



Emails – Stage2@ottawa.ca

SUBJECT: Traffic Concern with LRT Station east of Moodie

Comment of LRT Stage2 Proposals at Moodie Drive

I attended the public meeting on the LRT extension from Bayshore to Moodie at the Michele Heights community center on Tuesday June 13th in the evening.

I live right off Corkstown Road next to Lakeview Public school.

My main concern with the proposed LRT station location east of Moodie Drive is the additional traffic on Corkstown Road. I did not see any information on the expected bus traffic flow (especially during rush hours) on Corkstown Road.

Our community (Crystal Beach/Lakeview) is bounded by 4 main roads (Carling Avenue on the North, Holly Acres on the east, Moodie Drive on the west and the 417 on the south).

I would say most of the community uses Bell Corners for grocery shopping, banking plus other services.

On mornings when there is some disruption on the 417 eastbound, it becomes very difficult to go east or south from our community using Carling Avenue or Holly Acres Road for a few hours. You can be stuck in traffic jams that add anywhere from fifteen minutes to half an hour to get to where you want to go, even to Bells Corners via Holly Acres. This leaves the only timely access to getting to Bells Corners or south, is by taking Corkstown Road west to Moodie and then turn south on Moodie.

With building an LRT station east of Moodie, between the DND shuttle bus and the regular routes coming in from the west and south to deliver passengers to the LRT, I can envision a bus jam at the western end of Corkstown trying to get in from Moodie or out on to Moodie during morning and evening rush hours. This is on top of the bicycle and car traffic that already use this intersection. I get the feeling we could lose any easy exit from our community during the morning rush hour.

Has there been any traffic study done to see how busy the western end of Corkstown Road at Moodie will become?

Is there a plan to widen Corkstown Road between the LRT station and Moodie Drive to four lanes?



Subject: Stage2 LRT/LMSF Moodie & Corkstown

Dear Sirs,

Had the opportunity to attend your Stage2 presentation last week at the Michelle Heights community center. Thank you for providing your plans and a forum to comment on them.

While I am not opposed to a transit station at Corkstown & Moodie, the LMSF is another matter entirely. As a member of the Crystal Beach community I cannot support in any way option 2 to place the LMSF along the east side of Moodie. Frankly I do not believe this type of facility is properly placed on green space or laboratory zoned campus property period. An industrial or commercial area would make far more sense to me. And I am under no illusion that with further LRT maturation the light maintenance facility could easily have needs to become a heavy maintenance facility. The impact of such a large facility with 8 meter high fencing is like a prison being erected. It needs to be located in a like industrial area or completely off the beaten track. For this reason option 3 and 4 are not terribly appealing either although I would rather see the recreation and park land north of the Queensway left intact.

If the east side of the western greenbelt at Moodie is getting such consideration I have to question why green space on the western edge of the green belt in Kanata (Kanata park and ride?) or green space at the end of the western parkway between Lincoln Fields and the Queensway is also not under consideration? It strikes me the only reason the LRT is pushing for extension to Moodie (as apposed to intitially Bayshore) is the quandary of locating the LMSF. In my view there is no rush to bring the LRT west without further due diligence in locating and understanding all needed supporting infrastructure. This would include long term plans to service Kanata and Stittsville. What is the rush in light of your indicated near term budget constraints?

Lastly while I support support a transit station at Moodie in principle, your catchment criteria and the existing BRT construction have me doing some second guessing. I am a transit user located in Crystal Beach but outside your 600m catchment. As are most of the Crystal Beach Lakeview community. If you opt to walk, Bayshore is not much farther. I'm on the fence whether Moodie ridership warrants this much attention at this time. DND's slow adoption of the former Nortel site and your Abbott lab rider numbers didn't sound earth shaking. When the LRT goes to Kanata sure make a stop at Moodie but until then I would appreciate a broader scope of options which illustrates plans further west.

For all these projects I would really like to see some elevation drawings if the BRT is any example. It's progress so far does not encourage an aesthetic that is sensitive to its surroundings to my eye. If you have a link these please forward.

Please keep me appraised of future meetings and plans. Thanks in advance for your consideration.



Subject: Stage 2 LRT -Letter of Opposition

My family and I attended the “discussion” session held at Michele Heights Community Centre on June 13, 2017. My family and neighbors are very upset with what is being proposed. The presentation informed us that the BRT station currently being built could be expanded to include the LRT and a Light Maintenance and Storage facility close by. This is a huge escalation in the scope of the project at Moodie Drive and the 417. The presentation gave a couple of options on the location of the LRT which are all equally disruptive to the neighborhood and inconvenient to use for the majority of the neighborhood. The LRT needs a station somewhere in the Moodie Drive area and I can't see making a successful bid to locate it west of Moodie Drive, away from the residential area. The neighborhood will likely have to live with the expansion plans and suffer the consequences; increased air pollution, noise pollution, and in general, heavy traffic and congestion in the area. It is obvious that the driving force behind this escalation in project scope is the DND relocation to the former Nortel site. This relocation is unpopular with DND employees, is moving very slowly and may never be fully realized. Just another problem.

The LRT expansion has significant negative impacts to our community, as stated above, but a successful opposition is unlikely. Probably not “the hill to die on” if choosing a battle, we will lose. However, option 2, for the Light Maintenance and Storage Facility (LMSF) on Moodie Drive, between Abbot and the school (Crystal Bay Centre for Special Education) is worth an all-out battle. This suggestion is ridiculous, a facility like this should not be anywhere near a residential neighborhood, and you have planned it within 232 meters. NO THANKS. At the June 13 meeting, there was a strong opposition voiced to this option (#2). The reasons for opposing this option were numerous, compelling and deserve your attention. I trust the opposition points were recorded at the meeting as the planners stated they would be, so I won't repeat them. Below I have focused on a few points of opposition that are important to me.

