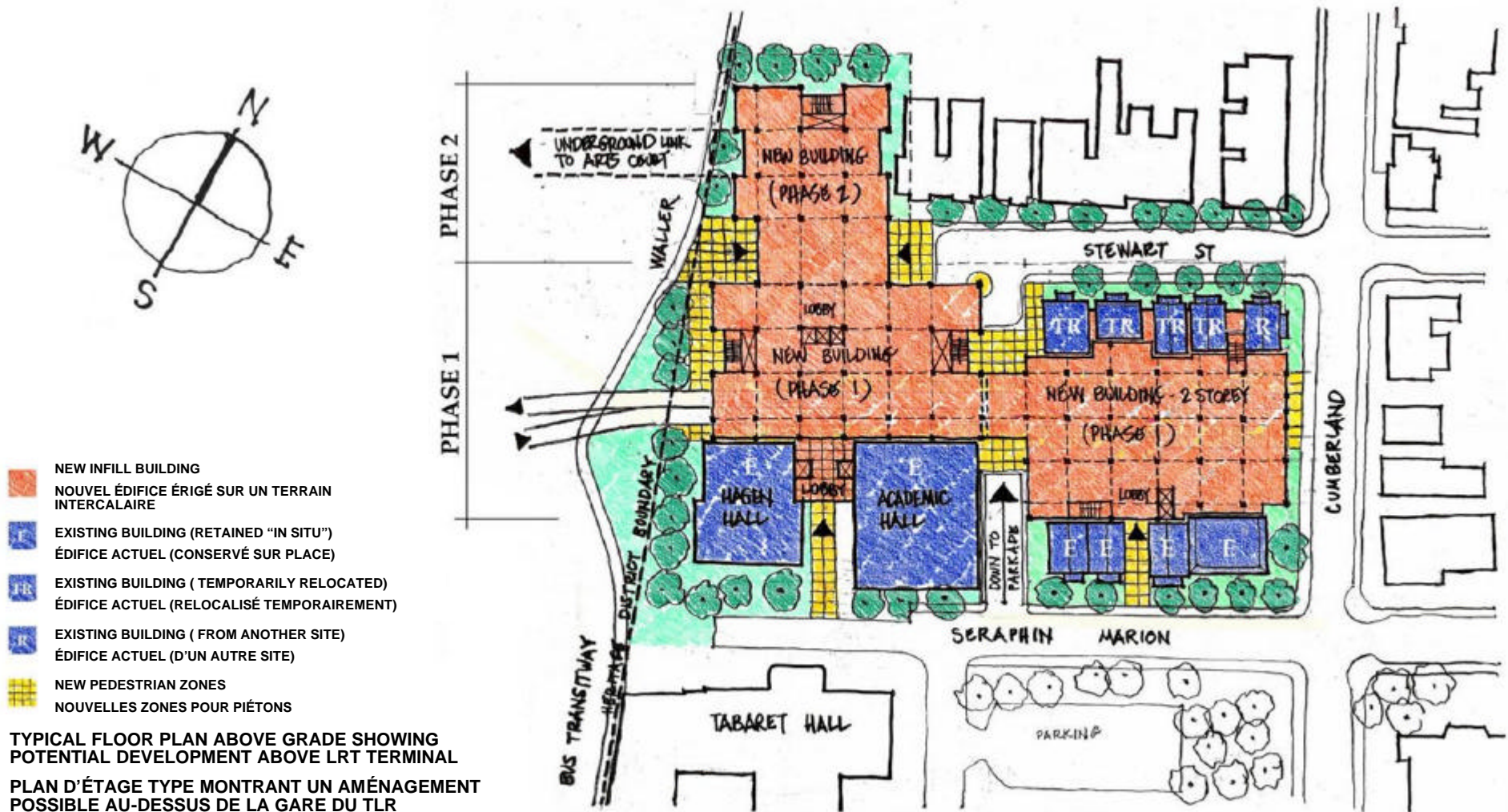
-  NEW INFILL BUILDING
NOUVEL ÉDIFICE ÉRIGÉ SUR UN TERRAIN INTERCALAIRE
-  EXISTING BUILDING (RETAINED "IN SITU")
ÉDIFICE ACTUEL (CONSERVÉ SUR PLACE)
-  EXISTING BUILDING (TEMPORARILY RELOCATED)
ÉDIFICE ACTUEL (RELOCALISÉ TEMPORAIREMENT)
-  EXISTING BUILDING (FROM ANOTHER SITE)
ÉDIFICE ACTUEL (D'UN AUTRE SITE)
-  NEW PEDESTRIAN ZONES
NOUVELLES ZONES POUR PIÉTONS

TYPICAL BELOW GRADE FLOOR PLAN SHOWING
POTENTIAL 3 LEVEL PARKADE BELOW LRT TERMINAL

PLAN DE SOUS-SOL TYPE MONTRANT UN POSSIBLE
GARAGE À 3 NIVEAUX SOUS LA GARE DU TLR

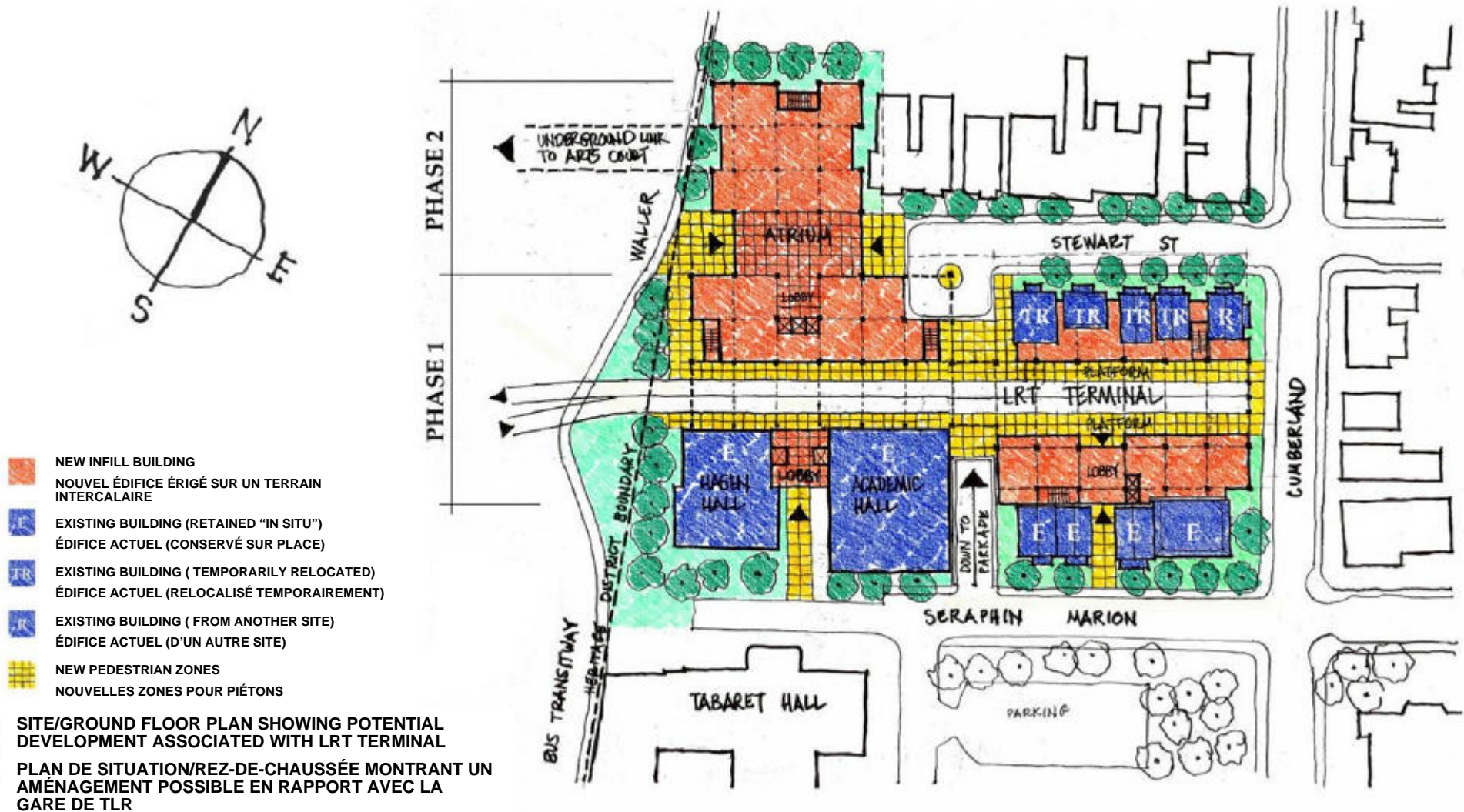


Demonstration Plan – Sandy Hill West Heritage Conservation District Plan de démonstration – District de conservation du patrimoine de la Côte-de-Sable ouest

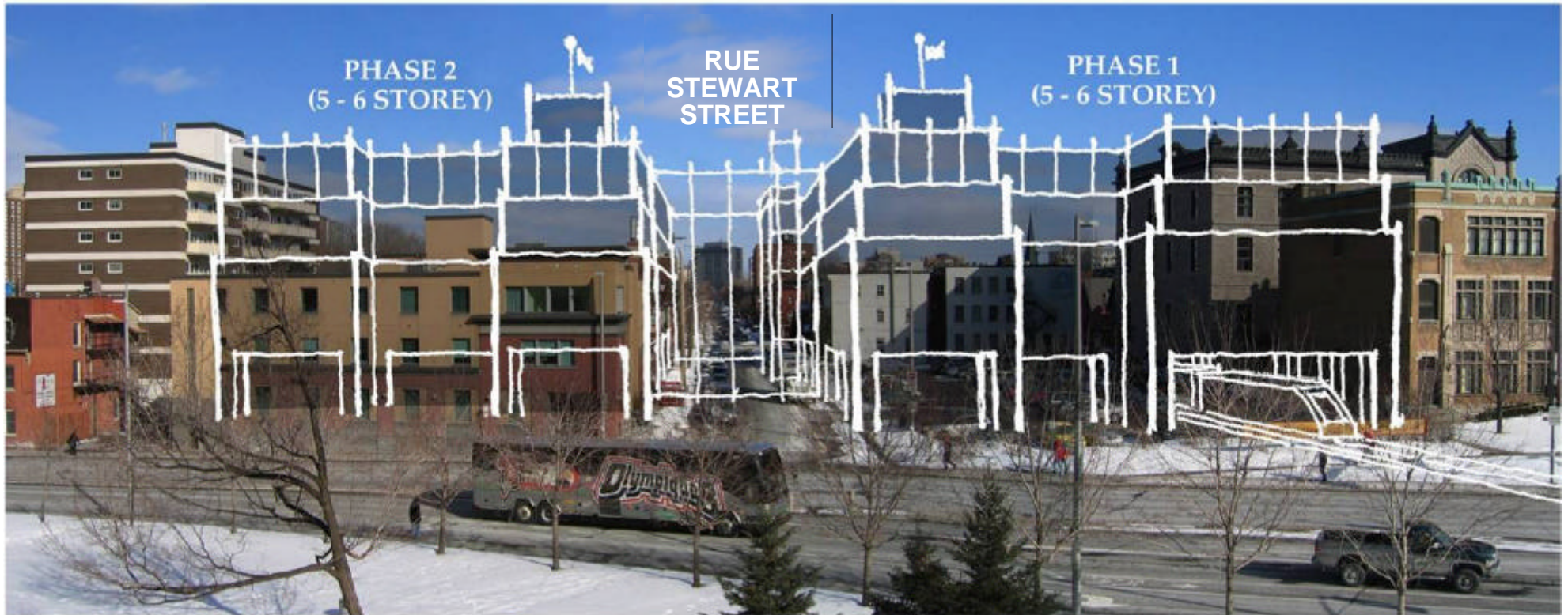


Demonstration Plan – Sandy Hill West Heritage Conservation District

Plan de démonstration – District de conservation du patrimoine de la Côte-de-Sable ouest



Demonstration Plan – Sandy Hill West Heritage Conservation District Plan de démonstration – District de conservation du patrimoine de la Côte-de-Sable ouest



EAST SIDE OF WALLER STREET SHOWING POTENTIAL DEVELOPMENT ABOVE LRT TERMINAL (5 TO 6 STORIES)

VUE DU CÔTÉ EST DE LA RUE WALLER MONTRANT UN AMÉNAGEMENT POSSIBLE AU-DESSUS DE LA GARE DE TLR (5 À 6 ÉTAGES)

Demonstration Plan – Sandy Hill West Heritage Conservation District

Plan de démonstration – District de conservation du patrimoine de la Côte-de-Sable ouest



WEST SIDE OF CUMBERLAND STREET SHOWING POTENTIAL DEVELOPMENT ABOVE LRT TERMINAL
 VUE DU CÔTÉ OUEST DE LA RUE CUMBERLAND MONTRANT UN AMÉNAGEMENT POSSIBLE AU-DESSUS DE LA GARE DE TLR



SOUTH SIDE OF STEWART STREET SHOWING BUILDINGS TO BE TEMPORARILY RELOCATED TO PERMIT CONSTRUCTION OF UNDERGROUND PARKADE
 VUE DU CÔTÉ SUD DE LA RUE STEWART MONTRANT LES ÉDIFICES QU'ON DOIT RELOCALISER TEMPORAIREMENT AFIN DE PERMETTRE LA CONSTRUCTION D'UN GARAGE SOUTERRAIN



VIEW FROM CUMBERLAND STREET SHOWING REAR ADDITIONS TO BE DEMOLISHED
 VUE DE LA RUE CUMBERLAND MONTRANT LES AGRANDISSEMENTS ARRIÈRE QU'ON DOIT DÉMOLIR



VIEW FROM CUMBERLAND STREET SHOWING REAR ADDITIONS TO BE DEMOLISHED
 VUE DE LA RUE CUMBERLAND MONTRANT LES AGRANDISSEMENTS ARRIÈRE QU'ON DOIT DÉMOLIR

Impact on Sandy Hill West Heritage District

L'impact sur le district du patrimoine de la Côte-de-Sable ouest

- Demolition of rear additions to 4 houses on Stewart Street
- Demolition of Rear additions to 4 houses on Séraphin – Marion private
- Temporary relocation of principal portion of 4 houses on Stewart Street
- Temporary relocated houses on Stewart Street will be restored and integrated with city LRT Terminus and University redevelopment
- Existing house(s) from a redevelopment zone on the University of Ottawa Campus can be relocated to the existing parking lot on the corner of Stewart and Cumberland to reinforce the heritage character of Stewart Street
- Proposed redevelopment will enhance the heritage district character by replacing existing surface parking lots with appropriately scaled and sensitively designed infill architecture
- Démolition des bâtiments annexés à 4 pavillons sur la rue Stewart
- Démolition des bâtiments annexés à 4 pavillons sur le chemin privé Séraphin-Marion
- Relocalisation temporaire de la partie principale de 4 pavillons sur la rue Stewart
- Les pavillons relocalisés temporairement sur la rue Stewart seront restaurés et intégrés au terminus du TLR de la ville et au plan de réaménagement de l'université
- Les pavillons actuels d'une zone de réaménagement du campus de l'Université d'Ottawa peuvent être relocalisés dans l'actuel stationnement à l'angle des rues Stewart et Cumberland, ce qui renforcera le caractère patrimonial de la rue Stewart
- Le réaménagement proposé améliorera le caractère d'un secteur du patrimoine puisqu'on remplacera les stationnements de surface actuels par une architecture intercalaire soigneusement conçue et d'une grandeur adéquate



Memorandum of Understanding (MOU) / Protocole d'entente (PE)

University provides corridor for LRT and Terminus

University develops 3 level underground parking garage (approx 390 spaces)

- To replace existing surface parking
- To serve university development above LRT
- To serve Arts Court Development (150 spaces)

City Closes West end of Stewart Street

University develops university building in phases over time

- On University Lands
- Above LRT facility
- Above closed portion of Stewart Street

University temporarily relocates existing houses on South side of Stewart Street and restores them to original locations

L'université offre un couloir pour le TLR et le terminus

L'université aménage un stationnement souterrain de 3 étages (environ 390 espaces)

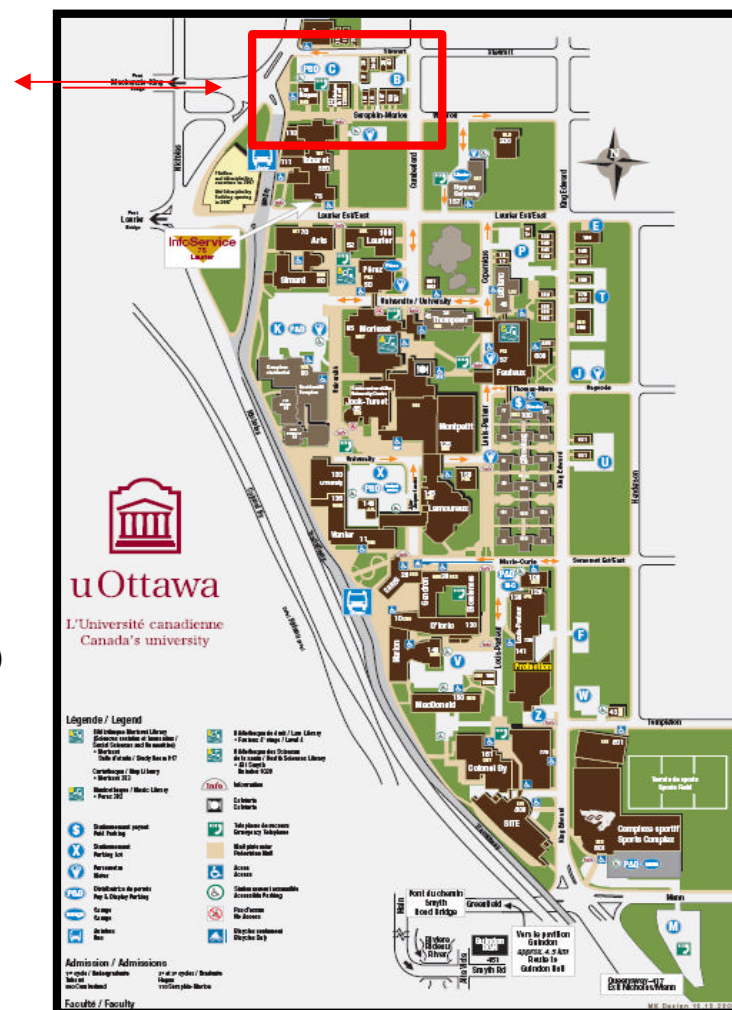
- Pour remplacer le stationnement de surface actuel (120 espaces)
- Pour servir l'aménagement de l'université au-dessus du TLR
- Pour servir l'aménagement de la Cour des Arts (150 espaces)

La ville ferme l'extrémité ouest de la rue Stewart

L'université procède à un aménagement par phases au fil du temps

- Sur les terrains de l'université
- Au-dessus de l'infrastructure du TLR
- Au-dessus de la portion fermée de la rue Stewart

L'université relocalise temporairement les pavillons actuels du côté sud de la rue Stewart et les replace à leur endroit original



Integrated Development - Preliminary Development Scenario / Développement intégré – Scénario de développement préliminaire

- Temporarily relocate existing houses on Stewart Street
 - to permit construction of 3-story underground garage
 - to permit construction of LRT terminus
- Return and restore houses on Stewart Street (over parking garage)
- Relocate additional house(s) to Stewart Street (slated for removal from another location on campus)
- Develop a 2 story building over LRT terminus between existing houses on Stewart Street and Séraphin – Marion (Phase 1)
- Develop a 5-6 story building over LRT at West end of site (Phase 1)
- Develop a 5-6 story building over West end of Stewart Street and #1 Stewart (Phase 2)
- Relocaliser temporairement les pavillons actuels sur la rue Stewart
 - pour permettre l'aménagement d'un stationnement souterrain de 3 étages
 - pour permettre l'aménagement du terminus du TLR
- Réinstaller et restaurer les pavillons sur la rue Stewart (au-dessus du stationnement couvert)
- Relocaliser d'autres pavillons sur la rue Stewart (dont le déménagement depuis un autre endroit du campus est prévu)
- Aménager un bâtiment de 2 étages au-dessus du terminus du TLR entre les pavillons actuels sur la rue Stewart et Séraphin-Marion (Phase 1)
- Aménager un bâtiment de 5 ou 6 étages au-dessus du TLR à l'extrémité ouest du site (Phase 1)
- Aménager un bâtiment de 5 ou 6 étages au-dessus de l'extrémité ouest de la rue Stewart et au 1, rue Stewart (Phase 2)



Development Approvals Required / Approbations d'aménagement a obtenir

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Application for Permit Under The Ontario Heritage Act 2. Application for Site Plan Control Approval 3. Application for Variance (Committee of Adjustment) | <ol style="list-style-type: none"> 1. Une demande de permis en vertu de la Loi sur le patrimoine de l'Ontario 2. Une demande d'approbation de réglementation du plan d'implantation 3. Une demande de dérogation (Comité de dérogation) |
|--|--|

Ottawa
Application for Permit under Ontario Heritage Act
CITY OF OTTAWA

IDENTIFICATION

Applicant's Name: _____ Phone: _____
Address: _____
City: _____
Province: _____
Postal Code: _____
E-mail: _____
Phone: _____
Fax: _____

FOR OFFICE USE ONLY

Case Number: _____
Date Received: _____
Date Issued: _____
Date Closed: _____

LOCATION OF WORK

City: _____
District: _____
Ward: _____
Neighbourhood: _____
Address: _____
City: _____
Province: _____
Postal Code: _____

SCOPE OF WORK

Project: Proposed Existing Other
Type: Alteration Demolition New

FINAL SUBMISSION TO COUNCIL

Date: _____
Status: _____
Approval: _____

Ottawa
APPLICATION FOR SITE PLAN CONTROL
CITY OF OTTAWA

OFFICE USE ONLY

Applicant's Name: _____
Address: _____
City: _____
Province: _____
Postal Code: _____

Project Name: _____
Project Description: _____

REQUIRED FEE

1. Application Fee (per application)	\$ 100.00
2. Review Fee (per application)	\$ 100.00
3. Review Fee (per application)	\$ 100.00
4. Review Fee (per application)	\$ 100.00
5. Review Fee (per application)	\$ 100.00
6. Review Fee (per application)	\$ 100.00
7. Review Fee (per application)	\$ 100.00
8. Review Fee (per application)	\$ 100.00
9. Review Fee (per application)	\$ 100.00
10. Review Fee (per application)	\$ 100.00

Ottawa
COMMITTEE OF ADJUSTMENT APPLICATION FOR VARIANCE PERMSSION
CITY OF OTTAWA

APPLICATION WILL BE RETURNED TO APPLICANT WITH

1. Approved
2. Rejected
3. Rejected with conditions
4. Rejected with conditions and a hearing
5. Rejected with conditions and a hearing and a site plan
6. Rejected with conditions and a hearing and a site plan and a site plan
7. Rejected with conditions and a hearing and a site plan and a site plan and a site plan
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Mackenzie King Bridge / Pont Mackenzie King

Traffic Lane Configurations / Configuration des voies de circulation

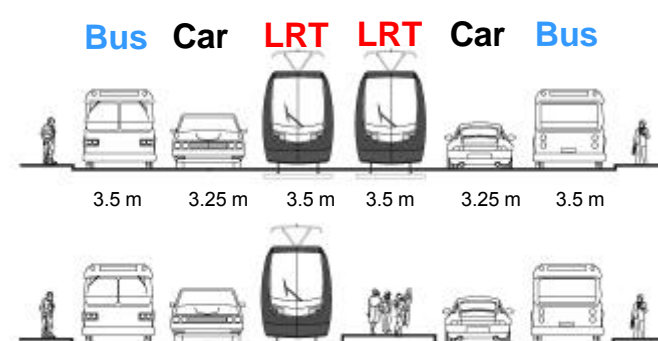
Alternative 1 – Vehicle lanes Between Bus and LRT

6 lanes would require narrowing of sidewalk and Bus platforms in front of the Rideau Centre/ DND and west over the canal

Single LRT platform face for both directions of rail

- Restricts service frequency due to single vehicle being served at a time
- Single track at the platform creates a choke point when LRT corridor is extended

Available space for LRT platform is too narrow (3.5m)



Solution 1 – Voies pour véhicules entre les autobus et le TLR

L'aménagement de 6 voies nécessiterait le rétrécissement du trottoir et des quais d'autobus devant le Centre Rideau et le MDN et à l'ouest, au-dessus du canal

Façade de quai du TLR simple pour la circulation du train dans les deux sens

- Restreint la fréquence du service à cause de la circulation d'un seul véhicule à la fois
- La voie simple au quai créera un point de débranchement lorsque le couloir du TLR sera prolongé

L'espace réservé au quai du TLR est trop étroit (3,5 m)



Mackenzie King Bridge / Pont Mackenzie King

Traffic Lane Configurations / Configuration des voies de circulation

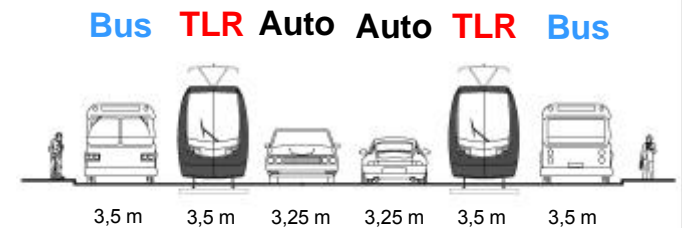
Alternative 2 – Vehicle lanes in the centre of the bridge

LRT would share the curb Bus lanes west of the Rideau Centre (similar to the downtown area)

Bridge widening required to provide a 6-lane cross-section with platform and sidewalks

Increased construction costs for structure widening

EB ramp onto Nicholas compromised – closure required



Solution 2 – Voies pour véhicules au centre du pont

Le TLR partagerait les voies pour autobus en bordure à l'ouest du Centre Rideau (un peu comme au centre-ville)

Il faudrait élargir le pont pour aménager 6 voies, un quai et des trottoirs sur tout son tablier

Hausse des coûts de construction pour l'élargissement de la structure

Rampe vers l'est jusqu'à Nicholas compromise – fermeture requise

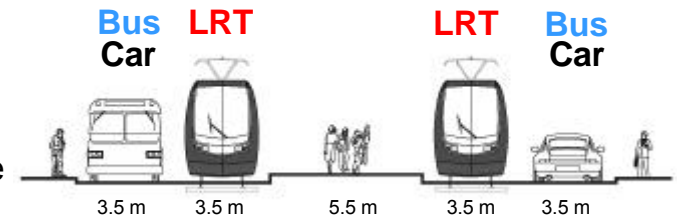


Mackenzie King Bridge / Pont Mackenzie King

Traffic Lane Configurations / Configuration des voies de circulation

Alternative 3a – Traffic sharing Bus Lane

- Reduced bus transit capacity across the bridge
- High volume of buses servicing station will impact traffic operations
- Potential conflict with Bus transit operations at platforms
- Safety concerns regarding merging vehicles into the bus lane at west end of bridge



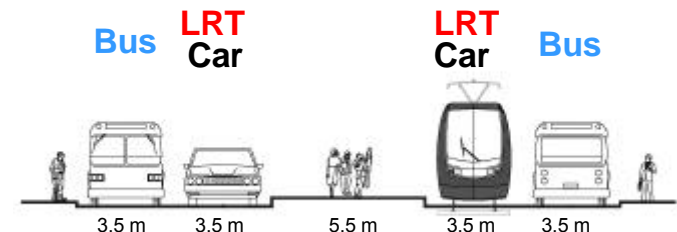
Solution 3a – Circulation d'autos dans la voie réservée aux autobus

- Réduction de la capacité de transport par autobus tout le long du pont
- Le volume élevé d'autobus qui desservent la station perturbera la circulation
- Possibilité de conflit avec la circulation d'autobus aux quais
- Problèmes de sécurité en raison de l'entrée de véhicules dans la voie réservée aux autobus à l'extrémité ouest du pont



Alternative 3b – Traffic sharing LRT Lane

- Less impact on LRT operations than the Bus operations in 3a due to lower LRT volumes
- Potential conflict with LRT transit operations at platforms
- Better opportunity to control merge of LRT into traffic lane



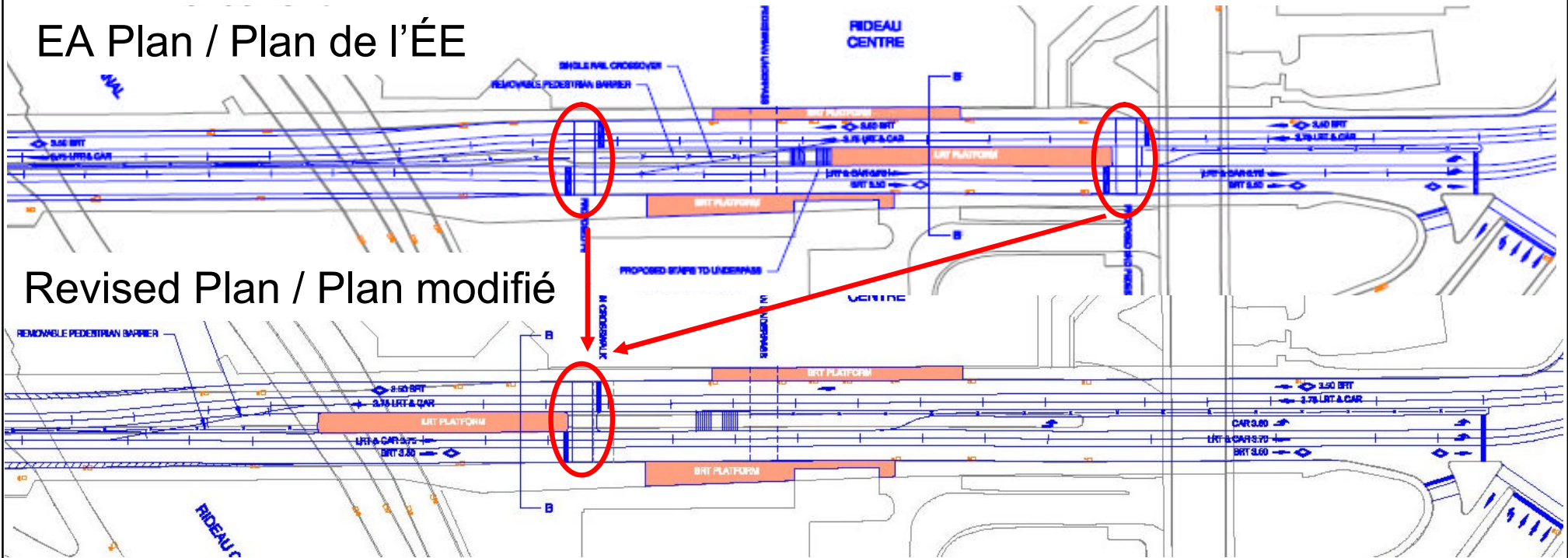
Solution 3b – Circulation d'autos dans la voie réservée au TLR

- Moins d'incidence sur la circulation du TLR que celle des autobus en 3a à cause du volume plus faible de trains
- Possibilité de conflit avec la circulation de trains aux quais
- Meilleure possibilité de contrôler l'entrée du TLR dans la voie qu'empruntent les véhicules



Revisions to Mackenzie King Station Configuration / Modifications à la station Mackenzie King

EA Plan / Plan de l'ÉE



Revised Plan / Plan modifié

Benefits resulting from revised station configurations

- Centralized pedestrian crossing and transfer reduces conflict points and provides better pedestrian control
- Faster and safer operations for transit and traffic due to reducing the number of signalized crossings
- Additional left turning capacity to reduce LRT impacts

Avantages des modifications apportées à la configuration de la station

- Les points de correspondance et les traverses de piétons centralisées réduisent les points de conflit et facilitent la tâche aux piétons
- Circulation rapide et sécuritaire des automobiles et des véhicules de transport en commun grâce à la réduction du nombre d'intersections avec signalisation
- Augmentation de la capacité de virages à gauche pour réduire les effets du TLR

EA Addendum Recommended Plan

Shared Vehicular Thru and
LT Lane / Additional
Transit only RT Lane

Narrowing of
Sidewalk

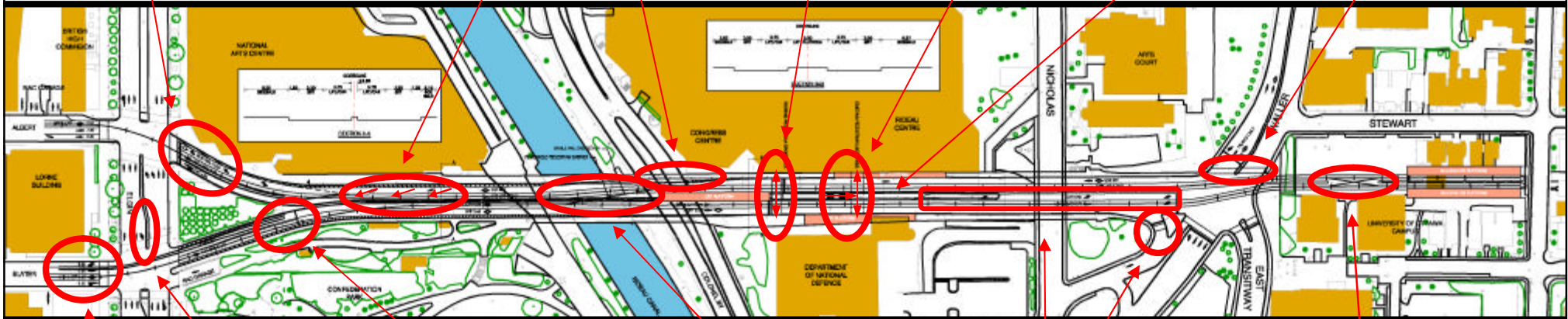
Proposed Stairs into
Existing Pedestrian
Underpass

Increased
Pedestrian
Clearance

BRT Merge into LRT
Lane / Rumble Strip for
Lane Delineation

Single At-Grade
Pedestrian Crosswalk

Relocate LRT Platform



Allow LT onto bridge
and into NAC garage

Single Directional
Crossover

Dual Directional
Crossover

4 lane Cross-section by
removing bump-out

New Signal for
Controlled LRT Merge
into Traffic Lane

Re-introduction of
Vehicular Left Turn
Storage & Right Turn
Channel



Plan Recommandé d'Ajoute à l'ÉE

Voie pour véhicules en transit ou qui tournent à gauche / voie de virage à droite réservée aux véhicules de transport en commun

Rétrécissement du trottoir

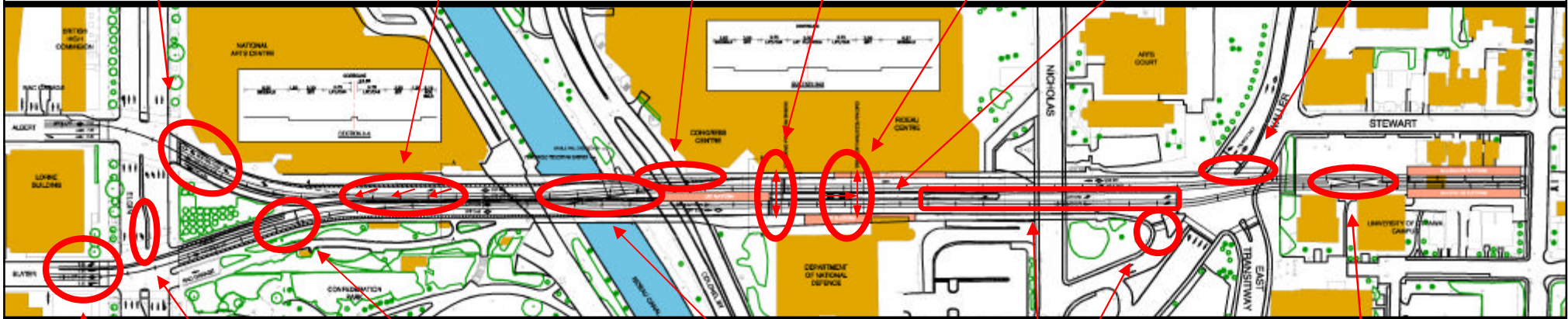
Escaliers menant au passage souterrain actuel pour piétons proposé

Espace supplémentaire pour piétons

Entrée d'autobus dans la voie réservée au TLR / surface ondulée pour marquer la déviation de la voie

Traverse de piétons simple à niveau

Relocaliser le quai du TLR



Autorisation du virage à gauche vers le pont ou le stationnement souterrain du CNA

Croisement directionnel simple

Croisement directionnel double

Nouveau signal de fusion contrôlée de la voie du TLR avec la voie pour véhicules

Nouvelle permission de rangement pour virage à gauche et d'échangeur pour virage à droite de véhicules

Retrait des bosses, section à 4 voies tout le long

Pedestrians / Piétons

Minor increase to pedestrian crossing distance at the Waller intersection

- Additional clearance time is provided to accommodate revised pedestrian crossing

Localized reduction of northern sidewalk width West of Rideau Centre on the Mackenzie King Bridge

- 2.1m sidewalk is retained

Increased pedestrian circulation at the Mackenzie King Station

- A wider crosswalk will be provided for increased capacity
- Weather protected access to existing pedestrian underpass

Augmentation mineure de la longueur de la traverse piétonnière à l'intersection Waller

- Prolongement du délai accordé aux piétons pour traverser

Réduction isolée du trottoir nord à l'ouest du Centre Rideau sur le pont Mackenzie King

- Le trottoir de 2,1 m est maintenu

Augmentation de la circulation de piétons à la station Mackenzie King

- Élargissement du trottoir pour accroître la capacité
- Voie d'accès au passage souterrain actuel pour piétons protégée contre les intempéries

Cyclists / Cyclistes

The OP cycling network identifies downtown crossing of the Rideau Canal on the Mackenzie King Bridge.

Approved N-S EA Plan retained bicycle operations on the bridge with a discontinuous crossing:

- Median bicycle lanes from Elgin to the western pedestrian crosswalk on the bridge
- Median cycle lanes east of the eastern pedestrian crosswalk
- Cyclists are required to walk their bicycles between the 2 pedestrian crosswalks through the BRT platform area

Recommended Plan does not accommodate cyclists crossing on the bridge:

- Cannot safely accommodate the cyclists
- Very high passenger activity at the platforms
- High volume of buses in BRT lane
- Rail track / bicycle tire conflict

Le réseau cyclable du PO prévoit une traverse du canal Rideau au centre-ville sur le pont Mackenzie King.

