



# **NORTH–SOUTH CORRIDOR LRT PROJECT**

**(Rideau Centre to Barrhaven Town Centre)**

## **ENVIRONMENTAL ASSESSMENT**

**Downtown Stakeholder Consultation Summary Report**



**June 2005**



**McCORMICK RANKIN**  
CORPORATION



**Hatch Mott  
MacDonald**

## Table Of Contents

<b>CONSULTATION .....</b>	<b>1</b>
Membership in Consultation Groups .....	1
Business Consultation Groups Concerns From Information Session #1, March 7, 2005 .....	3
BOMA meeting April 7, 2005 .....	3
Business Consultation Groups Concerns From Information Session #2, May 17, 2005 .....	4
<b>Appendix A - Presentations</b>	
<b>Appendix B - Summary Reports</b>	

# CONSULTATION

Consultation with stakeholders was considered an important component of the Environmental Assessment process.

The first meetings were held in May 2004, where the following were discussed: Project Initiation, Roles of the Consultation Groups, Provincial and Federal Process, Draft Terms of Reference, Technology Choices, and Project Schedule. The second meetings were held on October 2004, where: the Approved Terms of Reference, Technology Choices and Ridership, Needs and Justification, Alternative Solutions, Alternative Corridors, Evaluation Process and Technologies were discussed. The third meeting held in March 2005 presented: Preliminary Routes, Station and park and Ride Locations, Yard locations, locations for Grade Separations, Downtown Screen of Corridors and Preliminary Downtown Concept plan. The fourth meeting was held in June 2005 where the: Input from the previous Public Meeting, Revised Downtown Concept, changes to Station locations and Park and Ride lots, an update on Yard locations and LeBreton Flats update were discussed.

Downtown issues were identified as requiring more consultation after the 3rd public open house, which led to the formation of the downtown stakeholders group. Two information sessions were held on March 7, 2005 and May 17, 2005 to discuss the stakeholders' specific concerns. A separate meeting was held for BOMA (Business Owners and Managers Association) on April 7, 2005 to update the representatives on the project and provide another opportunity for people to voice concerns and provide input.

At each meeting a PowerPoint presentation was given. Copies of the presentations are included in Appendix A and copies of the Summary Report are included in Appendix B.

## Membership in Consultation Groups

All businesses on Albert and Slater were invited to attend the meeting since the preliminary route identified these streets for the transit corridor.

The Following Tables includes the invited membership list for the Downtown Stakeholders Information Session

<b>Business Consultation Group</b>
130 Slater Tower
Albert Bay Suites Hotel
Albert House Inn
Allegra Printing
Alterna Bank
Andrew Lay

<b>Business Consultation Group</b>
Arc the Hotel
Arnon Development Corporation
Bank Street Promenade BIA
Bell Canada/SNC Lavalin Nexacor
Bentall Real Estate Services
BOMA
British High Commission
Brouse Holdings Ltd.
Cadillac Fairview
Canril Developments
Capital Suites Hotel
Centertown Citizens Ottawa Corp.
Clarica Centre
Colin Old
Crown Plaza Hotel
Cuhaci Management
Diane Temple
Doral Inn
Dundee Realty
Gillin Engineering & Construction
Gordon F. Smith
GWL Realty Advisors
Lord Elgin Hotel
Manulife Real Estate
Metcalfe Realty Company
Minto Commercial
Minto Place Suites Hotel
Morguard Investments
National Arts Centre
National Building
Northam Real Estate
O & Y Real Estate
Ottawa Congress Centre
Ottawa Credit Exchange
Ottawa Gatineau Hotel Association
Ottawa Technical High school
Oxford Properties
Paramount Property Management
Toth Equity Limited
Urbandale Corporation
Valiant Realty Corporation

## **Business Consultation Groups Concerns From Information Session #1, March 7, 2005**

After presenting the work to date at the 3<sup>rd</sup> Open House, businesses in the downtown came forward with concerns that needed to be addressed. The concept presented showed Bus and Rail operating on both Albert and Slater with each transit mode using its own curbside lane. The majority of issues were with taking away a lane of regular traffic, with transit on either side of regular traffic, and with the available space for pedestrian activity parking and loading.

Specific issues were:

1. The existing number of buses on Albert and Slater is impacting on the traffic flow and the environment of the streets,
2. Existing bus operations must be readdressed to reduce the number of buses downtown,
3. Parking, loading and accesses are compromised with the use of both curbside lanes for transit.
4. Any reduction in parking or loading area would impact on business operations,
5. Reduction in traffic lanes would effect emergency vehicle operations and access,
6. Addition of LRT to the bus fleet would exasperate current traffic and access problems,
7. Addition of LRT vehicle to the bus fleet and vehicle traffic would result in a congested and dangerous situation for traffic, cyclists and pedestrians,
8. Tourists and guests might be intimidated when driving through downtown.
9. The project was not considering a tunnel as a serious option,
10. Removal of traffic from Mackenzie King Bridge would effect emergency services and result in traffic congestion during special events when Laurier Bridge was closed to Traffic.
11. How impacts to businesses during construction would be mitigated, and
12. If businesses would be compensated for losses during the construction period.

## **BOMA meeting April 7, 2005**

Members of BOMA was an opportunity to voice their concerns with the project. This meeting was set up as a question and answer period with BOMA representatives and city staff. Questions arose regarding the consideration of a tunnel, the elimination of surface parking and loading, and the impact of removing a lane of traffic. BOMA was concerned about the traffic modeling that was being carried out. Other issues that were discussed were related to budget and timing of the project.

## **Business Consultation Groups Concerns From Information Session #2, May 17, 2005**

Plans reflecting a response to public input from consultation with the public and business groups (March 7<sup>th</sup>) were presented for comment. The major change in the concept was that the buses and the rail are to operate in a single shared lane on both Albert and Slater, thus reinstating the traffic and parking lanes. The general feedback that was received suggested this was a better option with fewer impacts to the existing environment.

Specific Issues were:

1. There will be a traffic impact when removing regular cars from the Mackenzie King Bridge.
2. Need to reduce buses on Albert and Slater before 2009 completion date.
3. Bicycle safety needs to be addressed on Albert, Slater and on the Mackenzie King bridge.
4. Concerns about the buildings' structure with LRT operation, noise and vibration impacts.
5. Concern that traffic operations will fail.
6. Request for traffic data to support the concept.
7. Concern with potential impacts on street and business operations.
8. Request for additional consideration of tunnel concept
9. Confirmation of the cost difference between surface and tunnel options.
10. Requests for data to support recommendations.

## Appendix A – Presentations

March 7, 2005

April 7, 2005 BOMA

May 17, 2005

NOT INCLUDED IN THIS SUMMARY  
To be included in final EA document

## **Appendix B – Summary Report**

**March 7, 2005 Meeting**

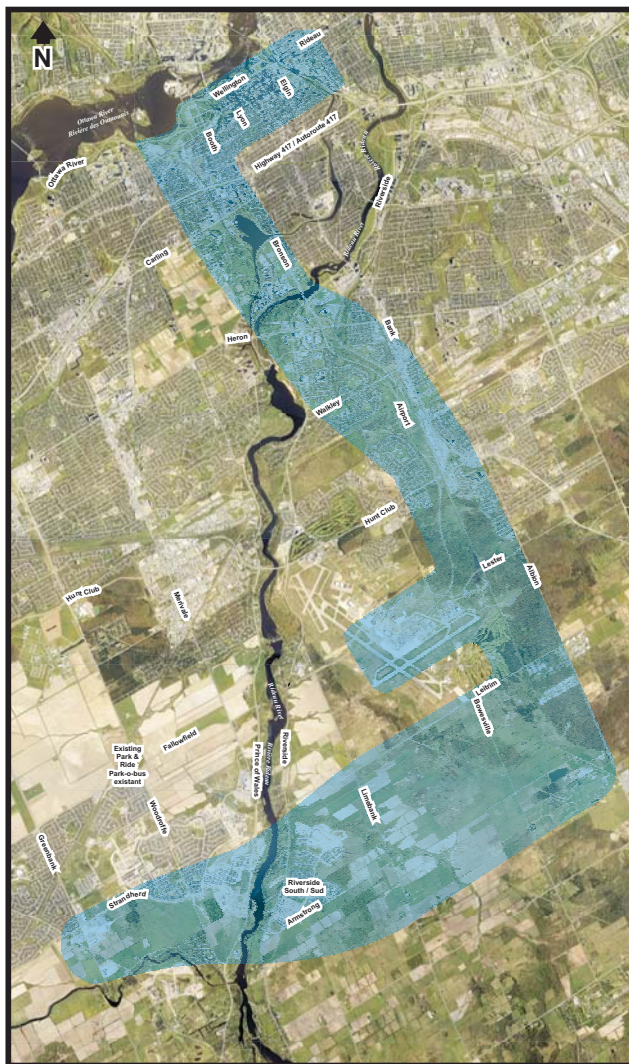
**April 7, 2005 BOMA Meeting**

**May 17, 2005 Meeting**



# North-South Corridor Light Rail Transit (LRT) Project Environmental Assessment

Summary Report on the Information Sessions  
for Downtown Stakeholders  
March 7, April 11-16, 2005



June 2005



McCORMICK RANKIN  
CORPORATION



Hatch Mott  
MacDonald

## TABLE OF CONTENTS

1.0	INTRODUCTION .....	1
2.0	TIME AND LOCATION.....	2
3.0	ATTENDANCE.....	2
4.0	PROJECT TEAM REPRESENTATIVES.....	2
5.0	METHODS OF ADVERTISING .....	3
6.0	MATERIAL AVAILABLE FOR REVIEW.....	3
7.0	SUMMARY OF COMMENTS .....	3

## APPENDICES

A	INVITATION TO THE INFORMATION SESSION AND MAILING LIST
B	POWERPOINT PRESENTATION MATERIAL
C	COMMENT SHEETS

## 1.0 INTRODUCTION

In April 2004, the City of Ottawa initiated an Environmental Assessment (EA) study for the expansion of its rapid transit network to accommodate the existing and future demand between the growing communities of Riverside South and Barrhaven and downtown Ottawa, including a link to the Ottawa Macdonald-Cartier International Airport.