There is nothing light about the “Light Maintenance and storage facility”, it is a monster. With very few details, this is what we do know. Trains will run in the middle of the night, creating noise, vibrations, and light pollution. The facility will have a barrier almost 25 feet high, that's high and unattractive! We were told there will be efforts to make the facility “fit in”. This is contradictory to the NNC position that they do not want this facility visible from the 417 because it will be unsightly for tourists and visitors arriving in Ottawa. What about us, we live here, we want to be considered, we matter, we pay taxes to the city! Judging from the display boards this facility is big, its foot print dwarfs the Abbot building! This is no place for an industrial site like this. Be sure it will reduce housing values!

In the slide deck, at the meeting, there was a list of pros and cons, charted by the various options for locating the LMSF. However, the presentation focused on two points on this chart, 1) the \$15 million dollar premium to locate the facility to another location other than option #2 and, 2) the extra 15 minutes travel time for trains to reach the alternative location to be serviced, hence increasing the operating budget. This project has a total capital budget of \$3.6 billion dollars. I am familiar with large project budgets; you do have the funds, it's your job to allocate the funds and deliver the product. Don't tell us you can't find \$15 million, (.42% of the budget). You can find the money, it's just hard, so



make an effort, reprioritise expenditures, think outside the box, be creative, challenge your team, architects, engineers, contractors, consultants, make it happen! I want my tax dollars well spent so work at it, and don't penalize a neighborhood. The planning stages are not complete for this project so don't impose this facility on us before you have finalized the Kanata connection; a better, cheaper alternative may present itself. Wait until you have ridership history, this may change your projections and your facility requirements. This facility is not required for stage 2 so don't build it until it is required!

The option 2 location proposed for the facility is a woodlands that is rich in wildlife and unique in vegetation. I trust an environmental study has not been completed yet and I can assure you the findings will not support a disruption to this habitat. I want to read that study in detail when it is available. The idea that the NCC would support the destruction of this ecosystem in support of an industrial site is disappointing. If this issue can't be resolved favourably for the community it behooves the community to appeal to the NCC ombudsman. I believe the community should employ every legal opposition available to them to prevent this injustice. The residents of Crystal Beach treat this area like a park, a local treasure, dogs are walked, children play, people enjoy the nature. Don't take this away from the residents of Crystal Beach and replace it with an industrial site, it is an unconscionable suggestion!

The Crystal Beach residents may endure the addition of the LRT station at Moodie Drive, but to impose the Storage Facility too, is asking the residents to endure more than their fair share of pain for "city progress" and is unacceptable.

As a final note, I have been searching on line for the slide deck presented at the June 13 meeting and can't find it. Please make it available on line so we can have an accurate and meaningful dialog about what was said at the meeting and how we may proceed collaboratively to find solutions. Please advise if, when, and where the slide deck will be available online.

Yours Sincerely

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CC: Mark Taylor, Councillor – Ward 7 Bay

NCC Client Services, National Capital Commission

Peggy McGillivray , (President Crystal Beach Community Association)



Subject: RE: Public Input - Please keep the LRT Station on the East side where the community can make use of it.

I would really appreciate it if someone could forward this email chain to the presenters last night. Especially Charles and those who are engaged on the aspects touching station walkability projections. The email account that our community has for him charles.wheeler@aecon.com is bouncing emails back.

Thanks, [REDACTED]

[REDACTED]

Sent: June 15, 2017 3:02 PM

To: 'mark.taylor@ottawa.ca'; stage2@ottawa.ca; 'charles.wheeler@aecon.com'; 'martin.barakengera@ncc.ca'; 'Chris.Swail@ottawa.ca'

Cc: Jennings, Jodi (Jodi.Jennings@ottawa.ca)

Subject: Public Input - Please keep the LRT Station on the East side where the community can make use of it.

I was really encouraged by the end of the presentation where the presenters said that feedback was welcomed, and that it all gets read and it has led to decisions that have changed the project. I ask that you all consider this email string (I know its long) in supporting or making decisions.

I know you got a lot of feedback to move the LRT stop and the maintenance facility both to the West side. I just wanted to make sure you know that I and many people who I talk to on the bus every day are very excited about the possibility of having a station on the East side of Moodie that we can walk or bike and Rack and Roll on. And I really do think that a large number of people the neighborhood who may not have been well represented at the physical open house will use this. We have a lot of area teens, university students, young adults and middle aged adults who commute via bus and would probably do so even more if the transit was improved. There are dozens of transit riders I see every day who have not engaged in these open houses so I hope you are hearing from them in some manner.

As I articulated below in our previous exchange, due to transit cuts in our area our greatest current transit weaknesses are infrequent off peak service, lack of variety in routes it get to places other than Bayshore; both of these problems result in poor connection to either a transit hub or a destination; especially Sundays, early mornings, late evenings or Holidays. In Crystal Beach we are entirely dependent on the local 152 bus which is increasingly running off schedule on account of getting stuck in Carling gridlock trying to get to and from Bayshore in peak hours (especially with any sort of accident on the 417 or Carling or in poor weather), or in periods when the transit system is experiencing overload, our local bus is being diverted (and simply not showing up as scheduled) from the neighborhood to support the main routes, and also on account of unexplained



unpredictability. These themes came out of a community survey I ran for the community association some time back.

People can't rely on the only bus that now serves us and I see two things are happening. 1 - ridership is not what it should be and dual car ownership is the law of the land here. 2 – those who stick with the bus are more and more walking or biking to either Bayshore station or to the corner of Moodie and the Queensway to get on or off the bus. Despite a sizable distance both these stops people make those journeys for greater predictability, especially early mornings late nights or Sundays when our local bus service is either not available or hourly. A walkable transit station on the transit way/LRT on the East Side of Moodie would address many of these existing community transit weaknesses.

When considering if people will walk 600m or a km or 2 kms to transit, you need to factor in many things including how poor the baseline situation for transit is in this neighborhood currently (courtesy a decade of cuts from the city/OC Transpo). And the fact that in Crystal Beach we are not a close walk or bike to retailers, restaurants entertainment or employers (aside from DND and Abbott). We are not in a dense area where there are a lot of carpools, or ride shares, or Virtucars. For most of us it is buy a car and get out into traffic, or find a way onto a bus somehow. I do not dispute that the research says ridership dies off significantly at 600 m. Ridership will certainly decline, but its introduction on the neighborhood side will lead to a still significant number of transit riders who will make that walk, bike or hopefully one day a local bus connection to the transit way. And as traffic congestion increases due to DND HQ and increased Kanata traffic on Carling and 417, so will the acceptance of a longer walk to the LRT that bypasses this traffic.