Le plan approuvé de l'ÉE du TLR n-s maintient la circulation de vélos sur le pont et prévoit une traverse discontinue :

- Les voies médianes pour cyclistes d'Elgin jusqu'à la traverse piétonnière ouest sur le pont
- Les voies médianes pour cyclistes à l'est de la traverse piétonnière est
- Les cyclistes sont tenus de marcher à côté de leur vélo entre les deux traverses piétonnières jusqu'au quai des autobus

Le plan recommandé n'offre pas de solution aux cyclistes qui traversent le pont :

- Aucune solution sécuritaire pour les cyclistes
- Nombre très élevé de passagers sur les quais
- Grand nombre d'autobus dans la voie réservée aux autobus
- Problème pour les pneus de vélo sur la voie ferroviaire

Cyclists / Cyclistes

3 alternative Rideau Canal crossings for cyclists

- Rideau / Wellington
- Laurier Bridge (cycle lanes already exist)
- Somerset Pedestrian Crossing (Fall 2006)

Laurier Bridge - Preliminary Preferred Alternative

Elgin and Cumberland Streets to be north-south access connections to existing cycling network

Modifications to Elgin / Laurier / Cumberland Street intersections to accommodate cyclists to be investigated with recommendations to be incorporated into the Recommended Plan.

Trois autres traverses du canal Rideau pour les cyclistes

- Rideau-Wellington
- Pont Laurier (présence actuelle de pistes cyclables)
- Traverse piétonnière Somerset (automne 2006)

Pont Laurier – solution préférée pour l’instant

Les rues Elgin et Cumberland constitueront des liens nord-sud rattachés au réseau cyclable

On enquêtera sur la possibilité de modifier l’intersection des rues Elgin, Laurier et Cumberland pour faciliter la circulation des cyclistes. Des recommandations seront incorporées au plan recommandé.

Traffic / Circulation

Queuing of EB right turning and NAC destined vehicles at Elgin Street

- Enforcement of no stopping zones to reduce impact on transit lane
- Monitoring of traffic

SB traffic and EB LRT at access to NAC parking structure

- Signage to prevent vehicles from stopping on LRT tracks
- Monitoring of traffic

Alignment of vehicular WB traffic lane at Elgin Street intersection

- Road markings and surface treatment required to avoid confusion prior to the Elgin Street intersection

EB LRT merge into regular vehicular lane

- Signal will be required to control merging
- Vehicular traffic will be required to stop only when an LRT is approaching
- Transit traffic will never have to stop at the signal
- Adequate storage provided between this signal and Elgin Street

Refoulement dans la voie pour virage à droite vers l'est et pour les véhicules qui se dirigent au CNA à la hauteur de la rue Elgin

- Application de l'interdiction d'arrêter pour réduire la perturbation de la voie réservée au transport en commun
- Surveillance routière

Circulation vers le sud et TLR vers l'est à la hauteur de la voie d'accès au stationnement du CNA

- Signalisation pour empêcher les véhicules de s'immobiliser sur les voies ferroviaires
- Surveillance routière

Alignement de la voie pour véhicules qui se dirigent vers l'ouest à la hauteur de l'intersection de la rue Elgin

- Marquage routier et traitement de surface nécessaires pour éviter la confusion avant l'intersection de la rue Elgin

Fusion du TLR vers l'est dans la voie pour véhicules ordinaires

- Signal nécessaire pour contrôler la fusion
- Les véhicules seront tenus de s'immobiliser uniquement lorsqu'un train approchera
- Les véhicules de transport en commun n'auront pas besoin de s'immobiliser au signal
- Espace suffisant aménagé entre ce signal et la rue Elgin

Traffic / Circulation

Potential misuse of BRT lanes when LRT services the Mackenzie King Station

- Enforcement is required to discourage regular vehicles from using BRT lanes to bypass LRT

Closure of Stewart Street

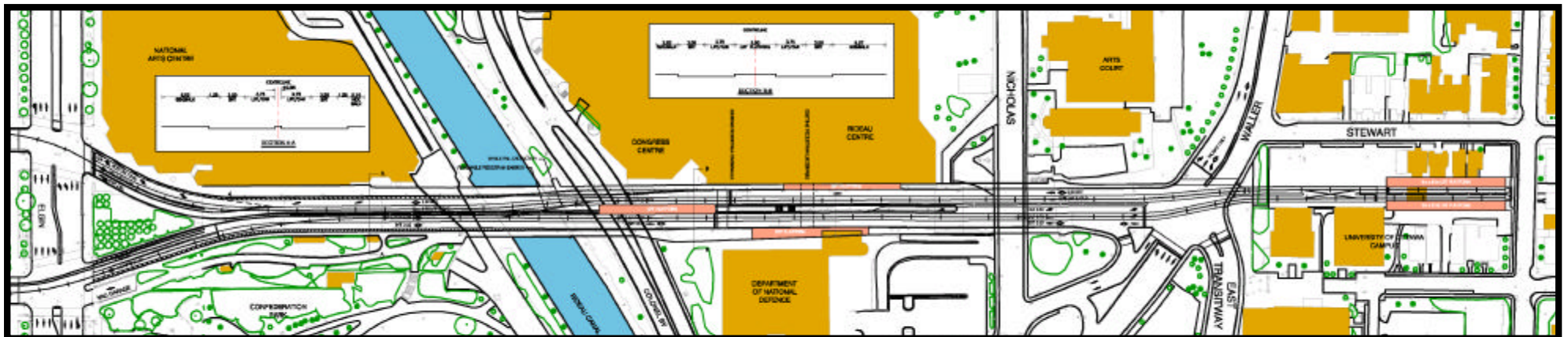
- Low volume of traffic will be rerouted through local road network

Possibilité d'utilisation inadéquate des voies réservées aux autobus lorsque le TLR dessert la station Mackenzie King

- Application nécessaire pour décourager les véhicules ordinaires de s'engager dans les voies réservées aux autobus pour dépasser le train

Fermeture de la rue Stewart

- Le faible volume de circulation sera redirigé vers le réseau routier local



Transit / Transport en commun

Removal of Second Crosswalk simplifies movements. Better for transferring between transit modes (Bus & LRT)

Maintaining vehicular traffic in LRT lane minimizes impact on transit service.

- Buses will operate as before while vehicles will be introduced into the LRT lane with transit vehicles at headways of 3-5 minutes.
- LRT will still be given priority over vehicular traffic to minimize the impacts of the traffic on the transit service.
- Reconfiguration of Mackenzie King station minimizes the chance for interruption of the LRT service due to queued vehicles

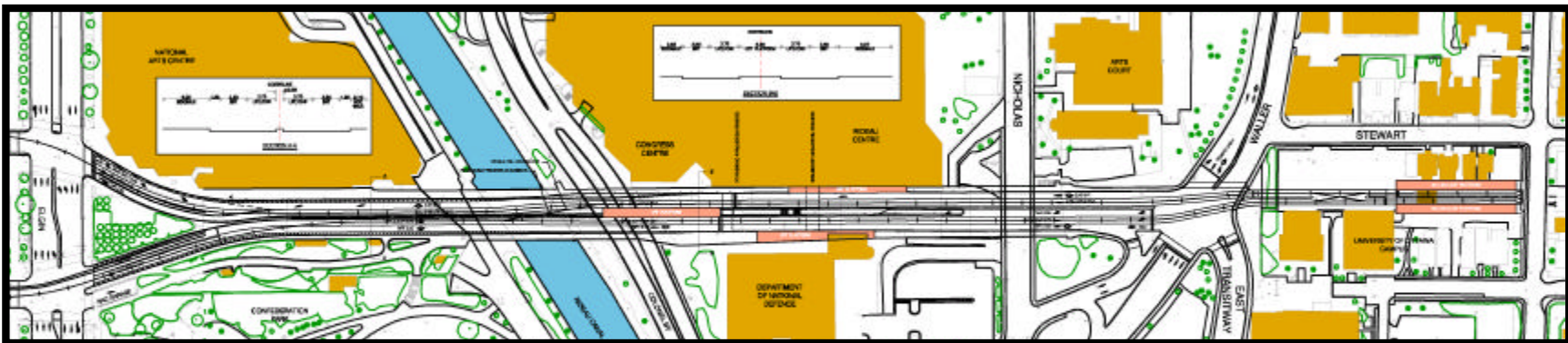
Transit drivers must be educated to perform a safe merge into the westbound LRT lane before the Elgin Intersection.

En éliminant le deuxième passage pour piétons, on simplifie les déplacements et on facilite la correspondance entre les divers moyens de transport (autobus et TLR).

Maintenir la circulation des véhicules sur la voie du TLR produit un impact minimal sur le service de transport en commun.

- Les autobus circuleront comme auparavant, alors qu'on intégrera les véhicules dans la voie du TLR avec les véhicules de transport en commun qui circulent à tous les 3 à 5 minutes.
- On accordera toujours la priorité au TLR aux dépens des autres véhicules afin de réduire ainsi les impacts de la circulation sur le transport en commun.
- La reconfiguration de la station Mackenzie-King réduit les risques d'interruption du service de TLR attribuable aux files de véhicules.

On doit enseigner aux conducteurs des véhicules de transport en commun à s'insérer en toute sécurité dans la voie de TLR en direction ouest avant l'intersection Elgin.



Future LRT Extension / Prolongement futur du TLR

RTES identified east extension of N-S LRT on Rideau St/Montreal Rd

Alignment to be determined through Rideau/Montreal Corridor LRT EA Study

2 year EA study to commence September 2006

EA requires that all reasonable options be considered

Approved council motion to address community concerns – 12 July 06

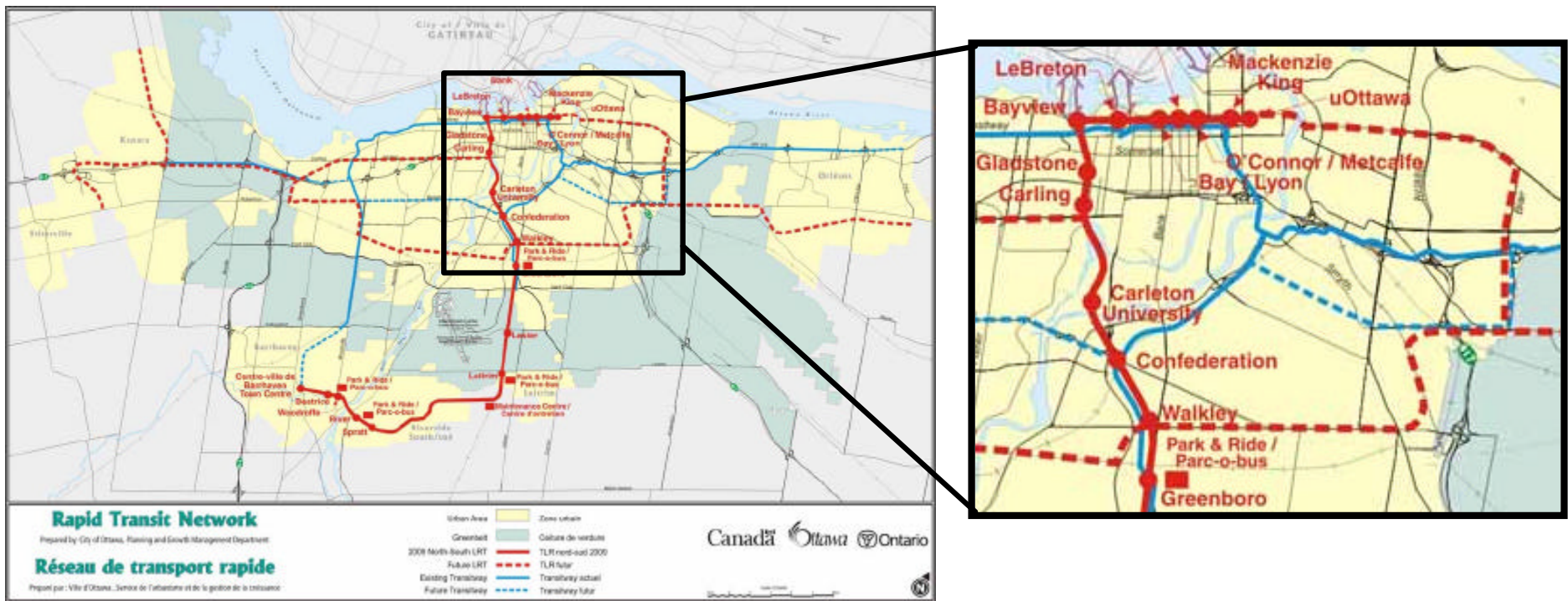
L'ÉERTCR a prévu le prolongement vers l'est du TLR n-s jusqu'à la rue Rideau et au chemin Montréal

Alignement à déterminer en vertu de l'étude d'ÉE du couloir Rideau-Montréal du TLR

Début d'une ÉE de 2 ans en septembre 2006

L'ÉE exige que toutes les options raisonnables soient prises en considération

Approbation de la motion du Conseil visant à éliminer les craintes de la collectivité – 12 juillet 2006



Sandy Hill Community Approved Council Motion - July 12 2006

WHEREAS the community of Sandy Hill is comprised of established residential and institutional areas within a heritage district;

AND WHEREAS protecting the integrity of this unique part of Ottawa is important to the City;

AND WHEREAS environmental assessments and public consultations have to be conducted for any future extension of the LRT line (Rideau-Montreal LRT), and the City understands that the provincial EA Act requires that all alternative options be investigated without a pre-determined outcome;

AND WHEREAS any impact within a heritage district have to be assessed and approved under the Ontario Heritage Act;

BE IT RESOLVED that any transit corridor studies carried out will fully acknowledge, involve and protect the character of the Sandy Hill community;

AND BE IT FURTHER RESOLVED that should any proposed transit alignment within the EA negatively impact the community, the City will ensure that the EA includes full mitigation measures as determined by the City and the community jointly, to protect the heritage and residential character of the neighbourhood, or that the proposed transit alignment is screened out as appropriate during the EA process.



Collectivité du quartier Côte-de-Sable Motion adoptée au Conseil – 12 juillet 2006

ATTENDU que la collectivité du quartier Côte-de-Sable est constituée de secteurs résidentiels et institutionnels établis faisant partie du patrimoine;

ET ATTENDU que la protection de l'intégrité de ce secteur unique d'Ottawa est importante pour la Ville;

ET ATTENDU qu'il faut procéder à des évaluations environnementales et à des consultations publiques pour tout prolongement futur du couloir du TLR (TLR Rideau-Montréal), et que la Ville reconnaît que la Loi provinciale sur l'ÉE prévoit que toutes les autres options fassent l'objet d'une enquête sans résultats prédéterminés;

ET ATTENDU que toute incidence sur un secteur du patrimoine doit être évaluée et approuvée en vertu de la Loi sur le patrimoine de l'Ontario;

IL EST DONC RÉSOLU que toutes les études de couloir de transport en commun à exécuter reconnaissent pleinement et protègent le caractère de la collectivité du quartier Côte-de-Sable et en tiennent compte;

IL EST DONC AUSSI RÉSOLU que si une proposition d'alignement du transport en commun sur l'ÉE a un effet négatif sur la collectivité, la Ville veillera à ce que l'ÉE mentionne toutes les mesures d'atténuation telles que déterminées par la Ville et la collectivité ensemble pour protéger le patrimoine et le caractère résidentiel du quartier, ou à ce que le projet d'alignement du transport en commun soit examiné selon les besoins au cours du processus d'ÉE.

Please Keep Involved / Continuez de participer

Fill out a comment sheet and return it to the City
Remplissez une fiche de commentaires et retournez-la à la Ville

Comments can be e-mailed to:
Les commentaires peuvent être acheminés par courriel à :
Peter Steacy: peter.steacy@ottawa.ca

By / jusqu'au September 13 2006






North-South Corridor LRT Project
Extension to the University of Ottawa


Public Open House Meeting
September 6th, 2006

Shaping our future together



Purpose of Meeting

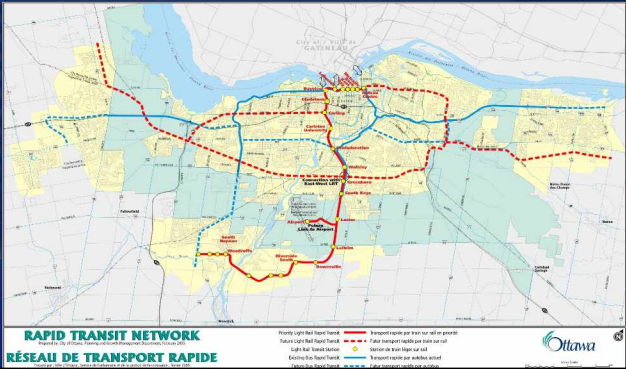
To present the preliminary findings and obtain feedback for the Environmental Assessment Addendum to extend the North-South LRT line to the University of Ottawa.



Ottawa

Background

- 23 Feb 2003** Council Approved RTES Network
 - ☞ Identified N-S Corridor LRT as First Priority Project
- 24 Sep 2003** Council Received ORTEP Implementation Strategy
 - ☞ Confirmed N-S Corridor LRT as First Priority Project
 - ☞ Authorized Staff to initiate N-S Corridor LRT Project Environmental Assessment




RAPID TRANSIT NETWORK
RÉSEAU DE TRANSPORT RAPIDE

Ottawa

N-S Corridor LRT EA Study


- 01 Apr 2004** Study Initiated
- 23 Jun 2004** ToR Approved by Council
- 05 Jul 2004** ToR Submitted to MOE
- 15 Sep 2004** ToR Approved by Minister of the Environment
- 15 Jul 2005** EA Recommended Plan Approved by Council
 - ☞ Authorized Staff to submit EA for Approvals
 - ☞ Additional Work to be Undertaken
- 09 Sep 2005** Ontario EA Report Submitted to MOE for Approval
- 29 Sep 2005** Federal EA Screening Submitted to CEAA for Approval
- May/Jul 2006** Ontario and Federal EAs Approved



NORTH-SOUTH CORRIDOR LRT PROJECT
(Rideau Centre to Barrhaven Town Centre)

ENVIRONMENTAL ASSESSMENT REPORT

September 2005



NORTH-SOUTH CORRIDOR LRT PROJECT
(Rideau Centre to Barrhaven Town Centre)

DRAFT CANADIAN ENVIRONMENTAL ASSESSMENT ACT (CEAA) SCREENING REPORT

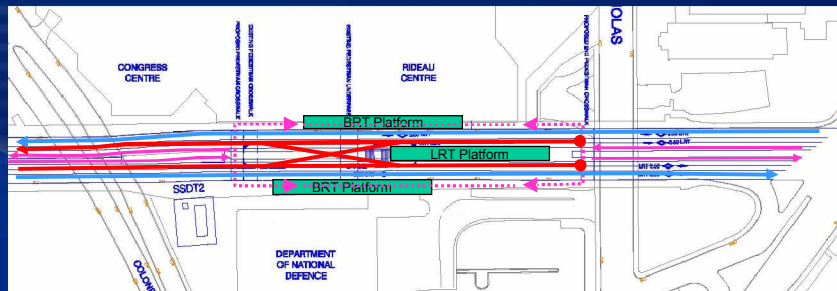
September 2005



EA Plan – Mackenzie King Station

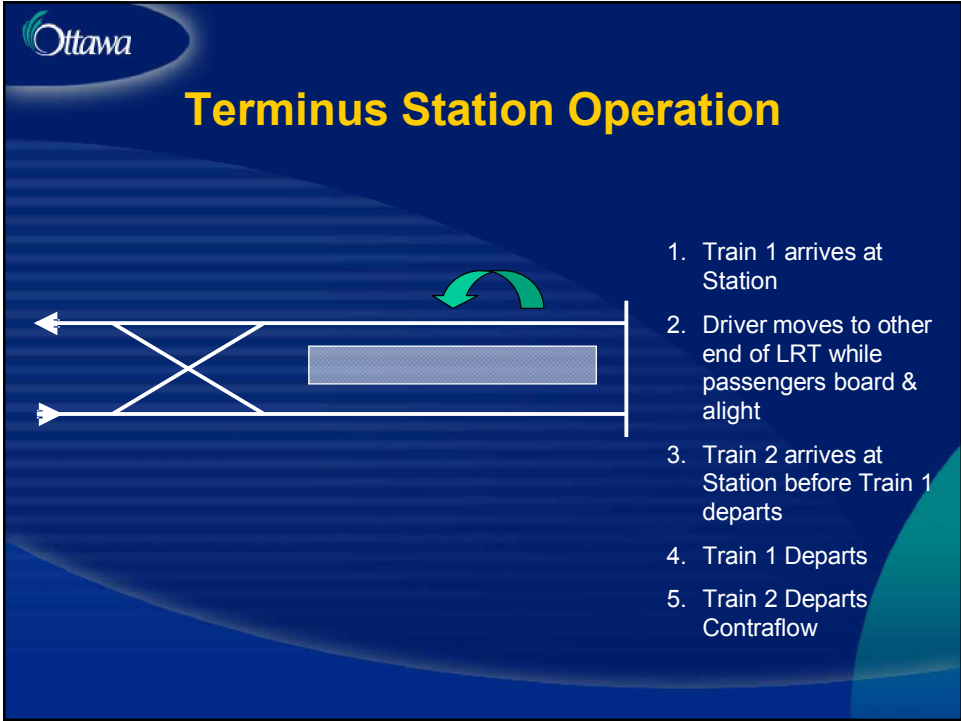
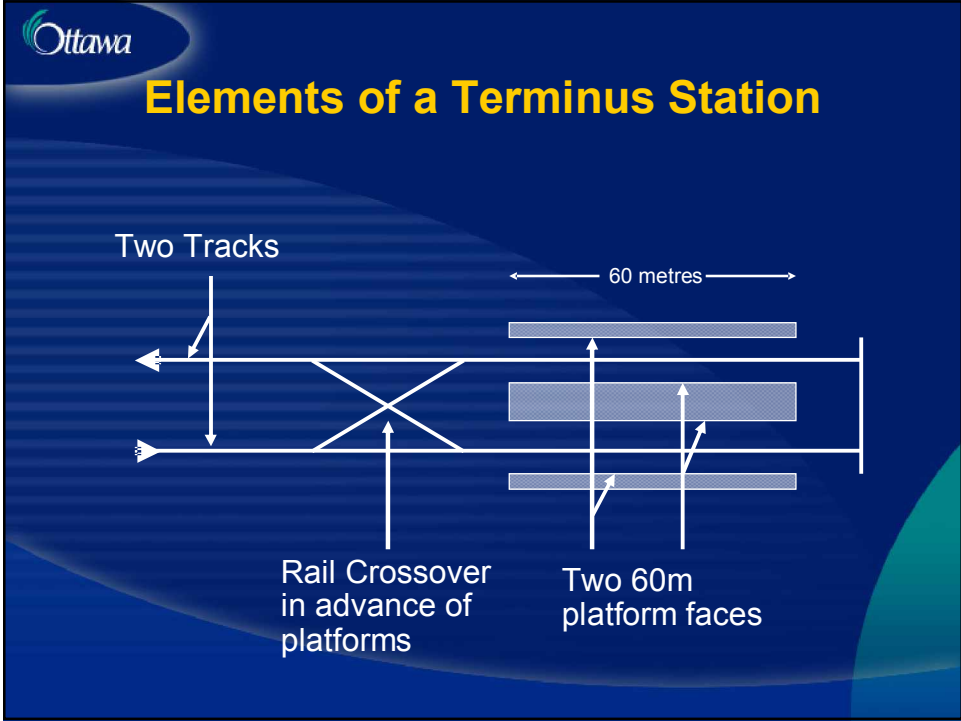
- Northern Terminus of Line
- LRT in Centre Lanes / Centre Island LRT Platform
- Buses in Curb Lane / Curb-side Bus Platforms
- Two-way Rail Crossover West of LRT Platform
 - Necessitates exclusion of traffic
- Discontinuous Bicycle Lanes
 - Stop at LRT Platform
 - Walk through BRT station area

- LRT
- Bus
- Bicycle



15 July 2005 Council Motions

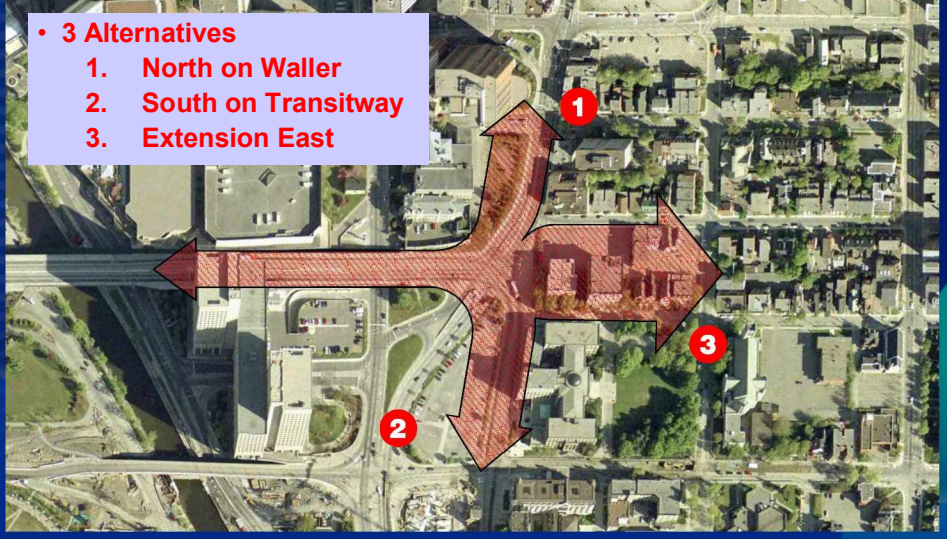
- As a condition of EA Approval Council directed:
 - OC Transpo to ensure a 30% reduction of bus traffic from Albert and Slater Streets by 2009, and staff to evaluate the removal of 100% of buses by 2009;
 - Staff to evaluate using Hurdman and Bayview Stations as transfer stations;
 - Staff and consultants to prepare Terms of Reference for a tunnel study;
 - Capital cost estimates for streetscaping to be provided to downtown business operators;
 - Evaluate the University of Ottawa as a terminus point for North-South LRT service.
 - Evaluate options to accommodate traffic on Mackenzie King Bridge



Ottawa

Corridor Options

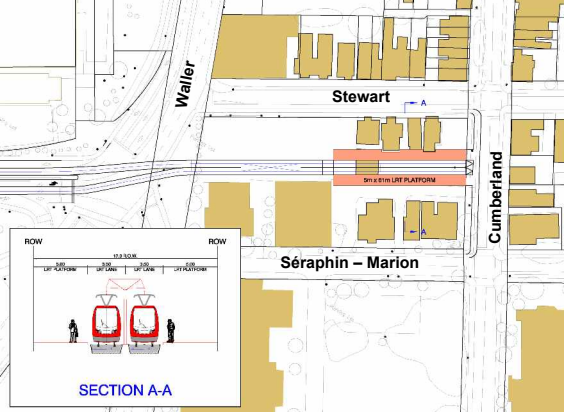
- 3 Alternatives
 1. North on Waller
 2. South on Transitway
 3. Extension East



Ottawa

Alternative 3C – University Property

- Best Geometrics for LRT operations
- Requires the least amount of modification to the Waller / Transitway intersection
- Station is situated directly on University of Ottawa Lands
- Potential Impact on heritage district
- Integrates with future urban development
- Compatible with University of Ottawa's long term vision



SECTION A-A

Recommended Alternative to be Carried Forward

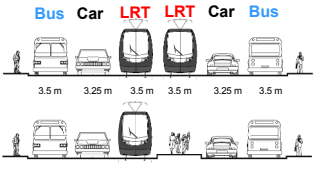
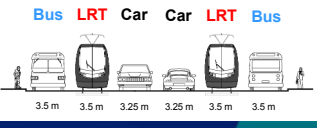
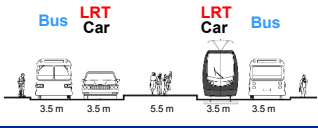
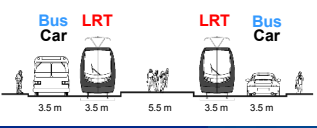
Ottawa

Accommodating Traffic

The extension of the LRT east of Mackenzie King Bridge provides new opportunities for accommodating traffic on the bridge

Alternatives:

1. Introduce a new traffic lane between the BRT and LRT
 - six lane cross section with a bi-directional rail platform
2. Introduce a new traffic lane in the centre of the bridge
 - BRT and LRT use separate curb side platforms
3. Allowing general traffic to share:
 - a. BRT lane
 - b. LRT lane

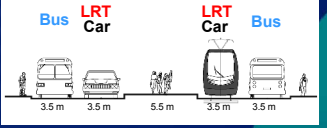





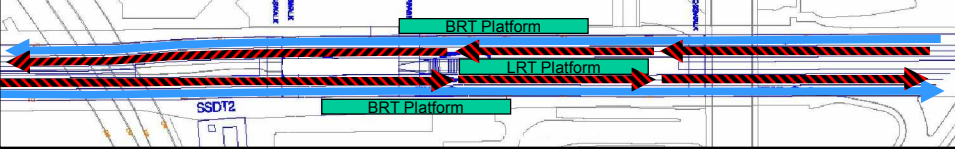
Ottawa

Alternative 3B – Traffic Sharing LRT Lane

- Less impact on LRT operations than the BRT operations in 3A due to lower LRT volumes
- Potential conflict with LRT transit operations at platforms
- Better opportunity to control merge of LRT into traffic lane

Recommended Alternative to be Carried Forward

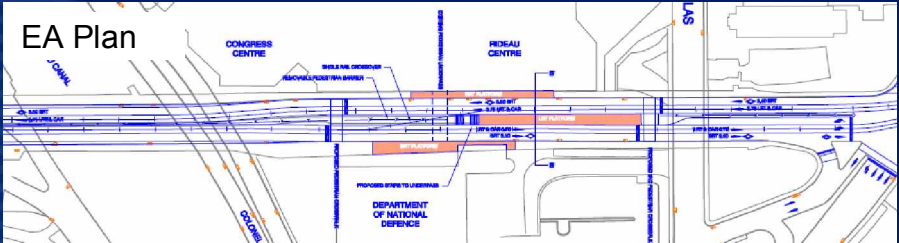




Ottawa

Revisions to Station Configuration

EA Plan

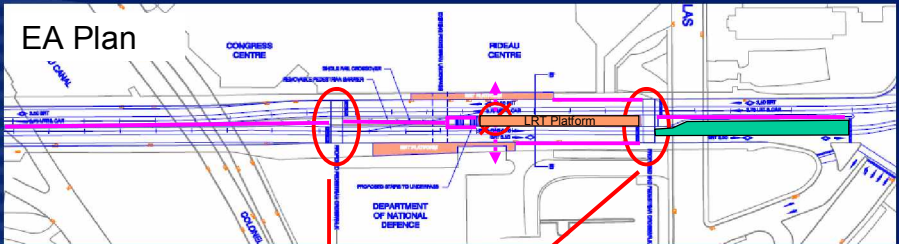


- Relocate LRT Platform to the west of the pedestrian crosswalk located in front of the Rideau Centre Doors
 - Single at-grade pedestrian crosswalk on bridge services both BRT and LRT
 - Simplifies and improves transfer and crosswalk operations
 - Can still provide stairs to pedestrian underpass

Ottawa

Revisions to Station Configuration

EA Plan

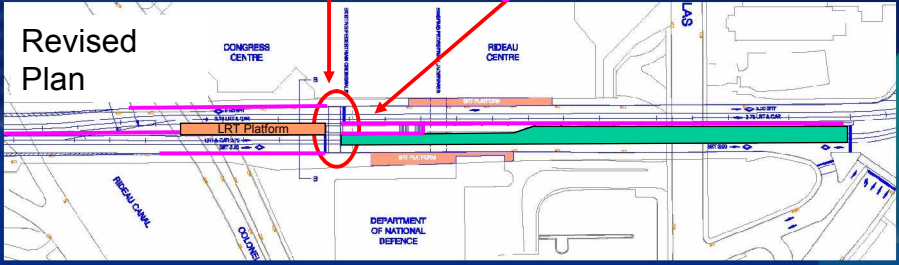


Revised Pedestrian Crosswalk

Fencing to Control Pedestrian Crossing

Additional EB Left Turn Storage

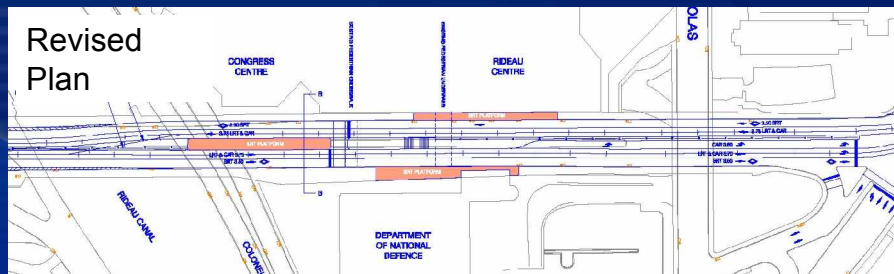
Revised Plan





Revisions to Station Configuration

- Benefits resulting from revised station configurations
 - ☞ Centralized pedestrian crossing and transfer reduces conflict points and provides better pedestrian control
 - ☞ Faster and safer operations for transit and traffic due to reducing the number of signalized crossings
 - ☞ Additional left turning capacity to reduce LRT impacts



Key Results of Work to Address 15 July 2005 Council Motions

- **Presented to Transportation Committee 02 November 2005**
 - ☞ Service plan that reduces Albert and Slater bus volumes by up to 30%;
 - ☞ Removal of 100% of Albert/Slater buses *not* feasible;
 - ☞ Bayview and Hurdman as hub stations *not* recommended at this time;
 - ☞ Draft Terms of Reference for Tunnel Study;
 - ☞ Landscaping and Streetscaping estimates;
 - ☞ Recommendation to extend LRT service to University of Ottawa on University Lands;
 - ☞ Extension to University of Ottawa is required in order to allow general traffic on the bridge.
- **Approved by council 09 November 2005**



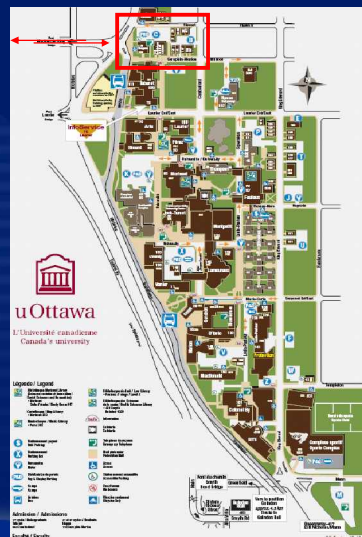
Council Recommendations – 09 Nov 2005

1. Approve that staff enter into discussions with the University of Ottawa to extend the North-South LRT corridor onto university property, and to initiate a public-private partnership to develop an underground parking facility, integrated light rail transit station and other uses on the proposed site;
2. Subject to the successful outcome of the discussions with the University of Ottawa, approve the 300 metre extension of the North-South LRT Corridor to the University of Ottawa in the vicinity of Stewart Street at a cost of approximately \$5.0M for the track extension and station;
3. Subject to Recommendation [2] above, approve the plan for vehicles to share the LRT lane on the Mackenzie King Bridge;
4. Subject to Recommendation [2] above, direct staff to obtain EA approval for the 300-metre extension of the LRT corridor to the University of Ottawa and permit vehicle traffic on the Mackenzie King Bridge.