This project is being carried out as an Individual Environmental Assessment in accordance with the Ontario Environmental Assessment Act and will be coordinated within the requirements of the Canadian Environmental Assessment Act.

To date, three rounds of Public Open Houses have been held: the first in May 2004, a series of three in October 2004, and a second series of three in March 2005.

At the first Public Open House in May 2004, the study team presented the draft EA Terms of Reference (ToR) for this study. After incorporating input received from the public, the ToR was approved by City Council and forwarded to the Ontario Ministry of the Environment. The Minister of Environment approved the ToR on September 15, 2004.

The second series of Public Open Houses was held in October 2004. The purpose of these Open Houses was to present and receive feedback on: the inventory of the existing natural and social environmental conditions within the study area, the assessment of the “Alternatives to the Undertaking”, a discussion of the rapid transit technology alternatives (rail and bus), proposed alignment alternatives, and the proposed study evaluation methods. The public was provided with information on panels and on handouts and was asked to provide their feedback on comment sheets that were provided.

After consideration of the feedback from the October series of Open Houses and extensive technical work, a Preliminary Preferred Plan for the North-South Corridor LRT Project was developed. The Plan identifies the proposed alignment (route), station and park & ride lot locations and preliminary layouts, grade separations, yard location, and other supporting infrastructure (including vehicles) required for this project.

On March 21<sup>st</sup>, 22<sup>nd</sup>, and 23<sup>rd</sup>, 2005 the City organized a third series of Open Houses. The purpose of these Open Houses was to present and obtain feedback on the analysis and selection of the Preliminary Preferred Plan. A suggested interim staging plan was also presented.

The Study Team was in attendance to answer questions and the public was invited to review and comment on the information displayed. Each member of the public was provided with a comment sheet and asked to complete their comment sheets before leaving the Open House or to forward them to the Project Manager by March 31<sup>st</sup>, 2005.

Downtown issues were identified as requiring more consultation to identify and resolve. In order to address these issues the City initiated additional Stakeholder meetings. This report

summarizes the comments received at the March 7, 2005 Stakeholder meeting and Business Visitations held April 11<sup>th</sup> to 15<sup>th</sup>.

## **2.0 TIME AND LOCATION**

The Meeting was held on March 7<sup>th</sup> and visitations April 11 to 15<sup>th</sup>:

Monday, March 7<sup>th</sup>, 2005  
Sheraton Ottawa Hotel  
Rideau Room  
150 Albert Street, Ottawa  
7:30 a.m. to 9:30 a.m.

April 11 to 15<sup>th</sup>, 2005  
Various business on Albert and Slater

Monday, March 7<sup>th</sup>, 2005  
Crowne Plaza Hotel  
101 Lyon Street, Ottawa  
2:00 p.m. to 4:00 p.m.

## **3.0 ATTENDANCE**

A registration sheet was placed at the entrance of the Stakeholders meeting at the Sheraton and Crowne Plaza Hotels. Forty-four people signed the register at the Sheraton and thirty people signed the register at the Crowne Plaza.

## **4.0 PROJECT TEAM REPRESENTATIVES**

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

Ned Lathrop	Deputy City Manager
Vivi Chi	Manager Transportation Infrastructure, City of Ottawa
Peter Steacy	Senior Project Engineer, Transportation Planning, City of Ottawa
Dennis Callan	Project Manager, McCormick Rankin
Rob Hunton	Project Engineer, McCormick Rankin
Thomas Budd	Manager Infrastructure, Hatch Mott MacDonald
Howard Williamson	Williamson Consulting Inc.
Claire McQuinn*	Williamson Consulting Inc.

\* Indicates bilingual representation

## 5.0 METHODS OF ADVERTISING

The meetings were advertised by e-mail drop to all the businesses on Albert and Slater.

## 6.0 MATERIAL AVAILABLE FOR REVIEW

“To be Provided” (Appendix B)

## 7.0 SUMMARY OF COMMENTS

The Attendees were encouraged to fill in the comment sheets before leaving the Stakeholders’ Meetings. Individuals who did not fill in the comment sheet at the meetings were encouraged to send comments back via email, fax or regular mail to the Project Manager prior to March 25<sup>th</sup>. Those businesses that received a visitation were requested to return any comments by April 15<sup>th</sup>. A total of 16 comments were received by March 25<sup>th</sup>, following the Stakeholders’ Meeting / presentation, and 106 by April 15<sup>th</sup> from the visitations.

The specific comments are summarized in Tables 1-3 and all comment sheets / letters received are included in Appendix C. This summary uses the wording on the comment sheets where possible. The comment sheet reference number refers to the number that appears in the top right corner of the comment sheets in Appendix C. M= Sheraton and Crowne Plaza, CON= visitation, Ind = Individuals who requested meetings.

Table 1: Summary of Written Comments – Albert & Slater as Preferred LRT Routes			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Should use the same lane for bus & train / Problems with only one lane for cars / Buses already use two lanes during rush hour.	19 (+ 52 represented businesses)	Con-1, 21, 25, 31, 33, 44, 60, 62, 66, 91, 93, 98, 99, 106, M-6, 8, Ind-8, M-15, M-16 (53 businesses)	Observations are that the volume of traffic now and in 2021 can be accommodated in one lane. The current traffic issues seem to revolve around the use of the curb lane during peak hours, causing conflicts and merging traffic. The traffic model will illustrate the movement of traffic and transit through downtown. In addition, growth in traffic volumes will be reduced if the City achieves the 80% (transit) model share goal in the downtown.  The EA will examine an option to cohabitate LRT and BRT in a single lane.

Table 1: Summary of Written Comments – Albert & Slater as Preferred LRT Routes			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
The train will cause traffic jams / Already too congested / Will make problems worse	30 (+13 represented businesses)	Con-1, 6, 9, 10, 21, 29, 31, 32, 54, 56, 58, 60, 69, 78, 83, 86, 92, 93, 96, 98, 100, 101, 105, M-2, 4 (14 businesses), 5 (240 businesses), 7, 8, 11, Ind-10	Traffic modeling will be carried out to identify problem areas and determine mitigation measures.
Has employment growth been considered in the traffic models?	1	Ind-3	Yes.
Street will need widening	3	Con-1, 44, 60	Street width will be widened at various locations
Pleased, expect long-term increase in business / Ensure this goes ahead / Convenient / Good for employees traveling to work / Quieter / Preferred alignment.	50 (+ 52 represented businesses)	Con-2, 3, 8, 11, 18, 25, 27, 28, 32, 33, 35, 36, 37, 38, 39, 40, 43, 46, 47, 48, 49, 51, 55, 56, 58, 59, 61, 64, 65, 66, 70, 71, 72, 73, 75, 79, 82, 84, 92, 94, 95, 96, 97, 101, 102, 103, 104, M-10, M-12, M-13, M-16 (53 businesses)	No Response
Worried about changes to sidewalk space/ already too developed	4	Con-4, 17, 86, M-6, M-14	Will be considered in the design
Neutral	8	Con-8, 14, 18, 63, 85, 89, 100, 101	No Response
<b>Select other streets in area that are less busy</b> <b>Prefer Wellington b/c primarily offices/gov./tourism</b> <b>Select Sparks St. / Open Sparks St. to Traffic</b> Use Laurier as two-way train and close to other traffic.	12 (+ 52 represented businesses)	Con-6, 9, 45, 60, 62, 67, 92, 93, 100, 105, M-8, M-16 (53 businesses)	An evaluation of alternative streets has been carried out. Albert and Slater have been identified as having the best service location.
Reduce number of buses going downtown / Use only trains in the core / Redundant systems –use either bus OR train	22 (+ 239 represented businesses)	Con-6, 25, 26, 29, 41, 42, 48, 52x2, 54, 57, 78, 83, 98, 104, 106, M-1, 2, 5 (240 businesses), 7, 11, Ind-8	The reduction of buses will be considered.