Please look at the attached (or below) picture of the walking trail blazed through the ditch leading from Corsktown to the 417 Moodie off-ramp where there is a bus stop 1 km from the corner of Crystal Beach and Corkstown. Not 1 km to people's houses, 1 km to the first intersection before the houses even start. It is well worn, and serves as evidence that many many people in this community already greatly exceed that 600 m walking distance every day. Enough people to blaze a well-worn trail through a grassy ditch and to throw up bridge over the standing water.

And this is mainly from people getting dropped off by only route 96 to walk home. To go to work downtown, you have to cross over all the way to the other side of the Moodie bridge, which far less people do, because crossing Moodie is a long hike and an intimidating affair. It's a lot further, the path connections are not as great, traffic moves very fast and is quite complex in movement, from a safety and security perspective it's a harrowingly unlit walk with few eyes on the street to keep you safe. And it's all backtracking several kms in the opposite direction for most riders. The walkers drop off significantly because of this extra distance across Moodie, if you have access to rider drop offs and pick up numbers broken down by bus stop I encourage you to have a look at the data yourselves. You will see this same decrease in ridership if you move the transit station on the west



side of Moodie. A station west of Moodie will be a wasted opportunity to address real transit issues in the community that exist today and will compound in the future. Out in Wesley Clover, an LRT station serves DND no better or worse, it serves Abbott worse and it serves the community far worse, and Wesley Clover has a handful of events per year, and since when do we prioritize building infrastructure for that. This seems like a very simple and straight forward decision.

Given how far people are currently walking to connect to transit, I think you would be well served to start including a 1 and a 1.5 km transit user radius as well in your diagrams. Adhering only to the 600m diagram is misleading and its eroding people's confidence in this project's overall usefulness.

Pleased to discuss as always.

Thanks for giving us a chance to engage in this. I appreciate all your hard work. All of your knowledge of this project is very impressive.

PS – Maintenance Facility on the East Side is not acceptable (for reasons below). I suspect that the City knew this before we even had this meeting, as an option that disruptive to the greenbelt and to a community has more political tactic feel to it than a real option that the City expects to have come through the various processes. But just to put another comment on the record against it, I am against it.





Subject: re: Moodie rail yard

Please note that I am dead-set against the proposed Moodie rail yard at the city's preferred location on Moodie Drive, where it will accost the already hard-put-upon Crystal Beach neighbourhood with even more noise, now slated for the overnight hours as well.

Just because the alternate locations on the other side of Moodie will require a \$15 over/underpass is no reason not to put the rail yard there, where it belongs and where it will not bother local residents – that over/underpass is going to have to be built for stage 3 regardless.

And regarding cost, is the City also including in its calculations, the cost of the otherwise-unnecessary track that would have to be built between the rail line and its preferred Moodie Drive yard location? And the cost of those otherwise-unnecessary noise abatement measures? The ones that never seem to work anyway?

I mean, are you going to enclose the trains all the way along the yard track, because I know from long experience along this sorry section of the 417 and its never-ending transformation, that what keeps us up at night isn't necessarily the construction itself, but the regular movement of trucks, tractors, trailers and the like, and their constant and irritating ear-splitting beep, beep, beeping as they move around, which quite literally can be heard through closed windows for many miles around.

By preferring this latest Crystal Beach incursion, I see the City putting imaginary savings above the good of its citizens - again.

And note that I do not even live in Crystal Beach – but I know bad planning that goes counter to the interests of its taxpaying (and voting) residents when I see it.

Build that rail yard where it belongs – right along the Stage 3 rail corridor west of Moodie Drive.

Sincerely,

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████ Creekwood Crescent



Subject: RE: LRT to Moodie and the Train Storage Sheds

Hello,

Please be advised that we **do not support** the current recommendation for both the station and the storage facility to be placed on the east side of Moodie Drive

Why We Oppose the Current Sites

- Both the station and the storage sheds will lie within the watershed and wetlands areas of Stillwater Creek and will irreparably harm the biophysical health of the Creek and its watershed
- The area to be torn apart is a healthy mixed growth forest filled with bird and wildlife, flora and fauna which is an important contiguous part of the greenspace and greenbelt including Shirley's Bay the Carling Campus now occupied by DND, and Wesley Clover Park
- This area is also an important wildlife corridor for a wide variety of mammals and birds
- The Station will additionally require removal of mature trees immediately adjacent to Stillwater Creek at Corkstown Road to create space for the "Kiss-and-Ride" drop-off site
- The station is the worst option for both pedestrians and cyclists as their path through the site will be along the shoulder of Corkstown Rd. and over a bridge going over the tracks to the storage sheds. This includes passengers walking to Wesley Clover Park
- Traffic on Corkstown Rd. through our community will increase considerably
- The current soccer pitch at Abbott Labs will be closed, or at best moved
- The 184 car storage sheds will be ugly with night-time noise and vibration and an 8-meter high wall built between them and the community

Why a West-Side Station is Superior

- The Station footprint does not impact either on Stillwater Creek or any wetlands
- While the west station would impact the wildlife movement within the greenbelt, it is an open area between Corkstown Rd. and the 417 not frequented in significant numbers
- There is no cutting of trees for the station and less cutting for a possible site for the storage facility to the west
- Cyclists and pedestrians will not traverse the station complex but on its perimeter



- Pedestrians going to Wesley Clover will be in close proximity to it and with greater opportunity to use transit year-round for all activities there, not just special events e.g. cross-country skiing
- “Kiss and Ride” drop off away from our community with greater connectivity to Bells Corners
- Much preferred site for 8500 DND staff for walking to work from station

Our Recommendation for the Maintenance Facility (LMSF)

We recommend that the facility be placed at “Option 3” on the southwest corner of Wesley Clover Park east of the railway tracks. Alternately, that this facility be postponed until the completion of the environmental assessment(EA) of the LRT extension to Kanata with search for a site within this EA. Both of these options have been presented by the consultants as possibilities to consider.