Integrated Development – University of Ottawa

1. Provides direct LRT link between U of O Campus and Carleton University Campus
2. Brings LRT service closer to Sandy Hill neighbourhood
3. Provides opportunity to integrate LRT terminus with planned U of O redevelopment of site
4. Provides opportunity to address parking requirements in the area
5. Provides opportunity to enhance character of Heritage District by replacing existing surface parking lot with appropriately scaled and sensitively designed infill architecture



Ottawa

Memorandum of Understanding (MOU) 07 June 2006

- University provides corridor for LRT and Terminus
- University develops 3 level underground parking garage (approx 390 spaces)
 - ☞ To replace existing surface parking
 - ☞ To serve university development above LRT
 - ☞ To serve Arts Court Development (150 spaces)
- City Closes West end of Stewart Street
- University develops university building in phases over time
 - ☞ On University Lands
 - ☞ Above LRT facility
 - ☞ Above closed portion of Stewart Street
- University temporarily relocates existing houses on South side of Stewart Street and restores them to original locations

Ottawa

2009 Project (N-S LRT Phase 1)

- 29km from Barrhaven Town Centre to University of Ottawa
 - 22 Electric powered LRT Vehicles
 - 5-Minute headway from University of Ottawa to Leitrim
 - 10-Minute headway from Leitrim to Barrhaven Town Centre
- 23 Stations
- 3 New Park & Ride Lots
- LRT Maintenance & Storage facility



2009 Project Implementation

- **Two Step (RFQ/RFP) Procurement Process Initiated March 2005**
 - ☞ Design Build Maintain
 - ☞ Public Private Partnership
- **On 12 July 2006 City Council approved:**
 - ☞ contract award for the design, construction and 15 Year Maintenance of the N-S LRT project to Siemens/PCL/Dufferin consortium
 - ☞ extension to the University of Ottawa contingent on approval of an EA Addendum
 - ☞ execution of all agreements with the University of Ottawa in accordance with MOU (June 7, 2006)
 - ☞ Motion to address community concerns regarding the future easterly LRT extension



Scope of EA Addendum

- **Evaluate and Document Options and Develop a Plan to:**
 - ☞ extend the N-S LRT to the University of Ottawa
 - ☞ accommodate traffic on the Mackenzie King Bridge
- **Consult with Public/Stakeholders to:**
 - ☞ identify impacts, concerns
 - ☞ evaluate and identify appropriate mitigation measures that may be required
 - ☞ document findings as part of the EA addendum process



Consultation

- Heritage Ottawa
- LACAC
- Arts Court
- Action Sandy Hill
- City of Ottawa Advisory Committees
- National Arts Centre
- Department of National Defense
- Rideau & Congress Centres
- Downtown Business Groups
- Owners/Tenants of Properties Adjacent to Site
- Federal & Provincial Approval Agencies

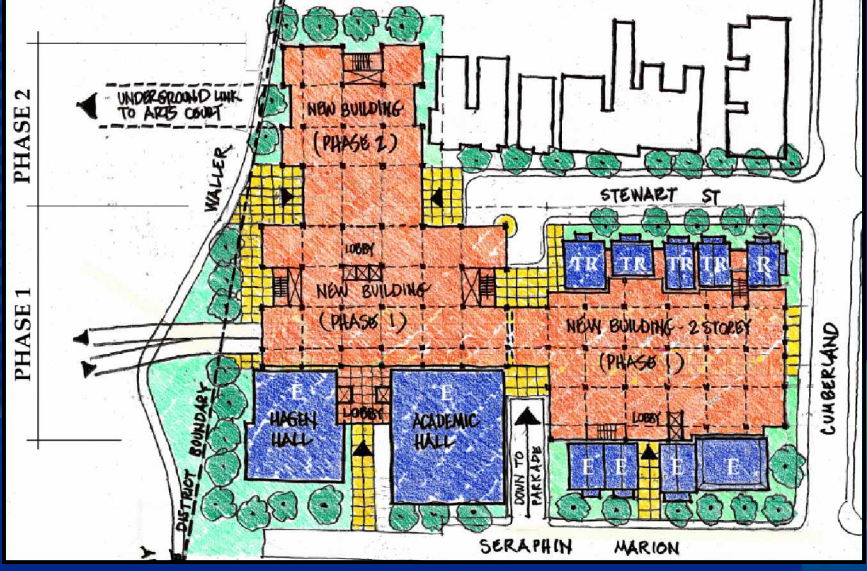


Issues Identified

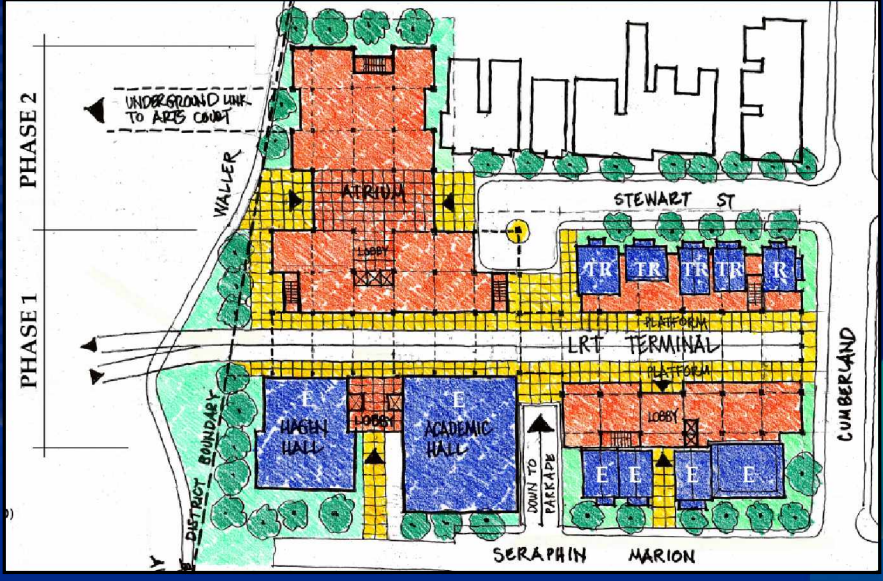
1. Integrated Site Development by University of Ottawa
2. Impact on Sandy Hill West Heritage Conservation District
3. Future Easterly Extension of LRT Line
4. Cyclists on Mackenzie King Bridge
5. Traffic



Issue: Integrated Site Development



Issue: Integrated Site Development







Ottawa

Issue: Integrated Site Development

Preliminary Development Scenario:

- Temporarily relocate existing houses on Stewart Street
 - ☞ to permit construction of 3-story underground garage
 - ☞ to permit construction of LRT terminus
- Return and restore houses on Stewart Street (over parking garage)
- Relocate additional house(s) to Stewart Street (slated for removal from another location on campus)
- Develop a 2 story building over LRT terminus between existing houses on Stewart Street and Séraphin – Marion (Phase 1)
- Develop a 5-6 story building over LRT at West end of site (Phase 1)
- Develop a 5-6 story building over West end of Stewart Street and #1 Stewart (Phase 2)



Issue: Impact on Heritage District



IMPACT ON SANDY HILL WEST HERITAGE DISTRICT

1. PROPOSED LRT TERMINUS REQUIRES DEMOLITION OF REAR ADDITIONS TO 4 HOUSES ON STEWART STREET
2. PROPOSED UNDERGROUND PARKADE REQUIRES DEMOLITION OF REAR ADDITIONS TO 4 HOUSES ON SERAPHIN MARION
3. PROPOSED UNDERGROUND PARKADE REQUIRES TEMPORARY RELOCATION OF PRINCIPAL PORTION OF 4 HOUSES ON STEWART STREET
4. FOUR TEMPORARILY RELOCATED HOUSES ON STEWART STREET WILL BE RESTORED AND INTEGRATED WITH CITY LRT TERMINUS AND REDEVELOPMENT
5. AN EXISTING HOUSE FROM A REDEVELOPMENT ZONE ON THE U OF O CAMPUS CAN BE RELOCATED TO THE EXISTING PARKING LOT ON THE CORNER OF STEWART AND CUMBERLAND TO REINFORCE THE HERITAGE CHARACTER OF STEWART STREET
6. PROPOSED REDEVELOPMENT WILL ENHANCE THE HERITAGE DISTRICT CHARACTER BY REPLACING EXISTING SURFACE PARKING LOTS WITH APPROPRIATELY SCALED AND SENSITIVELY DESIGNED INFILL ARCHITECTURE



NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION



DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006 18



Issue: Impact on Heritage District



DEVELOPMENT APPROVALS REQUIRED

1. APPLICATION FOR PERMIT UNDER THE ONTARIO HERITAGE ACT
2. APPLICATION FOR SITE PLAN CONTROL APPROVAL
3. APPLICATION FOR VARIANCE (COMMITTEE OF ADJUSTMENT)



NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION



DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006 19



Issue: Cycling

- The TMP cycling network identifies downtown crossing of the Rideau Canal on the Mackenzie King Bridge.
- Approved N-S EA Plan retained bicycle operations on the bridge with a discontinuous crossing:
 - ☞ Median bicycle lanes from Elgin to the western pedestrian crosswalk on the bridge
 - ☞ Median cycle lanes east of the eastern pedestrian crosswalk
 - ☞ Cyclists are required to walk their bicycles between the 2 pedestrian crosswalks through the BRT platform area
- EA Addendum Recommended Plan does not accommodate cyclists travelling on the bridge:
 - ☞ Cannot safely accommodate the cyclists
 - ☞ Very high passenger activity at the platforms
 - ☞ High volume of buses in BRT lane
 - ☞ Rail track / bicycle tire conflict



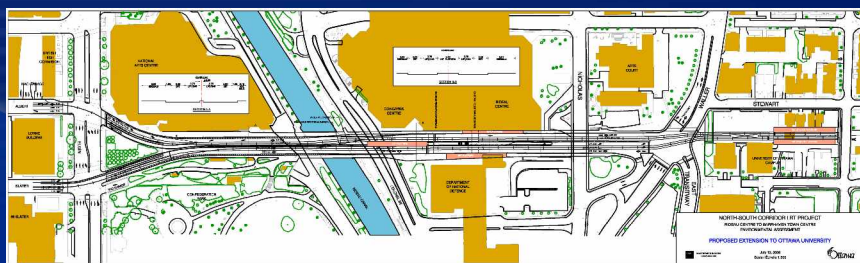
Issue: Cycling

- 3 alternative Rideau Canal crossings for cyclists
 - ☞ Rideau / Wellington
 - ☞ Laurier Bridge (cycle lanes already exist)
 - ☞ Somerset Pedestrian Crossing (Fall 2006)
- **Laurier Bridge** - Preliminary Preferred Alternative
- Elgin and Cumberland Streets to be north-south access connections to existing cycling network
- Modifications to Elgin / Laurier / Cumberland Street intersections to accommodate cyclists to be investigated with recommendations to be incorporated into the Recommended Plan.



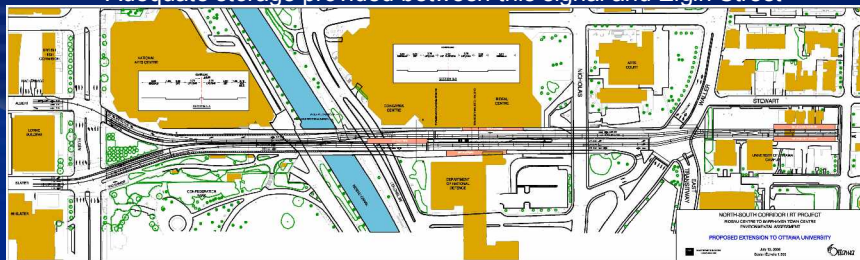
Issue: Traffic

- Queuing of EB right turning and NAC destined vehicles at Elgin Street may impact transit lane
 - ☞ Enforcement of no stopping zones
 - ☞ Monitoring of traffic
- Conflict with SB traffic and EB LRT at access to NAC parking structure
 - ☞ Signage to prevent vehicles to stop across LRT tracks
 - ☞ Monitoring of traffic



Issue: Traffic

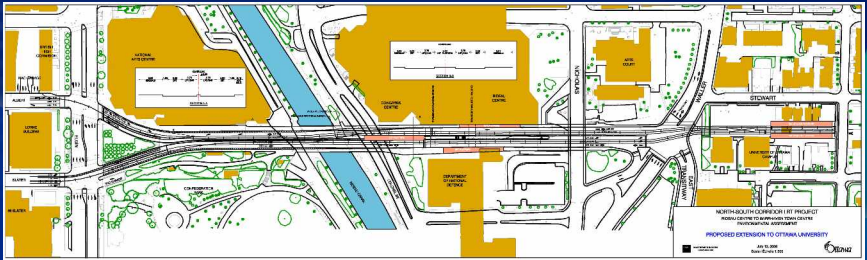
- Confusion regarding alignment of regular WB traffic lane at Elgin Street intersection
 - ☞ Road markings and surface treatment critical to avoid confusion prior to the Elgin Street intersection
- Signal Required to control EB LRT merge into regular vehicular lane
 - ☞ Signal will always be green for buses
 - ☞ Traffic will be required to stop only when an LRT is approaching, LRT will be detected in advance and will not be required to stop
 - ☞ A second LRT detector
 - ☞ Adequate storage provided between this signal and Elgin Street



Ottawa

Issue: Traffic

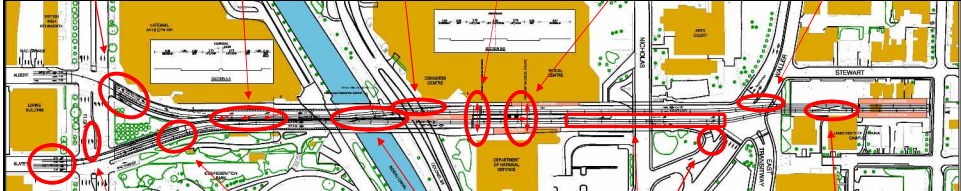
- Traffic might use BRT lanes when LRT services the Mackenzie King Station
 - Enforcement is required to discourage regular vehicles from using BRT lanes to bypass stopped LRT
- Closure of Stewart Street to traffic
 - Traffic rerouted through local road network



NORTH-SOUTH CORRIDOR BY PRODUCT
 TRANSPORTATION CORPORATION
 CONSULTING CONTRACT
 PROPOSED EXPANSION TO OTTAWA UNIVERSITY
 MAY 2010
 1000 BROADVIEW AVE.
 OTTAWA, ONT. K1P 6K8

Ottawa

Recommended Plan



- Shared Vehicular Thru and Left Turn Lane / Additional Transit only Right Turn Lane
- Bus Merge into LRT Lane / Rumble Strip for Lane Delineation
- Narrowing of Sidewalk
- Proposed Stairs into Existing Pedestrian Underpass
- Increased Pedestrian Clearance
- Single At-Grade Pedestrian Crosswalk
- Allow Left Turn onto Bridge and into NAC Garage
- 4 lane Cross-section by Removing Bump-out
- New Signal for Controlled LRT Merge into Traffic Lane
- Single Directional Crossover
- Re-introduction of Vehicular Left Turn Storage & Right Turn Channel
- Dual Directional Crossover



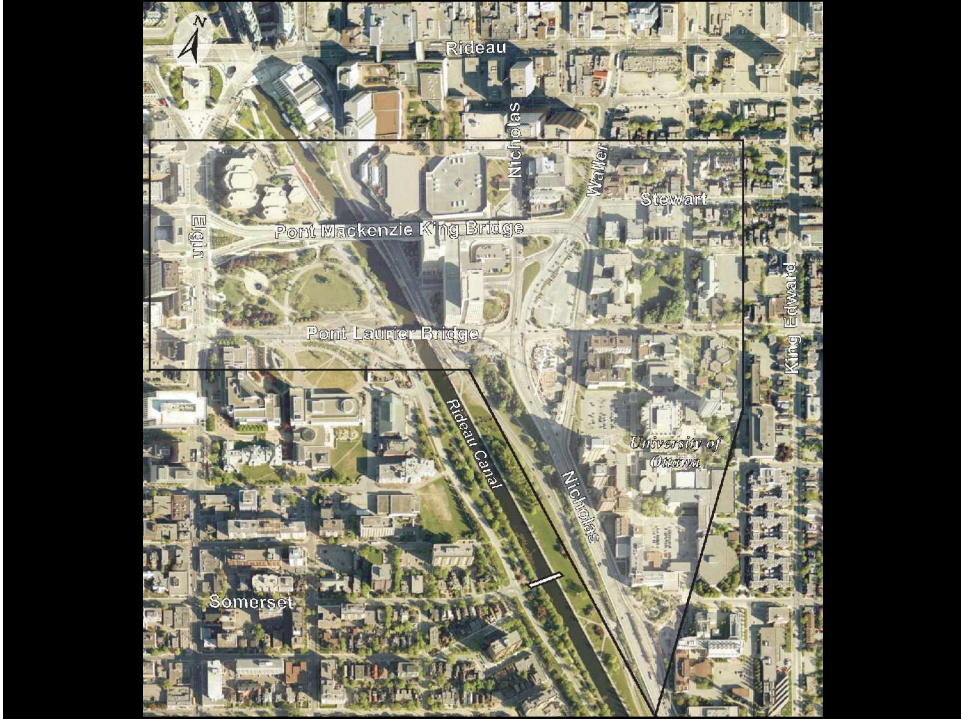
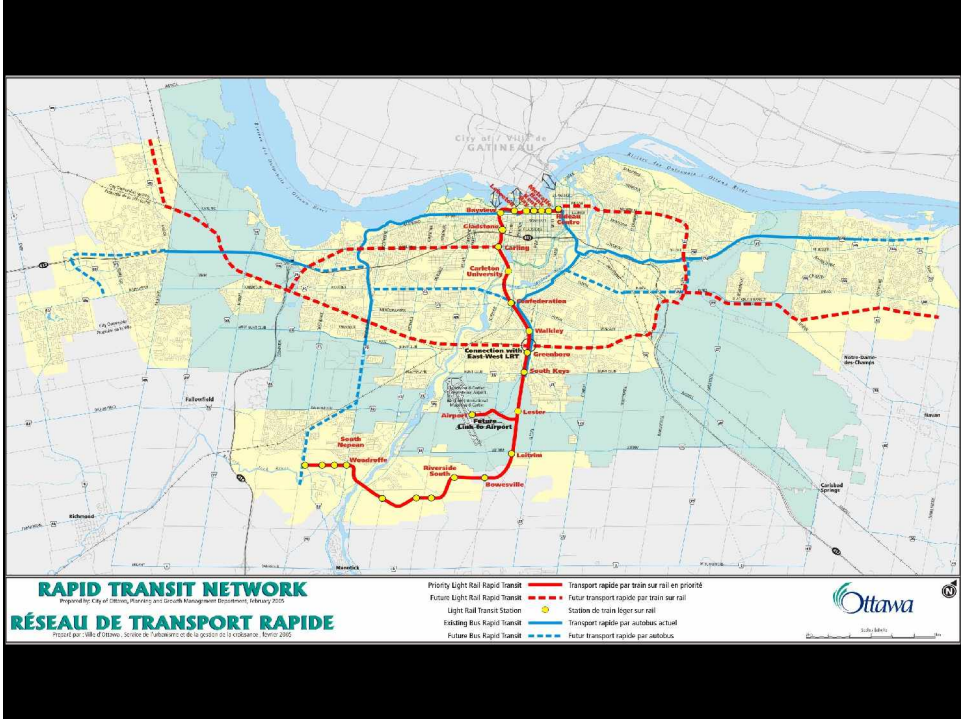
Next Steps

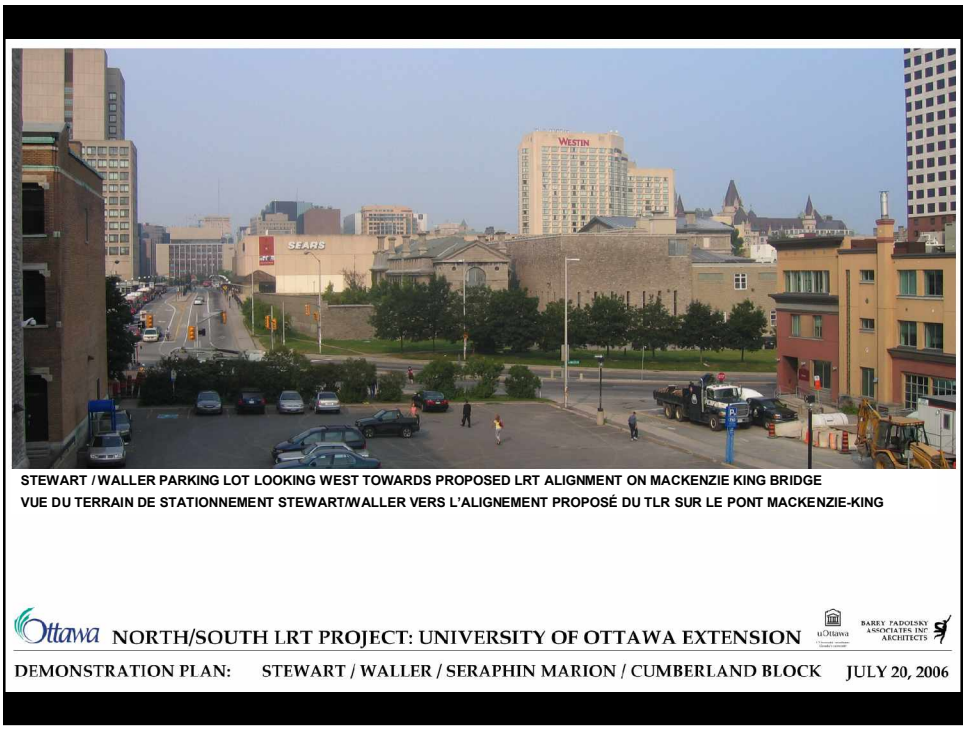
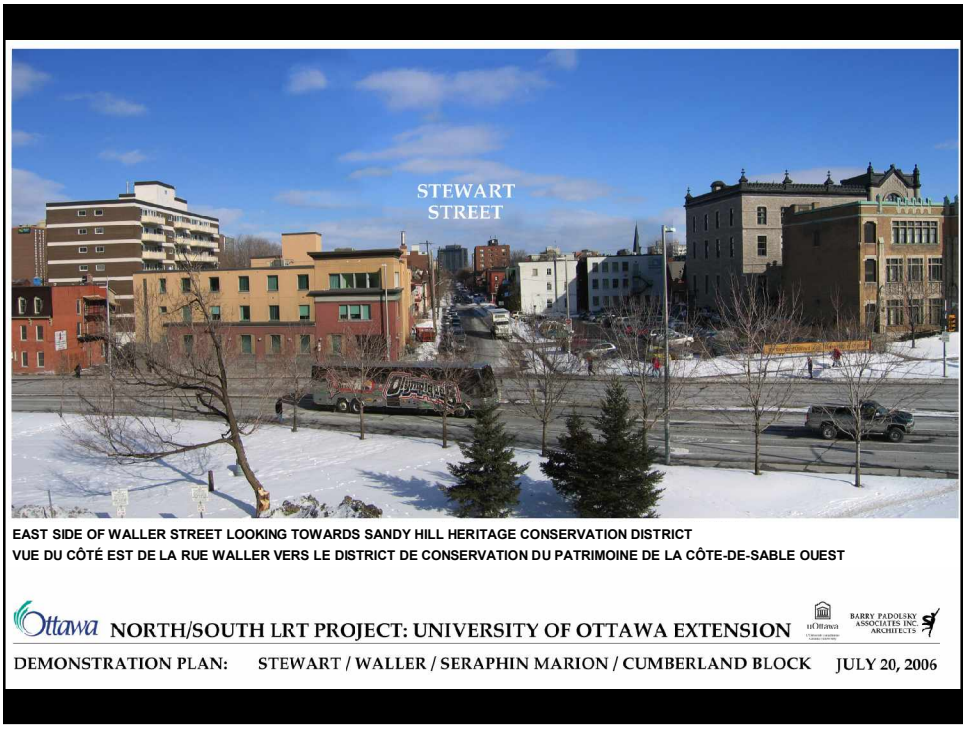
- Public comments submitted by 13 September 06
- Refine EA Addendum Plan based upon public Input
- Recommended Plan Presented to Transportation Committee 04 October 06
- Council Approval of EA Addendum Recommended Plan 11 October 06
- Submit to MOE 16 October 06
- MOE Approval within 30 Days of Submission
- Submit CEAA Screening Report 20 October 06
- Finalize Siemens-PCL/Dufferin Contract for LRT Extension

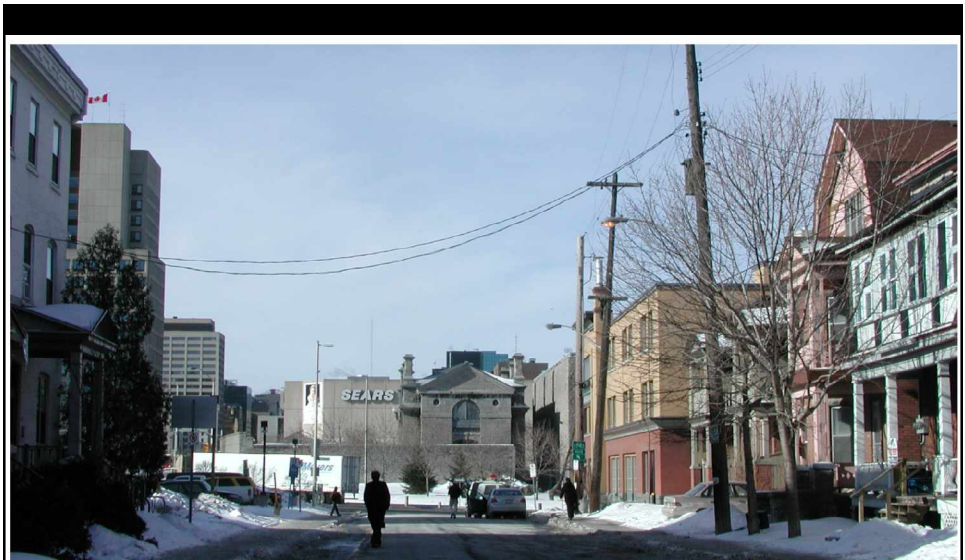


Questions / Comments



Comments can be e-mailed to
Peter Steacy: peter.steacy@ottawa.ca
by Wednesday September 13th, 2006









STEWART STREET LOOKING WEST TOWARDS FORMER CARLETON COUNTY GAOL
 VUE DE LA RUE STEWART VERS L'OUEST EN DIRECTION DE L'ANCIENNE PRISON DU COMTÉ CARLETON

Ottawa NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION  **BARRY PADDESKY ASSOCIATES INC ARCHITECTS** 

DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



NORTH SIDE OF STEWART STREET BETWEEN WALLER AND CUMBERLAND
 CÔTÉ NORD DE LA RUE STEWART ENTRE WALLER ET CUMBERLAND

Ottawa NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION  **BARRY PADDESKY ASSOCIATES INC ARCHITECTS** 

DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



SOUTH SIDE OF STEWART STREET FROM THE NORTHEAST CORNER OF CUMBERLAND AND STEWART
 CÔTÉ SUD DE LA RUE STEWART DEPUIS LE COIN NORD-EST DE CUMBERLAND ET STEWART


NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION


DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



EAST SIDE OF CUMBERLAND STREET BETWEEN STEWART AND SÉRAPHIN-MARION (WILBROD)
 CÔTÉ EST DE LA RUE CUMBERLAND ENTRE STEWART ET SÉRAPHIN-MARION (WILBROD)


NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION


DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



WEST SIDE OF CUMBERLAND STREET FROM THE SOUTHEAST CORNER OF WILBROD AND CUMBERLAND
CÔTÉ OUEST DE LA RUE CUMBERLAND DEPUIS LE COIN SUD-EST DE WILBROD ET CUMBERLAND

 NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION 
DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006

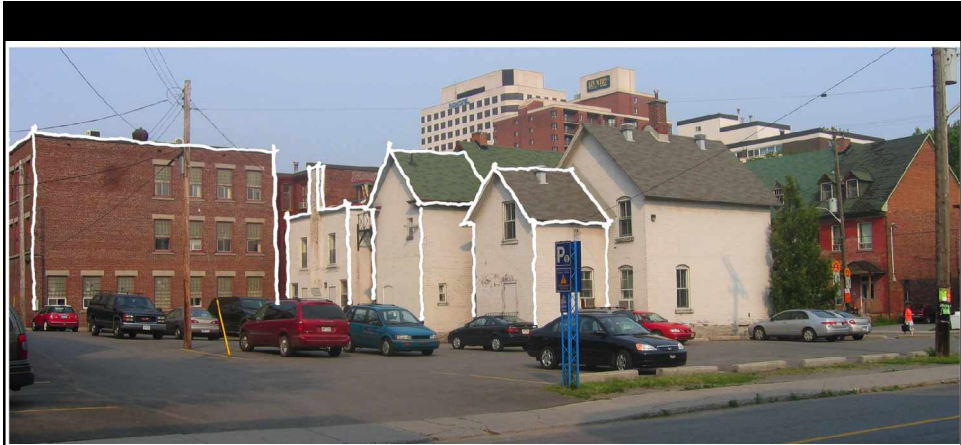


NORTH SIDE OF SÉRAPHIN MARION BETWEEN WALLER AND CUMBERLAND
CÔTÉ NORD DE SÉRAPHIN MARION ENTRE WALLER ET CUMBERLAND

 NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION 
DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



VIEW FROM CUMBERLAND STREET SHOWING REAR ADDITIONS TO BE DEMOLISHED
 VUE DE LA RUE CUMBERLAND MONTRANT LES AGRANDISSEMENTS ARRIÈRE QU'ON DOIT DÉMOLIR



VIEW FROM CUMBERLAND STREET SHOWING REAR ADDITIONS TO BE DEMOLISHED
 VUE DE LA RUE CUMBERLAND MONTRANT LES AGRANDISSEMENTS ARRIÈRE QU'ON DOIT DÉMOLIR



Projet de Couloir Nord-Sud du TLR

Prolongement jusqu'à l'Université d'Ottawa

Réunion publique

Le 6 septembre 2006

Shaping our future together



But de la réunion

Présenter les résultats préliminaires et obtenir des commentaires pour l'ajout à l'évaluation environnementale sur le prolongement du couloir nord-sud du TLR jusqu'à l'Université d'Ottawa.



Ottawa

Contexte

Le 23 fév. 2003 **Le Conseil a approuvé le réseau de l'EETCR**
☞ Identification du TLR dans le couloir n-s comme étant un projet prioritaire

Le 24 sept. 2003 **Le Conseil a reçu la stratégie de mise en oeuvre de l'ORTEP**
☞ Confirmation du TLR dans le couloir n-s comme étant un projet prioritaire
☞ On a autorisé le personnel à entreprendre l'évaluation environnementale du projet de TLR dans le couloir n-s

RAPID TRANSIT NETWORK / RÉSEAU DE TRANSPORT RAPIDE

Ottawa

Étude d'ÉE du projet de TLR dans le couloir n-s

Le 1^{er} avril 2004 Début de l'étude

Le 23 juin 2004 Cadre de référence approuvé par le Conseil

Le 5 juillet 2004 Cadre de référence présenté au ME

Le 15 sept. 2004 Cadre de référence approuvé par le Ministre de l'Environnement

Le 15 juillet 2005 **Plan recommandé d'ÉE approuvé par le Conseil**
☞ On a autorisé le personnel à présenter l'ÉE pour approbation
☞ On doit entreprendre des travaux additionnels

Le 9 sept. 2005 Rapport ontarien d'ÉE présenté au ME pour approbation

Le 29 sept 2005 Examen préalable dans le cadre de l'ÉE fédérale présenté à l'ACEE pour approbation

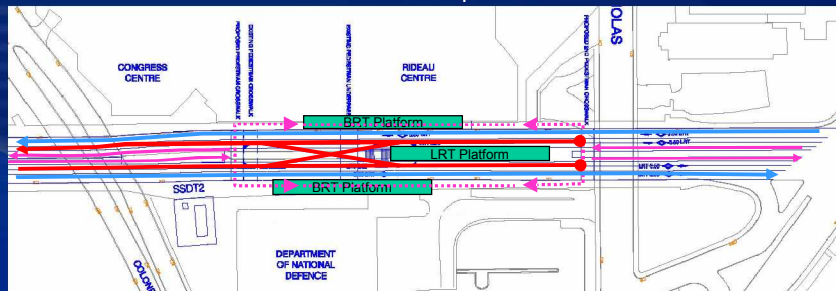
Mai/juillet 2006 **Approbation des ÉE de l'Ontario et du fédéral**



Plan d'ÉE – Station Mackenzie King

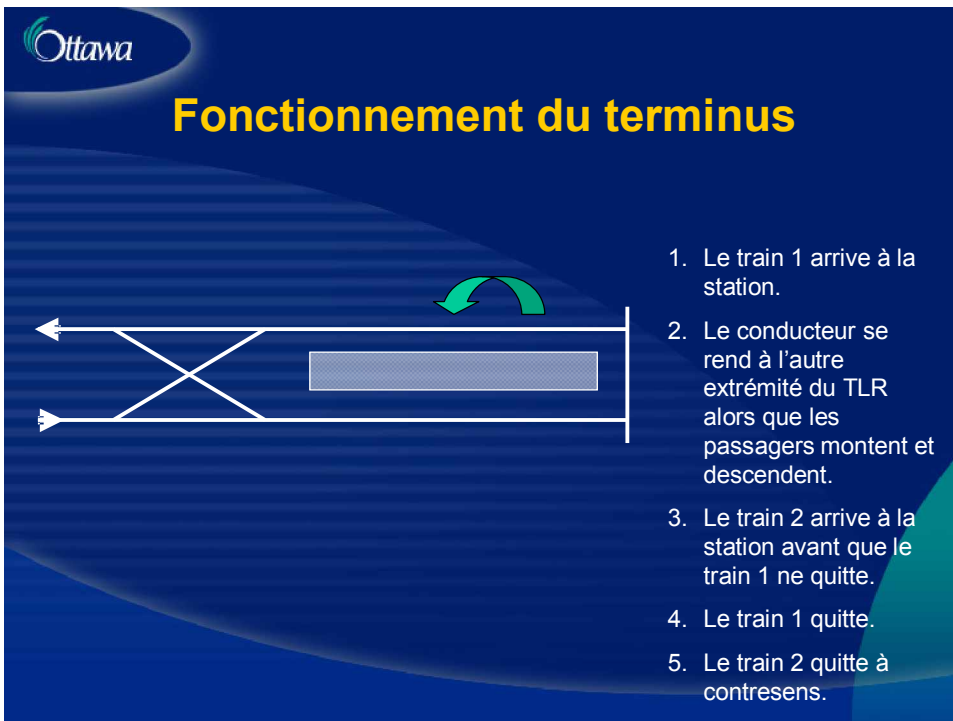
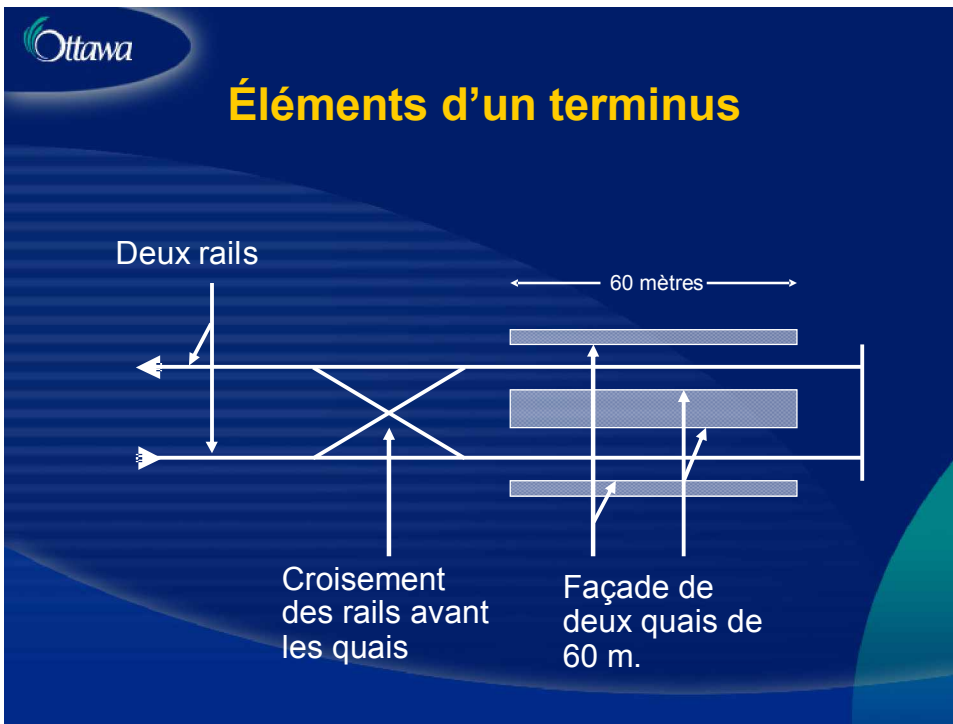
- Terminus nord du couloir
- TLR dans les voies du centre / Quai du TLR sur l'îlot central
- Autobus dans les voies en bordure / Quais des autobus en bordure
- Croisement des deux rails à l'ouest du quai du TLR
 - Obligation d'interdire la circulation à tous les autres véhicules
- Pistes cyclables discontinues
 - Arrêt au quai du TLR
 - Station d'autobus accessible à pied

- TLR
- Autobus
- Cycliste



Le 15 juillet 2005 – Motions du Conseil

- **Le Conseil impose les conditions suivantes pour qu'on approuve l'ÉE :**
 - ☞ OC Transpo doit réduire le volume d'autobus de 30 % sur les rues Albert et Slater d'ici 2009 et le personnel doit évaluer l'élimination complète des autobus d'ici 2009.
 - ☞ Le personnel doit évaluer le recours aux stations Hurdman et Bayview pour la correspondance.
 - ☞ Le personnel et les experts-conseils doivent préparer le cadre de référence d'une étude d'un tunnel.
 - ☞ On doit présenter aux exploitants d'entreprise du centre-ville une estimation des immobilisations pour l'aménagements des rues.
 - ☞ Évaluer l'utilisation de l'Université d'Ottawa en tant que terminus pour le service de TLR dans le couloir nord-sud.
 - ☞ Évaluer les options lorsqu'il s'agit d'amener la circulation sur le pont Mackenzie-King

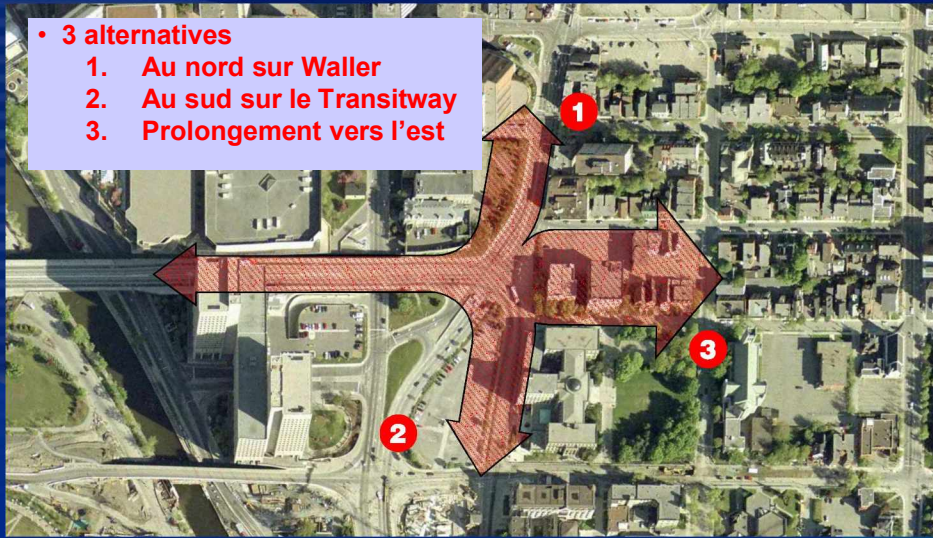




Options du couloir

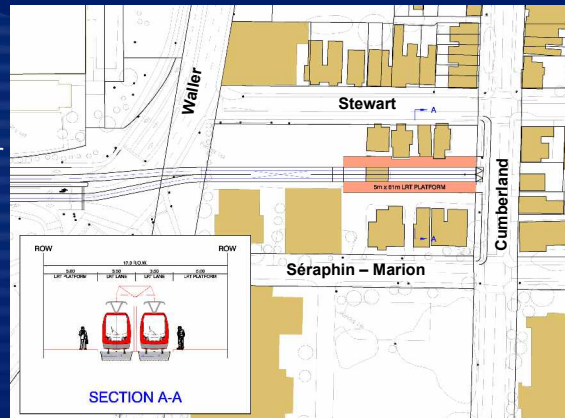
• 3 alternatives

1. Au nord sur Waller
2. Au sud sur le Transitway
3. Prolongement vers l'est



Solution 3C – Propriété de l'Université

- Meilleure géométrie pour l'aménagement du TLR
- Possibilité qui requiert le moins de modifications à l'intersection Waller-Transitway
- Station située directement sur les terrains de l'université
- Possibilité d'effet sur un secteur du patrimoine
- Intégration au futur développement urbain
- Compatible avec la vision à long terme de l'Université d'Ottawa



Alternative recommandée qu'on doit reporter

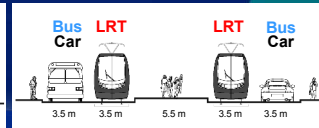
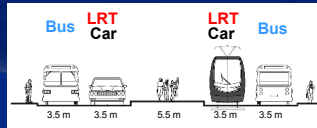
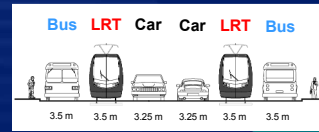
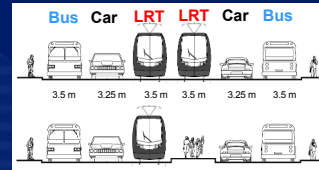


Facilitation de la circulation

En prolongeant le TLR à l'est du pont Mackenzie-King, on offre de nouvelles possibilités de faciliter la circulation sur le pont.