<b>Table 1: Summary of Written Comments – Albert &amp; Slater as Preferred LRT Routes</b>			
<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Should consider using buses on one road and trains on another. / Consider using trains on Albert & Slater and buses on adjacent streets.	3 (+ 52 represented businesses)	M-15, M-16 (53 businesses), Ind-5	This will be considered if the transit service cannot be achieved.
Consider train in center lane (Europe) / Trains beside sidewalk should not be used.	2	Con-26, 45	Trains in the centre of these roads would take up too much space.
Good, encourages a decrease in automobile traffic / Reduces traffic and therefore collisions / Environment will benefit with less cars and lower polluting vehicles.	18	Con-17, 28, 40, 46, 49, 53, 54, 56, 63, 66, 70, 71, 72, 76, 77, 81, 82, 89	No response
Must ensure that the LRT reduces mass transit's environmental impacts.	1 (+ 52 represented businesses)	M-16 (53 businesses)	No Response
How will the City handle increased noise and air pollution from mixed flow?	2 (+ 52 represented businesses)	M-16 (53 businesses), Ind-10	Noise mitigation measures will be evaluated
Traffic studies need to be done first / Rush-hour ridership survey / Concern regarding ridership maintenance	3	Con-29, 45, M-6	A traffic model is being developed to simulate traffic conditions.
Get consultation from another city that has LRT	1	Con-41	The consultant team has LRT experience.
Keep car traffic on McKenzie King	2 (+ 13 represented businesses)	Con-41, 4 (14 businesses)	Will be reconsidered
Inefficient linkage across the canal.	1	Con-41	No Response
Concern regarding proximity to houses	1	Con-43	No Response
Strong winds from the Ottawa River	1	Con-43	No Response
Current transit system should be left as is.	1	Con-44	Current Transit system can not accommodate the projected increase in users
LRT should be an election issue.	1	Con-44	No Response
What happens if the trains breakdown in the core?	2	Con-44, M-6	The operator will have emergency action plan to address this type of condition.
How are the costs going to be handled for any concessions businesses will have to make? / What compensation if all the tenants leave due to lack of client access?	2	Con-51, M-11	The City will review claims as required.
Intimidating to guests from out-of-town who are trying to drive from/to hotel or rental lot.	3 (+ 52 represented businesses)	Con-54, 105, M-16 (53 businesses)	No Response

<b>Table 1: Summary of Written Comments – Albert &amp; Slater as Preferred LRT Routes</b>			
<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Has a monorail been considered, with a different direction on each street?	2	Con-17, 64	Yes the cost of the construction and maintenance was considered too expensive and the visual impact was considered undesirable.
Construction costs will hinder repair of roads and bridges	1	Con-66	No Response
Concerned about construction & noise / Lane closures during construction	7 (+ 304 represented businesses)	Con-72, 80, 87, 4 (14 businesses), M-5 (240 businesses), M-12, M-16 (53 businesses)	Construction techniques to minimize this will be made part of the construction process.
Where are the bicycle lanes?	3	Con-79, M-6, Ind-10	The plan does not include cycle lanes.
How will emergency services get access? / How are emergency vehicle requirements being addressed?	8 (+ 13 represented businesses)	Con-86, M-2, 4 (14 businesses), 6, 7, 11, Ind-8, Ind-10	Emergency vehicle will be allowed to drive on the rail and bus lanes.
Frequency of trains does not warrant taking up an entire lane.	2	Con-91, 99	No Response
How will sidewalk maintenance be handled? / How will snow & ice be removed in the winter?	6 (+ 13 represented businesses)	Con-92, 4 (14 businesses), M-6, 9, 11, Ind-3	The City will address required changes to their current procedures. Many LRT systems are in snow belt areas, so procedures are available for the City to adopt.
Is there a plan to study overhead wire quality? / Appearance of overhead wires is not good.	2	Con-51, 92	This will be part of design assignment.
What is happening to the metered parking? / Meters should be more expensive to encourage short-term parking	3	Con-91, 92, 97	Impacts on parking will be documented.
The keys to a vibrant downtown (mix of traffic, on-street parking, pedestrian friendly) are compromised.	2 (+ 13 represented businesses)	M-4 (14 businesses), 10	The LRT will bring people to the core and provide an opportunity to upgrade the pedestrian network.
How are the lost turning lanes being accommodated? / Turns across tracks will be dangerous.	5 (+ 252 represented businesses)	Con-98, M-4 (14 businesses), 5 (240 businesses), 6, 11	This will be investigated.
How is the loss of evening/weekend parking being handled? / Evening and weekend parking needed for festivals etc.	3 (+ 13 represented businesses)	Con-86, M-4 (14 businesses), 11	Will be reconsidered
Heritage concerns at the west end of Albert St., the corners of Albert & Bank and Slater & Bank.	1 (+ 13 represented businesses)	M-4 (14 businesses)	Will be considered.



<b>Table 1: Summary of Written Comments – Albert &amp; Slater as Preferred LRT Routes</b>			
<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Increase in Sandy Hill traffic following the closure of the Mackenzie King Bridge. / Increased traffic through Sandy Hill and Centretown.	2 (+ 13 represented businesses)	M-4 (14 businesses), M-11	Traffic impact will be identified.
Loss of signal capacity if multiple phasing is used to resolve conflicts.	1	M-6	No Response
How will the 3-minute headways impact the road network including the North South roadways?	1	Ind-3	The 3-minute headway will not impact the current network. Transit will operate like the buses in traffic.
Loss of over half the vehicle operating capacity on Albert and Slater / Diversion of traffic to at-capacity roadways	1	M-6	Traffic impact will be evaluated
A stalled car or collision in this corridor will shut down the LRT system, which will not be able to move around.	2	M-7, 11	The operator of the LRT will develop emergency response strategy.
Turning Albert & Slater into a service corridor is not desirable – it is unsafe and not people friendly.	2	M-11, Ind-10	Will be considered
Negative impact when Elgin and/or Laurier Bridges closed. / Little access to key businesses if Laurier Bridge closed.	2	M-11, Ind-8	City will consider the impact.
How is the lost loading space being compensated?	1	M-11	Plan modifications will be required.
How will future development in this corridor have access for construction?	1	M-11	Access across the LRT will be permitted.
Closing of Mackenzie King Bridge will mean rerouting E/W traffic to Rideau and Wellington or Laurier Bridge causing extra congestion on these streets.	3	M-11, M-12, Ind-8	Traffic modeling will be carried out to determine what mitigation measures will be required.
If Mackenzie King Bridge is closed, there will be very few ways to cross the canal.	1	M-11	The traffic volume on Mackenzie King is at present low, therefore the impact of closing it is not anticipated to be mitigate able.
What effects on the system will exist when Elgin and Laurier are closed for special events?	1	M-11	City will consider the impact
How will zoning be affected by this project?	1	Con-51	The development of a LRT stop may help to encourage increase in development in that area, and any associated zoning changes.
Reduced capacity on Queen and Laurier due to increased traffic from Albert and Slater.	1	M-6	No Response

<b>Table 1: Summary of Written Comments – Albert &amp; Slater as Preferred LRT Routes</b>			
<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Strategic issues around having all transit in one corridor (for example, a fire in a building could shut down all transit).	1	M-6	Will be considered by operating authority
Can we put more parking and alternative entrances on parallel/side streets (i.e. on O'Connor)? / Disallow loading on Slater	2	Con-94, 103	Mitigation measures will be examined.
There should be no turning off of Slater through the main business area.	1	Con-103	No Response
Staging should be done so that Albert and Slater are not affected at the same time.	1	Con-79	Staging will consider this impact.
Should remove curb at Bay.	1	Con –106	Will be considered in detail design.
Studies should be made into the origin, destination, frequency, timing and number of deliveries made both night and day on Albert and Slater. Also need to be concerned for whether or not parcels can be carried for a block or so, and what effects snow will have on deliveries.	1	Con-91	Loading impacts will be reconsidered.
Have the number of people who will leave the area due to problems with delivery been considered?	1	Con-91	There has not been an indication of any business departing because of the LRT.
Does the delivery pattern in the evening vary from the daytime? What types of items are delivered during the evening?	1	Con-91	Transit operation has yet to be defined.
The area is bad for cyclists, with no bicycle lanes. Also, bicycling, hand carts, and snow plowing will be difficult due to rough pavers. The LRT lane should be open to bike couriers as the trains are spaced 5 minutes apart.	1	Con-91	Cyclist will be discouraged from riding on the tracks.
How will the Rideau Centre Station work with the number of pedestrians and buses already congregated in that area?	1	Ind-5	Additional pedestrian crossing will be examined.
Driving on Albert and Slater will be very uncomfortable for drivers.	1	Ind-10	No Response
How are you working around the fact that one whole lane is currently used for stopping / deliveries necessary for business?	1	M-14	This impact will be considered.

**Table 1: Summary of Written Comments – Albert & Slater as Preferred LRT Routes**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
How do you expect to add a full lane-width of sidewalk on the south side of Albert bus a wider bus zone on the north side within the existing right-of-way?	1	M-14	Streetscaping measures will be considered. Opportunities to expand pedestrian facilities will be investigated.
How do you expect to work around the 10-story Bell telephone building on Albert? (Along with the very healthy line of trees)	1	M-14	Access will be maintained to the Bell building.
Have you serious considered removing all parking from Albert and Slater and making them one lane LRT, one lane BRT, one lane traffic and one lane deliveries/turns? If you haven't, you should!	1	M-14	Parking and loading on Albert and Slater are essential aspects of the operations on these streets and must be retained to some degree.
How would a hub-and-spoke alternative affect the volume of buses currently moving through the downtown core? The buses already use up two lanes during rush hour.	1 (+ 52 represented businesses)	M-16 (53 businesses)	Hub and spoke could reduce the number of buses down town.