Regards,



Crystal Beach Lakeview Community

Subject: Re: LMSF in Crystal Beach neighbourhood

Good morning,

I missed the public meeting at Michelle Heights Community Centre on June 13th, 2017 and would like to voice my opposition to the Light Maintenance and Storage Facility being proposed on Moodie Drive that will directly impact the residents of Crystal Beach.

Negative impacts for the community of Crystal Beach:

- loss of property value
- noise pollution
- light pollution
- destruction of habitat/forest for animals/birds
- reduction in quality of life for the community



- electro-magnetic radiation which could impact the health of residents and students at the Crystal Bay School

- located next to Crystal Bay School

- loss of wildlife corridor

- loss of bike path

Recommended

- there is an abundance of vacant land between Moodie Drive and Eagleson along the 417 that would be more conducive to this type of facility especially since the LRT is proposed to be expanded to Kanata.

I would like to be kept informed of any further meetings and communication regarding this facility.

Thank you,

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████ Solva Drive

Ottawa, Ontario

Subject: prolongement de la ligne Confederation ouest à Moodie drive

Bonjour,

J'ai assisté à la rencontre publique pour le prolongement de la ligne Confederation ouest à Moodie drive mardi passé, le 13 juin 2017. En y allant, je me disais que ce serait bien d'avoir une station de train léger du côté est de Moodie drive mais je ne voulais pas le "light maintenance and storage facility" si près de mon quartier. Donc, j'étais pour la station à l'est mais contre l'option "2".

Suite à la rencontre et après avoir écouté les présentations, les commentaires et les questions, je ne crois pas qu'on devrait prolonger la ligne Confederation ouest jusqu'à Moodie drive pour le moment!

Voici pourquoi:



- Seulement quelques personnes sont à l'intérieur de la distance idéale de "600 mètres" donc ça ne vaut pas la peine. Je le dis même si je fais moi-même partie des 20 maisons incluses dans cette distance!

- Ça ne fait pas de sens d'ajouter encore plus de trafic autour de l'intersection Corkstown rd et Moodie drive ni d'avoir des rails de train qui traversent Corkstown rd. Pour le quartier, c'est notre porte de sortie la plus facile vers Kanata. Nous allons souvent dans cette direction, surtout au Costco/Home Depot, mais aussi à la bibliothèque municipale de Beaverbrook sur Campeau, aux magasins à Kanata Centrum et Signature, sur Hazeldean rd, dans Bridlewood ou encore au Canadian Tire centre. Sinon, surtout pour ceux qui comme moi ne veulent pas tourner à gauche sur une artère achalandée, on doit prendre Bedale (qui est bloquée pour des travaux en ce moment) ou passé par Abbott même si on n'est pas supposé passer par là. Nous n'avons pas le droit non plus de prendre la 417 ouest en passant par Holly Acres, seulement si on arrive par Nanaïmo/Qualicum ou par la 416 nord! Donc, c'est presque notre seule sortie vers l'ouest!

-Il y a beaucoup de trafic "cycliste". Aux heures de pointe, durant la belle saison, Corkstown rd est une autoroute de vélos! Les cyclistes "experts" n'utilisent pas la piste cyclable. Ce qui est une bonne chose quand les cyclistes "non-experts" veulent utiliser la piste cyclable mais pas quand on est en voiture et qu'on doit les dépasser surtout dans la courbe.

-DND n'est même pas dans le "600 mètres". Ils devront utiliser des navettes d'autobus de toute façon. Ces navettes pourraient se faire à partir de Bayshore en prenant la fameuse rampe vers Kanata ouest qu'on n'a pas le droit de prendre quand on arrive du quartier par Holly Acres. Je trouve aussi qu'il y a assez de place sur le terrain vague à côté de Bayshore pour le "lay-over" des autobus/shuttles pour DND. Je n'ajouterais pas d'autres habitations dans cette région. La densité de la population y est déjà assez grande. Je garderais le "transitway" entre Bayshore et Moodie.

-Je serais aussi curieuse de savoir combien de personnes utilisent le transport en commun à Abbott, eux qui ont accès à un immense stationnement gratuit et jamais plein!

-En ce qui concerne le "light maintenance and storage facility", je suis totalement contre l'option 2. Je suis entièrement d'accord avec tous les commentaires qui ont été faits, tant écologiques, économiques mais surtout sonores. Quand on sait que les vents dominants viennent de l'ouest, ce serait terrible pour le quartier. On commence juste à avoir un petit répit avec le nouveau mur de son le long de la 417, on n'aurait même pas le temps d'en profiter.

-L'option 3 n'est pas vraiment mieux. Personnellement, je trouve que ça n'a pas sa place entre un beau parc équestre, récemment revitalisé par Terry Matthews, et un terrain de camping! Ça ruine complètement les efforts de Wesley Clover de créer un superbe espace vert comme on retrouve en Angleterre. En plus, techniquement, je ne sais pas trop comment vous feriez ça avec la différence d'élévation entre la 417 et Corkstown rd.

-En regardant la vue des airs sur maps.google, j'ai trouvé un beau terrain vide, genre champ. C'est à Kanata, le long de la Queensway du côté nord, vis-à-vis le centre Canadian Tire, entre Huntmar drive



et la rivière Carp. Ce serait parfait! En plus, avec les vents dominants, le son irait vers le centre Canadian Tire et non vers le quartier qui commence à pousser autour de Tanger Outlets. De plus, il est à vendre ou à louer de la compagnie Broccolini! N'est-ce pas que ce serait parfait, même pour un "heavy maintenance garage"?