Alternatives :

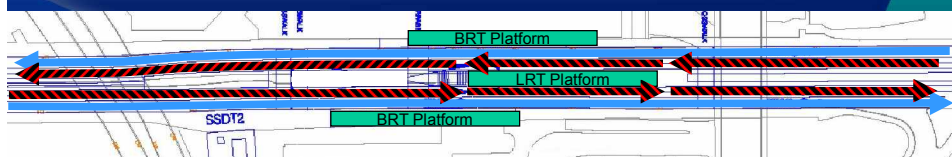
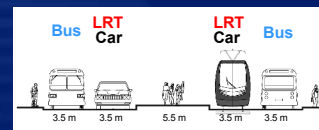
1. Introduire une nouvelle voie de circulation entre le SAD et le TLR.
 - Six voies en travers avec plate-forme ferroviaire bidirectionnelle.
2. Introduire une nouvelle voie de circulation au centre du pont.
 - Le SAD et le TLR doivent utiliser des plates-formes séparées en bordure de la route.
3. Permettre à la circulation générale de partager :
 - a. La voie de SAD
 - b. La voie de TLR



Solution 3B – Circulation d'autos dans la voie réservé au TLR

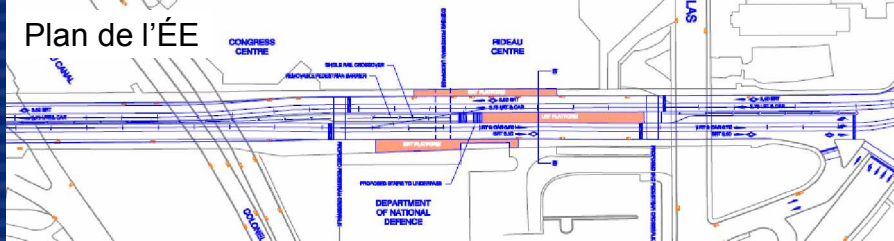
- Moins d'incidence sur la circulation du TLR que celle des autobus en 3a à cause du volume plus faible de trains
- Possibilité de conflit avec la circulation de trains aux quais
- Meilleure possibilité de contrôler l'entrée du TLR dans la voie qu'empruntent les véhicules

Alternative recommandée qu'on doit reporter





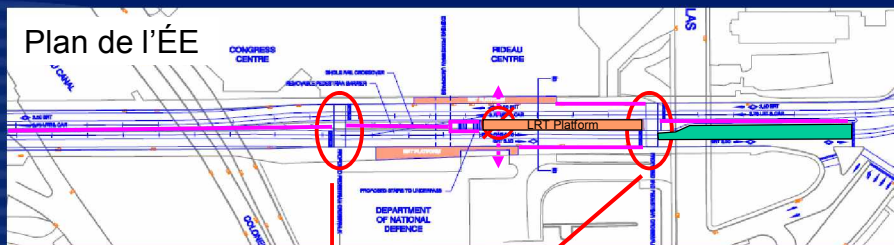
Modification à la station



- Déplacer la plate-forme du TLR à l'ouest de la traverse pour piétons située devant les portes du Centre Rideau.
 - Traverse simple pour piétons à niveau sur le pont à l'intention du SAD et du TLR.
 - On simplifie et on améliore ainsi les opérations de correspondance et de traversée.
 - On peut quand même aménager un escalier menant au passage inférieur pour piétons.



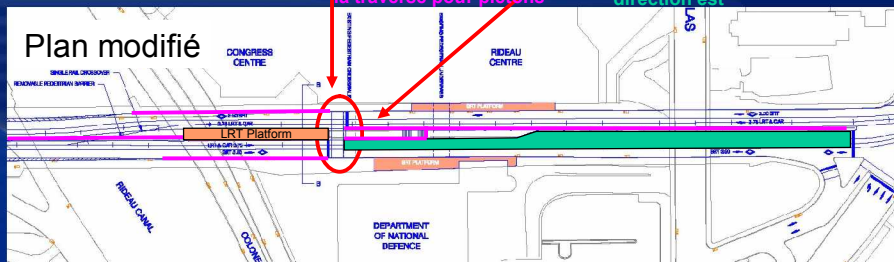
Modification à la station



Traverse pour piétons révisée

Clôture de contrôle de la traverse pour piétons

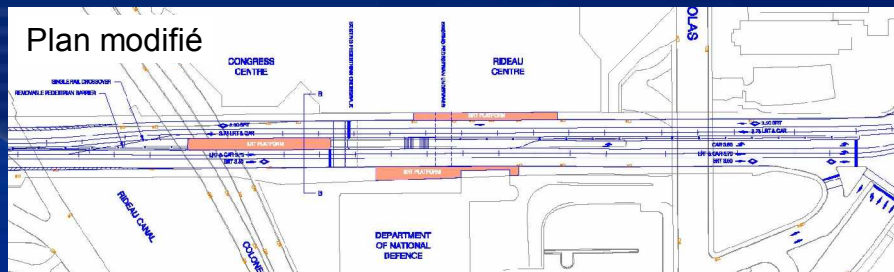
Autre voie de virage à gauche en direction est





Modification à la station

- Avantages des modifications apportées à la configuration de la station
 - ☞ Les points de correspondance et les traverses de piétons centralisées réduisent les points de conflit et facilitent la tâche aux piétons
 - ☞ Circulation rapide et sécuritaire des automobiles et des véhicules de transport en commun grâce à la réduction du nombre d'intersections avec signalisation
 - ☞ Augmentations de la capacité de virage à gauche pour réduire les effets du TLR



Principaux résultats du travail qu'on doit aborder Le 15 juillet 2005 – Motions du conseil

- Présentées au Comité des transports, le 2 novembre 2005
 - ☞ Plan de services réduisant jusqu'à 30 % le nombre d'autobus sur les rues Albert et Slater.
 - ☞ L'élimination complète des autobus des rues Albert et Slater est impossible.
 - ☞ On ne recommande pas d'utiliser Bayview et Hurdman en tant que stations carrefour pour l'instant.
 - ☞ Ébauche du cadre de référence pour l'étude du tunnel.
 - ☞ Estimations du paysagement et de l'aménagement des rues.
 - ☞ Recommandation de prolonger le service de TLR jusqu'à l'Université d'Ottawa sur les terrains de l'université.
 - ☞ Ce prolongement jusqu'à l'Université d'Ottawa est nécessaire afin de permettre la circulation générale sur le pont.
- Approuvé par le Conseil le 9 novembre 2005



Recommandations du Conseil – Le 9 novembre 2005

1. Approuver le début de discussions entre le personnel et l'Université d'Ottawa afin de prolonger le corridor nord-sud du TLR sur les terrains de l'université et dans le but de mettre sur pied un partenariat public-privé visant à aménager un stationnement souterrain, une station intégrée de transport léger sur rail, ainsi que d'autres utilisations sur le site proposé.
2. Dans la mesure où les discussions avec l'Université d'Ottawa seront fructueuses, approuver la prolongation sur 300 mètres du corridor nord-sud du TLR jusqu'à l'Université d'Ottawa à proximité de la rue Stewart, et ce, pour un coût d'environ 5,0 M \$ comprenant la prolongation de la voie ferrée et la station.
3. Sous réserve de la recommandation [2] ci-dessus, approuver le plan en vertu duquel les véhicules partageraient la voie du TLR sur le pont Mackenzie-King.
4. Sous réserve de la recommandation [2] ci-dessus, demander au personnel d'approuver l'ÉE de la prolongation sur 300 mètres du corridor nord-sud du TLR jusqu'à l'Université d'Ottawa et permettre aux véhicules de circuler sur le pont Mackenzie-King.



Développement intégré – Université d'Ottawa

1. Création d'un lien direct par TLR entre le campus de l'Université d'Ottawa et celui de l'Université Carleton
2. Rapprochement du service de TLR et du quartier Côte-de-Sable
3. Permet d'intégrer le terminus dur TLR aux plans de réaménagement de l'université
4. Permet de répondre aux besoins de stationnement dans le secteur
5. Permet d'améliorer le caractère d'un secteur du patrimoine en remplaçant le stationnement de surface actuel par une architecture intercalaire soigneusement connue et de grandeur adéquate





Protocole d'entente (PE) 7 Juin 2006

- L'université offre un couloir pour le TLR et le terminus
- L'université aménage un stationnement souterrain de 3 étages (environ 390 espaces)
 - ☞ Pour remplacer le stationnement de surface actuel (120 espaces)
 - ☞ Pour servir l'aménagement de l'université au-dessus du TLR
 - ☞ Pour servir l'aménagement de la Cour des Arts (150 espaces)
- La ville ferme l'extrémité ouest de la rue Stewart
- L'université procède à un aménagement par phases au fil du temps
 - ☞ Sur les terrains de l'université
 - ☞ Au-dessus de l'infrastructure de TLR
 - ☞ Au-dessus de la portion fermée de la rue Stewart
- L'université relocalise temporairement les pavillons actuels du côté sud de la rue Stewart et les replace à leur endroit original



Projet 2009 (Phase 1, TLR N-S)

- 29 km du centre-ville de Barrhaven à l'Université d'Ottawa
 - 22 véhicules du TLR électriques
 - Service minimal aux 5 minutes de l'Université d'Ottawa à Leitrim
 - Service minimal aux 10 minutes de Leitrim au centre-ville de Barrhaven
- 23 stations
- 3 nouveaux parcs-o-bus
- Cour d'entretien et de remisage du TLR





Mise en oeuvre du projet 2009

- **Processus d'approvisionnement en deux étapes (DQ/AO) enclenché en mars 2005**
 - ☞ Conception, construction, entretien
 - ☞ Partenariat public-privé
- **Le 12 juillet 2006, le Conseil municipal a approuvé :**
 - ☞ L'attribution du contrat pour la conception, l'aménagement et l'entretien sur 15 ans du projet de TLR n-s au consortium Siemens/PCL/Dufferin
 - ☞ Le prolongement jusqu'à complexe de l'Université d'Ottawa sur approbation d'un ajout à l'ÉE
 - ☞ L'exécution de toutes les ententes avec l'Université d'Ottawa conformément au PE (7 juin 2006)
 - ☞ La motion visant à éliminer les craintes de la collectivité quant au futur prolongement du TLR vers l'est



Étendue de l'ajout à l'ÉE

- **Évaluer et documenter les options et élaborer un plan pour :**
 - ☞ Prolonger le TLR n-s jusqu'à l'Université d'Ottawa
 - ☞ Aménager le pont Mackenzie King pour la circulation
- **Consulter la population et les intervenants pour :**
 - ☞ Faire la liste des effets et des craintes
 - ☞ Évaluer et répertorier les mesures d'atténuation pouvant être nécessaires
 - ☞ Documenter les conclusions dans le cadre de la préparation de l'ajout à l'ÉE



Consultation

- Patrimoine Ottawa
- CCLCA
- La cour de Arts
- Action Côte-de-Sable
- Comités consultatifs de la ville d'Ottawa
- Centre national des arts
- Ministère de la Défense nationale
- Centre Rideau et des congrès
- Groupes d'entreprises du centre-ville
- Propriétaires/occupants des propriétés à proximité du site
- Agences d'approbation fédérales et provinciales

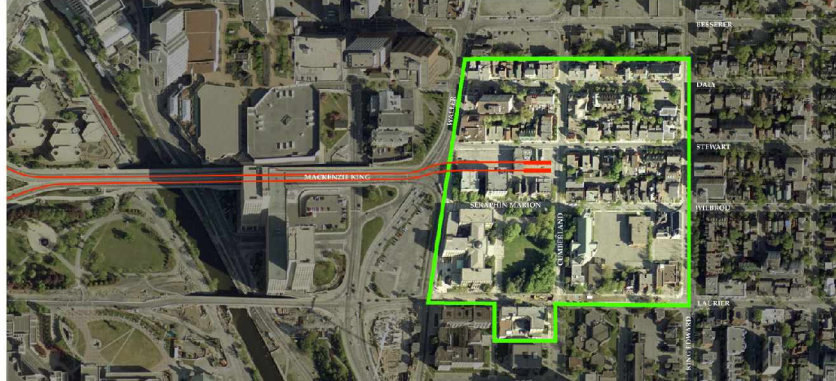


Enjeux identifiés

1. Développement intégré du site par l'Université d'Ottawa
2. Impact sur le district de conservation du patrimoine ouest de Côte-de-Sable
3. Prolongation future vers l'est de la ligne du TLR
4. Cyclistes sur le pont Mackenzie-King
5. Circulation



Enjeu : Développement intégré du site



DISTRICT DE CONSERVATION DU PATRIMOINE DE LA CÔTE-DE-SABLE OUEST — LIMITE DU DISTRICT — GARE PROPOSÉE POUR LE LTR



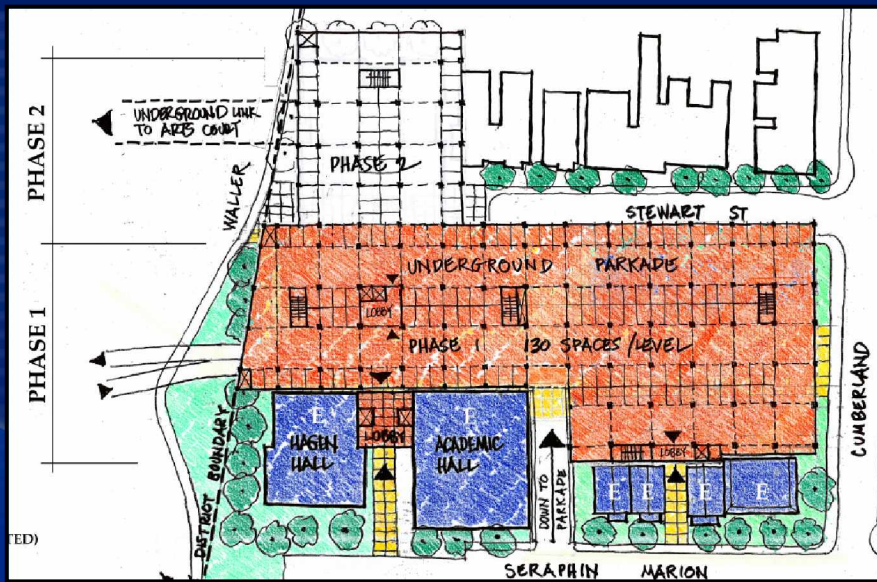
NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION



DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006

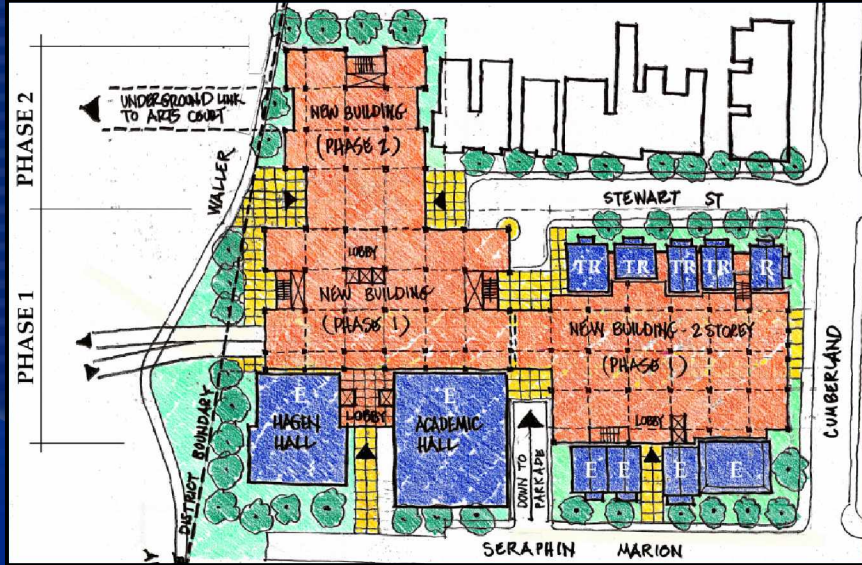


Enjeu : Développement intégré du site

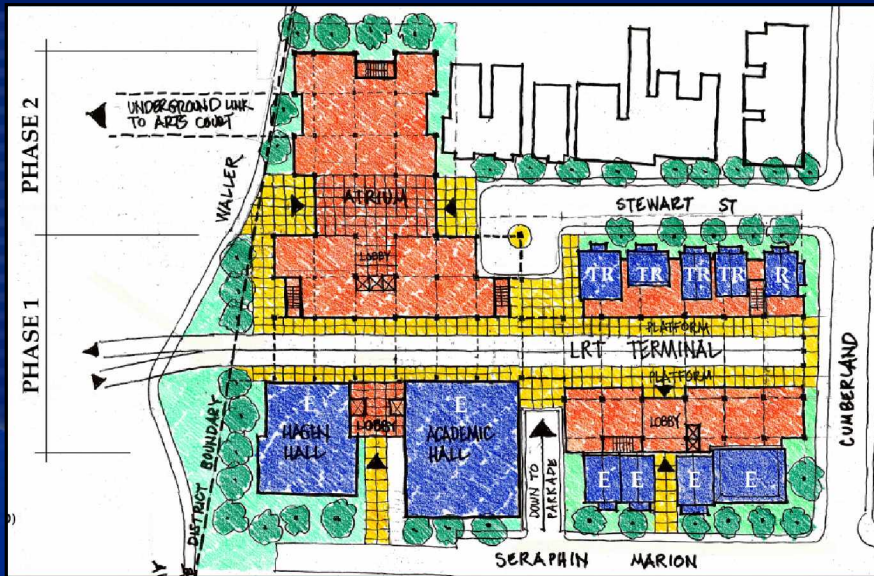




Enjeu : Développement intégré du site



Enjeu : Développement intégré du site







Enjeu : Développement intégré du site



CÔTÉ SUD DE LA RUE STEWART MONTRANT LES ÉDIFICES QU'ON DOIT DÉPLACER TEMPORAIREMENT AFIN DE POUVOIR CONSTRUIRE LE STATIONNEMENT SOUTERRAIN



Enjeu : Développement intégré du site

Scénario de développement préliminaire :

- Relocaliser temporairement les pavillons actuels sur la rue Stewart
 - ☞ Pour permettre l'aménagement d'un stationnement souterrain de 3 étages
 - ☞ Pour permettre l'aménagement du terminus du TLR
- Réinstaller et restaurer les pavillons sur la rue Stewart (au-dessus du stationnement couvert)
- Relocaliser d'autres pavillons sur la rue Stewart (dont le déménagement depuis un autre endroit du campus est prévu)
- Aménager un bâtiment de 2 étages au-dessus du terminus du TLR entre les pavillons actuels sur la rue Stewart et Sraphin-Marion (Phase 1)
- Aménager un bâtiment de 5 ou 6 étages au-dessus du TLR à l'extrémité ouest du site (Phase 1)
- Aménager un bâtiment de 5 ou 6 étages au-dessus de l'extrémité ouest de la rue Stewart et au 1, rue Stewart (Phase 2)



Enjeu : Impact sur le district de conservation du patrimoine



Impact sur le district de conservation du patrimoine ouest de Côte-de-Sable

1. Le terminus proposé du TLR oblige la démolition des annexes arrière de 4 maisons sur la rue Stewart.
2. Le stationnement souterrain proposé oblige la démolition des annexes arrière de 4 maisons sur Seraphin Marion.
3. Le stationnement souterrain proposé oblige le déplacement temporaire de la partie principale de 4 maisons sur la rue Stewart.
4. On restaurera quatre maisons qu'on a déplacées temporairement sur la rue Stewart pour ensuite les intégrer au terminus municipal du TLR et au projet de réaménagement.
5. On peut déplacer une maison qui se trouve présentement dans une zone de réaménagement sur le campus de l'Université d'Ottawa pour l'amener sur l'actuel terrain de stationnement au coin de Stewart et Cumberland afin de rehausser le caractère patrimonial de la rue Stewart.
6. Le réaménagement proposé viendra rehausser le caractère patrimonial du district en remplaçant les actuels terrains de stationnement en surface par une architecture intercalaire de dimensions appropriées et de conception sensible.



NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION



DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK

JULY 20, 2006 18



Enjeu : Impact sur le district de conservation du patrimoine



Approbations d'aménagement à obtenir

1. Une demande de permis en vertu de la Loi sur le patrimoine de l'Ontario
2. Une demande d'approbation de réglementation du plan d'implantation
3. Une demande de dérogation (Comité de dérogation)



NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION



DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK

JULY 20, 2006 19



Enjeu : Piste cyclables

- Le réseau cyclable du PDT prévoit une traverse du canal Rideau au centre-ville sur le pont Mackenzie King.
- Le plan approuvé de l'ÉE du TLR n-s maintient la circulation de vélos sur le pont et prévoit une traverse discontinue :
 - ☞ Les voies médianes pour cyclistes d'Elgin jusqu'à la traverse piétonnière ouest sur le pont
 - ☞ Les voies médianes pour cyclistes à l'est de la traverse piétonnière est
 - ☞ Les cyclistes sont tenus de marcher à côté de leur vélo entre les deux traverses piétonnières jusqu'au quai des autobus
- Le plan recommandé n'offre pas de solution aux cyclistes qui traversent le pont :
 - ☞ Aucune solution sécuritaire pour les cyclistes
 - ☞ Nombre très élevé de passagers sur les quais
 - ☞ Grand nombre d'autobus dans la voie réservée aux autobus
 - ☞ Problème pour les pneus de vélo sur la voie ferroviaire



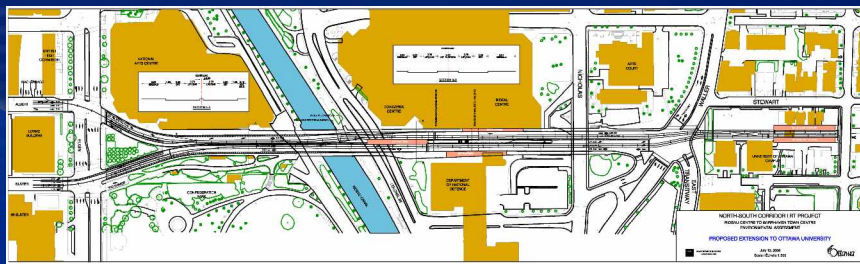
Enjeu : Piste cyclables

- Trois autres traverses du canal Rideau pour les cyclistes
 - ☞ Rideau-Wellington
 - ☞ Pont Laurier (présence actuelle de pistes cyclables)
 - ☞ Traverse piétonnière Somerset (automne 2006)
- **Pont Laurier** – solution préférée pour l'instant
- Les rues Elgin et Cumberland constitueront des liens nord-sud rattachés au réseau cyclable
- On enquêtera sur la possibilité de modifier l'intersection des rues Elgin, Laurier et Cumberland pour faciliter la circulation des cyclistes. Des recommandations seront incorporées au plan recommandé.



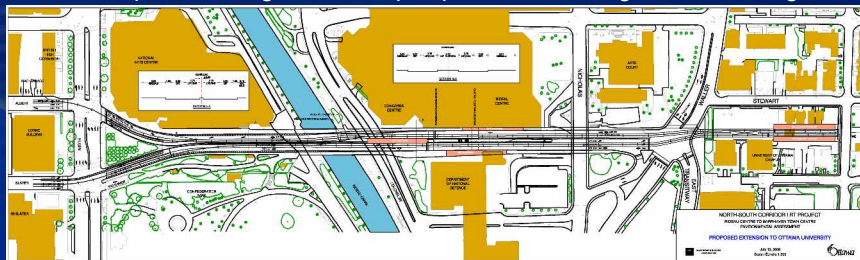
Enjeu : Circulation

- Refoulement dans la voie pour virage à droite vers l'est et pour les véhicules qui se dirigent au CNA à la hauteur de la rue Elgin
 - ☞ Application de l'interdiction d'arrêter
 - ☞ Surveillance routière
- Conflit concernant la circulation vers le sud et TLR vers l'est à la hauteur de la voie d'accès au stationnement du CNA
 - ☞ Signalisation pour empêcher les véhicules de s'immobiliser sur les voies ferroviaires
 - ☞ Surveillance routière



Enjeu : Circulation

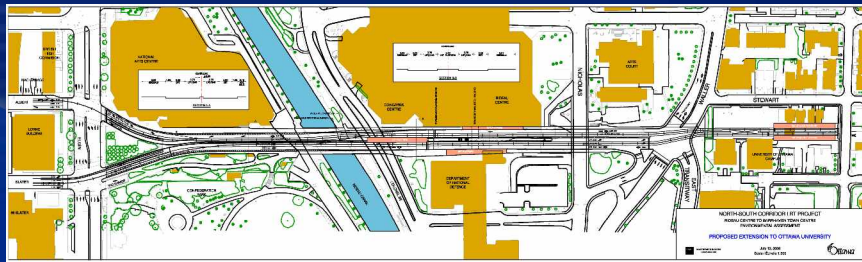
- Confusion entourant l'alignement de la voie pour véhicules qui se dirigent vers l'ouest à la hauteur de l'intersection de la rue Elgin
 - ☞ Marquage routier et traitement de surface nécessaires pour éviter la confusion avant l'intersection de la rue Elgin
- Signalisation nécessaire afin de contrôler la fusion du TLR vers l'est dans la voie pour véhicules ordinaires
 - ☞ Le signal sera toujours vert pour les autobus.
 - ☞ La circulation ne devra s'arrêter qu'à l'approche d'un TLR. Celui-ci sera détecté d'avance et ne devra pas s'arrêter.
 - ☞ Deuxième détecteur de TLR
 - ☞ Espace de rangement adéquat prévu entre ce signal et la rue Elgin





Enjeu : Circulation

- La circulation pourrait emprunter les voies du SAD lorsque le TLR dessert la station Mackenzie-King.
 - ☞ Application nécessaire pour décourager les véhicules ordinaires de s'engager dans les voies réservées aux autobus pour dépasser le train
- Fermeture de la rue Stewart
 - ☞ La circulation sera redirigé vers le réseau routier local



Plan recommandé

Voie pour véhicules en transit ou qui tournent à gauche / voie de virage à droite réservée aux véhicules de transport en commun

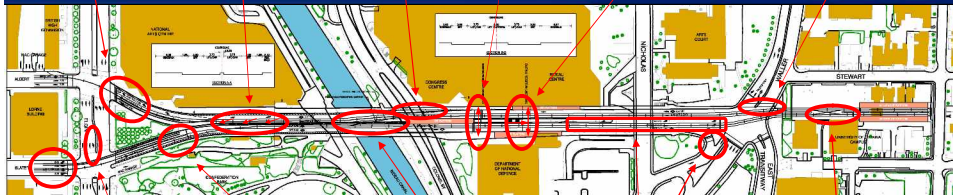
Entrée d'autobus dans la voie réservée au TLR / surface ondulée pour marquer la déviation de la voie

Rétrécissement du trottoir

Traverse de piétons simple à niveau

Escaliers menant au passage souterrain actuel pour piétons proposé

Espace supplémentaire pour piétons



Autorisation du virage à gauche vers le pont ou le stationnement souterrain du CNA

Retrait des bosses, section à 4 voies tout le long

Croisement directionnel simple

Nouveau signal de fusion contrôlée de la voie du TLR avec la voie pour véhicules

Nouvelle permission de rangement pour virage à gauche et d'échangeur pour virage à droite de véhicules

Croisement directionnel double



Prochaines étapes

- Commentaires du public soumis d'ici le Le 13 septembre 2006
- Mise au point du plan d'ajout à l'ÉE d'après les commentaires du public
- Plan recommandé présenté au Comité des transports Le 4 octobre 2006
- Approbation du plan recommandé d'ajout à l'ÉE par le Conseil Le 11 octobre 2006
- Présentation au ME Le 16 octobre 2006
- Approbation de ME dans les 30 jours suivant la présentation
- Présentation au LCEE Le 20 octobre 2006
- Finaliser le contrat de Siemens-PCL/Dufferin pour le prolongement du TLR

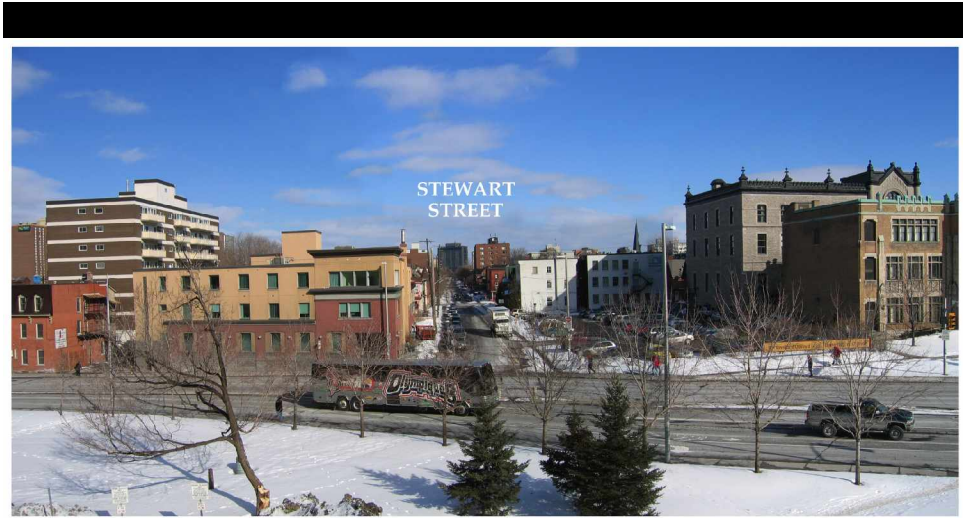


Questions / Commentaires

Les commentaires peuvent être acheminés par courriel à :

Peter Steacy : peter.steacy@ottawa.ca

jusqu'au 13 septembre 2006



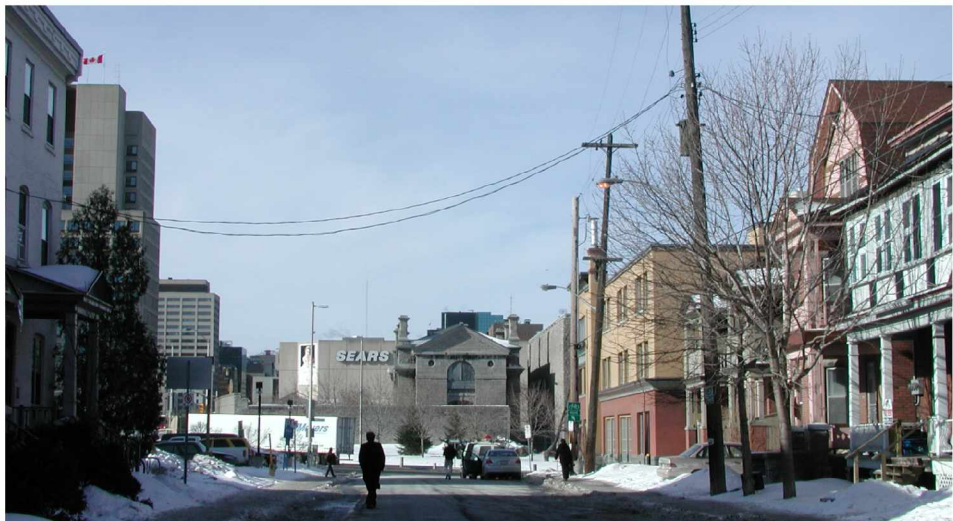
EAST SIDE OF WALLER STREET LOOKING TOWARDS SANDY HILL HERITAGE CONSERVATION DISTRICT
 VUE DU CÔTÉ EST DE LA RUE WALLER VERS LE DISTRICT DE CONSERVATION DU PATRIMOINE DE LA CÔTE-DE-SABLE OUEST

 **NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION**  
 DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



STEWART / WALLER PARKING LOT LOOKING WEST TOWARDS PROPOSED LRT ALIGNMENT ON MACKENZIE KING BRIDGE
 VUE DU TERRAIN DE STATIONNEMENT STEWART/WALLER VERS L'ALIGNEMENT PROPOSÉ DU TLR SUR LE PONT MACKENZIE-KING

 **NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION**  
 DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



STEWART STREET LOOKING WEST TOWARDS FORMER CARLETON COUNTY GAOL
VUE DE LA RUE STEWART VERS L'OUEST EN DIRECTION DE L'ANCIENNE PRISON DU COMTÉ CARLETON

 NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION  
DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



NORTH SIDE OF STEWART STREET BETWEEN WALLER AND CUMBERLAND
CÔTÉ NORD DE LA RUE STEWART ENTRE WALLER ET CUMBERLAND

 NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION  
DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



SOUTH SIDE OF STEWART STREET FROM THE NORTHEAST CORNER OF CUMBERLAND AND STEWART
CÔTÉ SUD DE LA RUE STEWART DEPUIS LE COIN NORD-EST DE CUMBERLAND ET STEWART

 NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION  
DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



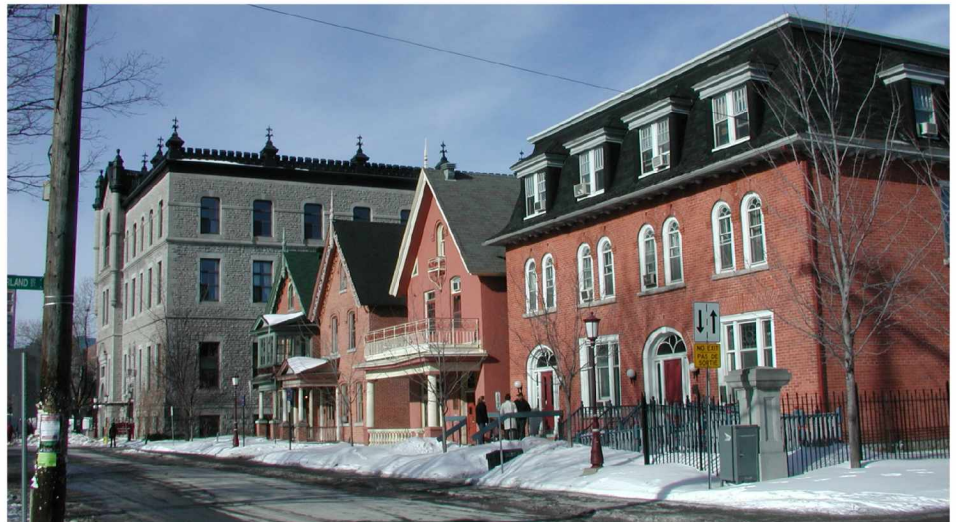
EAST SIDE OF CUMBERLAND STREET BETWEEN STEWART AND SÉRAPHIN-MARION (WILBROD)
CÔTÉ EST DE LA RUE CUMBERLAND ENTRE STEWART ET SÉRAPHIN-MARION (WILBROD)

 NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION  
DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



WEST SIDE OF CUMBERLAND STREET FROM THE SOUTHEAST CORNER OF WILBROD AND CUMBERLAND
CÔTÉ OUEST DE LA RUE CUMBERLAND DEPUIS LE COIN SUD-EST DE WILBROD ET CUMBERLAND

 **NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION**  
DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006

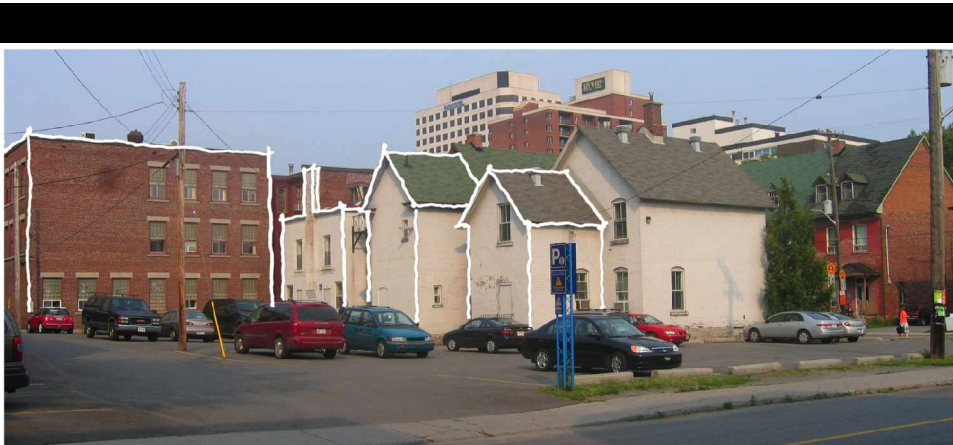


NORTH SIDE OF SÉRAPHIN MARION BETWEEN WALLER AND CUMBERLAND
CÔTÉ NORD DE SÉRAPHIN MARION ENTRE WALLER ET CUMBERLAND

 **NORTH/SOUTH LRT PROJECT: UNIVERSITY OF OTTAWA EXTENSION**  
DEMONSTRATION PLAN: STEWART / WALLER / SERAPHIN MARION / CUMBERLAND BLOCK JULY 20, 2006



VIEW FROM CUMBERLAND STREET SHOWING REAR ADDITIONS TO BE DEMOLISHED
 VUE DE LA RUE CUMBERLAND MONTRANT LES AGRANDISSEMENTS ARRIÈRE QU'ON DOIT DÉMOLIR



VIEW FROM CUMBERLAND STREET SHOWING REAR ADDITIONS TO BE DEMOLISHED
 VUE DE LA RUE CUMBERLAND MONTRANT LES AGRANDISSEMENTS ARRIÈRE QU'ON DOIT DÉMOLIR

Appendix C. Stakeholder Meeting Notes

1. Heritage Ottawa
2. Arts Court
3. LACAC
4. Action Sandy Hill
5. National Arts Centre
6. Advisory Committees
7. DND / Rideau & Congress Centre
8. Downtown Businesses
9. Private Property Owners
10. Federal and Provincial Agencies



McCORMICK
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Fax: (613) 736-8710
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Website: www.Mrc.ca

MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1
PROGRESS MEETING NO: Meeting No. 1
FILE NO.: 5648-7068
DATE: August 3, 2006 **TIME:** 3 p.m.
PLACE: Ottawa City Hall, 110 Laurier Room 4102E
PRESENT: Valérie Bouillant – City of Ottawa: Planning & Growth
Abdol Nouraeyan – City of Ottawa: LRT Office
Barry Padolsky – Barry Padolsky Architects & Urban Planners
Claudio Brun del Re – University of Ottawa
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

Heritage Ottawa
David Flemming
David Jeanes

PURPOSE: Consultation Meeting regarding the North-South LRT extension to the University of Ottawa

PROCEEDINGS:

ACTION BY:

- 1.1 Introduction – All attendees introduced themselves. It was decided that due to the small number of attendees, questions and comments can be discussed throughout the presentation.
- 1.2 Presentation – Ms. Bouillant began the presentation with the explanation of the entire N-S LRT Project. She discussed the background studies that led to the N-S LRT project as well as the approved 2009 project. Motions that have been passed by council regarding the additional work that was required to be undertaken as well as the motions that deal with future easterly extension to Rideau/Montreal Road were also discussed. It was highlighted that this addendum will determine how the terminus can be extended to the University of Ottawa Campus as well as how vehicular traffic can be re-introduced the across the bridge.