**Table 2: Summary of Written Comments – Specific Effects on Businesses Along Albert & Slater**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Concerned about building integrity with vibrations / Integrity of heritage structures	8	Con-26, 43, 48, 49, 74, 106, M-7, M-11	Noise and vibration impacts will be considered. It is not anticipated to have any negative results.
Why are the entrances/exits from the World Exchange Plaza not shown?	1	Con-92	Drawings will be updated
Drawings are incorrect. Stopping and loading zones on the North side of Albert are two-thirds larger than actual and Metcalfe Realty's building known as 85 Albert appears to be merged into the Manulife Place Building	1 (+239 represented businesses)	M-5 (240 businesses)	Drawings will be updated as required.
Buildings will require one lane closure to complete renovations to external curtain walls. / Construction of building will require lane closures	3 (+239 represented businesses)	Con-45, 106, M-5 (240 businesses)	Will be reconsidered
Noise from current construction already affecting patients and productivity of the clinic. / Concerned about increased noise and vibrations	11	Con-3, 26, 36, 40, 43, 86, 87, 101, 102, 106, Ind-7	Noise and vibration impacts will be considered. It is not anticipated to have any negative results

<b>Table 2: Summary of Written Comments – Specific Effects on Businesses Along Albert &amp; Slater</b>			
<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Concerned about pollution during and after construction	2	Con-80, Ind-10	Will be considered during construction. The use of LRT will improve the air quality downtown.
Concern that clients will not be able to cross the road safely from parking areas/ other side of the street.	15	Con-4, 8, 18, 23, 38, 44, 47, 49, 55, 68, 88, 94, 100, 102, Ind-10	Crosswalks will be incorporated into the final design.
Concerned about access for deliveries. / Businesses rely on 35+ deliveries per day / Trailer regularly goes diagonal across Slater for deliveries (2x per week) / Can't take deliveries across road in winter. / My business revolves around frequent and timely deliveries of products to clients.	33 (+239 represented businesses)	Con-6, 8, 9, 14, 17, 18, 23, 27, 35, 36, 40, 41, 43, 44, 45, 47, 50, 52, 57, 60, 61, 66, 67, 68, 81, 91, 94, 96, 101, M-5 (240 businesses), M-14, Ind-2, Ind-6, Ind-10	Will be reconsidered.
How are loading, fire routes, and off-peak parking going to be taken into consideration?	2	Ind-3, Ind-6	The City is meeting with businesses to determine what their needs are.
Access to utilities under the LRT	2 (+ 252 represented businesses)	M-4 (14 businesses), 5 (240 businesses)	Working with utility companies
Construction and train will impede access for tenants and clients to buildings	4 (+ 291 represented businesses)	M-5 (240 businesses), 11, M-16 (53 businesses)	During construction efforts will be made to minimize disruption.
Problems with flow in/out of parking lot and with blocking loading and deliveries	23 (+ 304 represented businesses)	Con-8, 21, 54, 57, 65, 66, 69, 77, 86, 88, 93, 105, M-2, 4 (14 businesses), M-5 (240 businesses), 6, 7, 9, 11, 16 (53 businesses), Ind-5, Ind-6, Ind-7	Will be reconsidered
Concerned that people will not have easy access in and out of parking lot (from lot owners). / Access wait times will deter lot clients.	4	Con-21, 88, 93, 99	Will be reconsidered
Businesses need more parking.	1	Con-2	No response
Businesses cannot operate with less parking than currently available.	1	Con-76	Will be reconsidered

<b>Table 2: Summary of Written Comments – Specific Effects on Businesses Along Albert &amp; Slater</b>			
<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Will get rid of free parking which attracts customers / Will limit the number of “stop and run-in” or walk-ins / Drivers won’t come downtown to shop/eat / Taxis won’t be able to drop off customers	20 (+ 239 represented businesses)	Con-44, 51, 54, 57, 59, 62, 66, 67, 68, 74, 77, 80, 86, 94, 96, 97, M-5 (240 businesses), 7, 9, 11	At 3 or 5-minute frequency, drivers will be able to drop off passengers. Parking impacts will be reconsidered.
Lack of parking will deter clients from coming back to the store.	1	Con-27	Parking impacts will be reconsidered
Business relies heavily on customers with vehicles, who will be discouraged to come to these streets. / Products are too heavy to carry over distances.	3	Con-53, 57, 66	Loading will be reconsidered
Concerned about the appearance of the streetscape. May turn clients off.	2	Con-10, 83	Public will have input to street design during design phase.
Company revenue will decrease instead of increase. / LRT will harm the economy. / Small businesses will struggle	11 (+ 252 represented businesses)	Con-28, 39, 41, 44, 62, 77, 83, 88, M-2, 4 (14 businesses), 5 (240 businesses)	LRT will bring more customers to the downtown and reduce traffic congestion, which will service downtown business.
Location of rail will mean clients will favor one side of the street over the other. / One side will be favored during construction.	2	Con-39, 97	Construction of building face to building face is proposed to improve the entire street.
Can frequent stops be made (i.e. in front of individual businesses?) / Having a stop out front could mean more business / Need to know actual stop locations.	4	Con-25, 52, 57, 100	The EA will identify potential stop locations. The design team may adjust some to take advantage of opportunities of integration with adjacent business. Current plans show proposed stop locations.
Rapid transit will give our employees access to a wider client base.	1	Con-58	No Response
Moving client furniture in/out of leased spaces would be difficult if you need to cross the road. / Too impractical to believe deliveries of supplies will be rolled, one item at a time, across busy roadways and sidewalks.	2	Con-60, M-14	Will be reconsidered.
What happens when the loading spots are all full and one of our shipments comes in?	3	Con-62, 106, M-14	Scheduling of loading activities will be required to ensure that LRT lane remains accessible.
Concerned that drivers will favor other streets.	1	Con-65	Will be reconsidered

<b>Table 2: Summary of Written Comments – Specific Effects on Businesses Along Albert &amp; Slater</b>			
<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Trains/construction may block business advertising. / Trains will block business visibility.	3	Con-79, 99, 100, Ind-10	Train will be infrequent compared to the bus and stop for only a short period to load.
Need to ensure there are proper and frequent walkways and access to businesses.	1	Con-80	Will be considered by the design team
Increased noise and vibrations will turn off hotel clients and core residents.	2 (+ 52 represented businesses)	Con-86, M-16	Noise and vibration impacts will be considered. It is not anticipated to have any negative results
Extremely important that businesses are kept up to date and that the city provides accurate information on time lines, construction areas, etc.	3 (+ 52 represented businesses)	Con-97, 102, M-16 (53 businesses)	A communications plan will be initiated for design and construction
How are the businesses going to be kept up to date? / Need to educate and inform the group	4	Con-51, 90, 97, Ind-10	A communications plan will be initiated for design and construction
In the core, construction should be block-by-block or at night to limit the time that each business is affected.	1	Con-97	A communications plan will be initiated for design and construction
Need to be able to attract new clients/patients/customers, which will be difficult during construction – detrimental over 3 years.	1	Con-102	Will be considered by the design team
Need to prevent businesses from setting up at the stops/stations as this would take away from existing businesses.	1	Con-104	LRT does not control where business develop.
Many businesses will have to relocate to stay in businesses.	1	Con-105	Business may want to relocate to take advantage of LRT.
Need to encourage increased pedestrian traffic / Need to encourage people to stay in the core after work.	2	Con-11, 52	Improved Streetscaping along the corridor in combination appropriate development will encourage patterns.
How will handicapped parking be handled? / Handicapped parking is an essential and required part of our business.	6 (+ 239 represented businesses)	Con-47, 49, 50, 51, 87, M-5 (240 businesses)	Will be considered in the design.
Most clients are walk-ins.	1	Con-87	No Response
The LRT will cause a negative impact on tourists and therefore hotels.	1	M-11	LRT will provide tourist with an opportunity to explore the City.
Issues surrounding the handling of bus/ train/ car traffic at the Albert/ Slater/ Bronson node.	1	M-12	Will be reconsidered
Tourists are already at risk when entering/leaving hotels (3 guests sent to hospital from one hotel in the past year). How do you intend to keep them safe?	1 (+ 52 represented businesses)	M-16	Traffic control will be considered during design.

**Table 2: Summary of Written Comments – Specific Effects on Businesses Along Albert & Slater**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Need to seriously address vehicular and pedestrian safety on the proposed routes.	1 (+ 52 represented businesses)	M-16	Pedestrian crosswalks will be incorporated into the design.