Donc, en conclusion, merci mais non merci! Nous n'avons pas besoin de cette extension du train léger pour le moment. Le train devrait s'arrêter à Bayshore. Quand vous serez prêts à continuer à Kanata, là on pourra penser à mettre une station à Moodie, probablement du côté ouest de Moodie pour desservir le parc Wesley Clover et DND. De toute façon, presque personne dans notre quartier est dans le "600 mètres".

On continuera d'utiliser le circuit 152, qui semble très bien servir notre quartier, même si la plupart des habitants possèdent une voiture ou plus, et Bayshore en attendant. Je suis aussi tout à fait en faveur de garder la station de transitway entre Moodie et Corkstown, qui est en construction en ce moment, telle qu'elle a été prévue dans les plans (avec kiss-and-ride seulement et pas de stationnement) ainsi que la piste cyclable telle quelle. Dans le futur, ça pourrait aider à déterminer la location (est ou ouest) de la station de train à Moodie dont les avis étaient partagés moitié-moitié lors de la rencontre publique.

La seule chose qui nous reste à régler, c'est le fameux pont à Holly Acres. En assistant à la rencontre, j'ai su que vous feriez un pont différent pour le train, il serait plus étroit. Comme ma proposition est de ne pas rallonger le train et de faire les navettes pour DND à partir de Bayshore, je me demande si vous ne devriez pas faire un pont pour les autobus...ou laisser la route comme ça? Personnellement, je n'ai jamais eu de conflit avec les autobus à l'intersection de Holly Acres et de la 417, ni est, ni ouest mais je ne suis pas là à l'heure de pointe.

Merci de tenir compte de mes commentaires et n'hésitez pas à me communiquer si vous désirez me parler de vive voix. Je parle aussi anglais.

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Subject : New Corkstown/Moodie station draft design

Hello,

I was reviewing the draft design for the new Moodie/Corkstown LRT station and I have some concerns.

The current West Transitway extension project is constructing new ramps to allow buses to access the new Transitway directly from Moodie Dr. This even includes a grade-separated underpass of a Hwy 417 off-ramp for east-bound buses.



The draft design seems to propose decommissioning this infrastructure in favour of directing buses to the station via Corkstown Rd. What is the rationale for this? It is a much longer route for buses coming to/from the west. I think the new bus loop could be re-designed to make use of these ramps by shifting the new LRT station slightly east.

I understand that this may require an additional grade-separation of the track leading to the MSF, but it is worth it for years bus travel time and operational savings.

Cheers,

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Subject : Moodie LRT Public Consultation

Dear Sir/Madam:

As an interested resident of Bay Ward and Lakeview/Crystal Beach, I attended the Stage 2 LRT Public Consultation meeting on June 13th, but was unable to provide my feedback on the proposal as there were no forms remaining. The person at the reception desk suggested providing my feedback via email instead. I have captured my feedback in the attached PDF document.

Could you please acknowledge that you have received my feedback, and that it will duly considered as part of the consultation process?

Thank you.

Best regards,

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Attachment:

Dear Sir/Madam.

I attended the Stage 2 LRT Public Consultation meeting on June 13th, but was unable to provide my feedback on the proposal as there were no forms remaining. The person at the reception desk suggested providing my feedback via email instead.

I am strongly opposed to the LMSF being located east of Moodie Drive for the following reasons:

- If the LMSF is located there then the bike path would be eliminated and all bike traffic would be forced to cross the rail overpass with all the car (and bus?) traffic. The area in question is the main east-west cycling corridor for the entire city with literally thousands of cyclists passing through each week. When questioned about this, the project team's cycling specialist responded not with any ideas related to potential ways to mitigate the risk to cyclists, but rather with a statement that "I like to ride on the path as well". Doesn't that just summarize the city's attitude to cycling safety - long on feel-good statements, and short on useful facilities or accommodations. In jurisdictions that really take cyclist safety seriously, either a dedicated underpass or overpass for cyclists would be considered an essential aspect of a proposal such as this.
- The project would essentially create a barrier to child or youth cyclists riding westward. Just as we need a protected corridor for wildlife, we need a protected corridor for younger cyclists.
- The negative impact of the facility on the quality of life in the adjacent neighbourhood and almost certain negative impact on property values in the area
- The considerable negative impact on the delicate eco-system of the area including:
 - o The unique and mature forest between Abbott and the school



- The unique eco-system and endangered wildlife in the Stillwater Creek area
- The elimination of the wildlife corridor
- As was obvious this spring, the proposed location is in a floodplain
- The notion that this is the preferred location because it would create a less negative perception in drivers approaching Ottawa from the west on Hwy 417 is offensive. What about the perceptions of the people who live in the neighbourhood and would be constantly offended by the "views and vistas" of a 6-8 meter high noise barrier/wall.
- ...

I believe that either the LMSF should be located west of Moodie Drive, or ideally, that the development should be done as part of Stage 3 which would almost certainly allow the consideration of more suitable sites. We are going to be reliant on this critical infrastructure for a century. There is no need to choose an inferior and ill-suited site rather than wait perhaps five years for one that is a far better long-term solution.

I am also strongly opposed to the Moodie Station being located east of Moodie Drive.

Let's review the case presented for locating the station east of Moodie as presented on the 'Evaluation of Preferred Station' slide presented on June 13th. I have quoted your bullets annotated with my commentary:

- 'Some re-use of existing BRT facilities'
- 'Provides better connection [to] NCC trails' - There are few NCC trails co-located with the east of Moodie location, and those are frequented by local dog walkers, not people travelling to use them. There are tens of thousands of cyclists that will be severely negatively impacted by this location for every user of the NCC trails arriving by LRT that will benefit.
- 'Shorter distance for DND shuttle service' - Based on the map provided, the distance looks shorter or the same distance if the station is located west of Moodie
- 'More accessible to residential community and Abbott lab based on 600 metre catchment area' - Few people in the neighbourhood are within walking distance of the either proposed station location given the street layout, and those potential riders at Abbott will still be within walking distance even if the station is located west of Moodie (based on the statement made by your expert at the meeting that said health adults typically were willing to walk 800 meters to an LRT station)
- 'Less impact on views and vistas/lower visibility for "capital arrivals"' - It is highly offense that the impression of casual visitors to the city are considered markedly more important than the opinions of the tax paying residents most impacted by the location of the station
- 'Lower impact on existing land uses and avoids impacts on Wesley Clover park in favour of impacting soccer field' - If one attaches even a minor importance to the land use of the thousands of cyclists that use the commuting and recreation cycling corridor immediately east of Moodie Drive each week, then this is an erroneous statement
- 'Extent of reconfiguration of Corkstown Road is similar in both options (not a decision factor)'