- 1.3 Mr. Hunton began the technical explanation of all the elements that are required at a terminus station (2 tracks, 2 platform faces, and a crossover). These elements are crucial when attempting to locate an appropriate area for the new terminus station. All the possible alternatives for extending the LRT east were identified and each of their issues was discussed. A recommendation to extend onto University property was proposed.
 - 1.3.1 Mr. Jeanes noted that the estimated cost to extend to Hurdman station seemed high. He indicated that if cost was the major determining factor for this alternative then it is not justified why this option is not carried forward.
 - Mr. Hunton advised Mr. Jeanes that cost was only one of the factors and that even if it was reduced, it would still be substantial in comparison to the \$5M budget. While it may seem like the extension to Hurdman addresses all the commitments of the addendum, other options exist that better accomplish them.
- 1.4 Mr. Hunton continued to explain the alignment options that were considered for extending onto University Property. All the issues were identified and a recommendation to locate the terminus between Stewart Street and Séraphin-Marion Private in an existing University parking lot was proposed.
- 1.5 Mr. Padolsky then explained the benefits for using the proposed site. The MOU (memorandum of understanding) that was reached between the University and the City of Ottawa was discussed. This MOU identifies who will be responsible for LRT, parking lot, and building development construction. It also provides a guideline regarding the number of parking spots that will be required in the new parking structure below the LRT station. The MOU also specifies that the City will close the west end of Stewart Street to traffic so the University can build a larger footprint for a new University building.
- 1.6 Since the proposed station location is within the Sandy Hill conservation district, special consideration is required regarding the above ground development. A demonstration plan was presented that shows below grade, above grade and ground floor plans for the parking structure, university development and LRT station area. The concept shows the relocation and replacement of 4 existing university structures fronting on Stewart Street throughout the construction period. It is also proposed that a similar existing University building from elsewhere on the campus can be relocated adjacent to the 4 university buildings to enhance the residential and heritage character of Stewart Street.
- 1.7 Demolition of the rears of the buildings (summer kitchens) on both Séraphin-Marion and Stewart Street is also required in order to provide an adequate footprint for the new infill structure. Mr.

- Padolsky explained the overall impact on the heritage district and how the new University will require several development approvals to help conserve and enhance the heritage features in this area.
- 1.8 It was explained that the relocation of the terminus station off of the Mackenzie King bridge provided an opportunity for vehicle to be re-introduced on the bridge. A variety of alternatives were identified that either provided additional lanes for traffic or shared transit/traffic lanes. The issues were identified for each option and a recommendation was proposed that put the traffic in a shared LRT/traffic lane.
 - 1.9 The configuration of the Mackenzie King Station was revised because of new issues that arose when re-introducing vehicular traffic on the bridge. The LRT station platform in the original EA was located east of the existing underground pedestrian crossing. The issue is that there is a possibility of vehicles queuing into the platform area from the Waller/Transitway Intersection. This can be mitigated by shifting the LRT platform west of the existing at-grade pedestrian crossing. 2 other benefits with this revised station configuration is the single pedestrian crosswalk located between both the BRT platforms and the LRT platform. This crosswalk provides better transfers from BRT to LRT and vice-versa. Pedestrians are also better controlled by being directed to the crosswalk with the addition of fencing to stop uncontrolled at-grade pedestrian crossing.
 - 1.10 Recommended Plan – All the modifications that are required for the 300m extension as well as those required to allow general traffic on the bridge were presented.
 - 1.10.1 Extend the 2 tracks 300m from the Rideau Centre across the Waller intersection and onto University of Ottawa Property.
 - 1.10.2 Introduce a new dual rail crossover between the University station and the Waller intersection.
 - 1.10.3 Modify the angle of the pedestrian crossing across Waller (increases distance by 4.6m)
 - 1.10.4 Re-introduce the double left turn lanes for eastbound vehicles on the bridge turning onto northbound Waller
 - 1.10.5 Re-introduce the right turn channel onto SB Nicholas
 - 1.10.6 Move the LRT platform west of the at-grade pedestrian crosswalk and remove the second pedestrian crosswalk.
 - 1.10.7 Shift the at-grade crosswalk 5m west of the existing crosswalk
 - 1.10.8 Narrow the northern sidewalk in the vicinity of the LRT platform
 - 1.10.9 Modify the original EA from having a dual rail crossover to an emergency only single rail crossover west of the LRT station platform
 - 1.10.10 Introduce a new stop condition (traffic signal) to control the

merging of the eastbound LRT into the median traffic/LRT lane.

- 1.10.11 Introduce positive guidance for westbound vehicles to separate them from the transit vehicles prior to the Elgin intersection.
 - 1.10.12 Re-instate the 4 lane cross-section at Slater and Elgin
 - 1.10.13 Re-instate the southbound left turn from Elgin onto the bridge & into the NAC parking lot
 - 1.10.14 Re-configure the Elgin and Albert intersection to include a shared vehicular thru and left turn lane and a new bus only right turn onto northbound Elgin.
- 1.11 Issues – All possible conflicts were presented with appropriate mitigation measures to address each issue. Pedestrian, Cycle, and Traffic Issues were each addressed separately.
- 1.11.1 Pedestrian Issues:
 - Reduction of Sidewalk near LRT Platform on Mackenzie King Bridge. A 2.1m wide sidewalk is retained at that location which is sufficient.
 - Removal of the second at-grade pedestrian crossing will increase the pedestrian volume at the retained crossing. The crosswalk will be widened to accommodate larger volumes as well as stairs will still be provided to access the grade separated crossing.
 - Modification to the existing pedestrian crossing of Waller Street increases the crossing distance. Additional clearance time is provided in the signal timing to accommodate the pedestrian crossing.
 - 1.11.2 Cycle Issues
 - All possible alternatives were evaluated to accommodate cyclists on the bridge. No safe alternative can be proposed for cyclists on the bridge. Bicycle tires are able to get stuck in the LRT rail tracks.
 - A recommended alternative is proposed that uses the recently reconstructed Laurier Bridge that already has curb side cycle lanes.
 - Minor modifications will be required at the Elgin and Nicholas Intersections to enhance the network.
 - 1.11.3 Traffic Issues
 - At the Elgin and Slater intersection, there is a possibility for vehicles to stop on the rail tracks. While sufficient space is provided for queues of vehicles turning right onto southbound Elgin or accessing the NAC garage, when all the storage space is used, vehicles will have a conflict trying to cross the transit lane. Enforcement of no stopping zones will be required to ensure that unnecessary queues don't develop. Vehicles on southbound Elgin turning left into the NAC parking garage will also be warned not to stop on LRT tracks.

- At the Mackenzie King Bridge LRT station, vehicles may try to bypass a stopped LRT by using the Bus lane. Enforcement will be required to discourage drivers from using Bus lanes.
- 1.12 Ms. Bouillant then addressed the future extension of the LRT system east of the proposed terminus. It was emphasised that a separate study is being initiated to determine the appropriate alignment for that future easterly extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act. Recognizing that the Sandy Hill community would likely be opposed to an alignment that continues directly east of the current terminus through the residential community, a motion was passed by city council on July 12 2006 that addressed this issue. The motion recognizes the unique character of the Sandy Hill community as well as the presence of a heritage district. Any future extension would protect this unique character and provide appropriate mitigation measures. If it is determined that the LRT should go north on Waller, this station will not be orphaned as it will be used for operating flexibility. There will always be LRT routes that will terminate at this station.
- 1.13 Ms. Bouillant concluded the meeting with a summary of the project schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.
- 1.14 Following the conclusion of the presentation, attendees were asked to provide feedback.
- 1.14.1 Mr. Jeanes expressed that the proposed station is still far from most of the university campus.
- Mr. Brun del Re explained that the university's vision is to enhance this part of the campus by creating better linkages to downtown. This project provides a good opportunity to accomplish this.
- 1.14.2 Mr. Jeanes expressed concerns regarding the closure of Stewart Street. He felt that this is a major east-west axis through the heritage precinct and should remain open. He thought the closure of Stewart St. may impact access to Daly St (Arts Court) as well as impact pedestrian movements to and from the University of Ottawa.
- It was explained that the closure of Stewart Street was negotiated by the university and the city in developing the MOU. Traffic volumes have been evaluated and the low volume of traffic can be redistributed through the local road network. Mr. Jeanes then asked how the surrounding intersections would get impacted. The intersection of

Minutes of Meeting

Date: August 3, 2006

Cumberland and Rideau is already congested. Wouldn't the closure of Stewart Street force even more people to this congested intersection?

- 1.14.3 Mr. Jeanes explained that Cumberland needs to be enhanced. It is the major heritage route through the community and it is a major cycling and pedestrian link to the Market Area. Power lines should be buried and the condition of the road should be improved. Mr. Jeanes agrees that not only can most heritage issues be mitigated; this project provides the opportunity to enhance the character of the district.
- 1.14.4 Mr. Flemming expressed that a connection to Arts court would be beneficial. He originally had concerns regarding the future easterly extension and the possibility of it extending through the Sandy Hill community but following the presentation he was satisfied with the city's commitment to evaluate all reasonable alternatives as part of a separate study.

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

Minutes prepared by,

McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending

Ian Borsuk

From: David Flemming
Sent: Tuesday, September 12, 2006 11:00 PM
To: Steacy, Peter
Cc: Bedard, Georges
Subject: LRT Extension to the University of Ottawa

HERITAGE OTTAWA - PATRIMOINE OTTAWA

September 12, 2006

Peter Steacy, P.Eng.

City of Ottawa - Planning and Growth Management Department

110 Laurier Avenue West, 4th Floor

Ottawa, ON K1P 1J1

Dear Mr. Steacy :

Re: LRT Extension to the University of Ottawa

Heritage Ottawa has given serious consideration to the proposed North-South Corridor Light Rail Transit (LRT) Project Extension to the University of Ottawa. David Jeanes and I appreciated the opportunity to attend the special briefing on August 3rd and many of our members attended the Public Open House on September 6th. We also visited the site and had lengthy a lengthy discussion on the matter at our last Board meeting.

Heritage Ottawa supports the North-South LRT extension and its aim to provide the University of Ottawa with a suitable station on or near its campus. We feel, however, that the University community would be better served by a LRT station located further south, on or adjacent to the campus, perhaps closer to the present Transitway station further south on Waller Street.

From a built heritage perspective, we feel that the existing buildings on Stewart and Séraphin-Marion comprise a significant portion of the Sandy Hill West Heritage Conservation District. Many have undergone restoration and serve as important elements of the local streetscapes.

The proposed temporary removal of the Stewart Street buildings and the demolition of the "rear additions" of the buildings on both Stewart and Séraphin-Marion seem to be driven more by the construction of the 390-automobile underground parking garage than for the proposed LRT station. It would appear that the double-track LRT station, could probably fit in the existing space between the two streets without demolishing the "rear additions" and would only require the demolition of the building at the western end of the Stewart Street row.

During an on-site visit which included a restoration architect and engineer, Heritage Ottawa Board members noted that the "rear additions" seem to form a heritage character-defining feature of each these buildings and

9/13/2006

were likely built at the time of original construction. The similarity of materials, architectural detailing, brick coursing and brick pattern in the wings and building proper seem to support this contention. They are more correctly "rear wings" rather than "rear additions" and as such are part of the architectural fabric of each of the building. It is our opinion that their demolition is not justified merely to provide underground parking for the University. Likewise, the temporary move of the Stewart Street buildings, with all its potential hazards, is also hardly justified for the construction of a parking garage.

Although the proposed closure of Stewart Street between Waller and Cumberland might serve the best interests of the University, such closures are foreign to inner city development and would greatly diminish the heritage character of this Sandy Hill community. It is also not in keeping with the nature of inner-city heritage conservation districts. The same could be said about moving a surplus building from King Edward to the southwest corner of Stewart and Cumberland.

The increase in traffic resulting from up to 390 vehicles emerging onto Séraphin-Marion would have a major impact on Cumberland and other Sandy Hill streets. Also, despite avowals to the contrary, it is feared that building a LRT station east of Waller could eventually lead to an extension of the line further east through the Sandy Hill.

Heritage Ottawa urges to City of seriously consider the heritage implications of the current proposal and its long-term impact on the Heritage Conservation District. It is ironic that the construction of a parking garage seems to be a quid pro quo to the extension of a light rail system, the ultimate aim of which is to lessen the number of automobiles in the downtown core.

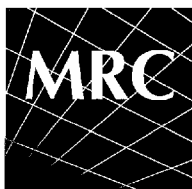
Yours sincerely,

David B. Flemming

President

**2 Daly Avenue, Ottawa, ON K1N 6E2 Tel - (613) 230-8841 Facs - (613)
564-4428**

www.heritageottawa.org info@heritageottawa.org



MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1
PROGRESS MEETING NO: Meeting No. 2
FILE NO.: 5648-7068
DATE: August 8, 2006 **TIME:** 1:30 p.m.
PLACE: Ottawa City Hall, 110 Laurier Room 4103E
PRESENT: Valérie Bouillant – City of Ottawa: Planning & Growth
Barry Padolsky – Barry Padolsky Architects & Urban Planners
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

Arts Court
Donna Williams

PURPOSE: Consultation Meeting regarding the North-South LRT extension to the University of Ottawa

PROCEEDINGS:

ACTION BY:

- 2.1 Introduction – It was decided that due to the small number of attendees, questions and comments can be discussed throughout the presentation.
- 2.2 Presentation – Ms. Bouillant began the presentation with the explanation of the entire N-S LRT Project. She discussed the background studies that led to the N-S LRT project as well as the approved 2009 project. Motions that have been passed by council regarding the additional work that was required to be undertaken as well as the motions that deal with future easterly extension to Rideau/Montreal Road were also discussed. It was highlighted that this addendum will determine how the terminus can be extended to the University of Ottawa Campus as well as how vehicular traffic can be re-introduced the across the bridge.
- 2.3 Mr. Hunton began the technical explanation of all the elements that are required at a terminus station (2 tracks, 2 platform faces, and a crossover). These elements are crucial when attempting to locate an appropriate area for the new terminus station. All the possible alternatives for extending the LRT east were identified and each of their issues was discussed. A recommendation to extend onto University property was proposed.
- 2.4 Mr. Hunton continued to explain the alignment options that were

- considered for extending onto University Property. All the issues were identified and a recommendation to locate the terminus between Stewart Street and Séraphin-Marion Private in an existing University parking lot was proposed.
- 2.5 Mr. Padolsky then explained the benefits for using the proposed site. The MOU (memorandum of understanding) that was reached between the University and the City of Ottawa was discussed. This MOU identifies who will be responsible for LRT, parking lot, and building development construction. It also provides a guideline regarding the number of parking spots that will be required in the new parking structure below the LRT station. The MOU also specifies that the City will close the west end of Stewart Street to traffic so the University can build a larger footprint for a new University building.
 - 2.6 Since the proposed station location is within the Sandy Hill conservation district, special consideration is required regarding the above ground development. A demonstration plan was presented that shows below grade, above grade and ground floor plans for the parking structure, university development and LRT station area. The concept shows the relocation and replacement of 4 existing university structures fronting on Stewart Street throughout the construction period. It is also proposed that a similar existing University building from elsewhere on the campus can be relocated adjacent to the 4 university buildings to enhance the residential and heritage character of Stewart Street.
 - 2.7 Demolition of the rears of the buildings (summer kitchens) on both Séraphin-Marion and Stewart Street is also required in order to provide an adequate footprint for the new infill structure. Mr. Padolsky explained the overall impact on the heritage district and how the new University will require several development approvals to help conserve and enhance the heritage features in this area.
 - 2.8 It was explained that the relocation of the terminus station off of the Mackenzie King bridge provided an opportunity for vehicle to be re-introduced on the bridge. A variety of alternatives were identified that either provided additional lanes for traffic or shared transit/traffic lanes. The issues were identified for each option and a recommendation was proposed that put the traffic in a shared LRT/traffic lane.
 - 2.9 The configuration of the Mackenzie King Station was revised because of new issues that arose when re-introducing vehicular traffic on the bridge. The LRT station platform in the original EA was located east of the existing underground pedestrian crossing. The issue is that there is a possibility of vehicles queuing into the platform area from the Waller/Transitway Intersection. This can be mitigated by shifting the LRT platform west of the existing at-grade pedestrian crossing. 2 other benefits with this revised station configuration is the single pedestrian crosswalk located between both the BRT platforms and the LRT platform. This crosswalk provides better transfers from BRT to LRT and vice-versa. Pedestrians are also better controlled by being directed to the crosswalk

- with the addition of fencing to stop uncontrolled at-grade pedestrian crossing.
- 2.10 Recommended Plan – All the modifications that are required for the 300m extension as well as those required to allow general traffic on the bridge were presented.
- 2.10.1 Extend the 2 tracks 300m from the Rideau Centre across the Waller intersection and onto University of Ottawa Property.
- 2.10.2 Introduce a new dual rail crossover between the University station and the Waller intersection.
- 2.10.3 Modify the angle of the pedestrian crossing across Waller (increases distance by 4.6m)
- 2.10.4 Re-introduce the double left turn lanes for eastbound vehicles on the bridge turning onto northbound Waller
- 2.10.5 Re-introduce the right turn channel onto SB Nicholas
- 2.10.6 Move the LRT platform west of the at-grade pedestrian crosswalk and remove the second pedestrian crosswalk.
- 2.10.7 Shift the at-grade crosswalk 5m west of the existing crosswalk
- 2.10.8 Narrow the northern sidewalk in the vicinity of the LRT platform
- 2.10.9 Modify the original EA from having a dual rail crossover to an emergency only single rail crossover west of the LRT station platform
- 2.10.10 Introduce a new stop condition (traffic signal) to control the merging of the eastbound LRT into the median traffic/LRT lane.
- 2.10.11 Introduce positive guidance for westbound vehicles to separate them from the transit vehicles prior to the Elgin intersection.
- 2.10.12 Re-instate the 4 lane cross-section at Slater and Elgin
- 2.10.13 Re-instate the southbound left turn from Elgin onto the bridge & into the NAC parking lot
- 2.10.14 Re-configure the Elgin and Albert intersection to include a shared vehicular thru and left turn lane and a new bus only right turn onto northbound Elgin.
- 2.11 Issues – All possible conflicts were presented with appropriate mitigation measures to address each issue. Pedestrian, Cycle, and Traffic Issues were each addressed separately.
- 2.11.1 Pedestrian Issues:
- Reduction of Sidewalk near LRT Platform on Mackenzie King Bridge. A 2.1m wide sidewalk is retained at that location which is sufficient.
 - Removal of the second at-grade pedestrian crossing will increase the pedestrian volume at the retained crossing. The crosswalk will be widened to accommodate larger volumes as well as stairs will still be provided to access the grade separated crossing.
 - Modification to the existing pedestrian crossing of Waller Street increases the crossing distance. Additional clearance time is provided in the signal timing to accommodate the pedestrian crossing.
- 2.11.2 Cycle Issues
- All possible alternatives were evaluated to accommodate cyclists on the bridge. No safe alternative can be proposed for cyclists on the bridge.

Bicycle tires are able to get stuck in the LRT rail tracks.

- A recommended alternative is proposed that uses the recently reconstructed Laurier Bridge that already has curb side cycle lanes.
- Minor modifications will be required at the Elgin and Nicholas Intersections to enhance the network.

2.11.3 Traffic Issues

- At the Elgin and Slater intersection, there is a possibility for vehicles to stop on the rail tracks. While sufficient space is provided for queues of vehicles turning right onto southbound Elgin or accessing the NAC garage, when all the storage space is used, vehicles will have a conflict trying to cross the transit lane. Enforcement of no stopping zones will be required to ensure that unnecessary queues don't develop. Vehicles on southbound Elgin turning left into the NAC parking garage will also be warned not to stop on LRT tracks.
- At the Mackenzie King Bridge LRT station, vehicles may try to bypass a stopped LRT by using the Bus lane. Enforcement will be required to discourage drivers from using Bus lanes.

2.12 Ms. Bouillant then addressed the future extension of the LRT system east of the proposed terminus. It was emphasised that a separate study is being initiated to determine the appropriate alignment for that future easterly extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act. Recognizing that the Sandy Hill community would likely be opposed to an alignment that continues directly east of the current terminus through the residential community, a motion was passed by city council on July 12 2006 that addressed this issue. The motion recognizes the unique character of the Sandy Hill community as well as the presence of a heritage district. Any future extension would protect this unique character and provide appropriate mitigation measures. If it is determined that the LRT should go north on Waller, this station will not be orphaned as it will be used for operating flexibility. There will always be LRT routes that will terminate at this station.

2.13 Ms. Bouillant concluded the meeting with a summary of the project schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.

2.14 Following the presentation, attendees were asked to provide feedback.

2.14.1 The truck route on Waller causes concerns today. The adjacent community has strong feeling about this and hopes to see the trucks go somewhere else. Furthermore, the possibility of the LRT extending to Rideau-Montreal through Waller Street also causes concern as LRT is perceived as additional traffic .

- This study is not looking at the rerouting of the trucks through the downtown. The Rideau/Montreal Road Corridor LRT study is being

initiated to determine the appropriate alignment for that future easterly LRT extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act and will consider traffic impacts on existing roadways.

2.14.2 How easy will it be to access the Arts Court site when Stewart Street is closed to traffic?

- Traffic studies have indicated low volumes of vehicles who use the right turn from Stewart onto Waller. This traffic will be distributed through the community to Rideau Street and Laurier Street. At this time, demonstration plans for the site attempts to enhance pedestrian linkages to the cultural precinct and shows the potential for underground access across Waller Street to access the Arts Court Site.

2.14.3 This development should provide an opportunity to clean up the area. Need to address the social environment and provide a sense of comfort around the transit station. Many homeless people who seek shelter at the men's mission across the street loiter on the Arts Court Property. Transit riders, university students as well as tourists exploring the heritage district and cultural precinct need to feel safe walking around the area.

- Typical security cameras and emergency phones will be provided at the transit station. The development process will consider the details regarding social environment and comfort surrounding the station.

2.14.4 Need an obvious link into cultural precinct with appropriate way-finding.

- The detail design will provide way-finding and signage around the station to key landmarks.

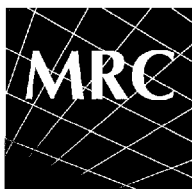
The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes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

Minutes prepared by,

McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending



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E-mail: Mrc-ottawa@Mrc.ca
Website: www.Mrc.ca

MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1
PROGRESS MEETING NO: Meeting No. 3
FILE NO.: 5648-7068
DATE: August 9, 2006 **TIME:** 7 p.m.
PLACE: Ottawa City Hall, 110 Laurier St. W – Honeywell Room
PRESENT: Valérie Bouillant – City of Ottawa: Planning & Growth
Barry Padolsky – Barry Padolsky Architects & Urban Planners
Claudio Brun del Re – University of Ottawa
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

LACAC (Local Advisory Committee for Architectural Conservation)
Louise Lalande, Katherine Fafard, Eve Wertheimer, Paul Stumes,
Anthony Keith, Murray McGregor, Jerome Doutriaux, Greg Gauld,
Heather McArthur

PURPOSE: Consultation Meeting regarding the North-South LRT extension to the University of Ottawa

PROCEEDINGS:

ACTION BY:

- 3.1 Introduction – All attendees introduced themselves. It was decided that due to the small number of attendees, questions and comments can be discussed throughout the presentation.
- 3.2 Presentation – Ms. Bouillant began the presentation with the explanation of the entire N-S LRT Project. She discussed the background studies that led to the N-S LRT project as well as the approved 2009 project. Motions that have been passed by council regarding the additional work that was required to be undertaken as well as the motions that deal with future easterly extension to Rideau/Montreal Road were also discussed. It was highlighted that this addendum will determine how the terminus can be extended to the University of Ottawa Campus as well as how vehicular traffic can be re-introduced the across the bridge.
- 3.3 Mr. Hunton began the technical explanation of all the elements that are required at a terminus station (2 tracks, 2 platform faces, and a crossover). These elements are crucial when attempting to locate an appropriate area for

- the new terminus station. All the possible alternatives for extending the LRT east were identified and each of their issues was discussed. A recommendation to extend onto University property was proposed.
- 3.4 Mr. Hunton continued to explain the alignment options that were considered for extending onto University Property. All the issues were identified and a recommendation to locate the terminus between Stewart Street and Séraphin-Marion Private in an existing University parking lot was proposed.
- 3.5 Mr. Padolsky then explained the benefits for using the proposed site. The MOU (memorandum of understanding) that was reached between the University and the City of Ottawa was discussed. This MOU identifies who will be responsible for LRT, parking lot, and building development construction. It also provides a guideline regarding the number of parking spots that will be required in the new parking structure below the LRT station. The MOU also specifies that the City will close the west end of Stewart Street to traffic so the University can build a larger footprint for a new University building.
- 3.6 Since the proposed station location is within the Sandy Hill conservation district, special consideration is required regarding the above ground development. A demonstration plan was presented that shows below grade, above grade and ground floor plans for the parking structure, university development and LRT station area. The concept shows the relocation and replacement of 4 existing university structures fronting on Stewart Street throughout the construction period. It is also proposed that a similar existing University building from elsewhere on the campus can be relocated adjacent to the 4 university buildings to enhance the residential and heritage character of Stewart Street.
- 3.7 Demolition of the rears of the buildings (summer kitchens) on both Séraphin-Marion and Stewart Street is also required in order to provide an adequate footprint for the new infill structure. Mr. Padolsky explained the overall impact on the heritage district and how the new University will require several development approvals to help conserve and enhance the heritage features in this area.
- 3.8 It was explained that the relocation of the terminus station off of the Mackenzie King bridge provided an opportunity for vehicle to be re-introduced on the bridge. A variety of alternatives were identified that either provided additional lanes for traffic or shared transit/traffic lanes. The issues were identified for each option and a recommendation was proposed that put the traffic in a shared LRT/traffic lane.
- 3.9 The configuration of the Mackenzie King Station was revised because of new issues that arose when re-introducing vehicular traffic on the bridge. The LRT station platform in the original EA was located east of the existing underground pedestrian crossing. The issue is that there is a possibility of vehicles queuing into the platform area from the Waller/Transitway Intersection. This can be mitigated by shifting the LRT platform west of the

- existing at-grade pedestrian crossing. 2 other benefits with this revised station configuration is the single pedestrian crosswalk located between both the BRT platforms and the LRT platform. This crosswalk provides better transfers from BRT to LRT and vice-versa. Pedestrians are also better controlled by being directed to the crosswalk with the addition of fencing to stop uncontrolled at-grade pedestrian crossing.
- 3.10 Recommended Plan – All the modifications that are required for the 300m extension as well as those required to allow general traffic on the bridge were presented.
- 3.10.1 Extend the 2 tracks 300m from the Rideau Centre across the Waller intersection and onto University of Ottawa Property.
- 3.10.2 Introduce a new dual rail crossover between the University station and the Waller intersection.
- 3.10.3 Modify the angle of the pedestrian crossing across Waller (increases distance by 4.6m)
- 3.10.4 Re-introduce the double left turn lanes for eastbound vehicles on the bridge turning onto northbound Waller
- 3.10.5 Re-introduce the right turn channel onto SB Nicholas
- 3.10.6 Move the LRT platform west of the at-grade pedestrian crosswalk and remove the second pedestrian crosswalk.
- 3.10.7 Shift the at-grade crosswalk 5m west of the existing crosswalk
- 3.10.8 Narrow the northern sidewalk in the vicinity of the LRT platform
- 3.10.9 Modify the original EA from having a dual rail crossover to an emergency only single rail crossover west of the LRT station platform
- 3.10.10 Introduce a new stop condition (traffic signal) to control the merging of the eastbound LRT into the median traffic/LRT lane.
- 3.10.11 Introduce positive guidance for westbound vehicles to separate them from the transit vehicles prior to the Elgin intersection.
- 3.10.12 Re-instate the 4 lane cross-section at Slater and Elgin
- 3.10.13 Re-instate the southbound left turn from Elgin onto the bridge & into the NAC parking lot
- 3.10.14 Re-configure the Elgin and Albert intersection to include a shared vehicular thru and left turn lane and a new bus only right turn onto northbound Elgin.
- 3.11 Issues – All possible conflicts were presented with appropriate mitigation measures to address each issue. Pedestrian, Cycle, and Traffic Issues were each addressed separately.
- 3.11.1 Pedestrian Issues:
- Reduction of Sidewalk near LRT Platform on Mackenzie King Bridge. A 2.1m wide sidewalk is retained at that location which is sufficient.
 - Removal of the second at-grade pedestrian crossing will increase the pedestrian volume at the retained crossing. The crosswalk will be widened to accommodate larger volumes as well as stairs will still be provided to access the grade separated crossing.
 - Modification to the existing pedestrian crossing of Waller Street increases the crossing distance. Additional clearance time is provided in

the signal timing to accommodate the pedestrian crossing.

3.11.2 Cycle Issues

- All possible alternatives were evaluated to accommodate cyclists on the bridge. No safe alternative can be proposed for cyclists on the bridge. Bicycle tires are able to get stuck in the LRT rail tracks.
- A recommended alternative is proposed that uses the recently reconstructed Laurier Bridge that already has curb side cycle lanes.
- Minor modifications will be required at the Elgin and Nicholas Intersections to enhance the network.

3.11.3 Traffic Issues

- At the Elgin and Slater intersection, there is a possibility for vehicles to stop on the rail tracks. While sufficient space is provided for queues of vehicles turning right onto southbound Elgin or accessing the NAC garage, when all the storage space is used, vehicles will have a conflict trying to cross the transit lane. Enforcement of no stopping zones will be required to ensure that unnecessary queues don't develop. Vehicles on southbound Elgin turning left into the NAC parking garage will also be warned not to stop on LRT tracks.
- At the Mackenzie King Bridge LRT station, vehicles may try to bypass a stopped LRT by using the Bus lane. Enforcement will be required to discourage drivers from using Bus lanes.

3.12 Ms. Bouillant then addressed the future extension of the LRT system east of the proposed terminus. It was emphasised that a separate study is being initiated to determine the appropriate alignment for that future easterly extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act. Recognizing that the Sandy Hill community would likely be opposed to an alignment that continues directly east of the current terminus through the residential community, a motion was passed by city council on July 12 2006 that addressed this issue. The motion recognizes the unique character of the Sandy Hill community as well as the presence of a heritage district. Any future extension would protect this unique character and provide appropriate mitigation measures. If it is determined that the LRT should go north on Waller, this station will not be orphaned as it will be used for operating flexibility. There will always be LRT routes that will terminate at this station.

3.13 Ms. Bouillant concluded the meeting with a summary of the project schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.

3.14 Following the presentation, attendees were asked to provide feedback.

3.14.1 Future easterly extension can not go through the community. The station is OK as long as Waller can still be used in the future for the extension.

3.14.2 The architecture of 30 Stewart does not match that of the rest of the

block. If this building may not survive the relocation/demolition, should we not simply be looking at removing the building altogether in order to infill with appropriately designed development? It is not a heritage building but a heritage district and the buildings need to emphasize this character. 30 Stewart does not enhance the heritage streetscape.

- The building needs to be evaluated first as part of the heritage district approval process. If it is determined not to be feasible to relocate this building, the university may consider alternative methods to replace the structure (relocate another building from elsewhere on University campus, or infill with appropriately designed development).
- 3.14.3 Blasting may be required to construct the underground parking facility. How will this affect the surrounding buildings including those that have been previously restored on Séraphin-Marion?
- All the surrounding building will be evaluated with appropriate geotechnical surveys. This will be conducted as part of the University's development process.
- 3.14.4 Heritage consultation requires more detail. LACAC is concerned with architectural design in the district and detailed development plans will be required before any heritage approval can be sought.
- This EA addendum is the first stage to initiate the University development. Once this project is approved, the university can begin from stage 1 of the development process which includes developing a more detailed plan.
- 3.14.5 How will the rears of the heritage buildings look – will passengers be looking at building rears when they arrive at the station?
- The current demonstration plan shows the redevelopment of the rears of the buildings to create a new frontage onto the LRT Platforms.

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

Minutes prepared by,

McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending

Ian Borsuk

From: Bouillant, Valerie [Valerie.Bouillant@ottawa.ca]
Sent: Wednesday, August 16, 2006 1:37 PM
To: Heather McArthur
Cc: Steacy, Peter; Tremblay, Rob; Jay Baltz; email@padolsky-architects.com; Ian Borsuk (E-mail); Rob Hunton (E-mail)
Subject: RE: North-South LRT: UofO Terminus

Heather,

Thanks for taking the time to forward these additional comments. We will include your comments in our summary of issues to be presented at our upcoming Open-House (6 September 2006).

Best regards,

Valérie Bouillant, P. Eng.
Senior Project Manager
Transportation - Environmental Assessments
Transportation and Infrastructure Planning Division
Planning and Growth Management Department
4th Floor, 110 Laurier Avenue West
Ottawa, ON K1P 1J1

Tel: (613) 580-2424, ext. **24202**
Fax: (613) 580-2578
E-mail: valerie.bouillant@ottawa.ca

-----Original Message-----

From: Heather McArthur [mailto:heather.mcarthur@ottawa.ca]
Sent: August 15, 2006 6:15 PM
To: Bouillant, Valerie; email@padolsky-architects.com
Cc: Steacy, Peter; Tremblay, Rob; 'Jay Baltz'
Subject: North-South LRT: UofO Terminus

Dear Valérie and Barry,

This is to thank you for the very informative presentation you gave to LACAC on 9 August regarding the *North-South LRT – University of Ottawa Terminus*. Although some scepticism remains about the future route for an east-bound extension to the LRT, you can gather that LACAC members in attendance were generally accepting of the schematic design and location for the proposed terminus. I would also like to add a couple of points to the discussion, which were not made at the meeting.

1. Barry mentioned the significance of the sightline up Stewart Street towards the County Gaol / Arts Court. With the closure of Stewart Street at Waller, you propose a new building on the north and south side of Stewart, which would be linked across the closed street end. However, the proposed link, although illustrated as being transparent, does not seem to respect this sightline. As you develop plans for this link, please keep in mind the importance of maintaining a sense of connection between Sandy Hill and this historic landmark, as well as the neighbourhoods beyond. I offer that the link be a highly transparent single or two storey 'bridge' (much as is seen elsewhere on the UofO campus). This bridge could be situated at the 3rd or 4th storey level, thus allowing pedestrians an uninterrupted passage at street level, while also preserving the viewscape both up and down Stewart Street.

2. A suggestion was made to relocate threatened Sandy Hill buildings to this site, with the aim of saving them from demolition. Although I am obviously not opposed to saving buildings from demolition, I disagree with the idea that they be saved by being moved. To my mind, the aim of redeveloping this site for an LRT terminus is not to recreate (or create) an historic fabric that may have existed at one time. This site has a potential towards an exciting and unique future - particularly one that explores the intersection of old and new. What is the meaning of bringing 'old' buildings from elsewhere to this site, under the pretext of saving them? This misguided approach to conservation will deceive people

9/29/2006

into believing that the district is more intact than is genuinely the case. I suspect that these buildings have little intrinsic value, and therefore it is their location and setting that in large part defines their heritage value. Relocation jeopardizes this value. Furthermore, it fails to address the development issues faced at these building's current location. They would be best preserved by being integrated, *in situ*, to an imaginative redevelopment plan – much as is being proposed on this Stewart Street site.

In sum, I believe the heritage impact of this proposal is mitigated by your respect and understanding of the values that exist on this site and in the larger District. While the proposed future needs require that rear additions on several buildings be demolished, it is clear that you are committed to retaining the streetscape on Stewart, to working within a compatible scale, and to respecting the character of the Heritage Conservation District. The combination of this site and the project at hand presents a wonderful and exciting opportunity to explore the intersection between heritage character and contemporary design. This is an area in which Barry has worked quite comfortably in the past, and is sure to provide good guidance on this site as well. From what was presented, your proposal will enhance the existing historic fabric, but also proposes to inject a sense of renewal to the site. The very tired block bound by Waller, Stewart and Cumberland is a good candidate for an injection of exciting contemporary design and, given its pivotal location between several neighbourhoods and land uses, it is certain not to disappoint in its' potential!

Thanks again for your very thoughtful presentation. I look forward to your development proposal for this site, as well as the pre-consultations you have promised to seek with LACAC.