**Table 3: Summary of Written Comments – General Project Comments**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Require a Traffic Impact Study	1	M-6	Will be produced as part of the EA
Have you investigated running the trains through a "trench" system with a concrete roof over which vehicles can travel?	1	M-8	Tunnel concept was considered and rejected because of the potential cost and impacts at the portals.
Try the hub-and-spoke idea at Bayview and Hurdman with a constant flow of shuttle buses between them.	5 (+ 52 represented businesses)	M-9, M-13, M-15, M-16 (53 businesses), Ind-2, Ind-3	The City is looking at new routings to reduce the bus flow. Versions of a hub and spoke are under consideration. In addition, the introduction of the LRT will provide the City with an opportunity to reroute buses to stations along the LRT.
The airport LRT stop is unnecessary as Bus 97 already serves this point.	1	M-9	No Response
The airport stop is extremely important to downtown businesses.	2	Con-104, M-14	The airport link is part of the ultimate LRT network.
The rail line should go THROUGH the airport, not a spur line. This would make it convenient for employees and clients to use.	1	M-14	Alignments were considered through the airport. They were rejected because they did not provide sufficient service to Leitrim and Riverside South Communities.
There needs to be a faster, direct route from the airport to parliament hill (like Queensway).	1	Con-85	No Response
The project should progress at a slower pace to ensure everyone is happy and to allow the tunnel to be dug.	7	Con-44, 106, M-2, M-9, M-10, Ind-3, Ind-10	Ottawa is in a building boom. We cannot afford to delay the construction of this transit link, which will reduce the need to widen roadways such as the Airport Parkway. Any delay will only compound the transportation problems both leading to and in the downtown and not address any of the environmental objectives.
Need to see updated studies done on each of the following: * Noise *Vibration *Pollution *Emissions *Traffic	3 (+ 52 represented businesses)	M-11, M-16 (53 businesses), Ind-10	Task reports for the EA will be made public.



**Table 3: Summary of Written Comments – General Project Comments**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Need a comprehensive study of the OC Transpo system (budgets, ridership - increased O-Train ridership from buses, not cars!)	6	Con-56, 67, 89, 93, 104, M-11	The City has carried out a ridership study.
Improving the bus service would do just as well as adding LRT	2	Con-28, 45	Both systems are required to service the different communities and volumes of riders.
Concerned LRT will decrease property values.	1	M-11	No Response
Development along the LRT is spurred by tax subsidies.	1	M-11	No Response
LRT will not improve commuter travel times, energy conservation and safety.	1	M-11	LRT will improve overall environment.
The national experience regarding cost effectiveness and the efficacy to solve traffic congestion air/noise pollution and other urban problems has been poor.	1	M-11	No Response
LRT studies and analysis of 12 cities (I.e. Orange County) throughout the USA seem to be negative and claims the purported benefits and objectives were not achieved.	1	M-11	Other reports support LRT
The plan is wastes of money when it is planned for dismantle in 20 years.	1	M-11	The City will benefit from the LRT services during that time
What types of revenues are expected?	2	Con-28, M-11	Revenue projects have not been made.
What tax implications can be expected?	2	Con-28, M-11	The EA does not include any comment on Tax implications.
Why are you asking for comments when the plans are already made? / Governments don't listen to our concerns	5	Con-4, 29, 53, 101, Ind-10	Comments will be considered in the development of mitigation measures, and in asserting the merits of the concept.
City not showing concern for businesses or tourists	1	Con-29	This is being considered.
How come the public doesn't have access to the finished blueprints?	1	Con-101	Public will have access to the finished EA document.
Could you add pedestrian crossing bridges?	1	Con-4	Will be considered
Has 24-hour train service through the core been considered?	1	Con-9	Will be considered when establishing operational strategy.
Should study international examples of LRT (I.e. Taiwan) / Should study Calgary example	3	Con-10, 28, 104	Other LRT systems have been reviewed.
Not in favor of LRT / Poor timing if installed with Ottawa at its current size	1	Con-10	LRT will help Ottawa in its growth



**Table 3: Summary of Written Comments – General Project Comments**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Must make the LRT more cost and time-efficient than driving to be successful.	3	Con-10, 17, 72	Will be considered
Can you show that the end cost justifies the means?	1	Con-17	No Response
Need more stops to connect the N-S and E-W transitways.	1	Con-26	Will be considered
Can the train be run across to Aylmer?	1	Con-26	This concept does not preclude future extensions.
Need more warning time for meetings.	1	Con-29	Will be considered
Consultants not properly prepared to answer questions at the meetings.	1	Con-29	No Response
Comments should come from transit system users. They matter most to business success.	1	Con-45	The process includes input from a range of stakeholders.
The project will improve the character of the downtown and make it appear more progressive.	1	Con-48	No Response
The LRT will not benefit people who live in the core and will be affected by the added traffic.	1	Con-49	LRT will provide people in the core with an alternative transit network.
The project will decentralize everything and less people will come into the core.	1	Con-57	The project will tie the planned communities to the core.
It appears the purpose of the project is to spend the money while it is available. / Mayor's "pet project".	2	Con-92, 93	No Response
The population of Ottawa prefers to take cars; we are not like people in Toronto and Montreal.	1	Con-93	The OP has set goals for transit use. This project is essential to achieving those goals.
Ottawa planners are not doing/ have not done a good job of planning for growth within the city.	1	Con-93	No Response
LRT will benefit the core, most business comes from people in the area - so business shouldn't change during construction.	1	Con-95	No Response
The train should run underground. / Preferred underground depending on cost / An underground system would pay for itself. / Underground would create less visual pollution.	26 (+ 52 represented businesses)	Con-1, 10, 17, 26, 29, 41, 42, 44, 52, 54, 60, 62, 64, 66, 70, 78, 80, 91, 97, 99, 106, M-2, 7, 9, 13, 14, 16 (53 businesses)	Currently the City's vision is for a surface operation. Previous estimates for a tunnel range from \$700M to \$1B.

**Table 3: Summary of Written Comments – General Project Comments**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
We need to investigate the cost of underground service - why hasn't this been done? / Build underground by borrowing \$1.2 billion on a 30 year bond market and build the subway for the future.	4 (+ 52 represented businesses)	Con-92, M-11, M-16 (53 businesses), Ind-10	The tunnel cost is being updated; historic estimates from the 1980's are between \$700M and \$1B. Currently the City's vision is for a surface operation. There are examples around the world of at grade systems working well in communities about the size of Ottawa. The city has limited funding secured for the project and would be required to raise the additional funds.
If a tunnel is eventually required, why not raise the funds? Only need to raise the difference between surface and tunnel option.	1	Ind-3	The cost estimates are being updated and the cost difference will be made available.
LRT should be built using Bayview as a transfer point. If users will transfer, should do this until all underground lines can be built. If ridership is impaired by the transfer, or ridership exceeds bus capacity, or the western transitway is converted to LRT, or if the Prince of Wales bridge gets built, then build the underground. Delay the construction as long as possible.	1	Con-91	The number of passengers required to make this transfer would be impact on the transit service and the amount of land required to accommodate the transfer would be extensive.
Prefer buses and trains on separate streets	2	Con-25, 92	Was considered as an option
Not in favor of LRT service	8	Con-10, 17, 44, 69, 74, 78, 83, 86	Downtown cannot accommodate the additional buses that would be required if the LRT was not constructed.
LRT route goes to nowhere important / Route should be east/west not north/south. / Has an east/west route been examined? / E-W route would have greater ridership and would allow businesses to see the benefit more. / Profit from E-W could be used to pay for a tunnel.	10	Con-41, 44, 59, 76, 81, 82, 97, 103, 104, Ind-10	Several preceding studies determined that the N-S was the priority project. The north-south line is building on the success of current O-Train and had the highest estimated ridership. It also respects the Smart Growth goals of the City by being implemented in advance of development in the south end. In this way both the residents and employees in the new areas will develop the transit habit from the outset. The estimated cost of the E-W is \$1.5B with the total network cost of \$4.3B.
Has an elevated system been considered? (BC example)	5	Con-6, 44, 79, 95, 97	An elevated system was screened out because of the construction cost, visual impact and long-term maintenance.

**Table 3: Summary of Written Comments – General Project Comments**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
What about pedestrian safety with the train's inability to swerve? / Safety with the train / Safety with people stopping along the road (i.e. couriers, waste pickup)	10 (+ 65 represented businesses)	Con-45, 50, 51, 86, 88, 92, M-2, 4 (14 businesses), 11, M-16 (53 businesses)	Will be considered
Will the type of vehicle limit the labor costs? / What is the type and capacity of the vehicle to be used? / Single cab too small to warrant service.	2	Con-10, 91	Vehicle type will not be selected in the EA. City is establishing a process for selecting vehicle type.
Inadequate review of alternatives and effect on properties and businesses to meet the EA requirements.	2 (+13 represented businesses)	Con-66, M-3 (18 businesses)	The EA has followed the proscribed EA process.
How will electrical outages affect the rail system?	4 (+ 13 represented businesses)	Con-51, 76, 106, M-4 (14 businesses)	Electrical outages may stop the rail service.
Request a summary of costs for LRT and the Tunnel (cost to build, cost to maintain, time to construct, annual revenue)	2	M-7, Ind-3	The current timeframe for the project is 2006-2009 with the system operating between Woodroffe and the Rideau Centre.
Consider bringing train from suburbs to outer edge of core, and use buses within core.	7	Con-57, 59, 62, 69, 83, 104, M-7	The number of passengers required to make this transfer would be impact on the transit service and the amount of land required to accommodate the transfer would be extensive
Have alternative energy sources been examined for the LRT? (i.e. wind, methane)	1	M-10	Yes, but electric powered trains were considered to be more proven.
The traffic planners show one parking/stopping/turning lane, the bus lane, and only one vehicular lane. The other lane is commuter during rush hour and rest is stopping and delivery.	1	Con-91	No Response
How are budget costs being controlled? Is it not common for projects like this to balloon out of control?	1	Ind-3	Procedures will be set to monitor and control the budget. The City will, if required, alter the scope of the work to remain within budget.
Could the downtown LRT be phased into the system?	1	Ind-3	The downtown portion of the project is critical in attracting riders to the system.
How was the section presented developed? It does not seem to accurately depict the narrow sidewalks.	1	Ind-3	The section was generated off a photo taken of the street, the concept narrowed the lanes a standard width and used some of the north curb sidewalk to accommodate space along the south curb. The EA team will check it to ensure it is accurate and not misleading.