So the argument seems to come down to 'Some re-use of existing BRT facilities'. Not very compelling. And the slide doesn't consider other factors such as:

- The location east of Moodie Drive has a considerable negative impact on cyclists with the station in a sense "on" the main east-west cycling corridor which will dramatically increase the risk for cyclists. A location west of Moodie would mean that the east-west cycling corridor is somewhat unaffected, and the increased risk to cyclists avoided.
- The considerable negative impact on the delicate eco-system of the area including:
 - The unique eco-system and endangered wildlife in the Stillwater Creek area
 - The elimination of the wildlife corridor
- The kiss-and-ride facility will increase vehicular traffic in the area resulting in an increased risk to cyclists
- The kiss-and-ride facility will increase the traffic on Corkstown Road, and in particular, increase the risk to children travelling to and from Lakeview School
- There was reference made to running a spur across Moodie Drive to service functions at Wesley Clover Parks, but it wasn't elaborated upon, and probably not included in the cost of putting the station on the east side of Moodie. What would be the cost of the spur? Would a dangerous train 'Level Crossing' need to be created on Moodie Drive? If the station was west of Moodie the spur would be unnecessary.



□ Ridership models don't seem to consider the people who could take the LRT to Wesley Clover Parks for everyday activities (playing soccer, riding, ...) outside of major events if the station was west of Moodie

□ ...

I strongly urge you to reconsider your current recommendation and instead locate the Moodie LRT station to the west of Moodie Drive.

Yours sincerely,

██████████

Subject : LRT Moodie extension

Attention:

Amanda Thompson, City of Ottawa

We are residents / property owners from the Crystal Beach community. On June 13, 2017, we attended the public meeting at Michelle Heights Community Centre identified by the City of Ottawa as Stage 2 LRT.

We have several concerns regarding the city proposal to select Moodie as a preferred option to for a location to build a massive train storage and maintenance facility. It is my understanding that several other locations were studied and determined feasible. Most not having such a negative impact on an entire community at so many levels.

Crystal beach area is not just a piece of land or space. It is a community of people . People choose to live in this community because of the abutting NCC lands, and the appreciation for nature, space ,plant and wildlife ,biking, jogging, walking paths, safety, peace and quiet and a sense of a rural living.

The city's current development of the Rapid Bus Transit on the south side of Corkstown Road has already altered the the crystal beach neighbourhood as we know it.

The city's proposal for stage 2 LRT Moodie E extension would be a bombardment of industrial facilities to our community reducing our community to an industrial environment. Something which began as the development of BRT has within an unusual short period of time turned into an encapsulation of a community , and will significantly affect the way this community lives.

The development of the LRT , and all of its operating facilities, beginning with BRT, a station location, a stage 2 terminus, a LMSF (light maintenance and storage facility, a kiss and ride location, a paid parking location, in addition to a platform or station to Wesley Clover Park, the majority of it swallowing up protected NCC lands and a neighbourhood of residents .

This plan has no regard for homeowner and the depreciation value that will occur on the residential properties in this area. It does not consider the impact of increased traffic, changing patterns of traffic flow, or how this alteration will create safety concerns for children walking to and from school along Corkstown Road. Currently sidewalks exist on one side of the road an only cover a small portion of Corkstown Road. A narrow passage with limited sidewalk space. Some homes not more than 10 feet from the road.

These facilities along with increased traffic will affect the the movement of cyclist, hiker joggers, and especially children of this community.



Expropriating our treasured NCC lands for industrial purposes will have a definite impact on the current wildlife inhabiting this area.

Moodie road is a major access for the residents of crystal beach and area to access The Bells Corners shopping area. Our other option is Corkstown Road.

Crystal Beach will be contained by concrete noise barriers on both the west and south side of the neighbourhood? This is extremely overwhelming!

But! what is most obscene is that the city of Ottawa would choose to locate a massive industrial facility directly adjacent to an educational facility for children with disabilities, some so profound, that the noise and activity produced by LMSF would have a detrimental effect on these students physical and emotional well being. This would certainly be exacerbated during the building stage of this storage and maintainance facility. Were the local schools even a consideration during the citys researched for a suitable location.

Stage 2 Moodie extension is not a viable option. This is a proposal that would have significant and overwhelming negative consequences to the residents and lands surrounding the Crystal Beach community and area.

Option 4 ,would have the least impact on this community, it's lifestyle , and the safety of its residents.

To begin with, option 4 does not have a residential neighbourhood in this area , no schools, only open fields which would have less impact on wildlife on NCC lands. This property is only meters away on the south side of 417 and and is already a consideration and would be the most suitable.

If this location is not suitable to the city of Ottawa due to the visual effects it will have on tourist or travellers passing through the capital region, why would the city of Ottawa believe the Moodie location to be an appropriate location for its own citizens?

We look forward to continued dialogue with the city of Ottawa on this significant issue and concern .

Sincerely,

[Redacted signature]

Residents of Crystal Beach

Sent from my iPad



Subject : LRT light rail maintenance

Dear Mr. Taylor,

I am writing to protest about the LRT light maintenance station, that the city plans to build on Moodie drive.

By building this maintenance station, not only will the city be destroying a path used by dog walkers, runners, and bikers, but it'll also be destroying thousands of animal's homes. Skunks, raccoons, foxes, coyotes, deers, mice, owls, and many more animals will have to flee their homes.

The LRT light maintenance station will affect the Crystal Bay school and people living nearby. Wesley Clover Park provides more space for the LRT maintenance station, and it's farther away from animal habitats, homes, and schools.