Kind regards,
Heather

Heather McArthur
Julian Smith & Assoc., Architects

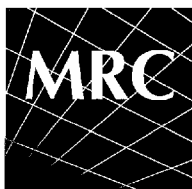
P.S. As we did not present ourselves, I also provide a list of the LACAC members that were in attendance at the meeting:

Jérôme Doutriaux
Katherine Fafard
Greg Gauld
Anthony Keith
Louise Lalande
Heather McArthur, Vice-Chair
Murray McGregor
Paul Stumes, and
Ève Wertheimer

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9/29/2006



MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1
PROGRESS MEETING NO: Meeting No. 4
FILE NO.: 5648-7068
DATE: August 16, 2006 **TIME:** 7 p.m.
PLACE: Ottawa City Hall, 110 Laurier St w. Honeywell Room
PRESENT: Peter Steacy – City of Ottawa: Planning & Growth
Valérie Bouillant – City of Ottawa: Planning & Growth
Barry Padolsky – Barry Padolsky Architects & Urban Planners
Michael Kelly – Barry Padolsky Architects & Urban Planners
Claudio Brun del Re – University of Ottawa
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

Action Sandy Hill

Seamus Wolfe
Diana Nemiroff
Robert Stehle
Jon Legg
Arthur Sinclair

PURPOSE: Consultation Meeting regarding the North-South LRT extension to the University of Ottawa

PROCEEDINGS:

ACTION BY:

- 4.1 Introduction – All attendees introduced themselves. It was emphasised that Action Sandy Hill (ASH) is a very active advocacy group. It was originally formed to prevent the widening of King Edward to 6 Lanes with higher density development and was a success. It was decided that due to the small number of attendees, questions and comments can be discussed throughout the presentation.
- 4.2 Presentation – Ms. Bouillant began the presentation with the explanation of the entire N-S LRT Project. She discussed the background studies that led to the N-S LRT project as well as the approved 2009 project. A motion that has been passed by council regarding the additional work that was required to be undertaken was also discussed. It was highlighted that this addendum will determine how the terminus can be extended to the University of Ottawa Campus

as well as how vehicular traffic can be re-introduced across the bridge.

- 4.3 Mr. Steacy then explained the council motions of July 12, 2006 that speak to the future easterly extension of the LRT. It was emphasised that a separate study is being initiated to determine the appropriate alignment for that future easterly extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act. Recognizing that the Sandy Hill community would likely be opposed to an alignment that continues directly east of the current terminus through the residential community, a motion was passed by city council on July 12, 2006 that addressed this issue. The motion recognizes the unique character of the Sandy Hill community as well as the presence of a heritage district. Any future extension would protect this unique character and provide appropriate mitigation measures. If it is determined that the LRT should go north on Waller, this station will not be orphaned as it will be used for operating flexibility. There will always be LRT routes that will terminate at this station.
- 4.3.1 A question was raised regarding the wording of the motion. If the EA act requires an analysis of all reasonable alternatives, why is the corridor called the Rideau/Montreal Road Corridor – it sounds like it has already been predefined.
- The study area for the Rideau/Montreal road corridor LRT EA extends from Montreal Road to north of St. Patrick, Beechwood, and Hemlock Roads before heading south to connect to the east Central Transitway at Blair Station then to the future East-West LRT near Innes Road. The study area also includes the future Rockcliffe airbase development
- 4.4 Mr. Hunton began the technical explanation of all the elements that are required at a terminus station (2 tracks, 2 platform faces, and a crossover). These elements are crucial when attempting to locate an appropriate area for the new terminus station. All the possible alternatives for extending the LRT east were identified and each of their issues was discussed. A recommendation to extend onto University property was proposed.
- 4.5 Mr. Hunton continued to explain the alignment options that were considered for extending onto University Property. All the issues were identified and a recommendation to locate the terminus between Stewart Street and Séraphin-Marion Private in an existing University parking lot was proposed.
- 4.6 Mr. Padolsky then explained the benefits for using the proposed site. The MOU (memorandum of understanding) that was reached between the University and the City of Ottawa was discussed. This MOU identifies who will be responsible for LRT, parking lot, and building development construction. It also provides a guideline regarding the number of parking spots that will be required in the new parking structure below the LRT station. The MOU also specifies that the City will close the west end of Stewart Street to traffic so the University can

- build a larger footprint for a new University building.
- 4.7 Since the proposed station location is within the Sandy Hill conservation district, special consideration is required regarding the above ground development. A demonstration plan was presented that shows below grade, above grade and ground floor plans for the parking structure, university development and LRT station area. The concept shows the relocation and replacement of 4 existing university structures fronting on Stewart Street throughout the construction period. It is also proposed that a similar existing University building from elsewhere on the campus can be relocated adjacent to the 4 university buildings to enhance the residential and heritage character of Stewart Street.
 - 4.8 Demolition of the rears of the buildings (summer kitchens) on both Séraphin-Marion and Stewart Street is also required in order to provide an adequate footprint for the new infill structure. Mr. Padolsky explained the overall impact on the heritage district and how the new University will require several development approvals to help conserve and enhance the heritage features in this area.
 - 4.9 It was explained that the relocation of the terminus station off of the Mackenzie King bridge provided an opportunity for vehicle to be re-introduced on the bridge. A variety of alternatives were identified that either provided additional lanes for traffic or shared transit/traffic lanes. The issues were identified for each option and a recommendation was proposed that put the traffic in a shared LRT/traffic lane.
 - 4.10 The configuration of the Mackenzie King Station was revised because of new issues that arose when re-introducing vehicular traffic on the bridge. The LRT station platform in the original EA was located east of the existing underground pedestrian crossing. The issue is that there is a possibility of vehicles queuing into the platform area from the Waller/Transitway Intersection. This can be mitigated by shifting the LRT platform west of the existing at-grade pedestrian crossing. 2 other benefits with this revised station configuration is the single pedestrian crosswalk located between both the BRT platforms and the LRT platform. This crosswalk provides better transfers from BRT to LRT and vice-versa. Pedestrians are also better controlled by being directed to the crosswalk with the addition of fencing to stop uncontrolled at-grade pedestrian crossing.
 - 4.11 Recommended Plan – All the modifications that are required for the 300m extension as well as those required to allow general traffic on the bridge were presented.
 - 4.11.1 Extend the 2 tracks 300m from the Rideau Centre across the Waller intersection and onto University of Ottawa Property.
 - 4.11.2 Introduce a new dual rail crossover between the University station and the Waller intersection.
 - 4.11.3 Modify the angle of the pedestrian crossing across Waller (increases distance by 4.6m)
 - 4.11.4 Re-introduce the double left turn lanes for eastbound vehicles on

- the bridge turning onto northbound Waller
- 4.11.5 Re-introduce the right turn channel onto SB Nicholas
- 4.11.6 Move the LRT platform west of the at-grade pedestrian crosswalk and remove the second pedestrian crosswalk.
- 4.11.7 Shift the at-grade crosswalk 5m west of the existing crosswalk
- 4.11.8 Narrow the northern sidewalk in the vicinity of the LRT platform
- 4.11.9 Modify the original EA from having a dual rail crossover to an emergency only single rail crossover west of the LRT station platform
- 4.11.10 Introduce a new stop condition (traffic signal) to control the merging of the eastbound LRT into the median traffic/LRT lane.
- 4.11.11 Introduce positive guidance for westbound vehicles to separate them from the transit vehicles prior to the Elgin intersection.
- 4.11.12 Re-instate the 4 lane cross-section at Slater and Elgin
- 4.11.13 Re-instate the southbound left turn from Elgin onto the bridge & into the NAC parking lot
- 4.11.14 Re-configure the Elgin and Albert intersection to include a shared vehicular thru and left turn lane and a new bus only right turn onto northbound Elgin.
- 4.12 Issues – All possible conflicts were presented with appropriate mitigation measures to address each issue. Pedestrian, Cycle, and Traffic Issues were each addressed separately.
 - 4.12.1 Pedestrian Issues:
 - Reduction of Sidewalk near LRT Platform on Mackenzie King Bridge. A 2.1m wide sidewalk is retained at that location which is sufficient.
 - Removal of the second at-grade pedestrian crossing will increase the pedestrian volume at the retained crossing. The crosswalk will be widened to accommodate larger volumes as well as stairs will still be provided to access the grade separated crossing.
 - Modification to the existing pedestrian crossing of Waller Street increases the crossing distance. Additional clearance time is provided in the signal timing to accommodate the pedestrian crossing.
 - 4.12.2 Cycle Issues
 - All possible alternatives were evaluated to accommodate cyclists on the bridge. No safe alternative can be proposed for cyclists on the bridge. Bicycle tires are able to get stuck in the LRT rail tracks.
 - A recommended alternative is proposed that uses the recently reconstructed Laurier Bridge that already has curb side cycle lanes.
 - Minor modifications will be required at the Elgin and Nicholas Intersections to enhance the network.
 - 4.12.3 Traffic Issues
 - At the Elgin and Slater intersection, there is a possibility for vehicles to stop on the rail tracks. While sufficient space is provided for queues of vehicles turning right onto southbound Elgin or accessing

- the NAC garage, when all the storage space is used, vehicles will have a conflict trying to cross the transit lane. Enforcement of no stopping zones will be required to ensure that unnecessary queues don't develop. Vehicles on southbound Elgin turning left into the NAC parking garage will also be warned not to stop on LRT tracks.
- At the Mackenzie King Bridge LRT station, vehicles may try to bypass a stopped LRT by using the Bus lane. Enforcement will be required to discourage drivers from using Bus lanes.
- 4.13 Ms. Bouillant concluded the presentation with a summary of the project schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.
- 4.14 Following the presentation, attendees were asked to provide feedback.
- 4.14.1 Will there be a reduction of buses on Albert and Slater Streets?
- The city is developing a new bus operating plan to coincide with the start up of the LRT. The plan will reduce bus volumes on Albert and Slater by 30%.
- 4.14.2 Will there be special transit initiatives for students since the LRT will operate on the University Campus?
- There are currently student fares for transit services. The EA addendum has not looked at fare initiatives.
- 4.14.3 Why is the community only being consulted now? It seems like this concept is a done deal. ASH should have been included earlier on in the EA Addendum process.
- Mr. Steacy explained the process that is being followed for this EA addendum. Following council approval of the EAR, studies were carried out as directed by council that evaluated possible alternatives to serve the university. These studies identified this site as a potential location for a station, but before any further evaluation could be done, the university needed to study what impact the station would have on the university development plans and how it could be integrated within their needs. A MOU has just been reached between the city and the university in order to allow the evaluation of alternative alignments.
- 4.14.4 Hurdman still seems like a good idea. It services the University and allows the re-introduction of vehicles across the Mackenzie King Bridge. Ottawa is growing into a big city and should be considering major facilities such as a large transfer station at Hurdman.
- While it may seem like the extension to Hurdman addresses all the commitments of the addendum, other options exist that better accomplish them with significantly less cost. This project does not preclude the future conversion of the Southeast Transitway to LRT.

Minutes of Meeting

Date: August 16, 2006

- 4.14.5 ASH asked to be present at the Private Property Owners Stakeholder Meeting.
- 4.14.6 Concept seems like it will work well, appreciates sensitivity toward heritage district.
- 4.14.7 Important to convey sensitivities to the heritage district and stress where it will be extended in the future at the POH.
- 4.14.8 Worried that residences will not be fully represented at the POH. Notices in the Newspaper are not always effective.
 - Flyers have been distributed as well as the publication of 2 separate Newspaper ads in the local French and English papers prior to the POH.

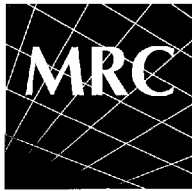
The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes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

Minutes prepared by,

McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending



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CORPORATION

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MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1

PROGRESS MEETING NO: Meeting No. 5

FILE NO.: 5648-7068

DATE: August 17, 2006 **TIME:** 3 p.m.

PLACE: Ottawa City Hall, 110 Laurier Room 4103E

PRESENT: Peter Steacy – City of Ottawa: Planning & Growth
Valérie Bouillant – City of Ottawa: Planning & Growth
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

National Arts Centre

Gilles Landry

Mike Chebbo

PURPOSE: Consultation Meeting regarding the North-South LRT extension to the University of Ottawa

PROCEEDINGS:

ACTION BY:

- 5.1 Introduction – All attendees introduced themselves. It was decided that due to the small number of attendees and everyone's familiarity of the project, questions and comments can be discussed throughout the presentation.
- 5.2 Presentation – Mr. Steacy began the meeting by introducing the project and briefly describing some background information.
- 5.3 Mr. Hunton presented a plan of the N-S LRT EA Addendum recommended plan and highlighted all the changes that are being proposed.
 - 5.3.1 Extend the 2 tracks 300m from the Rideau Centre across the Waller intersection and onto University of Ottawa Property.
 - 5.3.2 Introduce a new dual rail crossover between the University station and the Waller intersection.
 - 5.3.3 Modify the angle of the pedestrian crossing across Waller (increases distance by 4.6m)
 - 5.3.4 Re-introduce the double left turn lanes for eastbound vehicles on the bridge turning onto northbound Waller

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 - 5.3.7 Shift the at-grade crosswalk 5m west of the existing crosswalk
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 - 5.3.10 Introduce a new stop condition (traffic signal) to control the merging of the eastbound LRT into the median traffic/LRT lane.
 - 5.3.11 Introduce positive guidance for westbound vehicles to separate them from the transit vehicles prior to the Elgin intersection.
 - 5.3.12 Re-instate the 4 lane cross-section at Slater and Elgin
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- 5.4 Mr. Steacy concluded the meeting with a summary of the project schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.
- 5.5 Following of the presentation, attendees were asked to provide feedback.
- 5.5.1 Concerned about preserving the entrance into NAC garage on Albert and Elgin Streets. Will cars have to cross the transit lane?
 - Cars will have to cross the transit lane as they do today to access the garage.
 - 5.5.2 Where will the LRT extend in the future?
 - It was emphasised that the Rideau/Montreal Road Corridor LRT study is being initiated to determine the appropriate alignment for that future easterly extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act. Recognizing that the Sandy Hill community would likely be opposed to an alignment that continues due east of the current terminus through the residential community, a motion was passed by City Council on July 12 2006 that addressed this issue. The motion recognizes the unique character of the Sandy Hill community as well as the presence of a heritage district. Any future extension would protect this unique character and provide appropriate mitigation measures. If it is determined that the LRT should go north on Waller, this station will not be orphaned as it will be used for operating flexibility. There will

Minutes of Meeting

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- always be LRT routes that will terminate at this station.
- 5.5.3 Concerned about traffic downtown. Hub & Spoke between Bayview and Hurdman stations would be best alternative. Congestion of buses downtown can significantly delay travel time.
- A separate study was conducted that looked at using Hurdman and Bayview stations as hub stations but was not recommended. It would require major modifications to both stations to handle the high volume of multi-modal transfers (transfers that may also contribute to a decrease in ridership). It is estimated to cost \$150M for this extension compared to the \$5M estimate for extending to the University. And the conversion of the East Transitway to LRT is not per the RTES network.
- 5.5.4 Generally happy with the arrangement. It does not really change from today's existing situation.
- 5.5.5 Very happy about offsetting the buses from catch basins on the bridge outside of station area.

Attachment: Figure 1: Proposed Extension to Ottawa University

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

Minutes prepared by,

McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending



MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1

PROGRESS MEETING NO: Meeting No. 6

FILE NO.: 5648-7068

DATE: August 17, 2006 **TIME:** 7 p.m.

PLACE: Ottawa City Hall, 110 Laurier St. W. Honeywell Room

PRESENT: Peter Steacy – City of Ottawa: Planning & Growth
Valérie Bouillant – City of Ottawa: Planning & Growth
Abdol Nouraeyan – City of Ottawa: LRT Office
Barry Padolsky – Barry Padolsky Architects & Urban Planners
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

City of Ottawa Advisory Committees (Accessibility, Arts Heritage and Culture, Cycling, Environment, Taxi

James McLaren, Terry Gilhen, Serge Morin, Davis Dunlop, tOM Trottier, Nick Masciantonio, Brad Snider

PURPOSE: Consultation Meeting regarding the North-South LRT extension to the University of Ottawa

PROCEEDINGS:

ACTION BY:

- 6.1 Introduction – All attendees introduced themselves. It was decided that due to the small number of attendees, questions and comments can be discussed throughout the presentation.
- 6.2 Taxi Advisory committee expressed that they are very interested in this part of the project as the Rideau area is the biggest taxi pick up and drop off area.
- 6.3 Mr. Steacy gave a brief overview of the project and why consultation is being conducted at this point in the project. He also explained how the MOU between the University and the City had to be reached before alternative alignments were developed and evaluated.
- 6.4 Presentation – Ms. Bouillant began the presentation with the explanation of the entire N-S LRT Project. She discussed the background studies that led to the N-S LRT project as well as the approved 2009 project. Motions that have been passed by council regarding the additional work that was

- required to be undertaken as well as the motions that deal with future easterly extension to Rideau/Montreal Road were also discussed. It was highlighted that this addendum will determine how the terminus can be extended to the University of Ottawa Campus as well as how vehicular traffic can be re-introduced the across the bridge.
- 6.5 Mr. Hunton began the technical explanation of all the elements that are required at a terminus station (2 tracks, 2 platform faces, and a crossover). These elements are crucial when attempting to locate an appropriate area for the new terminus station. All the possible alternatives for extending the LRT east were identified and each of their issues was discussed. A recommendation to extend onto University property was proposed.
- 6.6 Mr. Hunton continued to explain the alignment options that were considered for extending onto University Property. All the issues were identified and a recommendation to locate the terminus between Stewart Street and Séraphin-Marion Private in an existing University parking lot was proposed.
- 6.7 Mr. Padolsky then explained the benefits for using the proposed site. The MOU (memorandum of understanding) that was reached between the University and the City of Ottawa was discussed. This MOU identifies who will be responsible for LRT, parking lot, and building development construction. It also provides a guideline regarding the number of parking spots that will be required in the new parking structure below the LRT station. The MOU also specifies that the City will close the west end of Stewart Street to traffic so the University can build a larger footprint for a new University building.
- 6.8 Since the proposed station location is within the Sandy Hill conservation district, special consideration is required regarding the above ground development. A demonstration plan was presented that shows below grade, above grade and ground floor plans for the parking structure, university development and LRT station area. The concept shows the relocation and replacement of 4 existing university structures fronting on Stewart Street throughout the construction period. It is also proposed that a similar existing University building from elsewhere on the campus can be relocated adjacent to the 4 university buildings to enhance the residential and heritage character of Stewart Street.
- 6.9 Demolition of the rears of the buildings (summer kitchens) on both Séraphin-Marion and Stewart Street is also required in order to provide an adequate footprint for the new infill structure. Mr. Padolsky explained the overall impact on the heritage district and how the new University will require several development approvals to help conserve and enhance the heritage features in this area.
- 6.10 It was explained that the relocation of the terminus station off of the Mackenzie king bridge provided an opportunity for vehicle to be re-introduced on the bridge. A variety of alternatives were identified that either provided additional lanes for traffic or shared transit/traffic lanes.

- The issues were identified for each option and a recommendation was proposed that put the traffic in a shared LRT/traffic lane.
- 6.11 The configuration of the Mackenzie King Station was revised because of new issues that arose when re-introducing vehicular traffic on the bridge. The LRT station platform in the original EA was located east of the existing underground pedestrian crossing. The issue is that there is a possibility of vehicles queuing into the platform area from the Waller/Transitway Intersection. This can be mitigated by shifting the LRT platform west of the existing at-grade pedestrian crossing. 2 other benefits with this revised station configuration is the single pedestrian crosswalk located between both the BRT platforms and the LRT platform. This crosswalk provides better transfers from BRT to LRT and vice-versa. Pedestrians are also better controlled by being directed to the crosswalk with the addition of fencing to stop uncontrolled at-grade pedestrian crossing.
- 6.12 Recommended Plan – All the modifications that are required for the 300m extension as well as those required to allow general traffic on the bridge were presented.
- 6.12.1 Extend the 2 tracks 300m from the Rideau Centre across the Waller intersection and onto University of Ottawa Property.
- 6.12.2 Introduce a new dual rail crossover between the University station and the Waller intersection.
- 6.12.3 Modify the angle of the pedestrian crossing across Waller (increases distance by 4.6m)
- 6.12.4 Re-introduce the double left turn lanes for eastbound vehicles on the bridge turning onto northbound Waller
- 6.12.5 Re-introduce the right turn channel onto SB Nicholas
- 6.12.6 Move the LRT platform west of the at-grade pedestrian crosswalk and remove the second pedestrian crosswalk.
- 6.12.7 Shift the at-grade crosswalk 5m west of the existing crosswalk
- 6.12.8 Narrow the northern sidewalk in the vicinity of the LRT platform
- 6.12.9 Modify the original EA from having a dual rail crossover to an emergency only single rail crossover west of the LRT station platform
- 6.12.10 Introduce a new stop condition (traffic signal) to control the merging of the eastbound LRT into the median traffic/LRT lane.
- 6.12.11 Introduce positive guidance for westbound vehicles to separate them from the transit vehicles prior to the Elgin intersection.
- 6.12.12 Re-instate the 4 lane cross-section at Slater and Elgin
- 6.12.13 Re-instate the southbound left turn from Elgin onto the bridge & into the NAC parking lot
- 6.12.14 Re-configure the Elgin and Albert intersection to include a shared vehicular thru and left turn lane and a new bus only right turn onto northbound Elgin.
- 6.13 Issues – All possible conflicts were presented with appropriate mitigation measures to address each issue. Pedestrian, Cycle, and Traffic Issues were

each addressed separately.

6.13.1 Pedestrian Issues:

- Reduction of Sidewalk near LRT Platform on Mackenzie King Bridge. A 2.1m wide sidewalk is retained at that location which is sufficient.
- Removal of the second at-grade pedestrian crossing will increase the pedestrian volume at the retained crossing. The crosswalk will be widened to accommodate larger volumes as well as stairs will still be provided to access the grade separated crossing.
- Modification to the existing pedestrian crossing of Waller Street increases the crossing distance. Additional clearance time is provided in the signal timing to accommodate the pedestrian crossing.

6.13.2 Cycle Issues

- All possible alternatives were evaluated to accommodate cyclists on the bridge. No safe alternative can be proposed for cyclists on the bridge. Bicycle tires are able to get stuck in the LRT rail tracks.
- A recommended alternative is proposed that uses the recently reconstructed Laurier Bridge that already has curb side cycle lanes.
- Minor modifications will be required at the Elgin and Nicholas Intersections to enhance the network.

6.13.3 Traffic Issues

- At the Elgin and Slater intersection, there is a possibility for vehicles to stop on the rail tracks. While sufficient space is provided for queues of vehicles turning right onto southbound Elgin or accessing the NAC garage, when all the storage space is used, vehicles will have a conflict trying to cross the transit lane. Enforcement of no stopping zones will be required to ensure that unnecessary queues don't develop. Vehicles on southbound Elgin turning left into the NAC parking garage will also be warned not to stop on LRT tracks.
- At the Mackenzie King Bridge LRT station, vehicles may try to bypass a stopped LRT by using the Bus lane. Enforcement will be required to discourage drivers from using Bus lanes.

6.14 Ms. Bouillant then addressed the future extension of the LRT system east of the proposed terminus. It was emphasised that a separate study is being initiated to determine the appropriate alignment for that future easterly extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act. Recognizing that the Sandy Hill community would likely be opposed to an alignment that continues directly east of the current terminus through the residential community, a motion was passed by city council on July 12 2006 that addressed this issue. The motion recognizes the unique character of the Sandy Hill community as well as the presence of a heritage district. Any future extension would protect this unique character and provide appropriate mitigation measures. If it is determined that the LRT should go north on Waller, this station will not be orphaned as it will be used for operating flexibility. There will always be LRT routes that will terminate at this station.

6.15 Ms. Bouillant concluded the meeting with a summary of the project

schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.

- 6.16 Following the presentation, attendees were asked to provide feedback.
- 6.16.1 Are bus volumes on the east Transitway going to be reduced?
- This is the busiest section of the Transitway. Buses will be reduced on Albert and Slater by rerouting non express routes to queen and Laurier. This will not reduce the volumes significantly on the East Transitway (between Campus Station and Hurdman Station)
- 6.16.2 Will there be special mechanisms that reduce the likeliness of bicycle tires getting stuck in the LRT tracks?
- Detail design will consider the use of sponge filler to reduce the conflict with bicycle tires and wheelchairs at crosswalk locations.
- 6.16.3 Why is there a parking lot being proposed at a downtown transit station. Shouldn't we be encouraging the public to use the LRT?
- The parking lot it required by the University to replace the existing surface parking and to accommodate the future development growth above the LRT station. The city is using this opportunity to secure an additional 150 spaces for the future Art's Court development located across Waller Street. (This will replace the need for parking on that site and allow for a larger space for the arts facility)
- 6.16.4 Will there be a taxi area around the terminus station?
- This will be considered in the detail design of the university building. The arts court development can help with accommodating taxis.
- 6.16.5 Cyclists mentioned that they prefer an enhanced route on Laurier than the discontinuous route that was proposed for the Mackenzie King Bridge in the EA.
- 6.16.6 Was there an alternative that considered sharing cyclists with the LRT lane?
- Yes, it was considered unsafe to have cyclists travelling between the LRT tracks as their tires can get stuck.
- 6.16.7 Will there be a by-Law restricting cycling on the bridge?
- The EA is recommending that the cycle network be relocated to Laurier. It is not at this point requiring a ban of cyclists from the bridge.
- 6.16.8 Was it considered to remove traffic from the bridge and allow cyclists?
- The original EA proposed Transit and discontinuous bicycle lanes on the bridge and removed traffic, but the downtown businesses argued that traffic on the bridge is vital to the economic well being of the downtown. This addendum was initiated, per City Council's motion of 12 July 2006, to study reintroducing the traffic on the bridge. Given the station configuration in front of the

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Rideau centre doors, separate cycle lanes cannot be accommodated while still providing sufficient platform area and both LRT and BRT lanes.

- 6.16.9 Is there a requirement for public artwork at stations
- There is a special budget for public artwork that is separate from streetscaping.
- 6.16.10 Front wheels of wheelchairs are small and get stuck in tracks even if they cross at 90 degrees. It is challenging for the blind to find appropriate platforms. Materials need to be durable so that sidewalks don't deteriorate and make it difficult for wheelchairs.
- Building face to building face reconstruction in the downtown can provide opportunity for special tiling and markings for the visually and physically challenged.
- 6.16.11 Will there be multi-use pathways along the entire length of the corridor as suggested in the TMP?
- Local improvements for cyclists & pedestrians around stations. A continuous network is not proposed as part of the EA, but is not precluded as a future study.

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

Minutes prepared by,

McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending

Ian Borsuk

From: Bouillant, Valerie [Valerie.Bouillant@ottawa.ca]
Sent: Tuesday, August 22, 2006 5:28 PM
To: Barry Padolsky (E-mail); Claudio Brun del Re (E-mail); Rob Hunton (E-mail); Ian Borsuk (E-mail)
Cc: Steacy, Peter
Subject: FW: North-South Corridor LRT Project

Hi,

FYI, please note the attached e-mail below from the Taxi Advisory Committee chair. His main comment was to suggest that a loading-unloading zone dedicated to taxis be considered at the future LRT terminus.

Was this ever considered ? Perhaps, we should discuss next time we meet and include to our EA recommended Plan.

Thanks

Valérie

Valérie Bouillant, P. Eng.
Senior Project Manager
Transportation - Environmental Assessments Transportation and Infrastructure Planning
Division Planning and Growth Management Department 4th Floor, 110 Laurier Avenue West
Ottawa, ON K1P 1J1

Tel: (613) 580-2424, ext. 24202
Fax: (613) 580-2578
E-mail: valerie.bouillant@ottawa.ca

-----Original Message-----

From: David Dunlop
Sent: August 22, 2006 4:56 PM
To: Steacy, Peter
Cc: Bouillant, Valerie; Duffenais, Melody; Michael McDermott
Subject: North-South Corridor LRT Project

Peter Steacy:

As a representative of the Taxi Advisory Committee, I would like to thank you, McCormick Rankin and Barry Padolsky for the excellent presentations Thursday August 17 regarding the eastern terminus of the LRT.

I appreciated the depth that the presentations gave us. So many of the proposed solutions were included, giving a very good understanding of what the team went through before making the final proposal.

Taxis are an integral part of the public transit system providing supplementary service from terminals, stations and ends of lines. I am pleased that you have accepted the suggestion to consider the requirement for taxi stands at the University of Ottawa LRT Station, and I would hope, at other appropriate stations.

--

Thank You

David Dunlop
Chair
Taxi Advisory Committee

Ian Borsuk

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: Thursday, September 21, 2006 11:04 AM
To: Charles Akben-Marchand
Subject: RE: Environmental Assessment Addendum, North-South Corridor Light Rail Transit (LRT) Project, Extension to the University of Ottawa

Charles,

Thank you for the submission of the CfSC official position regarding the proposed plan for the LRT extension to the University of Ottawa. Concerns regarding the elimination of the bicycle lanes are noted and were forwarded to the appropriate staff and our project consultant upon receipt for consideration, and have become part of the study record and documentation. Your concerns and others received will be presented to Transportation Committee & Council and addressed in the EA Addendum report.

Contrary to your statement, the Study Team investigated thoroughly for ways to retain cycling operation on the Bridge. In the end, the EA Addendum has concluded that there is no safe option that will accommodate an exclusive or discontinuous cycle lane across the Mackenzie King Bridge. Also, given the future closure of Stewart Street to accommodate the University of Ottawa development, it is appropriate for Laurier Avenue to be designated as the downtown cycle network crossing of the Rideau Canal.

As I advised in my previous e-mail, the report to Transportation Committee presenting the findings of the Environmental Assessment Addendum study to extend the North-South Corridor LRT line to the University of Ottawa has been re-scheduled to Wednesday October 18th, 2006. Accordingly, the report will be posted on the City's web site on Wednesday October 11th 2006.

Cheers,

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments Transportation and Infrastructure Planning Division Planning and Growth Management Department 4th Floor, 110 Laurier Avenue West Ottawa, ON K1P 1J1
Tel: (613) 580-2424, ext. 21827
Fax: (613) 580-2578
E-mail: peter.steacy@ottawa.ca

-----Original Message-----

From: [redacted]
Sent: wednesday, September 13, 2006 3:18 PM
To: Steacy, Peter
Cc: Chiarelli, Robert; Cullen, Alex; Monette, Bob; Deans, Diane; Thompson, Doug; El-Chantiry, Eli; Bedard, Georges; Brooks, Glenn; Hunter, Gord W; Legendre, Jacques P; Harder, Jan; McRae, Maria; Bellemare, Michel; Feltmate, Peggy; Hume, Peter E; Chiarelli, Rick; Jellett, Rob; Little, Shawn; Bloess, Rainer; Doucet, Clive; Holmes, Diane; Stavinga, Janet; [redacted]
Subject: re: Environmental Assessment Addendum, North-South Corridor Light Rail Transit (LRT) Project, Extension to the University of Ottawa

September 13, 2006

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments Transportation and Infrastructure Planning Division Planning and Growth Management Department 4th Floor, 110 Laurier Avenue West Ottawa, ON K1P 1J1
E-mail: peter.steacy@ottawa.ca

re: Environmental Assessment Addendum
North-South Corridor Light Rail Transit (LRT) Project Extension to the University of
Ottawa

Dear Mr. Steacy:

Citizens for Safe Cycling (CfSC) objects in the strongest possible terms to the removal of cycling lanes from the Mackenzie King Bridge and Stewart Street to accommodate the extension of the Light Rail project. This is contrary to the City's Official Plan and the currently approved City of Ottawa Cycling Plan.

In addition, the proposed alternative cycling route that you outlined at the Sept. 6 public meeting does not meet either the safety or roadspace needs of the many downtown cycling commuters.

Therefore, we can not support the proposed alignment and design for the LRT corridor in this area.

See the attached appendix.

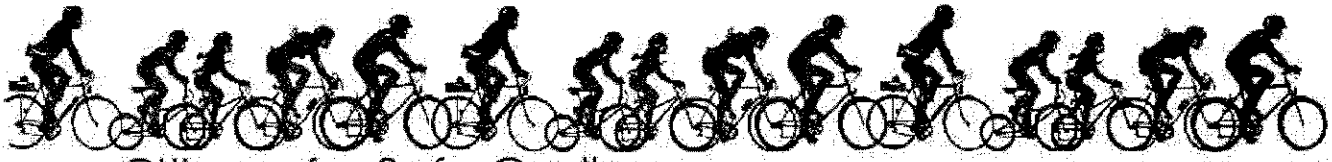
Sincerely,

Charles Akben-Marchand
President
Citizens for Safe Cycling

cc: Councillors and mayor
cc: Mayoral candidates

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Citizens for Safe Cycling

Advocacy and Member Services • Citoyens pour la sécurité en vélo
P.O. Box 1072, Station B, Ottawa ON K1P 6C4 • 613-722-4454 • Info@SafeCycling.ca • www.SafeCycling.ca

September 13, 2006

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments
Transportation and Infrastructure Planning Division
Planning and Growth Management Department
4th Floor, 110 Laurier Avenue West
Ottawa, ON K1P 1J1
E-mail: peter.steacy@ottawa.ca

re: Environmental Assessment Addendum
North-South Corridor Light Rail Transit (LRT) Project
Extension to the University of Ottawa

Dear Mr. Steacy:

Citizens for Safe Cycling (CfSC) objects in the strongest possible terms to the removal of cycling lanes from the Mackenzie King Bridge and Stewart Street to accommodate the extension of the Light Rail project. This is contrary to the City's Official Plan and the currently approved City of Ottawa Cycling Plan.

In addition, the proposed alternative cycling route that you outlined at the Sept. 6 public meeting does not meet either the safety or roadscape needs of the many downtown cycling commuters.

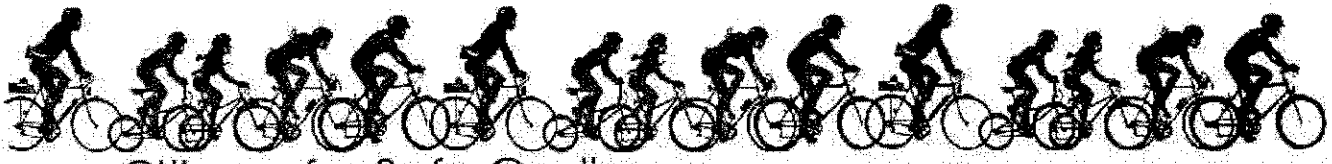
Therefore, we can not support the proposed alignment and design for the LRT corridor in this area.

See the attached appendix.

Sincerely,

Charles Akben-Marchand
President
Citizens for Safe Cycling

cc: Councillors and mayor
cc: Mayoral candidates



Citizens for Safe Cycling

Advocacy and Member Services • Citoyens pour la sécurité en vélo
PO Box 1072, Station B, Ottawa ON K1P 6C4 • 613-722-4454 • Info@SafeCycling.ca • www.SafeCycling.ca

Appendix: Why the Mackenzie King Bridge should not be closed to cyclists, and problems with alternatives proposed:

- Currently over 500 cyclists a day use the Mackenzie King bridge;
- The Laurier and Nicholas intersection is the most dangerous downtown intersection, according to the city's own Integrated Road Safety Program;
- No study has been done or is planned for improving cyclist access to the Confederation Square/Rideau/Wellington alternative;
- Cyclists who don't want to detour 1km or more will ride on the sidewalk. The increased motor traffic in these already-confusing intersections will present an elevated risk of collisions between sidewalk cyclists and pedestrians or motor vehicles;
- City Council is being asked to approve the closure to cyclists without designs for modifications to the Laurier detour, and without traffic studies;
- The option of including bike lanes on the bridge, as well as the "do-nothing" option, were not even evaluated, as required under the provincial act;
- Allowing private motor traffic while not allowing cyclists is contrary to the City's Official Plan, which state priority (in order) of pedestrians, cyclists, transit, then cars;
- The City should be encouraging more cycling and increasing cycling routes, not eliminating popular ones.

56-10 7066

Robert Hunton

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: August 22, 2006 12:11 PM
To: tOM Trottier
Cc: Bouillant, Valerie
Subject: RE: Cyclists concerns re LRT extension

Tom,

Thanks for your comments. They will become part of the study record and will be forwarded to the study team for their review and comment.

I have answered questions 2 and 3 in a previous e-mail.

With regard to question #7, regardless of whether the City reaches its long range transit modal split objectives, the University of Ottawa will continue to have a requirement for on-site parking to support its operations. I understand your comment regarding the irony of using a parking garage to provide the foundation for an LRT station, however this was a business decision between the City and the University of Ottawa to best meet the long range goals of both parties.

Cheers,

Peter Steacy, P. Eng.

Program Manager - Transportation Environmental Assessments
 Transportation and Infrastructure Planning Division
 Planning and Growth Management Department
 4th Floor, 110 Laurier Avenue West
 Ottawa, ON K1P 1J1
 Tel: (613) 580-2424, ext. 21827
 Fax: (613) 580-2578
 E-mail: peter.steacy@ottawa.ca

-----Original Message

From: tOM Trottier
Sent: Friday, August 18, 2006 12:41 PM
To: Steacy, Peter
Subject: Cyclists concerns re LRT extension

Peter,

This is my consolidation of my concerns. If you can clarify anything more or answer my questions, I would appreciate it.

1. The loss of the MK bridge bike lane and Stewart St. is a big blow to cyclists
 - a. Laurier Ave has many car/bike conflicts due to parking and cars turning onto Nicholas and King Edward
 - b. Rideau/Wellington is scary for many cyclists - they have to ride in the middle of the street due to the bus lane
 - c. Somerset Bridge is slow, awkward and convoluted
 - i. The route has long, slow slopes shared with pedestrians under the transitway and up over the canal
 - ii. This is a very indirect route from downtown to the market, two very populated areas
2. Some unspecified changes to Elgin/Laurier/Cumberland intersections are to be made to accommodate cyclists. What are they?
3. "Broader measures to improve cycling in the downtown and connections to the other canal crossings will be examined by separate City study."
 - a. Will city staff be doing this study?
 - b. Can CfSC bid on doing this study?
 - c. What is the schedule for the study?