**Table 3: Summary of Written Comments – General Project Comments**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
What happens if the City doesn't grow? They must have based the City share on new taxpayers. Will this mean the old taxpayers will have to pick up the bill?	1	Ind-3	The City has been growing right on track with its earlier projections. The City has estimated the growth and anticipated revenue.
Mid-block platforms could be dangerous because of the number of pedestrians crossing mid-block.	1	Ind-5	Crossing at the intersection will be encouraged.
How will issues like noise and vibrations be addressed by the current study?	2 (+ 52 represented businesses)	M-16, Ind-7	The designers will carry out the details (under a future project), but the EA will note the concerns brought up and investigate to a level to be able to define an approach for mitigation that the designer would be required to address.
A rumor is circulating that businesses will have to pay for the stations - is this the case?	1	Ind-10	This study is not aware of this rumor
Drawings do not accurately reflect the width of the streets or the density of the traffic.	1	Ind-10	The drawing is based on a photograph, it will be checked.
This project seems like a repeat of the Rideau St. situation, which could set the city back 25 years.	1	Ind-10	No Response
What is being done with regards to studies of the Dow's Lake Tunnel and the access to the PWGSC Cliff St. Parking Lot?	1	M-12	The NCC is working with the EA team to resolve access to Cliff Street Parking and the tunnel.
Transport Canada lands north of Leirtrim (under control of the Ottawa-MacDonald-Cartier International Airport Authority) are federally owned and part of the Greenbelt. Greenbelt policy states that park and rides are only allowed in the absence of all other alternatives.	1	M-12	This is being reviewed with NCC
The proposed Lester station should be moved to the west side of the railway line, designated "Buildable Site Area". The proposed site is in the "Natural Area Link".	1	M-12	Will be considered
When work is done at the Carling station, the landscaping must be re-instated as agreed during the original LRT project.	1	M-12	The City will abide by any of its commitments, for landscaping.

Table 3: Summary of Written Comments – General Project Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Significant consideration must be taken when examining the possibility of using Elgin St. and the Mackenzie King Bridge as they are parts of Confederation Blvd. and significant money was just spent on them.	1	M-12	Will be considered
The Greenbelt Master Plan and the City of Ottawa's Official Plan both show the conceptual route for a Greenbelt Spine Trail west of Albion Rd. This should be taken into account when planning for facilities.	1	M-12	Will be considered
The sketch provided uses the old base plan of LeBreton and the parkway rather than on the current layout and the already constructed realignment of Boulevard/Wellington St. As made obvious by the new layout, the proposed access point is poorly located.	1	M-12	Current base is not available
The Cliff St. access is for a large volume of parking and the heating/cooling plant. The site raises both security and accessibility issues.	1	M-12	The EA team and NCC are working on this problem.
The impacts of the proposal on the aqueduct/tailrace landscaped valley in LeBreton would be very significant. The same is true for pedestrian pathways at the Wellington/Portage node.	1	M-12	The EA Team will consult with NCC

## 8.0 OBSERVATION/CONCLUSIONS

In reviewing the feed back from the presentations and visitations, there were a number of comments and themes that arose. These include: put buses and rail in the same lane, tunnel option to be considered, concern that the addition of the train would effect traffic operations, concerns about impacts during construction, desire to reduce the number of buses downtown, and impact on loading and parking activities.

*L:\W.O. # Directories\5648-04 Ottawa LRT EA\5648-700 Planning-EA\5648-706 Documentation\7066 Public Consultation\Report on Stakeholders Meeting\5648-met Report on the Information Session for Downtown Stakeholders Held March 7 2005.doc*

# MRC/HMM

McCormick Rankin Corporation/  
Hatch Mott MacDonald  
Joint Venture

c/o 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

## NOTES OF MEETING

**PROJECT:** North-South Corridor LRT Priority Project EA

**PROGRESS MEETING:** Business Owners and Managers Association (BOMA)

**FILE NO.:** D06-01-04 (City of Ottawa)/5648-7041 (MRC)

**DATE:** April 7, 2005

**TIME:** 2:30 pm

**PLACE:** 110 Laurier Avenue West – Richmond Room

**PRESENT:**

<b>City Of Ottawa</b>		
Peter Steacy	Program Manager, Transportation – Environmental Assessments	
Bob Chiarelli (part time)	Mayor	
Ned Lathrop (part time)	General Manager, Development Services	
Neil MacNeil (part time)		
<b>Consultant Team</b>		
Dennis Callan	MRC Project Manager	
Robert Hutton	MRC Assistant Manager	
Howard Williamson	Williamson Consulting Inc.	
<b>BOMA</b>		
Nancy Meloshe	Meloshe and Associates Ltd.	
Jason DiTommaso	Siemens	
Ed Cuhaci	Cuhaci Management Inc.	
Jack McGlnty	BOMA	
Christine Doyle	Equity Management	
Dryst Deneka	Standard Life	
Steve Koens	Colonnade Development	
Jeff Doll	Stantec Consultants	
Andy Scott	Stantec	
John McKenna	Metcalf Realty	
Rick Furano	BOMA	
Bob Perkins	CBRE	
Ian Donnely	O & Y	
Bob		
Pierre Azzi	KPMG	
Michael Schiffhouer	KPMG	
Pat Gillin	Gillin Engineering Consultants Ltd.	
Kelly Kerrigan	District Realty	
Kristina Hancock	CLV Group	
John Toth	John Toth	
Michel Famery	Dessau-Soprin	
Bill Campbell	Minto Developments	
Ian Fisher	Oxford Properties	

**PURPOSE:** To update BOMA representatives on the project process to date and provide BOMA representatives with an opportunity to ask questions and provide input to the downtown design concept.

---

**PROCEEDINGS:**

**ACTION BY:**

- 1.1 Mr. Richard Furano presented the study team and provided an introduction to the membership.
- 1.2 Mr. Steacy provided a PowerPoint Presentation that introduced Albert and Slater as alternatives for the LRT Extension.
- 1.3 Mr. Steacy explained that the work presented at that time and currently being presented was preliminary. The City is in the information gathering stage to determine the impact of the concept, so that it could be modified or amended. Once that was complete, it would be presented in May to the owners and businesses for comment, followed by a Public meeting in June.
- 1.4 Mr. Steacy informed the meeting that the EA team was meeting with individual business members and would continue to do so for another couple of weeks. At that time, the information gathered would be assessed.

Questions posed by BOMA:

- Q: How much will a tunnel cost and why is it not the preferred option considering it will eventually be needed?
- R: The tunnel cost is being updated, historic estimates are between \$700M and \$1B. Currently the City's vision is for a surface operation. There are examples around the world of at grade systems working well in communities about the size of Ottawa. The City has limited funding secured for the project and would be required to raise the additional funds.
- Q: If a tunnel is eventually required, why not raise the funds? In addition, the City has to consider raising only the difference from the tunnel and surface option. BOMA would like to see that cost difference.
- R: The cost estimates are being updated and the cost difference will be made available.
- Q: Loading, fire routes, and off-peak parking are important to the operations of the downtown business. Will these be taken into consideration?

R: Yes, the City is meeting with businesses to determine what their needs are.

Q: How can car traffic downtown be handled if a lane of traffic is removed? Currently, there are backups and congestion.

R: Observations are that the volume of traffic now and in 2021 can be accommodated in one lane. The current traffic issues seem to revolve around the use of the curb lane during the peak hours, causing conflicts and merging traffic. The traffic model will illustrate the movement of traffic and transit through downtown. In addition, growth in traffic volumes will be reduced if the City achieves the 80% (transit) model share goal in the downtown.

Q: Has employment growth been considered in the traffic model?

R: Yes.

Q: How will snow removal be handled?

R: The City will address required changes to their current procedures. Many LRT systems are in snow belt areas, so procedures are available for the City to adopt.

Q: How will 3-minute headways impact the road network including the North South roadways?

R: The 3-minute headway will not impact the current network. Transit will operate like the buses in traffic.

Q: Any merit to evaluating hub and spoke transit service to remove or reduce bus traffic downtown?

R: The City is looking at new routings to reduce the busflow. Versions of a hub and spoke are under consideration. In addition, the introduction of the LRT will provide the City with an opportunity to reroute buses to stations along the LRT.

Q: What is the construction time frame?

R: The current time frame for construction is 2006-2009 with the system operating between Woodroffe and the Rideau Centre.



Q: How are budget costs being controlled? Is it not common for projects like this to balloon out of control?

R: Procedures will be set to monitor and control the budget. The City will, if required, alter the scope of the work to remain within budget.

Q: Could the downtown LRT be phased into the system?

R: The downtown portion of the project is critical in attracting riders to the system.

Q: Why is there such a rush to get this in place?

R: Ottawa is in a building boom. We cannot afford to delay the construction of this transit link which will reduce the need to widen roadways such as the Airport Parkway. Any delay will only compound the transportation problems both leading to and in the downtown and not address any of the environmental objectives.

Q: How was the section presented developed? It does not seem to accurately depict the narrow sidewalks.