I hope you understand the problem, and will try to step in and stop it.

Thank you for your time,



■ Ullswater drive

Subject : LRT Extension to Moodie Drive and Location of LMSF

Dear Leaders, Influencers and Decision Makers:

We are writing to you as residents of the Crystal Beach & Lakeview Park community to express our opinion about the upcoming Bus Rapid Transit and Light Rail Transit work that will impact our neighbourhood. As a neighbourhood we are fortunate to have a very active community association (where a lot of collaboration takes place in the interest of our community) and we hope that its voice too will be heard and considered as you make decisions.

We have been living in this community since 2001 and some of the things that attracted us here may be in jeopardy by some of your plans.

These are some of the things we see at risk to our community by some of these transit decisions and plans:

- Disruption to our beautiful green space that surrounds our community, including losing the soccer field that our local kids and people use for recreation. The local wildlife suffers too.
- Walls, walls and more walls just to keep out "unnatural sounds".... These walls/barriers (can you imagine 8 meter barriers) start to become unsightly and "prison-like". Let's keep the natural beauty of our space.
- Increased noise from any Light Maintenance Storage Facility (LMSF) placed next to Abbott and through traffic on Corkstown Rd (our home backs onto Corkstown Rd so we know about passing busses vibrating our home and the traffic noise).
- Decrease in property and home values as the community becomes less desirable due to the changes.



PLEASE DO NOT:

- place a LMSF next to Abbott i.e. on the East side of the 417.
- waste \$3 million to \$5 million of tax payers dollars if it can be avoided. Think ahead, plan ahead and do any major project once...and do it right....band aid and patch jobs are never good. So consider the overall plan that the Light Rail will eventually go to Kanata and look to have a maintenance facility west of Moodie Drive where an area can be designated that has minimal impact on nearby residential communities.
- take away the Corkstown soccer field or reduce its size in any way. Beauty and nature is being removed e.g. we have already lost the view of seeing the west corridor along the 417 when driving along Corkstown Rd towards Moodie Drive – the Bus Transit ramps will impeded those prior views – bye-bye Corkstown sunsets)
- ruin the beauty of our neighbourhood with its peace and tranquility. It truly has been a gem in this city so far (in our opinion).
- ignore the voice of the residents in the community.

Thank you for your attention and time. We also echo what the community association has been voicing but in this letter we only wanted to share our succinct views.

Yours respectfully and sincerely,

[REDACTED]

■ Brookbend Crescent

Ottawa, ON

**Subject : Light maintenance and storage facility, LRT Phase 2,
Moodie Drive**

Thank you for holding public meetings and providing an opportunity to comment on this issue.

We have discussed the question of the location of this facility within our Greenspace Alliance network and would like to put our preference on the record.

If the decision is to proceed with one of the three options near Moodie Drive and the 417, our preference would be for the location west of Moodie Drive along Corkstown Rd. In our view, any impact of the LRT on the Greenbelt ought to be concentrated in the 417 corridor. This is consistent



with our position on the extension of the LRT to Kanata, which we recently communicated to city staff, wherein we expressed a preference for option #8. This option follows the north side of the 417 through to the terminal in Kanata.

We would not support the option on the east side of Moodie Drive, as it would take out a wooded area widely accessed by the local community. It also represents the type of frittering away of greenspace on the boundary of the Greenbelt that we believe should be avoided in the interest of the long term integrity of this key greenspace asset for the City of Ottawa.



Greenspace Alliance

Sent from my iPhone

Subject : Letter Opposed to Moodie LMSF preferred site

Dear Amanda Thompson,

I want to voice my opposition to the City of Ottawa LRT project's plans to construct a Light Rail Maintenance and Storage Facility (LMSF) on their preferred site which is on NCC property and directly beside my neighbourhood of Crystal Beach.

Firstly, let me express my dissatisfaction with the conversion of the Moodie BRT station to LRT. I know this is a done deal and a waste of time fighting it. However, in my opinion, the only reason a LRT station is being located at Moodie is to accommodate future occupants of the old Nortel building on Carling Avenue. Given the amount of time it has taken for DND to relocate here, I have my suspicions that they never will or at least not in the long term, especially because they themselves seem to be opposed to the move. The Nortel building is on NCC land and while they were in existence, our community successfully fought them against further expansion on surrounding NCC lands. Good thing too, as they left our community and many others high and dry. I sincerely hope that DND does not do so as well, leaving an expensive tax-payer funded facility empty or for use by a yet unknown corporate entity which would be a disgrace. I think tax money would have been better spent all around if the building was torn down when Nortel went bankrupt.

That said, my first point of opposition to the LMSF being located adjacent to Crystal Beach (on Moodie between Corkstown and Carling) is that these plans add insult to injury. During the June 13, 2017 meeting at Michele Heights Community Centre, the LRT project leader reassured Crystal Beach residents that no new buses would be added to our neighbourhood and we will have to commute via bus to Bayshore to connect to the LRT; I do not believe many residents will walk the lengthy distance to the Moodie LRT. Essentially our community will not be served by the Moodie LRT station. We get all the pain and no gain, making it impossible for me to rally behind the City and their LRT plans. Not only will our community have a LRT station and parking at Moodie creating noise, pollution, and traffic



but in addition, the planners expect us to contend with nightly noise, pollution, etc. created by a LMSF while at the same time having no enhanced access to LRT. This is just beyond comprehension and unacceptable.

But my stronger points in opposition to this location are many. First and foremost, the planners preferred site is on NCC land in an ecological corridor. Currently, this land comprises of a forest and fields that are home to many species of animals and plants. To destroy this land to accommodate trains when many other viable land exists elsewhere would be a travesty. Furthermore, this NCC land is used year-round by local people to walk their dogs and to enjoy nature daily. I cannot put into words how devastated I and many others in my community would be to lose this land. It is one of the reasons why I love and respect the NCC and I sincerely hope that the NCC does not agree to this location!