22/08/2006

- 4. How about allowing bicycles in bus lanes?
- 5. Tracks where cyclists/wheelchairs cross should have some springy fillers to prevent the rails catching wheels
- 6. Many cyclists will use the general traffic lane down the middle of the MK bridge, perhaps getting their tires snagged in the rails.
- 7. How idiotic is it to construct a parking garage at an LRT destination!?! Shouldn't the city be encouraging LRT use? Wouldn't the LRT replace some of those car trips?

tOM Trottier

--

-- Quidquid latine dictum sit altum viditur --

, ___@ **tOM Trottier,**
 _- _<,
 (*) / ' (*)

Citizens for Safe Cycling director - CfSC Cycling Safety & Promotion Chair
 CfSC representative on Ottawa Roads and Cycling Advisory Committee
<http://SafeCycling.ca>

Opinions expressed are personal unless otherwise attributed.

"When I see an adult on a bicycle, I do not despair for the future of the human race." ~H.G. Wells

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Robert Hunton

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: August 22, 2006 12:00 PM
To: tOM Trottier
Cc: Bouillant, Valerie
Subject: RE: LRT extension suggestion - extend MK LRT platform W to Elgin

Tom,

An interesting question. I will forward your suggestion to our project consultant for their reply.

Peter Steacy, P. Eng.

Program Manager - Transportation Environmental Assessments
Transportation and Infrastructure Planning Division
Planning and Growth Management Department
4th Floor, 110 Laurier Avenue West
Ottawa, ON K1P 1J1
Tel: (613) 580-2424, ext. 21827
Fax: (613) 580-2578
E-mail: peter.steacy@ottawa.ca

-----Original Message

From: tOM Trottier
Sent: Friday, August 18, 2006 12:52 PM
To: Steacy, Peter
Subject: LRT extension suggestion - extend MK LRT platform W to Elgin

Peter,

To make the LRT platform on the MK bridge more convenient for transit users, you may want to extend sidewalks to Elgin St. westwards down the middle of the bridge so that passengers don't have to double back to get to Elgin / Confederation Square / NAC.

This would also reduce clogging of the crosswalk and clogging of the next westwards LRT stops.

You could even call it the NAC stop.

tOM



-- Quidquid latine dictum sit altum viditur --

,_@
-<,
(*) / ' (*)
6633 /

This world, after all our science and sciences, is still a miracle; wonderful, inscrutable, magical and more, to whosoever will think of it. --Thomas Carlyle

Robert Hunton

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: August 22, 2006 11:59 AM
To: tOM Trottier
Cc: Charles Akben-Marchand
Subject: RE: New LRT EA - questions

Tom,

The answer to your first question is that we don't know yet. Our consultants are currently undertaking the technical evaluation of what geometric modifications will be required. These will be presented at the POH on 06 September.

To your second question, broader network changes fall under the mandate of the Traffic and Parking Operations Branch of the City's Public Works and Services Department. For more information I would direct you to Mr. Rob Orchin at rob.orchin@ottawa.ca.

Peter Steacy, P. Eng.

Program Manager - Transportation Environmental Assessments
 Transportation and Infrastructure Planning Division
 Planning and Growth Management Department
 4th Floor, 110 Laurier Avenue West
 Ottawa, ON K1P 1J1
 Tel: (613) 580-2424, ext. 21827
 Fax: (613) 580-2578
 E-mail: peter.steacy@ottawa.ca

-----Original Messag

From: tOM Trottier
Sent: Friday, August 18, 2006 11:54 AM
To: Steacy, Peter
Cc: Charles Akben-Marchand
Subject: New LRT EA - questions

Peter,

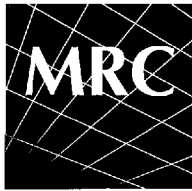
Some unspecified changes to Elgin/Laurier/Cumberland intersections are to be made to accommodate cyclists. What are they?

The document said, "Broader measures to improve cycling in the downtown and connections to the other canal crossings will be examined by separate City study.

Will city staff be doing this study?
 Can CfSC bid on doing this study?
 What is the schedule for the study?

tOM

---_<,
 (*) /' (*)
 6633



McCORMICK
RANKIN
CORPORATION

1145 Hunt Club Road, Suite 300
Ottawa, Ontario K1V 0Y3
Tel: (613) 736-7200
Fax: (613) 736-8710
E-mail: Mrc-ottawa@Mrc.ca
Website: www.Mrc.ca

MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1
PROGRESS MEETING NO: Meeting No. 7
FILE NO.: 5648-7068
DATE: August 21, 2006 **TIME:** 1:30 p.m.
PLACE: Ottawa City Hall, 110 Laurier St. W. Honeywell Room
PRESENT: Peter Steacy – City of Ottawa: Planning & Growth
Valérie Bouillant – City of Ottawa: Planning & Growth
Abdol Nouraeyan – City of Ottawa: LRT Office
Vinni Sahni – City of Ottawa: LRT Office
Pat Scrimgeour – City of Ottawa: Transit Services
Barry Padolsky – Barry Padolsky Architects & Urban Planners
Claudio Brun del Re – University of Ottawa
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

DND / PWGSC / Rideau Centre / Congress Centre
Peggy Nieghorn, Cindy VanBuskirk, Louise Larabie, Jocelyn Lemoine,
Mike O’Connell, Insoon Shin, Maj. Craig Gardner, Sylvain Grenier
PURPOSE: Consultation Meeting regarding the North-South LRT extension to the
University of Ottawa

PROCEEDINGS:

ACTION BY:

- 7.1 Introduction – All attendees introduced themselves. It was decided that due to the small number of attendees, questions and comments can be discussed throughout the presentation.
- 7.2 Presentation – Ms. Bouillant began the presentation with the explanation of the entire N-S LRT Project. She discussed the background studies that led to the N-S LRT project as well as the approved 2009 project. Motions that have been passed by Council regarding the additional work that was required to be undertaken as well as the motions that deal with future easterly extension to Rideau/Montreal Road were also discussed. It was highlighted that this addendum will determine how the terminus can be extended to the University of Ottawa Campus as well as how vehicular traffic can be re-introduced across the bridge.
- 7.3 Mr. Hunton began the technical explanation of all the elements that are

- required at a terminus station (2 tracks, 2 platform faces, and a crossover). These elements are crucial when attempting to locate an appropriate area for the new terminus station. All the possible alternatives for extending the LRT east were identified and each of their issues was discussed. A recommendation to extend onto University property was proposed.
- 7.4 Mr. Hunton continued to explain the alignment options that were considered for extending onto University Property. All the issues were identified and a recommendation to locate the terminus between Stewart Street and Séraphin-Marion Private in an existing University parking lot was proposed.
- 7.5 Mr. Padolsky then explained the benefits for using the proposed site. The MOU (memorandum of understanding) that was reached between the University and the City of Ottawa was discussed. This MOU identifies who will be responsible for LRT, parking lot, and building development construction. It also provides a guideline regarding the number of parking spots that will be required in the new parking structure below the LRT station. The MOU also specifies that the City will close the west end of Stewart Street to traffic so the University can build a larger footprint for a new University building.
- 7.6 Since the proposed station location is within the Sandy Hill conservation district, special consideration is required regarding the above ground development. A demonstration plan was presented that shows below grade, above grade and ground floor plans for the parking structure, university development and LRT station area. The concept shows the relocation and replacement of 4 existing university structures fronting on Stewart Street throughout the construction period. It is also proposed that a similar existing University building from elsewhere on the campus can be relocated adjacent to the 4 university buildings to enhance the residential and heritage character of Stewart Street.
- 7.7 Demolition of the rears of the buildings (summer kitchens) on both Séraphin-Marion and Stewart Street is also required in order to provide an adequate footprint for the new infill structure. Mr. Padolsky explained the overall impact on the heritage district and how the new University will require several development approvals to help conserve and enhance the heritage features in this area.
- 7.8 It was explained that the relocation of the terminus station off of the Mackenzie King bridge provided an opportunity for vehicle to be re-introduced on the bridge. A variety of alternatives were identified that either provided additional lanes for traffic or shared transit/traffic lanes. The issues were identified for each option and a recommendation was proposed that put the traffic in a shared LRT/traffic lane.
- 7.9 The configuration of the Mackenzie King Station was revised because of new issues that arose when re-introducing vehicular traffic on the bridge. The LRT station platform in the original EA was located east of the existing underground pedestrian crossing. The issue is that there is a possibility of vehicles queuing into the platform area from the Waller/Transitway

- Intersection. This can be mitigated by shifting the LRT platform west of the existing at-grade pedestrian crossing. 2 other benefits with this revised station configuration is the single pedestrian crosswalk located between both the BRT platforms and the LRT platform. This crosswalk provides better transfers from BRT to LRT and vice-versa. Pedestrians are also better controlled by being directed to the crosswalk with the addition of fencing to stop uncontrolled at-grade pedestrian crossing.
- 7.10 Recommended Plan – All the modifications that are required for the 300m extension as well as those required to allow general traffic on the bridge were presented.
- 7.10.1 Extend the 2 tracks 300m from the Rideau Centre across the Waller intersection and onto University of Ottawa Property.
- 7.10.2 Introduce a new dual rail crossover between the University station and the Waller intersection.
- 7.10.3 Modify the angle of the pedestrian crossing across Waller (increases distance by 4.6m)
- 7.10.4 Re-introduce the double left turn lanes for eastbound vehicles on the bridge turning onto northbound Waller
- 7.10.5 Re-introduce the right turn channel onto SB Nicholas
- 7.10.6 Move the LRT platform west of the at-grade pedestrian crosswalk and remove the second pedestrian crosswalk.
- 7.10.7 Shift the at-grade crosswalk 5m west of the existing crosswalk
- 7.10.8 Narrow the northern sidewalk in the vicinity of the LRT platform
- 7.10.9 Modify the original EA from having a dual rail crossover to an emergency only single rail crossover west of the LRT station platform
- 7.10.10 Introduce a new stop condition (traffic signal) to control the merging of the eastbound LRT into the median traffic/LRT lane.
- 7.10.11 Introduce positive guidance for westbound vehicles to separate them from the transit vehicles prior to the Elgin intersection.
- 7.10.12 Re-instate the 4 lane cross-section at Slater and Elgin
- 7.10.13 Re-instate the southbound left turn from Elgin onto the bridge & into the NAC parking lot
- 7.10.14 Re-configure the Elgin and Albert intersection to include a shared vehicular thru and left turn lane and a new bus only right turn onto northbound Elgin.
- 7.11 Issues – All possible conflicts were presented with appropriate mitigation measures to address each issue. Pedestrian, Cycle, and Traffic Issues were each addressed separately.
- 7.11.1 Pedestrian Issues:
- Reduction of Sidewalk near LRT Platform on Mackenzie King Bridge. A 2.1m wide sidewalk is retained at that location which is sufficient.
 - Removal of the second at-grade pedestrian crossing will increase the pedestrian volume at the retained crossing. The crosswalk will be widened to accommodate larger volumes as well as stairs will still be provided to access the grade separated crossing.
 - Modification to the existing pedestrian crossing of Waller Street increases the crossing distance. Additional clearance time is provided in the signal

timing to accommodate the pedestrian crossing.

7.11.2 Cycle Issues

- All possible alternatives were evaluated to accommodate cyclists on the bridge. No safe alternative can be proposed for cyclists on the bridge. Bicycle tires are able to get stuck in the LRT rail tracks.
- A recommended alternative is proposed that uses the recently reconstructed Laurier Bridge that already has curb side cycle lanes.
- Minor modifications will be required at the Elgin and Nicholas Intersections to enhance the network.

7.11.3 Traffic Issues

- At the Elgin and Slater intersection, there is a possibility for vehicles to stop on the rail tracks. While sufficient space is provided for queues of vehicles turning right onto southbound Elgin or accessing the NAC garage, when all the storage space is used, vehicles will have a conflict trying to cross the transit lane. Enforcement of no stopping zones will be required to ensure that unnecessary queues don't develop. Vehicles on southbound Elgin turning left into the NAC parking garage will also be warned not to stop on LRT tracks.
- At the Mackenzie King Bridge LRT station, vehicles may try to bypass a stopped LRT by using the Bus lane. Enforcement will be required to discourage drivers from using Bus lanes.

7.12 Ms. Bouillant then addressed the future extension of the LRT system east of the proposed terminus. It was emphasised that a separate study is being initiated to determine the appropriate alignment for that future easterly extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act. Recognizing that the Sandy Hill community would likely be opposed to an alignment that continues directly east of the current terminus through the residential community, a motion was passed by city council on July 12 2006 that addressed this issue. The motion recognizes the unique character of the Sandy Hill community as well as the presence of a heritage district. Any future extension would protect this unique character and provide appropriate mitigation measures. If it is determined that the LRT should go north on Waller, this station will not be orphaned as it will be used for operating flexibility. There will always be LRT routes that will terminate at this station.

7.13 Ms. Bouillant concluded the meeting with a summary of the project schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.

7.14 Following the conclusion of the presentation, attendees were asked to provide feedback.

- 7.14.1 It looks like the crosswalk is being moved west. It needs to be located in front of the Rideau centre doors as today.
- The crosswalk is being moved about 4m to the west.

Minutes of Meeting

Date: August 21, 2006

- 7.14.2 How will emergency vehicles be addressed
- Emergency vehicles will be allowed in any lane on the bridge.
- 7.14.3 How many people are expected to use the pedestrian underpass?
- People will use it but the at-grade crossing will be a more attractive route.
- 7.14.4 Has the structural element of the bridge been evaluated including the potential to construct the new stairs to the underpass?
- Yes, preliminary evaluation showed that it is structurally possible to construct the stairs into the exiting pedestrian underpass but more studies will be carried out during detail design.
- 7.14.5 Rideau Centre is liable for security of the transit station and pedestrian underpass.
- Agreements between the Rideau Centre and the City need to be modified to include this new entrance.
- 7.14.6 Will the at-grade crosswalk ever be eliminated leaving only grade separated access to the transit platforms?
- There are no plans to remove the at-grade crossings to the transit platforms.
- 7.14.7 DND is putting fencing at the expansion joint along the bridge.
- 7.14.8 Will there be any difference in noise levels?
- Noise is expected to be reduced compared to what is experienced today. LRT vehicles are quieter than buses as they travel on continuously welded tracks. Also, the BRT lanes are being offset from the storm catch basins which will reduce the noise created from buses rolling over them.
- 7.14.9 What will be the hours of operation for the LRT service?
- It has not been determined yet but it is expected that LRT will operate from around 5:00am to 1:00am. The service needs to be shut down for a few hours every night for maintenance.
- 7.14.10 When will construction begin? Will vehicles be allowed on the bridge during construction?
- Construction is expected to begin in 2007/2008. Cars will likely be removed from the bridge while under construction.
- 7.14.11 DND would prefer if there was no vehicular traffic on the bridge. They are attempting to create a buffer for regular vehicles around the National Defence Head Quarters.

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

Minutes prepared by,
McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending

Ian Borsuk

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: Thursday, September 21, 2006 2:20 PM
To: Peggy Nieghorn
Cc: Abdol
Subject: RE: LRT - University of Ottawa Extension

Peggy,

Thanks very much for your support. Your concerns are noted. As these relate predominantly to construction issues, I am taking the liberty by way of this reply of forwarding them to Abdol Nouraeyan for his consideration. Abdol is with our LRT office and is overseeing all construction related issues in the downtown.

Cheers,

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments Transportation and
Infrastructure Planning Division Planning and Growth Management Department 4th Floor, 110
Laurier Avenue West Ottawa, ON K1P 1J1
Tel: (613) 580-2424, ext. 21827
Fax: (613) 580-2578
E-mail: peter.steacy@ottawa.ca

-----Original Message-----

From: Peggy Nieghorn |
Sent: Friday, September 15, 2006 4:37 PM
To: Steacy, Peter
Cc:
Subject: FW: LRT - University of Ottawa Extension

Hello Peter -

Further to Cindy VanBuskirk's comments below, many thanks for including the Ottawa Congress Centre (OCC) in the Stakeholder Consultation Session held on August 21st regarding the extension of the LRT line onto the University of Ottawa campus. It was an interesting and informative presentation.

Here are several key issues relating to the overall LRT project that would impact the OCC:

- 1) Access to and from our Nicholas St. loading dock: Anything that would impede or restrict the turning ratio into or out of our already cramped docks would be a major issue. Work done under the bridge or any permanent changes to this area post-construction would certainly have an impact on our operation.
- 2) Ability of delegates to attend functions taking place at the Centre: General traffic flow near and around the Centre including any redirection of trucking traffic - temporary or permanent - would have an impact on the OCC.
- 3) Ability of clients utilizing the 4th floor Terrace to enjoy the quiet use of this space: Dust in the air and elevated noise levels would have a negative impact on our ability to successfully execute events in this area.

As Cindy notes below, these potential issues may not be unique to the discussion around the Environmental Assessment Addendum specifically (i.e. the extension itself rather than the overall project). Just the same, we thought it prudent to note them since there may be inherent nuances that are relevant to the Addendum that are not obvious to us.

The OCC will attend any meetings concerning the LRT project where decisions will potentially impact our ability to execute events. Many thanks again.

Cheers,

Peggy

Peggy A. Nieghorn
Manager, Business Development
Ottawa Congress Centre
(tel) 613-563-1983 ext.626 or 1-800-450-0077
(fax) 613-563-7646

-----Original Message-----

From: Cindy VanBuskirk
Sent: Friday, September 15, 2006 3:32 PM
To: peter.steacv@ottawa.ca
Cc:
Subject: LRT - University of Ottawa Extension

Good Afternoon Peter!

As a follow-up to the recent Stakeholder Consultation Meeting regarding the LRT Project - University of Ottawa Extension (Environmental Assessment Addendum), I would like to advise the Project Team at the City of Ottawa that Viking Rideau Corporation (Rideau Centre) heartily supports the extension of the LRT line over Mackenzie King Bridge and into the Ottawa University campus.

We see no substantial problems with the extension and, in fact, are pleased the LRT line will no longer terminate at Rideau Centre with the necessary rail crossover required at a terminus station. It is our view that given the heavy pedestrian, car, bus and bicycle traffic on Mackenzie King Bridge, there is tremendous potential for confusion and accidents.

As I raised briefly in the Stakeholder Consultation Meeting, Rideau Centre does have concerns with how the LRT platforms will function in front of our building. As well, we question the necessity of providing access from the LRT platforms directly into the underground passarelle linking Rideau Centre and DND. I understand these issues are not part of your request for comment on the LRT Extension, however, I would like to note these concerns to you with a view to discussion taking place between Rideau Centre and the LRT Project Team at some point.

In addition, I would note that Rideau Centre supports and shares the concerns of the Ottawa Congress Centre relative to the LRT Project and the planned Extension. These should be coming to you from Peggy Nieghorn, Ottawa Congress Centre.

Please be advised that the Management of Rideau Centre are prepared to meet with you anytime to discuss the LRT Project and address our specific concerns and those of the Ottawa Congress Centre.

Regards,

Cindy VanBuskirk
General Manager
Rideau Centre

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Ian Borsuk

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: Thursday, September 21, 2006 2:27 PM
To: Cindy VanBuskirk
Cc: pnieghorn@ottawacongresscentre.com; Nouraeyan, Abdol
Subject: RE: LRT - University of Ottawa Extension

Cindy,

Thank you very much for this. Its always good to hear from those who support our initiatives.

Your concern regarding the operations of the platforms and the proposed connection to the pedestrian underpass are noted. As these are more in the realm of design issues, by way of this reply I am forwarding this to Abdol Nouraeyan of our LRT office for his consideration.

Cheers,

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments Transportation and Infrastructure Planning Division Planning and Growth Management Department 4th Floor, 110 Laurier Avenue West Ottawa, ON K1P 1J1
Tel: (613) 580-2424, ext. 21827
Fax: (613) 580-2578
E-mail: peter.steacy@ottawa.ca

-----Original Message-----

From: Cindy VanBuskirk [mailto:Cindy.VanBuskirk@rideaucentre.net]
Sent: Friday, September 15, 2006 3:32 PM
To: Steacy, Peter
Cc: pnieghorn@ottawacongresscentre.com
Subject: LRT - University of Ottawa Extension

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As I raised briefly in the Stakeholder Consultation Meeting, Rideau Centre does have concerns with how the LRT platforms will function in front of our building. As well, we question the necessity of providing access from the LRT platforms directly into the underground passarelle linking Rideau Centre and DND. I understand these issues are not part of your request for comment on the LRT Extension, however, I would like to note these concerns to you with a view to discussion taking place between Rideau Centre and the LRT Project Team at some point.

In addition, I would note that Rideau Centre supports and shares the concerns of the Ottawa Congress Centre relative to the LRT Project and the planned Extension. These should be coming to you from Peggy Nieghorn, Ottawa Congress Centre.

Please be advised that the Management of Rideau Centre are prepared to meet with you anytime to discuss the LRT Project and address our specific concerns and those of the Ottawa Congress Centre.

Regards,

Cindy VanBuskirk
General Manager
Rideau Centre
613-236-6565 x227
cindy.vanbuskirk@rideaucentre.net

This e-mail originates from the City of Ottawa e-mail system. Any distribution, use or copying of this e-mail or the information it contains by other than the intended recipient(s) is unauthorized. If you are not the intended recipient, please notify me at the telephone number shown above or by return e-mail and delete this communication and any copy immediately. Thank you.

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**McCORMICK
RANKIN
CORPORATION**

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Fax: (613) 736-8710
E-mail: Mrc-ottawa@Mrc.ca
Website: www.Mrc.ca

MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1

PROGRESS MEETING NO: Meeting No. 8

FILE NO.: 5648-7068

DATE: August 22, 2006 **TIME:** 3 p.m.

PLACE: Ottawa City Hall, 110 Laurier st w. Honeywell Room

PRESENT: Peter Steacy – City of Ottawa: Planning and Growth
Valérie Bouillant – City of Ottawa: Planning & Growth
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

Albert-Slater Coalition / Ottawa-Gatineau Hotel Association

Hume Rogers, Dick Brown, Cheryl Barrett, Gary Luzy, John Horwitz, Ian Donnelly, Angela Taggart, David Matarasso, Pat Gillin, David Smythe

PURPOSE: Consultation Meeting regarding the North-South LRT extension to the University of Ottawa

PROCEEDINGS:

ACTION BY:

- 8.1 Introduction – All attendees introduced themselves and the business they represent. It was decided that due to the small number of attendees, questions and comments can be discussed throughout the presentation.
- 8.2 Presentation – Ms. Bouillant began the presentation with the explanation of the entire N-S LRT Project. She discussed the background studies that led to the N-S LRT project as well as the approved 2009 project. Motions that have been passed by council regarding the additional work that was required to be undertaken as well as the motions that deal with future easterly extension to Rideau/Montreal Road were also discussed. It was highlighted that this addendum will determine how the terminus can be extended to the University of Ottawa Campus as well as how vehicular traffic can be re-introduced across the bridge.
- 8.3 Before the meeting continued, questions were raised regarding the addendum process.
 - 8.3.1 What is the timetable for implementation on Albert and Slater?
 - This meeting is being held to discuss the extension to the

University. The city's LRT implementation team is developing the staging plan. Separate meetings will be arranged with downtown business owners regarding street reconstruction and scheduling.

- 8.3.2 Should the addendum not be approved, will the terminus remain on the bridge?
- Yes, the EA has been approved to terminate on the Mackenzie King Bridge.
- 8.4 Mr. Hunton began the technical explanation of all the elements that are required at a terminus station (2 tracks, 2 platform faces, and a crossover). These elements are crucial when attempting to locate an appropriate area for the new terminus station. All the possible alternatives for extending the LRT east were identified and each of their issues was discussed. A recommendation to extend onto University property was proposed.
- 8.5 Mr. Hunton continued to explain the alignment options that were considered for extending onto University Property. All the issues were identified and a recommendation to locate the terminus between Stewart Street and Séraphin-Marion Private in an existing University parking lot was proposed.
- 8.6 The benefits for using the proposed site were then explained. The MOU (memorandum of understanding) that was reached between the University and the City of Ottawa was discussed. This MOU identifies who will be responsible for LRT, parking lot, and building development construction. It also provides a guideline regarding the number of parking spots that will be required in the new parking structure below the LRT station. The MOU also specifies that the City will close the west end of Stewart Street to traffic so the University can build a larger footprint for a new University building.
- 8.7 Since the proposed station location is within the Sandy Hill conservation district, special consideration is required regarding the above ground development. A demonstration plan was presented that shows below grade, above grade and ground floor plans for the parking structure, university development and LRT station area. The concept shows the relocation and replacement of 4 existing university structures fronting on Stewart Street throughout the construction period. It is also proposed that a similar existing University building from elsewhere on the campus can be relocated adjacent to the 4 university buildings to enhance the residential and heritage character of Stewart Street.
- 8.8 Questions were asked regarding the University development.
- 8.8.1 Will parking be for public? (Park at facility and take rail into CBD core)
- The lot will operate as a public lot. The facility is not intended to function as a park and ride lot for the transit facility. Of the 390 proposed spaces, 120 will replace existing surface parking, 150 will be reserved for the future Arts Court facility, and the

- remainder is intended for growing university demand due to development over the LRT station.
- 8.8.2 Will the parking lot be operated like other city lots?
- The university is the proprietor of the parking lot.
- 8.8.3 Prefer a parking garage entrance off of Cumberland.
- The location of a parking garage entrance will be determined as part of the university's development process.
- 8.8.4 What will the new university building be used for?
- The uses of the building have yet to be determined.
- 8.9 It was explained that the relocation of the terminus station off of the Mackenzie King bridge provided an opportunity for vehicle to be re-introduced on the bridge. A variety of alternatives were identified that either provided additional lanes for traffic or shared transit/traffic lanes. The issues were identified for each option and a recommendation was proposed that put the traffic in a shared LRT/traffic lane.
- 8.10 The configuration of the Mackenzie King Station was revised because of new issues that arose when re-introducing vehicular traffic on the bridge. The LRT station platform in the original EA was located east of the existing underground pedestrian crossing. The issue is that there is a possibility of vehicles queuing into the platform area from the Waller/Transitway Intersection. This can be mitigated by shifting the LRT platform west of the existing at-grade pedestrian crossing. 2 other benefits with this revised station configuration is the single pedestrian crosswalk located between both the BRT platforms and the LRT platform. This crosswalk provides better transfers from BRT to LRT and vice-versa. Pedestrians are also better controlled by being directed to the crosswalk with the addition of fencing to stop uncontrolled at-grade pedestrian crossing.
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- 8.11.9 Modify the original EA from having a dual rail crossover to an

- emergency only single rail crossover west of the LRT station platform
- 8.11.10 Introduce a new stop condition (traffic signal) to control the merging of the eastbound LRT into the median traffic/LRT lane.
- 8.11.11 Introduce positive guidance for westbound vehicles to separate them from the transit vehicles prior to the Elgin intersection.
- 8.11.12 Re-instate the 4 lane cross-section at Slater and Elgin
- 8.11.13 Re-instate the southbound left turn from Elgin onto the bridge & into the NAC parking lot
- 8.11.14 Re-configure the Elgin and Albert intersection to include a shared vehicular thru and left turn lane and a new bus only right turn onto northbound Elgin.
- 8.12 Issues – All possible conflicts were presented with appropriate mitigation measures to address each issue. Pedestrian, Cycle, and Traffic Issues were each addressed separately.
- 8.12.1 Pedestrian Issues:
- Reduction of Sidewalk near LRT Platform on Mackenzie King Bridge. A 2.1m wide sidewalk is retained at that location which is sufficient.
 - Removal of the second at-grade pedestrian crossing will increase the pedestrian volume at the retained crossing. The crosswalk will be widened to accommodate larger volumes as well as stairs will still be provided to access the grade separated crossing.
 - Modification to the existing pedestrian crossing of Waller Street increases the crossing distance. Additional clearance time is provided in the signal timing to accommodate the pedestrian crossing.
- 8.12.2 Cycle Issues
- All possible alternatives were evaluated to accommodate cyclists on the bridge. No safe alternative can be proposed for cyclists on the bridge. Bicycle tires are able to get stuck in the LRT rail tracks.
 - A recommended alternative is proposed that uses the recently reconstructed Laurier Bridge that already has curb side cycle lanes.
 - Minor modifications will be required at the Elgin and Nicholas Intersections to enhance the network.
- 8.12.3 Traffic Issues
- At the Elgin and Slater intersection, there is a possibility for vehicles to stop on the rail tracks. While sufficient space is provided for queues of vehicles turning right onto southbound Elgin or accessing the NAC garage, when all the storage space is used, vehicles will have a conflict trying to cross the transit lane. Enforcement of no stopping zones will be required to ensure that unnecessary queues don't develop. Vehicles on southbound Elgin turning left into the NAC parking garage will also be warned not to stop on LRT tracks.
 - At the Mackenzie King Bridge LRT station, vehicles may try to bypass a stopped LRT by using the Bus lane. Enforcement will be required to discourage drivers from using Bus lanes.

- 8.13 Ms. Bouillant then addressed the future extension of the LRT system east of the proposed terminus. It was emphasised that a separate study is being initiated to determine the appropriate alignment for that future easterly extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act. Recognizing that the Sandy Hill community would likely be opposed to an alignment that continues directly east of the current terminus through the residential community, a motion was passed by city council on July 12 2006 that addressed this issue. The motion recognizes the unique character of the Sandy Hill community as well as the presence of a heritage district. Any future extension would protect this unique character and provide appropriate mitigation measures. If it is determined that the LRT should go north on Waller, this station will not be orphaned as it will be used for operating flexibility. There will always be LRT routes that will terminate at this station.
- 8.14 Mr. Steacy concluded the presentation with a summary of the project schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.
- 8.15 Following the conclusion of the presentation, attendees were asked to provide feedback.
- 8.15.1 Was DND satisfied with a new access to the underpass?
- Yes, it was the Rideau Centre that expressed concerns regarding security and maintenance of the new stairs.
- 8.15.2 What is the future capacity of vehicular traffic on the bridge with 3-min headways? How can the capacity & LOS stay the same with an additional signal and being stopped behind servicing LRT vehicles at the station? Has a sensitivity analysis been undertaken to determine total capacity that can be handled?
- Typical lane capacity of an arterial roadway is 900 to 1200 vehicles per hour. In urban environments road capacity is governed by intersection capacity and not link capacity. Within our study area, the Waller intersection controls EB traffic and has been revised to include additional EB to NB left turn storage and modified signal phasing.
- 8.15.3 How many routes will be rerouted to Queen Street?
- The approved “2009 Route Network Concepts - Evaluation and recommendations” (October 2005) explains how buses will be redistributed through the downtown.
 - <http://ottawa.ca/calendar/ottawa/citycouncil/trc/2005/11-02/ACS2005-PGM-POL-0060.htm>
- 8.15.4 Can you still make a NB to WB LT from Nicholas onto the bridge?
- Yes, all traffic movements that are allowed today will be

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- retained.
- 8.15.5 Does the simulation model take into account Daly/Waller intersection and queues backing up from there?
- Analysis shows the intersection to continue to operate at Level of Service D to E for the northbound Movements from the Mackenzie King Bridge during peak traffic times.
- 8.15.6 Vissim does not reflect what is experienced currently on Albert and Slater. How long was the model run for?
- The model was run for 1 hour and includes current traffic volumes and the revised 2009 Bus volumes. Queues that are shown in the model are similar to queues currently experienced across the bridge.
- 8.16 The downtown business owners expressed that they would like to be included on the Rideau/Montreal corridor LRT EA mailing list.
- 8.17 The downtown hotel owners mentioned that they require knowing the implementation schedule – rates are now being developed for the 2008 season and construction operations (noise and other inconveniences) would need to be reflected.

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

Minutes prepared by,

McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending



MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1
PROGRESS MEETING NO: Meeting No. 9
FILE NO.: 5648-7068
DATE: August 24, 2006 **TIME:** 7 p.m.
PLACE: Ottawa City Hall, 110 Laurier St w. Honeywell Room
PRESENT: Valérie Bouillant – City of Ottawa: Planning & Growth
Barry Padolsky – Barry Padolsky Architects & Urban Planners
Claudio Brun del Re – University of Ottawa
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

Private Property Owners
Andree & William Kellerman, Deborah Lee, Robert Stehle
PURPOSE: Consultation Meeting regarding the North-South LRT extension to the University of Ottawa

PROCEEDINGS:

ACTION BY:

- 9.1 Introduction – All attendees introduced themselves and identified their property in relation to the study area. It was decided that due to the small number of attendees, questions and comments can be discussed throughout the presentation.
- 9.2 Presentation – Ms. Bouillant began the presentation with the explanation of the entire N-S LRT Project. She discussed the background studies that led to the N-S LRT project as well as the approved 2009 project. Motions that have been passed by council regarding the additional work that was required to be undertaken as well as the motions that deal with future easterly extension to Rideau/Montreal Road were also discussed. It was highlighted that this addendum will determine how the terminus can be extended to the University of Ottawa Campus as well as how vehicular traffic can be re-introduced the across the bridge.
- 9.3 Mr. Hunton began the technical explanation of all the elements that are required at a terminus station (2 tracks, 2 platform faces, and a crossover). These elements are crucial when attempting to locate an appropriate area for the new terminus station. All the possible alternatives for extending the LRT east were identified and each of their issues was discussed. A

- recommendation to extend onto University property was proposed.
- 9.4 Mr. Hunton continued to explain the alignment options that were considered for extending onto University Property. All the issues were identified and a recommendation to locate the terminus between Stewart Street and Séraphin-Marion Private in an existing University parking lot was proposed.
 - 9.5 Mr. Padolsky then explained the benefits for using the proposed site. The MOU (memorandum of understanding) that was reached between the University and the City of Ottawa was discussed. This MOU identifies who will be responsible for LRT, parking lot, and building development construction. It also provides a guideline regarding the number of parking spots that will be required in the new parking structure below the LRT station. The MOU also specifies that the City will close the west end of Stewart Street to traffic so the University can build a larger footprint for a new University building.
 - 9.6 Since the proposed station location is within the Sandy Hill conservation district, special consideration is required regarding the above ground development. A demonstration plan was presented that shows below grade, above grade and ground floor plans for the parking structure, university development and LRT station area. The concept shows the relocation and replacement of 4 existing university structures fronting on Stewart Street throughout the construction period. It is also proposed that a similar existing University building from elsewhere on the campus can be relocated adjacent to the 4 university buildings to enhance the residential and heritage character of Stewart Street.
 - 9.7 Demolition of the rears of the buildings (summer kitchens) on both Séraphin-Marion and Stewart Street is also required in order to provide an adequate footprint for the new infill structure. Mr. Padolsky explained the overall impact on the heritage district and how the new University will require several development approvals to help conserve and enhance the heritage features in this area.
 - 9.8 It was explained that the relocation of the terminus station off of the Mackenzie King bridge provided an opportunity for vehicle to be re-introduced on the bridge. A variety of alternatives were identified that either provided additional lanes for traffic or shared transit/traffic lanes. The issues were identified for each option and a recommendation was proposed that put the traffic in a shared LRT/traffic lane.
 - 9.9 The configuration of the Mackenzie King Station was revised because of new issues that arose when re-introducing vehicular traffic on the bridge. The LRT station platform in the original EA was located east of the existing underground pedestrian crossing. The issue is that there is a possibility of vehicles queuing into the platform area from the Waller/Transitway Intersection. This can be mitigated by shifting the LRT platform west of the existing at-grade pedestrian crossing. 2 other benefits with this revised station configuration is the single pedestrian crosswalk

- located between both the BRT platforms and the LRT platform. This crosswalk provides better transfers from BRT to LRT and vice-versa. Pedestrians are also better controlled by being directed to the crosswalk with the addition of fencing to stop uncontrolled at-grade pedestrian crossing.
- 9.10 Recommended Plan – All the modifications that are required for the 300m extension as well as those required to allow general traffic on the bridge were presented.
- 9.10.1 Extend the 2 tracks 300m from the Rideau Centre across the Waller intersection and onto University of Ottawa Property.
- 9.10.2 Introduce a new dual rail crossover between the University station and the Waller intersection.
- 9.10.3 Modify the angle of the pedestrian crossing across Waller (increases distance by 4.6m)
- 9.10.4 Re-introduce the double left turn lanes for eastbound vehicles on the bridge turning onto northbound Waller
- 9.10.5 Re-introduce the right turn channel onto SB Nicholas
- 9.10.6 Move the LRT platform west of the at-grade pedestrian crosswalk and remove the second pedestrian crosswalk.
- 9.10.7 Shift the at-grade crosswalk 5m west of the existing crosswalk
- 9.10.8 Narrow the northern sidewalk in the vicinity of the LRT platform
- 9.10.9 Modify the original EA from having a dual rail crossover to an emergency only single rail crossover west of the LRT station platform
- 9.10.10 Introduce a new stop condition (traffic signal) to control the merging of the eastbound LRT into the median traffic/LRT lane.
- 9.10.11 Introduce positive guidance for westbound vehicles to separate them from the transit vehicles prior to the Elgin intersection.
- 9.10.12 Re-instate the 4 lane cross-section at Slater and Elgin
- 9.10.13 Re-instate the southbound left turn from Elgin onto the bridge & into the NAC parking lot
- 9.10.14 Re-configure the Elgin and Albert intersection to include a shared vehicular thru and left turn lane and a new bus only right turn onto northbound Elgin.
- 9.11 Issues – All possible conflicts were presented with appropriate mitigation measures to address each issue. Pedestrian, Cycle, and Traffic Issues were each addressed separately.
- 9.11.1 Pedestrian Issues:
- Reduction of Sidewalk near LRT Platform on Mackenzie King Bridge. A 2.1m wide sidewalk is retained at that location which is sufficient.
 - Removal of the second at-grade pedestrian crossing will increase the pedestrian volume at the retained crossing. The crosswalk will be widened to accommodate larger volumes as well as stairs will still be provided to access the grade separated crossing.
 - Modification to the existing pedestrian crossing of Waller Street increases the crossing distance. Additional clearance time is provided in the signal timing to accommodate the pedestrian crossing.