R: The section was generated off a photo taken of the street, the concept narrowed the lanes a standard width and used some of the north curb sidewalk to accommodate space along the south curb. The EA team will check it to ensure it is accurate and not misleading.

Q: Will BOMA be presented with a detail budget for review?

R: The planning cost estimate is presently being updated. A summary of that estimate will be made available when completed.

Q: Has the EA team considered what is done in other Cities, how they addressed similar concerns?

R: Yes. The EA team will have illustrations from other cities.

Q: What is the cost of the E-W and why is it not the priority project?

R: Several preceding studies determined that the N-S was the priority project. The north-south line is building on the success of current O-Train and had the highest estimated ridership. It also respects the Smart Growth goals of the City by being implemented in advance of development in the south end. In this way the transit habit will be developed from the outset by both the residents and employees in the new areas

The estimated cost of the E-W is \$1.5B with the total network cost of \$4.3B.

Q: What happens if the City doesn't grow? They must have based the City share on new taxpayers. Will this mean the old taxpayers will have to pick up the bill?

R: The City has been growing right on track with its earlier projections. The City has estimated the growth and anticipated revenue.

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

Notes prepared by,

**McCORMICK RANKIN CORPORATION**

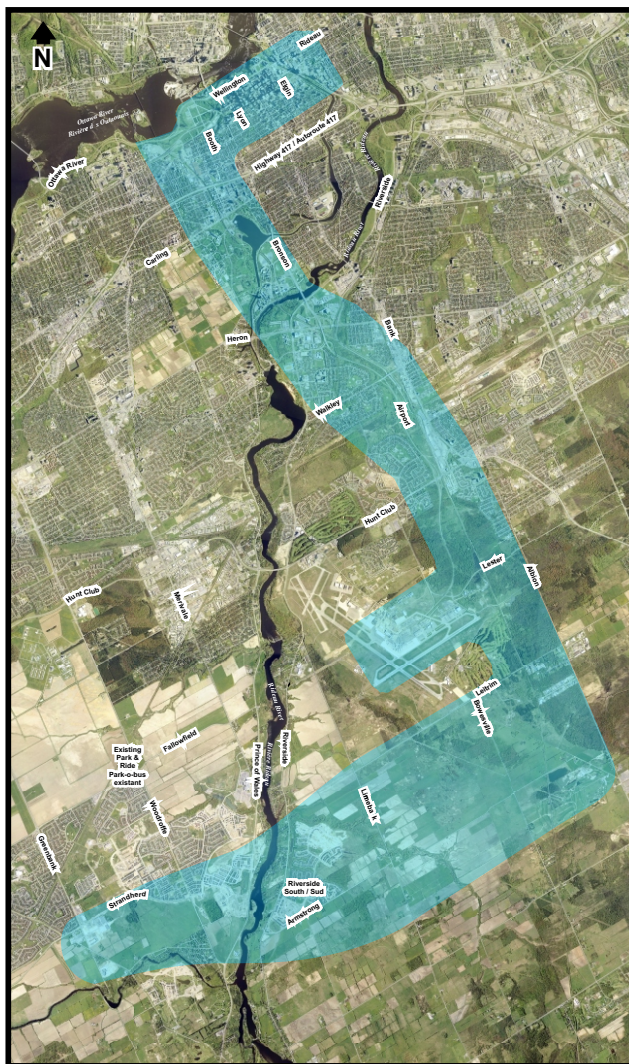
---

Robert Hunton, P. Eng.

cc: All Attending  
Barry Townsend, City of Ottawa

# North-South Corridor Light Rail Transit (LRT) Project Environmental Assessment

Summary Report on the May 17th Information Session  
for Downtown Stakeholders  
May 17, 2005



June 2005



McCORMICK RANKIN  
CORPORATION



Hatch Mott  
MacDonald

## TABLE OF CONTENTS

1.0	INTRODUCTION .....	2
2.0	TIME AND LOCATION.....	3
3.0	ATTENDANCE.....	3
4.0	PROJECT TEAM REPRESENTATIVES.....	3
5.0	METHODS OF ADVERTISING .....	3
6.0	MATERIAL AVAILABLE FOR PUBLIC REVIEW .....	4
7.0	SUMMARY OF COMMENTS .....	4

## APPENDICES

A	EMAIL NOTIFICATION TO ALBERT & SLATER BUSINESSES
B	POWERPOINT PRESENTATION MATERIAL
C	COMMENT SHEETS

## 1.0 INTRODUCTION

In April 2004, the City of Ottawa initiated an Environmental Assessment (EA) study for the expansion of its rapid transit network to accommodate the existing and future demand between the growing communities of Riverside South and Barrhaven and downtown Ottawa, including a link to the Ottawa Macdonald-Cartier International Airport.

This project is being carried out as an Individual Environmental Assessment in accordance with the Ontario Environmental Assessment Act and will be coordinated within the requirements of the Canadian Environmental Assessment Act.

To date, three rounds of Public Open Houses have been held: the first in May 2004, a series of three in October 2004, and a second series of three in March 2005.

At the first Public Open House in May 2004, the study team presented the draft EA Terms of Reference (ToR) for this study. After incorporating input received from the public, the ToR was approved by City Council and forwarded to the Ontario Ministry of the Environment. The Minister of Environment approved the ToR on September 15, 2004.

The second series of Public Open Houses was held in October 2004. The purpose of these Open Houses was to present and receive feedback on: the inventory of the existing natural and social environmental conditions within the study area, the assessment of the “Alternatives to the Undertaking”, a discussion of the rapid transit technology alternatives (rail and bus), proposed alignment alternatives, and the proposed study evaluation methods. The public was provided with information on panels and on handouts and was asked to provide their feedback on comment sheets that were provided.

After consideration of the feedback from the October series of Open Houses and extensive technical work, a Preliminary Preferred Plan for the North-South Corridor LRT Project was developed. The Plan identifies the proposed alignment (route), station and park & ride lot locations and preliminary layouts, grade separations, yard location, and other supporting infrastructure (including vehicles) required for this project.

On March 21<sup>st</sup>, 22<sup>nd</sup>, and 23<sup>rd</sup>, 2005 the City organized a third series of Open Houses. The purpose of these Open Houses was to present and obtain feedback on the analysis and selection of the Preliminary Preferred Plan. A suggested interim staging plan was also presented.

The Study Team was in attendance to answer questions and the public was invited to review and comment on the information displayed. Each member of the public was provided with a comment sheet and asked to complete their comment sheets before leaving the Open House or to forward them to the Project Manager by March 31<sup>st</sup>, 2005.

Downtown issues were identified as requiring more consultation to identify and resolve. In order to address these issues the City initiated additional Stakeholder meetings the first took place on March 7<sup>th</sup> with a follow up meeting on May 17<sup>th</sup>. This report summarizes the comments received

at the May 17th, 2005 Stakeholder meeting at which time a revised concept for downtown was presented addressing the concerns expressed at the March meeting.

## **2.0 TIME AND LOCATION**

The Meeting was held on May 17<sup>th</sup>:

Tuesday, May 17<sup>th</sup>, 2005  
Crowne Plaza Hotel  
101 Lyon Street, Ottawa  
7:30 a.m. to 9:30 a.m.

## **3.0 ATTENDANCE**

A registration sheet was placed at the entrance of the Stakeholders meeting at the Crowne Plaza Hotel. Fifty people signed the register.

## **4.0 PROJECT TEAM REPRESENTATIVES**

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

Ned Lathrop	Deputy City Manager
Vivi Chi	Manager Transportation Infrastructure, City of Ottawa
Peter Steacy	Senior Project Engineer, Transportation Planning, City of Ottawa
Dennis Callan	Project Manager, McCormick Rankin
Rob Hunton	Project Engineer, McCormick Rankin
Thomas Budd	Manager Infrastructure, Hatch Mott MacDonald
Howard Williamson	Williamson Consulting Inc.
Claire McQuinn*	Williamson Consulting Inc.

\* Indicates bilingual representation

## **5.0 METHODS OF ADVERTISING**

The meetings were advertised by e-mail drop to all the business on Albert and Slater. A copy of the email is provided in Appendix A.

## 6.0 MATERIAL AVAILABLE FOR PUBLIC REVIEW

“To be provided” (Appendix B)

## 7.0 SUMMARY OF COMMENTS

The Attendees were encouraged to fill in the comment sheets before leaving the Open House. Residents who did not fill in the comment sheet at the Open House were encouraged to send comments back via email, fax or regular mail to the Project Manager prior to June 16<sup>th</sup>. The specific comments are summarized on Table 1 and the comment sheets received are included in Appendix C. This summary uses the wording on the comment sheets where possible. The comment sheet reference number refers to the number that appears in the top right corner of the comment sheets in Appendix C.