9.11.2 Cycle Issues

- All possible alternatives were evaluated to accommodate cyclists on the bridge. No safe alternative can be proposed for cyclists on the bridge. Bicycle tires are able to get stuck in the LRT rail tracks.
- A recommended alternative is proposed that uses the recently reconstructed Laurier Bridge that already has curb side cycle lanes.
- Minor modifications will be required at the Elgin and Nicholas Intersections to enhance the network.

9.11.3 Traffic Issues

- At the Elgin and Slater intersection, there is a possibility for vehicles to stop on the rail tracks. While sufficient space is provided for queues of vehicles turning right onto southbound Elgin or accessing the NAC garage, when all the storage space is used, vehicles will have a conflict trying to cross the transit lane. Enforcement of no stopping zones will be required to ensure that unnecessary queues don't develop. Vehicles on southbound Elgin turning left into the NAC parking garage will also be warned not to stop on LRT tracks.
- At the Mackenzie King Bridge LRT station, vehicles may try to bypass a stopped LRT by using the Bus lane. Enforcement will be required to discourage drivers from using Bus lanes.

9.12 Ms. Bouillant then addressed the future extension of the LRT system east of the proposed terminus. It was emphasised that a separate study is being initiated to determine the appropriate alignment for that future easterly extension. The study will identify and evaluate all reasonable alternatives as required by the Ontario EA act. Recognizing that the Sandy Hill community would likely be opposed to an alignment that continues directly east of the current terminus through the residential community, a motion was passed by city council on July 12 2006 that addressed this issue. The motion recognizes the unique character of the Sandy Hill community as well as the presence of a heritage district. Any future extension would protect this unique character and provide appropriate mitigation measures. If it is determined that the LRT should go north on Waller, this station will not be orphaned as it will be used for operating flexibility. There will always be LRT routes that will terminate at this station.

9.13 Ms. Bouillant concluded the presentation with a summary of the project schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.

9.14 Following the presentation, attendees were asked to provide feedback.

9.14.1 Would Cumberland Street be closed during construction? This road is used as part of a fire route. It was explained that access on Cumberland will be preserved during construction but a detailed construction and traffic monitoring plan will be developed by the

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- university prior to construction.
- 9.14.2 When will construction begin on the University Site? Mr. Brun del Re explained that detailed plans need to be developed and approved before construction can begin. In order for the station to be operational by the 2009 target, construction will have to begin by summer 2007.
- 9.14.3 How will property taxes for residences around the terminus be affected? No impact on property taxes is anticipated.
- 9.14.4 How will vibration generated from rock excavation during construction of terminus and LRT affect surrounding structural foundations? A survey of surrounding foundations and critical impact loads will be undertaken prior to the University's construction. University owned buildings such as Hagen Hall and Academic Hall are also sensitive heritage buildings that require inspections prior to construction.
- 9.14.5 Seems like an elegant solution to a complex terminal station.

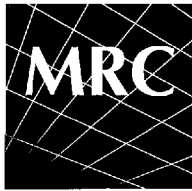
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Minutes prepared by,

McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending



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Website: www.Mrc.ca

MINUTES OF MEETING

PROJECT: Ottawa N-S LRT Environmental Assessment Addendum #1
PROGRESS MEETING NO: Meeting No. 10
FILE NO.: 5648-7068
DATE: August 31, 2006 **TIME:** 1:30 p.m.
PLACE: Ottawa City Hall, 110 Laurier st w. Richmond Room
PRESENT: Peter Steacy – City of Ottawa: Planning and Growth
Barry Padolsky – Barry Padolsky Architects inc.
Rob Hunton – McCormick Rankin Corporation
Ian Borsuk – McCormick Rankin Corporation

Federal & Provincial Agencies

Bob Burdett - MMM
Ryran Rickard – Transport Canada
Andre Lalonde – Transport Canada
Lionel King – Transport Canada
Anik Genier – Transport Canada
Arto Keklikian – National Capital Commission
Maegan Harrison – Infrastructure Canada
Kim Turnbull - PWGSC

PURPOSE: Pre-consultation Meeting regarding the extension to the University of Ottawa

PROCEEDINGS:

ACTION BY:

- 10.1 Introduction – All attendees introduced themselves and the agency they represent. It was decided that due to the small number of attendees, questions and comments can be discussed throughout the presentation.
- 10.2 Mr. Steacy explained that the federal EA component related to this extension will be treated as a separate project.
- 10.3 Presentation – Mr. Steacy began the presentation with the explanation of the entire N-S LRT Project. He discussed the background studies that led to the N-S LRT project as well as the approved 2009 project. It was highlighted that this addendum will determine how the terminus can be extended to the University of Ottawa Campus as well as how vehicular traffic can be re-

- introduced the across the bridge.
- 10.4 Mr. Hunton began the technical explanation of all the elements that are required at a terminus station (2 tracks, 2 platform faces, and a crossover). These elements are crucial when attempting to locate an appropriate area for the new terminus station. All the possible alternatives for extending the LRT east were identified and each of their issues was discussed. A recommendation to extend onto University property was proposed.
 - 10.5 Mr. Hunton continued to explain the alignment options that were considered for extending onto University Property. All the issues were identified and a recommendation to locate the terminus between Stewart Street and Séraphin-Marion Private in an existing University parking lot was proposed.
 - 10.6 The benefits for using the proposed site were then explained. The MOU (memorandum of understanding) that was reached between the University and the City of Ottawa was discussed. This MOU identifies who will be responsible for LRT, parking lot, and building development construction. It also provides a guideline regarding the number of parking spots that will be required in the new parking structure below the LRT station. The MOU also specifies that the City will close the west end of Stewart Street to traffic so the University can build a larger footprint for a new University building.
 - 10.7 Since the proposed station location is within the Sandy Hill conservation district, special consideration is required regarding the above ground development. A demonstration plan was presented that showed below grade, above grade and ground floor plans for the parking structure, university development and LRT station area. The concept shows the relocation and replacement of 4 existing university structures fronting on Stewart Street throughout the construction period. It is also proposed that a similar existing University building from elsewhere on the campus can be relocated adjacent to the 4 university buildings to enhance the residential and heritage character of Stewart Street.
 - 10.8 It was explained that the relocation of the terminus station off of the Mackenzie King bridge provided an opportunity for vehicles to be re-introduced on the bridge. A variety of alternatives were identified that either provided additional lanes for traffic or shared transit/traffic lanes. The issues were identified for each option and a recommendation was proposed that put the traffic in a shared LRT/traffic lane.
 - 10.9 The configuration of the Mackenzie King Station was revised because of new issues that arose when re-introducing vehicular traffic on the bridge. The LRT station platform in the original EA was located east of the existing underground pedestrian crossing. The issue is that there is a possibility of vehicles queuing into the platform area from the Waller/Transitway Intersection. This can be mitigated by shifting the LRT platform west of the existing at-grade pedestrian crossing. 2 other benefits with this revised station configuration is the single pedestrian crosswalk located between both the BRT platforms and the LRT platform. This crosswalk provides

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10.13 Mr. Steacy concluded the presentation with a summary of the project schedule and timeline and the next steps to be undertaken. The goal for the project is to finalize the contract with Siemens-PCL/Dufferin consortium for this LRT extension before the year end. In order to accomplish this, the addendum recommended plan needs to be presented to Transportation Committee and City Council by mid October.

10.14 Following the presentation, attendees were asked to provide feedback.

10.14.1 Are there private property owners around the site?

- Yes, the private property owners were invited to a separate consultation meeting.

10.14.2 What is the purpose of the parking garage?

- Of the 390 proposed spaces, 120 will replace existing surface parking, 150 will be reserved for the future Arts Court facility, and

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the remainder is intended for growing university demand due to development over the LRT station. The facility is not intended to function as a park and ride lot for the transit facility.

10.14.3 Will DND be moving?

- There was no indication as to a possible move by DND from their building. They discussed their immediate plans to enhance the security surrounding their building. Fencing will be installed on the Mackenzie King Bridge in front of DND.

10.14.4 Are there structural modifications required on the bridge that impact the recreational uses of the canal?

- There are no structural modifications required to the bridge. Modifications will be undertaken on the bridge deck to incorporate the LRT rails and platform.

10.14.5 How will the development of the University building be undertaken?

- Phasing of the University development will be determined by the University. At this stage only the underground parking lot needs to be build and the existing buildings on Stewart Street need to be returned and restored.

10.14.6 Are any federal lands required for this extension?

- No.

10.14.7 How will CEAA be carried out?

- The extension is being considered as a separate project under CEAA. A project description has been submitted to the CEA Agency for distribution and determination of 'triggered' agencies. A scoping document will be created and submitted to the City to respond to by way of a Screening Report..

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

Minutes prepared by,

McCORMICK RANKIN CORPORATION

Ian Borsuk , EIT

cc: list all attending

Appendix D. Public Consultation Comment Sheet

1. Comment Sheets (OCH)
2. Comments Received by E-mail (EM)

COMMENT SHEET

Public Open House – September 6, 2006
Environmental Assessment Addendum
North-South Corridor Light Rail Transit (LRT) Project
Extension to the University of Ottawa

Thank you for your participation. Please give us your comments before leaving, or you may send them to us prior to September 13th 2006.

Peter Steacy, P. Eng.
City of Ottawa – Planning and Development Department.
110 Laurier Ave. W., Ottawa, ON K1P 1J1
Tel: 613-580-2424 ext. 21827
Fax: 613-580-2578
E-mail: peter.steacy@Ottawa.ca

COMMENTS

The process is laughable. First an EA, with the legal obligation to examine all alternatives, did not recommend this one. So now a new EA is started with a massive mandate to look at only one option, after council has voted for it. So this consultation does not seem to give us the option to say no to this.

In the end you must choose between heritage and cars. This option requires the demolition of parts of buildings protected under the Ontario Heritage Act and by a heritage overlay.

There are probably other ways to preserve traffic flows, but there is no way to build the station here ~~without~~ ~~it~~ while still respecting your duties to preserve heritage.

I see no benefit to the community. For very few University destinations is this station a faster way to get there.

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COMMENTS

I think that alternative '2 A'
is the best solution even though
it is the most expensive

This solution is the best for long-term
use of the Light Rail Network.

It also helps remove buses from downtown
Ottawa since people can transfer to
the Light rail system at Hurdman

Michael Kates

COMMENT SHEET

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COMMENTS

① I hope the new configuration of the bike paths are user friendly.

② The recommended alternative extension into the University makes the most sense.

COMMENT SHEET

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COMMENTS

THE MCKENZIE BRIDGE IS THE
EASIEST BICYCLE BRIDGE AND
IT IS NOT ACCEPTABLE TO
BAN BIKES FROM THIS
BRIDGE.

COMMENT SHEET**Public Open House – September 6, 2006
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COMMENTS

As part of the extension to the University of Ottawa, could the sidewalks for the east Transitway just south be expanded?

ie. ~~the~~ Does the East Transitway stops just north of Laurier require 2 lanes in each direction or would 3 total lanes work?

OCHG

COMMENT SHEET

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COMMENTS

- What will all this cost?
- Will it align with the Rideau Street ^{LRT} Corridor?
- Why not go to Campus Station or Hurdman Stn?
- Can bicycles be "prohibited" from using
reversible lanes under highway traffic act?
- > You will need to convert the transitway to
LRT eventually anyhow.
- Why does UofO need more parking as part
of this agreement?

OCH 7

COMMENT SHEET

**Public Open House – September 6, 2006
Environmental Assessment Addendum
North-South Corridor Light Rail Transit (LRT) Project
Extension to the University of Ottawa**

Thank you for your participation. Please give us your comments before leaving, or you may send them to us prior to September 13th 2006.

Peter Steacy, P. Eng.
City of Ottawa – Planning and Development Department.
110 Laurier Ave. W., Ottawa, ON K1P 1J1
Tel: 613-580-2424 ext. 21827
Fax: 613-580-2578
E-mail: peter.steacy@Ottawa.ca

COMMENTS

This seems to be a big improvement over the previous plan of having the terminus on the ~~big~~ bridge - much safer and more useful for U. of O.

Not happy about recycling on the bridge but understand the reasons. Cyclists will probably ride in the BRT lanes to some extent.

Ian Borsuk

EMI

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: Thursday, September 21, 2006 10:43 AM
To: Veronica Vaillancourt
Subject: RE: LRT extension comments

Veronica,

A belated thank you for your comments. Your concerns were forwarded to the appropriate staff and our project consultant upon receipt for consideration, and have become part of the study record and documentation. Your concerns and others received will be presented to Transportation Committee & Council and addressed in the EA Addendum report

Regarding the distribution of flyers, please understand that our EA Addendum budget precluded a wide-scale distribution, therefore we deemed it appropriate to distribute them to residences and businesses within the boundaries of the Heritage Conservation District only.

Please be advised that report to Transportation Committee presenting the findings of the Environmental Assessment Addendum study to extend the North-South Corridor LRT line to the University of Ottawa has been re-scheduled to Wednesday October 18th, 2006. Accordingly, the report will be posted on the City's web site on Wednesday October 11th 2006.

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments Transportation and
Infrastructure Planning Division Planning and Growth Management Department 4th Floor, 110
Laurier Avenue West Ottawa, ON K1P 1J1
Tel: (613) 580-2424, ext. 21827
Fax: (613) 580-2578
E-mail: peter.steacy@ottawa.ca

-----Original Message-----
From: Veronica Vaillancourt [mailto:veronica.vaillancourt@ottawa.ca]
Sent: Thursday, September 07, 2006 4:21 PM
To: Steacy, Peter
Subject: Fwd: LRT extension comments

--- Veronica Vaillancourt
wrote:

> Date: Thu, 7 Sep 2006 12:38:51 -0700 (PDT)
> From: Veronica Vaillancourt [mailto:veronica.vaillancourt@ottawa.ca]
> Subject: LRT extension comments
> To: peter.steacy@ottawa.com
>
> Mr. Steacy:
> I attended last night's Open House on the proposed LRT extension to
> the University of Ottawa and while I appreciated hearing about the
> proposal and participating in the discussion I was dismayed to learn
> that flyers announcing the meeting were not sent to all residents in
> Sandy Hill but only to residents living within a few blocks of the
> site. The reason you gave was that the City could not afford the
> expense and yet I read in today's Citizen that the City is spending
> \$165,000 on an advertising campaign
> (pre-election) about transportation in the City.

> This
> says something about the City's priorities and the value it accords
> the views of those citizens who will be most affected by this major
> project. These citizens, it goes without saying, also vote.
> Sandy Hill is privileged to have several Heritage Conservation
> Districts within the community.
> Indeed,
> the proposed site for the LRT station lies within one such
> Conservation District. As I understand it, the planned demolitions and
> temporary relocations of heritage structures are related to the
> construction of the underground garage and not the station itself.
> Moving heritage buildings, as demonstrated by the Lepine building
> project on the Nicholas-Waller site a few years ago, results in the
> loss of the buildings more often than not and should be avoided.
> The rear wings of the heritage buildings on Stewart and Seraphin
> Marion are an integral part of these structures, not late additions
> and should be retained.
> They would not interfere with the building of the station it appears.
> The one exception is the block behind the western-most house, a later
> addition which could be demolished to accommodate the station.
> The sketches for the additional buildings above and around the station
> provide only outlines and give no idea as to what these buildings will
> look like and how well they will harmonize with the heritage district.
>
> The streetscape is a very important component of the neighbourhood.
> When will the preliminary design proposals be available?
> Many of my concerns relate to the 390-space garage because of the
> impact on heritage buildings and the proposed closure of Stewart
> Street at Waller. Since the City wishes to encourage clean mass
> transit with the LRT, why would the City sponsor the building of a
> garage in the first place? The figure quoted to lease this land from
> the University is \$500,000 annually for 20 years, a not insubstantial
> sum. Moreover, you have said that studies have not been undertaken on
> the impact of additional traffic on Cumberland despite the expected
> increase in numbers of cars entering and exiting Seraphin Marion and
> the garage. This is of great concern.
> The site of the proposed station is at the northern tip of the campus
> and not convenient to students whose classes are in buildings in the
> center or southern part of the campus, yet you extol the relocation of
> the station from the bridge to the campus because it brings the line
> 300metres closer to the campus.
> Nothing was said about the south campus which is hundreds more metres
> away If buses continue to run on the Mackenzie King Bridge and cars
> are to share the same lanes as the trains, how feasible will this be
> if trains initially operate every five minutes and ultimately every
> three minutes?
> It was stated that the LRT is not intended to replace buses, merely to
> reduce numbers. In the case of the bridge, a 30% reduction of bus
> traffic doesn't seem to be particularly advantageous.
> It was astonishing to learn that a study for an extension of the LRT
> to the East will not be initiated until November. Moreover, it appears
> that a route through Sandy Hill will be considered. Since Rideau
> Street from Waller to King Edward is already clogged with large, heavy
> trucks, it is difficult to envision a felicitous solution short of a
> new bridge to Gatineau. And if not Rideau Street, where?
> And finally, many of the answers you gave to the queries of
> participants were preceded by the phrase, "We hope that...", which
> suggests that there are still too many unknowns. This is not very
> reassuring for residents of Sandy Hill. It is thus imperative that
> studies on crucial issues be initiated and a comprehensive plan drawn
> up before awarding further contracts for this project. Elections come
> and go but the LRT is for a long time Veronica Vaillancourt

>
>
>
>
>

Ian Borsuk

EM2

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: Thursday, September 21, 2006 10:53 AM
To: Bob LeDrew
Cc:
Subject: RE: Mackenzie King Bridge and Light Rail

Bob,

First off, I apologize for the lateness of this reply. Thank you for your comments, your concerns regarding the elimination of the bicycle lanes are noted and were forwarded to the appropriate staff and our project consultant upon receipt for consideration, and have become part of the study record and documentation. Your concerns and others received will be presented to Transportation Committee & Council and addressed in the EA Addendum report.

Be advised that the Study Team investigated thoroughly for ways to retain cycling operation on the Bridge. In the end, the EA Addendum has concluded that there is no safe option that will accommodate an exclusive or discontinuous cycle lane across the Mackenzie King Bridge. Also, given the future closure of Stewart Street to accommodate the University of Ottawa development, it is appropriate for Laurier Avenue to be designated as the downtown cycle network crossing of the Rideau Canal.

Please be advised that report to Transportation Committee presenting the findings of the Environmental Assessment Addendum study to extend the North-South Corridor LRT line to the University of Ottawa has been re-scheduled to Wednesday October 18th, 2006. Accordingly, the report will be posted on the City's web site on Wednesday October 11th 2006.

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments Transportation and Infrastructure Planning Division Planning and Growth Management Department 4th Floor, 110 Laurier Avenue West Ottawa, ON K1P 1J1
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E-mail: peter.steacy@ottawa.ca

-----Original Mess
From: Bob LeDrew []
Sent: Tuesday, September 12, 2006 2:55 PM
To: Steacy, Peter
Cc:
Subject: MacKenzie King Bridge and Light Rail

I would like to voice my objection to the elimination of cycle traffic from the MacKenzie King Bridge as a result of LRT expansion.

I am not an engineer, so I don't have a magic solution, but as a daily cycle commuter 9 months of the year, I find MacK bridge to be the most useful for me in most situations. While I'm glad the Laurier Bridge has its cycle lanes, I am worried about the increased cycle traffic at Laurier and Nicholas (which I believe is the most collision-prone intersection in downtown). Wellington/Rideau is no solution at all. I have cycle-commuted for five years now, and likely have 15,000 km on my odometer, and that road is SCARY for me. I know many cyclists who simply won't use that route.

I believe that you should find a solution that would allow both MacK and Laurier to be used by cycle traffic.

Thank you for your attention.

Ian Borsuk

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: Thursday, September 21, 2006 10:46 AM
To: M. Laplante
Subject: RE: EA Addendum for Extension to University of Ottawa

Hello,

I apologize for the lateness of this reply. Thank you for your comments, your concerns were forwarded to the appropriate staff and our project consultant upon receipt for consideration, and have become part of the study record and documentation. Your concerns and others received will be presented to Transportation Committee & Council and addressed in the EA Addendum report

Please be advised that report to Transportation Committee presenting the findings of the Environmental Assessment Addendum study to extend the North-South Corridor LRT line to the University of Ottawa has been re-scheduled to Wednesday October 18th, 2006. Accordingly, the report will be posted on the City's web site on Wednesday October 11th 2006.

Peter Steacy, P. Eng.

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-----Original Message-----

From: M. Laplante
Sent: Tuesday, September 12, 2006 11:37 AM
To: Steacy, Peter
Subject: EA Addendum for Extension to University of Ottawa

Dear Mr. Steacie,

I saw the open house boards and I wanted to give you some feedback.

Frankly, of all the options presented, the only one that should be dismissed out of hand is the recommended one. The requirement to partially demolish 8 buildings designated under Part V of the Heritage Act makes this not an option at all. Provincial legislation is in place to make exactly such a scenario impossible. Trying to influence perceptions by calling them "additions", which by and large they are not, rather than designated heritage structures, is unbecoming of a true impact assessment. In one case it is nearly the entire building and the heritage restoration of some of those "additions" has won awards and is featured in many publications.

In terms of the purported benefits of this option over the one that the EA had already recommended, I don't see them. Pick a number of destinations on the U of O campus and try to determine whether a student can get there more quickly by waiting on the train at the Rideau Centre and riding it to the terminus, or whether transferring to a bus or even walking is faster, and you will find virtually no University destination where this station is faster. It is the Rideau Centre station that serves the university, as it does the rest of the population. This terminus will be virtually deserted.

In terms of businesses downtown, does anyone truly believe that it is the lane of traffic over the bridge, and not the tracks themselves, that will make a difference to their business? Those who wish to use cars to shop

downtown will not be deterred by an alternate route. I don't believe that downtown businesses want that much heritage demolished, and if they do I'll certainly not shop there again. We were told that there was "public support" for this extension, and yet at a downtown public meeting on the subject I didn't see anyone speak in support of it who wasn't paid to be there.

The benefits of this scenario are not clear, but the damage to heritage is clear and irreversible, and unacceptable. The truck route is temporary, the requirement for this terminus is temporary pending a decision on other nearby rail routes, but heritage conservation districts once designated are supposed to be permanent.

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EM4

Ian Borsuk

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: Thursday, September 21 2006 12:05 PM
To:
Subject: RE: Response to N-S LRT EA Addendum re Extension to the University of Ottawa

Alayne,

First off, I apologize for the lateness of this reply. Thank you for your comments, your concerns are noted and were forwarded to the appropriate staff and our project consultant upon receipt for consideration, and have become part of the study record and documentation. Your concerns and others received will be presented to Transportation Committee & Council for consideration and addressed in the EA Addendum report.

Be advised that the Study Team investigated thoroughly for ways to retain cycling operation on the Bridge. In the end, the EA Addendum has concluded that there is no safe option that will accommodate an exclusive or discontinuous cycle lane across the Mackenzie King Bridge. Also, given the future closure of Stewart Street to accommodate the University of Ottawa development, it is appropriate for Laurier Avenue to be designated as the downtown cycle network crossing of the Rideau Canal. I can assure you that City Staff are in no way looking to reduce the number of cyclists in the downtown.

Please be advised that report to Transportation Committee presenting the findings of the Environmental Assessment Addendum study to extend the North-South Corridor LRT line to the University of Ottawa has been re-scheduled to Wednesday October 18th, 2006. Accordingly, the report will be posted on the City's web site on Wednesday October 11th 2006.

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments Transportation and Infrastructure Planning Division Planning and Growth Management Department 4th Floor, 110 Laurier Avenue West Ottawa, ON K1P 1J1
Tel: (613) 580-2424, ext. 21827
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E-mail: peter.steacy@ottawa.ca

-----Original Message-----

From:
Sent: Wednesday, September 13, 2006 11:59 PM
To: Steacy, Peter
Subject: Response to N-S LRT EA Addendum re Extension to the University of Ottawa

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments Transportation and Infrastructure Planning Division Planning and Growth Management Department 4th Floor, 110 Laurier Avenue West Ottawa, ON K1P 1J1
E-mail: peter.steacy@ottawa.ca

Re: Environmental Assessment Addendum
North-South Corridor Light Rail Transit (LRT) Project Extension to the University of Ottawa

Dear Mr. Steacy:

I am writing to oppose the preferred staff alternative for this EA addendum, and to recommend strongly that staff rethink and reevaluate the alternative for this LRT corridor section.

Reiterating the comments I made at the public meeting Sept. 6:

* the cycling lanes on the Mackenzie-King bridge are heavily used (500

cyclists a day by the city's own counts). Given the heavy traffic on the Laurier Bridge and the current cyclist counts on that bridge, Laurier Bridge cannot accommodate that much extra bike traffic, without substantial reductions in automobile traffic.

- * the current M-K bike lanes work efficiently and safely, and allow an easy and straightforward cycling trip completely across downtown while minimizing bike/car and bike/transit conflicts. Alternative routes maximize conflicts, and will be slower.
- * any requirement for cyclists on Albert/Slater to transfer downtown to Laurier carries additional risks, particularly from crossing the LRT tracks and the bus lanes. Right- and left-turn pockets would be needed, plus flanges on the tracks. While the risk could be managed, it still will be an increase from current conditions.
- * Nor can the Somerset ped/cycling bridge designed handle this additional traffic. For many cyclists, it would be an unreasonable 1km detour.
- * At the meeting you indicated that no work would be done to increase the safety of the Rideau/Sussex/Confederation Square area for cycling. As it currently exists, it is unacceptable as an alternative to the M-K Bridge.
- * it is inappropriate to pass this EA without conducting a proper traffic study investigating the implications of both the new garage and the changes in cycling traffic patterns, including safety issues. It is far to late to do this in the site plan process.
- * it is unclear how the Stewart St. LRT terminus would be connected to other LRT lines -- and in particular without interfering with the residential use of Sandy Hill. Nor is it clear why it should connect at all.
- * The proposal to put a 390-car parking garage at the end of the LRT line so patently undercuts the LRT that it appears to be a case of the "Emperor's New Clothes". If the city wants this LRT line to be used, it should be limiting the amount of parking available to make transit (and walking and cycling) more attractive.
- * one possible explanation for the effect of the LRT downtown design on cycling safety and access is that city staff wish to encourage transit at the expense of cycling -- and, in fact, would prefer to have fewer cyclists downtown. I would appreciate your assurance that this is not the case.
- * the evaluation of the Hurdman option given at the open house was both cursory and insufficient and did not deal with the possibility of reducing bus traffic on the M-K Bridge and downtown.

Yours sincerely,
Alayne McGregor

Ian Borsuk

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: Thursday, September 21, 2006 2:37 PM
To: Chris Bradshaw
Subject: RE: Comments on LRT-East of McKenzie Bridge section

Chris,

A belated thank you for your comments. Your concerns were forwarded to the appropriate staff and our project consultant upon receipt for consideration, and have become part of the study record and documentation. Your concerns and others received will be presented to Transportation Committee & Council for consideration and addressed in the EA Addendum report.

The Study Team investigated thoroughly for ways to retain cycling operation on the Bridge. In the end, the EA Addendum has concluded that there is no safe option that will accommodate an exclusive or discontinuous cycle lane across the Mackenzie King Bridge. Also, given the future closure of Stewart Street to accommodate the University of Ottawa development, it is appropriate for Laurier Avenue to be designated as the downtown cycle network crossing of the Rideau Canal.

Alignment options within the right of way on both Séraphin-Marion and Stewart Street were considered and not recommended for a variety of reasons. The suggested location further north on Rideau Street was also considered, however it was considered too far away to provide service to the University campus. If the future extension of the line does extend north on Waller Street, the University of Ottawa Station will continue to remain useful as a passenger service facility as well as for operational reasons.

Please be advised that the report to Transportation Committee presenting the findings of the Environmental Assessment Addendum study to extend the North-South Corridor LRT line to the University of Ottawa has been re-scheduled to Wednesday October 18th, 2006. Accordingly, the report will be posted on the City's web site on Wednesday October 11th 2006.

Cheers,

Peter Steacy, P. Eng.
Program Manager - Transportation Environmental Assessments Transportation and Infrastructure Planning Division Planning and Growth Management Department 4th Floor, 110 Laurier Avenue West Ottawa, ON K1P 1J1
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-----Original Message-----

From: Chris Bradshaw
Sent: Sunday, September 17, 2006 10:08 PM
To: Steacy, Peter
Cc: Doucet, Clive; Holmes, Diane; Bedard, Georges
Subject: Comments on LR-East of McKenzie Bridge section

Peter,

I attended the Open House and Meeting on September 6th.

It is difficult for individuals, let alone organizations, to give enough thought to the issues in 9 days to help you.

I am a former RMOC Planning staff and, for 25 years, a Glebe resident. Having just moved into Sandy Hill this summer, I am enjoying the proximity to improved

transit -- and a number of other amenities the Glebe lacked -- that comes with our new location (Besserer & Cobourg). My wife and I live without a car, and are reliant on walking, cycling, transit, and our membership in Vrtucar (which we co-own, but which we about to sell to our partner, Wilson Wood).

Despite being a long-time Green Transportation person, I am not a big fan of light rail. As John Sewell of Toronto pointed out several years ago (when he spoke re: Alta Vista corridor), light rail avoids main streets and thus never serves as many people as it could. Its stations are too far apart to provide a stimulus to main-street development, while still being too slow to compete with the car. Rail is more comfortable than buses, but street cars provide the best use of that technology in a mixed mode environment.

In any case, my reaction to what you are providing is as follows.

First, I find the cycling environment on McKenzie-King bridge to be much better than either the Laurier Avenue Bridge or the Rideau-Wellington-Confed-Square routes. So to remove cycling from the bridge is to be avoid at all costs. The mix of traffic on the bridge must mimic the Green Transportation Hierarchy (see attached paper).

Second, the east end of the bridge is where the system needs to connect to both the east transitway and Rideau Street's many routes. These don't now connect, requiring transfers to walk many blocks, even if it is done indoors within Rideau Centre, which causes many people hardship, especially women and those with walking difficulties (both factors affect my wife).

You mention the fact that the straight-ahead location of the favoured site has good "geometrics," but the turn has to be made by the system anyway eventually, since you cannot later extend the service directly to the east, and cutting northeast is too costly for land and heritage (think of the Daly Avenue structures in the way). It makes the location look too much like a potential white elephant (when I worked in the Urad molybdenum mine in Empire Colorado in 1964-65, we had a "lunchroom" called Daisy's Disaster, created by my boss's error in reading a theodolite and causing two independent crews to not meet where they should have, and creating a duplicate drift for about 90 feet long, at great expense to American Metals Climax.)

As to saving the heritage buildings, sans their "sheds" . . . I find that to be a poor proposal. These buildings are now surrounded by parking, having lost their orientation to a yard (not to mention residents who care about the street they face on) many decades ago. To lift them up to put parking under them as well is the ultimate indignity. As Barry Padolsky admits, this will be risky.

Why bother? It would be better to put the station on either Stewart or Wilbrod (Seraphin) street, since the use is public, rather than along the backs of buildings -- in fact, under and over parts of what will be a new unified structure. You will take away the "eyes on the street," imposing a heavy cost for security police for eternity so that users will feel safe enough to use it.

However, to me the perfect location would be one you didn't suggest, since you didn't plan for this extension over the longer term: the NW corner of Claridge Plaza at Waller and Rideau. This would create the link you need and keep it in the public domain, and on the cusp of the starting point for the Rideau/Montreal Road system.

And the enthusiasm you show for adding a parking garage imbedded in the structure is misplaced. Why add parking where you have a transit "hotspot"? The University may well grow at this end of the campus, but it should not need any more parking (or even less than now) thanks to excellent transit and (hopefully) a first-class cycling connection.

As to the parking needs of Arts Court, their needs are at night. First, their patrons will not want to venture on foot across this dangerous intersection at night. Second, they will be using spaces that will be vacated at 6 p.m. by staff at the University, so their 150 spaces (where did that # come from?) will not be in addition to what the Univ needs. In fact, I think the U. is thinking of its revenue from others parking there, not about the 'needs' of their own people. In fact, I would challenge the U. to publish their current parking charges to staff and students for what parking spaces are already there.

Ian Borsuk

EM6
EM6

From: Steacy, Peter [Peter.Steacy@ottawa.ca]
Sent: Thursday, September 21, 2006 2:46 PM
To: John Verbaas
Subject: RE: Copy of documents presented at Sep 6mtg on LRT extension to UofO?

John,

First off, please be advised that report to Transportation Committee presenting the findings of the Environmental Assessment Addendum study to extend the North-South Corridor LRT line to the University of Ottawa has been re-scheduled to Wednesday October 18th, 2006. Accordingly, the report will be posted on the City's web site on Wednesday October 11th 2006. .

The design of the parking lot, its size and entrance location will be determined by the University of Ottawa as part of its development process. This will include a detailed traffic impact analysis. The site plan application process allows for public consultation.

Cheers,

Peter Steacy, P. Eng.

Program Manager - Transportation Environmental Assessments
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-----Original Message-----

From: John Verbaas
Sent: Tuesday, September 19, 2006 1:52 PM
To: Steacy, Peter
Subject: RE: Copy of documents presented at Sep 6mtg on LRT extension to UofO?

Hi Peter....one question...the proposed timeline has council approving this extension to Ottawa U. by Oct 11. Does that mean the design of the underground parking lot, including the location of its entrance/exit and the resulting traffic impact on the area will be set in stone already by then?

For instance the current sample drawings show the entrance on Seraphim-Marion which means to me an awful lot of new traffic on that street/Cumberland/Wilbrod. Where does this issue get studied along with any possible alternatives? I.e. from a traffic point of view it would seem to me to make a lot more sense to go in/out of the parking lot off Waller street?

Thanks, John

From: Steacy, Peter [mailto:Peter.Steacy@ottawa.ca]
Sent: September 19, 2006 12:44 PM
To: John Verbaas
Subject: RE: Copy of documents presented at Sep 6mtg on LRT extension to UofO?

9/26/2006

Hi John,

I admit that the LRT web site has grown to such a size that it can be hard to find things! In any event, this is the link to the information presented http://ottawa.ca/residents/lrt/ns_line/stages/stage_9/boards_en.shtml.

I have also taken the liberty of attaching a .pdf of the presentation given.

Cheers,

Peter Steacy, P. Eng.

Program Manager - Transportation Environmental Assessments

Transportation and Infrastructure Planning Division

Planning and Growth Management Department

4th Floor, 110 Laurier Avenue West

Ottawa, ON K1P 1J1

Tel: (613) 580-2424, ext. 21827

Fax: (613) 580-2578

E-mail: peter.steacy@ottawa.ca

-----Original Message-----

From: John Verbaas

Sent: Monday, September 18, 2006 7:31 PM

To: Steacy, Peter

Subject: Copy of documents presented at Sep 6mtg on LRT extension to UofO?

Hi Peter....I was present at this meeting and have been checking the LRT pages on the City of Ottawa web site and can't seem to locate a copy of the materials shown at that meeting. At the time of the meeting you had expected these materials to be up on the web site ASAP....

Could you point me in the right direction to find this info?

Much appreciated, John

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EM7

Ian Borsuk

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**From:** Steacy, Peter [Peter.Steacy@ottawa.ca]  
**Sent:** Wednesday, September 27, 2006 10:08 AM  
**To:** Ernest Gilman  
**Subject:** RE: LRT U of O station

Hi Ernest,

I was away from work for medical reasons and I just got your voice mail message from Monday and this e-mail - so I will respond to both with this message.

Unfortunately I don't know where the exit from the proposed garage will be. The image showing the entrance/exit on Séraphin-Marion was simply a demonstration plan to present a design concept and was not a commitment in this regard. The location will be determined as part of the University's site development and design process - which includes public consultation.

The underground parking facility is a University project and as such they will be responsible for its operation and maintenance.

If you have any other questions, please don't hesitate to contact me again.

Cheers,

*Peter Steacy, P. Eng.*

Program Manager - Transportation Environmental Assessments  
Transportation and Infrastructure Planning Division  
Planning and Growth Management Department  
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Ottawa, ON K1P 1J1  
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Fax: (613) 580-2578  
E-mail: peter.steacy@ottawa.ca

-----Original Message-----

**From:** Ernest Gilman  
**Sent:** Tuesday, September 26, 2006 6:54 PM  
**To:** Steacy, Peter  
**Subject:** LRT U of O station

Would you please tell me on which street the exit will be from the proposed parking garage ? According to the plans it looks like the entrance will be

from Seraphin Marion, is that correct ? Will the LRT station, and garage, be on university property , and, therefore, will the university be responsible

for maintenance and security ?

Thank you,

Ernest Gilman,

---

9/27/2006

Ian Borsuk

EM8

**From:** Steacy, Peter [Peter.Steacy@ottawa.ca]  
**Sent:** Friday, September 08, 2006 11:33 AM  
**To:** Francois Bregha  
**Subject:** RE: EA of proposed Ottawa University LRT station

François,

Thank you for your comments regarding the scale of the proposed underground parking facility. Your concerns will be forwarded to the appropriate staff and consultants for consideration and will also become part of the of the study record.

***Peter Steacy, P. Eng.***

Program Manager - Transportation Environmental Assessments  
Transportation and Infrastructure Planning Division  
Planning and Growth Management Department  
4<sup>th</sup> Floor, 110 Laurier Avenue West  
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-----Original Message-----

**From:** Francois Bregha  
**Sent:** Thursday, September 07, 2006 8:27 AM  
**To:** Steacy, Peter  
**Cc:** robert stehle  
**Subject:** EA of proposed Ottawa University LRT station

Dear Mr. Steacy,

I attended the open-house on the environmental assessment of the proposed northern terminal of the LRT line at the University of Ottawa and want to thank you and your team for the efforts you have made to reconcile the many interests involved ranging from the community, heritage, the University and transportation needs. Overall, I found the proposal represented a well thought-out compromise among all these interests, with one major exception related to the size of the proposed underground parking lot.

As you heard, while many Sandy Hill residents understand the need to replace the existing surface parking and even to provide for some of the University's growth needs, they and I are very concerned that the scale of the proposed garage will lead to an unacceptable increase in traffic. The purpose of a public transit system is to reduce automobile use, not to promote it. If the Ottawa station leads to an increase in vehicular traffic in Sandy Hill, I expect most residents will oppose it.

I strongly urge you therefore to reduce the scale of the proposed parking lot.

Sincerely yours,

François Bregha  
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