<b>Table 1: Summary of Written Comments – Comments on Revised Albert/Slater Plan</b>			
<b>Area of Concern</b>	<b>No. of Comments</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Prefer revised plans for Albert and Slater, with light rail operating on the same side of the roads as the buses, over the previous proposal.	7	May17 – 1, 2, 3, 4, 5, 6, 8	No Response
DO NOT prefer revised plans for Albert and Slater, with light rail operating on the same side of the roads as the buses, over the previous proposal.			
No comment on the revised plans.	2	May17 – 7, 9	No Response
How is increased traffic going to be handled after McKenzie King Bridge is closed? / What will be the traffic impact of closing the McKenzie King Bridge?	3	May17 – 1, 10, 12	Traffic impact analysis will be completed as part of the EA. The current volumes are low thus are not anticipated to result in any additional congestion.
Having no traffic study data is a serious problem. / We need to see traffic impact studies for the proposals.	3	May17 – 1, 4, 10	Traffic impact analysis will be completed as part of the EA. The current volumes are low thus are not anticipated to result in any additional congestion. A copy will be made available once finalized.
We would like to see the Vissim model of traffic on McKenzie King Bridge.	1	May17 – 2	This will be arranged, meeting to be scheduled for those who are interested.
The Vissim Model does not accurately reflect observed conditions during the P.M. peak. The consultant should take a car trip at the p.m. peak from west to east (i.e. King Edward and Rideau, from Slater and Bronson and also the return trip).	1	May17 – 6	The consultant has driven the roadway during the PM peak. The consultant will continue to review the traffic information.



<b>Table 1: Summary of Written Comments – Comments on Revised Albert/Slater Plan</b>			
<b>Area of Concern</b>	<b>No. of Comments</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Will the hub and spoke system be implemented before the 2009 start up date for the LRT?	1	May17 – 3,	The operating authority has not determined if some of the hub and spoke system can be started in advance of the LRT.
Will the major property owners be consulted prior to the landscape design being finalized?	1	May17 – 3,	The design process will include consultation
Has the City considered a coordinated effort between the City and the property owners to invest in streetscape improvements?	1	May17 – 3	This approach may be investigated during the detail design process.
When coordinating landscaping/ beautifying of the corridor, you must look at ideas for winter as well.	1	May17 – 10	The design team will consider this.
How about the “beautification of streets” part of this project? Will we be seeing anything before it goes ahead?	1	May17 – 12	This will be part of the detailed design. The City is committed to this beautification process.
Can we see a cost breakdown for the tunnel?	1	May17 – 4	The cost estimate for the twin BRT tunnel will be available to discuss. A meeting will be scheduled with the interested parties.
Can we see the project budgets?	1	May17 – 4	The budget is being updated and will be part of the EA documentation.
What will be the impact on property values along the corridor?	1	May17 – 5	
Need to act quickly to reduce the number of buses on Slater and Albert. / Need to reduce buses quickly, not wait for 2009.	2	May17 – 6, 11	The City will consider this approach.
You tell us that an LRT would go by every 5 minutes. Our biggest concern is your statement on the “potential” number of buses that would be eliminated by 2009. We’d like to know how many buses would be eliminated immediately.	1	May17 - 12	OC Transpo is presently working on this report.
Bicycles (including bike couriers) should be forbidden on Albert and Slater.	1	May17 – 7	Albert and Slater are identified in the City OP as part of the cycle network. This EA will not be seeking a change to that condition.
Should address the need for employee and car-pool drop-off zones.	1	May17 – 7	The current concept includes curbside parking and loading zones. Detail design may consider defining the use of the curb lane in more detail.
Concerned about the loss of drop-off areas in front on business.	1	May17 – 9	The current concept has a reduction of 8% in the parking taxis, loading.



<b>Table 1: Summary of Written Comments – Comments on Revised Albert/Slater Plan</b>			
<b>Area of Concern</b>	<b>No. of Comments</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Police / transportation officials will need to strictly monitor and enforce vehicular and pedestrian behavior in the area. / Who will deal with vandalism and crowding?	1	May17 – 7, 9	The City will be monitoring the situation. Vandalism will be dealt with through Police Services.
Who will be responsible for maintenance and upkeep of the platforms, winter conditions, re-leveling and landscaping in the corridor? / Image of our property is extremely important to our business.	3	May17 – 7, 9x2	The City as today will maintain the platform areas.
When can the Sound and Vibration Study report be expected?	1	May17 - 12	The study is currently in progress, and should be available in mid-June.
Sound and vibration studies should be circulated to affected parties with allowance for sufficient time for comment and response prior to submission to council.	1	May17 – 7	Comments can be made through the EA process to MOE during the review process.
Tax reductions should be given for areas affected by lands expropriated for platforms.	2	May17 – 7, 9	The City will negotiate for property requirements.
The tunnel discussions seem to be “whitewashed”. The City is going to have to publish its findings/ budgets before the issue goes away. / Still not convinced the tunnel can't be done.	2	May17 – 7, 9	The updated estimate for the twin tunnel concept is in the order of \$720m, which is almost the entire budget for the project. The Budget at this time will not accommodate tunnel construction.
Need more time to limit impact and disruption to businesses.	1	May17 – 8	Following the filing of the EA the design process will provide additional opportunities for input.
Concerned about the impact on building structure now that the LRT/BRT is in the same lane. / Concerned about impacts of vibration on building.	2	May17 – 9, 11	A noise and vibration study will be conducted as part of the EA. Mitigation measures will be identified as required.
Lack of clarity on the legality of platforms vs. property lines.	1	May17 – 9	The final drawings will identify the property requirements. Platform details will be developed as part of the design process, which will include consultation.
How does this new plan improve safety for our clients and staff?	1	May17 – 11	The current plan retains the status quo.
Why are you selecting the lanes you have for the BRT/LRT?	1	May17- 11	The concept is to have BRT and LRT in a single lane to reduce the impact on the road and retain traffic lanes. The lane selected is the current BRT lane.
The lane(s) you have selected for the BRT/LRT will block my entrance to my building and put my clients' safety at risk.	1	May17 – 11	This will be reviewed to determine appropriate mitigation.

<b>Table 1: Summary of Written Comments – Comments on Revised Albert/Slater Plan</b>			
<b>Area of Concern</b>	<b>No. of Comments</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
How much of the LRT project budget is being allocated to the downtown corridor?	1	May17 - 12	The budget is being developed an estimate is not available at this time, but will be included in the EA document
How is this going to work going across the Mackenzie Bridge? It's going to be a disaster – cars will have a hard time going across the canal. We should abandon this Slater and Albert Streets choice.	1	May17 - 12	The model indicates the system will work, with cars being rerouted to Laurier and Rideau area.
Have we assessed what the impact will be on the downtown traffic during construction?	1	May17 - 12	The group selected to build the system will deal with those issues.
I think this is moving too fast. You're already talking about going to tender for going ahead with the project and the Environmental Assessment Study is not yet completed. Shouldn't we wait at least until Council has approved? Can we have a construction committee established for the construction phase?	1	May17 - 12	Nothing goes to tender until the EA is approved. We will establish a construction committee prior to construction.
I have a business at the southwest corner of Albert and Bank. My concern is for off peak periods and weekends. My delivery trucks and my customers can now park on the street, but I don't see how they'll be able to do so now.	1	May17 - 12	There is very little change to the existing loading areas on the streets.
I appreciate your attempting to keep the busses and rails on one side of the street, but you tell us that we won't see a change in traffic until 2009. We need a tunnel. I spoke to a construction company in Toronto and your \$750 M estimate is very high end; it could be done at half that cost. Do not throw the tunnel option away – keep the buses as they are until we can afford to tunnel.	1	May17 - 12	The City understands that a tunnel is likely something in the future but not today. We would be willing to sit down with you to discuss our cost estimate.
It seems to me that half the suggested cost for tunneling is going to the east end of the route, i.e. going under the canal. Can't we forget that part and cross over at Elgin Street instead? We could then afford to go underground.	1	May17 - 12	This would not solve the problem of congestion in the downtown core.
In terms of the number of people it can transport, what is the equivalent of an LRT versus a bus?	1	May17 - 12	2.5 buses = 1 LRT

<b>Table 1: Summary of Written Comments – Comments on Revised Albert/Slater Plan</b>			
<b>Area of Concern</b>	<b>No. of Comments</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Have we considered extending the LRT to go to the train station so it can eventually connect with the East and West corridor?	1	May17 - 12	The preliminary east-west line will operate to the train station. Future expansion of the LRT system will be discussed in the future. There is no intention at the moment of taking the east west line to the train station that I am aware of! I am not sure what question is being asked or answered.
I'm a great believer in the LRT. However, my concern as a downtown landlord is the tax impact. Will the taxes eventually be raised, such raise passed on to the tenants and tenants basically deciding it's too expensive to do business downtown and go on to the suburban areas? Can you give us your take on this?	1	May17 - 12	A ridership study was done by IBI Group. We are confident that the system will be financially viable.
In March, you told us you were doing a Traffic Impact Study and we received a first draft. Now that your plans are being amended, will there be a 2nd report taking this latest proposal into consideration? We understand you can show us electronically how traffic would work, but we still would like it in report form.	1	May17 - 12	We have the modeling complete but have not written the report. The report should be ready in three weeks.
I believe the Mackenzie Bridge is still a problem. On special occasions, the Laurier Bridge is closed to traffic and people will have very limited access to routes crossing the canal.	1	May17 - 12	These situations have been considered and the modeling does not indicate a problem.
Are statistics available on ridership, i.e. public, private, students – can you share these statistics?	1	May17 - 12	Yes, this information was compiled by IBI Group.

*L:\W.O. # Directories\5648-04 Ottawa LRT EA\5648-700 Planning-EA\5648-706 Documentation\7066 Public Consultation\Report on may 17 Stakeholders Meeting\5648-met Meetings with Local Business May 17 2005 Rev.doc*