Other concerns with the preferred site are visual blight, added traffic, noise and other pollution especially at night. In addition, I am certain that putting the LMSF at this location will decrease our property values. All in all, I am confounded and angry with the planners who would choose this site; a decision based on an obvious total lack of concern about the adverse impacts on our whole community. I have heard some local residents say that they will sell their homes should these plans proceed. In addition, I find it laughable that the project leader expects our community to believe that should development proceed in their preferred site, there will be no future expansion of the site. We were told not to worry, the LMSF would be beautified and it will have a berm as a buffer. I just need to read about how property values have dropped in Eastway Gardens since the Belfast LMSF was built and how the city is expanding that site and tearing down the trees and berm to know what will likely happen if we let this plan proceed. When your project leader put so much emphasis on no further expansion plans, it sounded like blatant doublespeak and solidified in my mind that this is exactly what the planners have in mind in the long run; I simply do not believe or trust what your team is telling us.

The LRT project's arguments for this site are weak and sometimes bogus. For instance, the stated \$15 million extra to build the LMSF at another location (on Corkstown beside the Queensway) is bogus. This is a simple budget allocation issue and not a real concern especially when weighed against the real concerns of my community. The same is true with the project's concern over the added expense to the length of rail lines required for another option. In my opinion, these arguments are constructed to justify the project's preferred site and have no basis in reality. Especially insulting, is the NCC/LRT project's concern over how visitors will perceive Ottawa should a LMSF be built along the Queensway while at the same time reassuring Crystal Beach residents that it will be built to look pleasing (but too much of a blight for visitors to see?). Where does the truth lie? Such hypocrisy! Do the NCC/planners really care more about visitors than residents??

I think the City of Ottawa LRT project planners need to give their heads a shake and reconsider their plans for a Moodie LMSF. (I suggest choosing a more appropriate site when the LRT to Kanata is built.) The City needs to make it clear to its tax-paying residents that they are not going down the road, as the city of London, UK has done with regards to the Grenfell Tower catastrophe, whereby



decision making is based on the interests (especially financial) of the few private/corporate elite rather than those of the many ordinary residents. I for one would like to know that the City of Ottawa makes the needs and concerns of all of its residents a priority. Should the City not back down from it plans to construct a LMSF on Moodie between Corkstown and Carling, I have heard that there will be an organized protest by residents to oppose it.

Sincerely,

[REDACTED]

CC : Mark Taylor, Councillor, Ward 7 Bay
NCC Client Services, National Capital Commission
Peggy McGillivray , President Crystal Beach Community Association

Subject : Fwd: Public Consultation OC Transpo Stage 2 June 13, 2017

Thank you for the opportunity to attend last night's meeting. I believe Option 3 LMSF to be superior. I also agree with the community association that the LRT Station should be on the west side of Moodie.

The points last night were well made;

- Option 3 \$15M price tag is most likely not as high as projected given the number of modifications required for Option 2
- the road modification for Abbott would further increase the impact on the green space of the LMSF
- Option 3 \$15M will have to be spent in the future anyway, therefore a longer term vision should be utilized
- the increased dead head costs of Option 3 are only borne until Kanata gets on the line....question: if Option 2 is picked won't there be higher dead head costs once Kanata is on line in perpetuity? Therefore I believe a longer term vision is required for this as well
- while I understand the statistics for the 600 m radius, those statistics are based on the general population. I believe that DND crowd will walk if the station is on the west side of Moodie as their population tend to be more fit than the general population. I know that isn't scientific but it is common sense. I still believe a shuttle is beneficial and should be accounted for as well.

I also understand, while not ideal, there are contingencies in place in case the LMSF is not built for Day 1 of the LRT. This may provide a yet unrealized opportunity to place the LMSF in a more strategic location entirely?

Thank you for the opportunity to comment.

[REDACTED]



Subject : Moodie Drive LRT Storage and Maintenance Facility

Good Day Mr. Wheeler,

I am sending this note to you in regard to the proposed location for the Moodie Drive LRT storage and maintenance facility. I would like to voice my disapproval for the location between the Abbott site and the Crystal Bay Centre for Special Education. As a resident in the Crystal Beach neighborhood I feel this location is too close to our community.

As it sits now, we already have an unwanted LRT station being constructed right on Corkstown Road, beside the soccer field. To be perfectly honest, both of these LRT properties will bring far more traffic and noise to the area than what is desired. Many residents in Crystal Beach have enjoyed the rare opportunity to exist within the City in an almost untouched setting. The section of Corkstown Road from Moodie up to Crystal Beach Drive remained as a “country lane” for a very long time.

It's too late to do anything about the Station on Corkstown, but hopefully there is time to re-think the location of the LRT storage and maintenance facility. Please explore the alternative location on the south side of the Queensway.

Thanks,

██████████

Subject : FW: Public Consultation - Bayshore to Moodie Bus Rapid Transit (BRT) to Light Rail Transit (LRT) Conversion /Consultation publique de la conversion au TLR du TCRA de Bayshore à Moodie

Hello Mayor Watson. I am a Crystal Beach Resident who has been engaged with the community and with the city on transit issues for some time. With all the transit developments in our area it is an exciting time indeed. I wanted to highlight 3 issues from my exchange with Counselor Mark Taylor below.

1. I wanted to thank Counselor Taylor for engaging with me in a timely fashion (as he has done before either in person or in writing when I politely expressed either my concerns with or support of city proposals). People don't get enough credit for when they do things well, so I wanted to take the time to recognize that.
2. I am supportive of the transit projects in general and this is in large part coloured by the fact that our community has experienced severe transit cuts over time and is very poorly served currently (more on this below in our exchanges if you are interested). The BRT project with a walkable station east of Moodie will go a long way to address transit issues for our community



while still serving the interested of all east west commuters. If done properly and staying conscious of the problems that it could introduce to the area, the LRT station at Moodie can also be of value as well.

- 3. The preferred City staff proposal for the Light maintenance facility in the NCC woods between Solva Drive and Moodie is not acceptable. I know it has to happen somewhere and I see the general reluctance to put this aspect off until further down the line. But decimating or even encroaching on that natural space is unacceptable to this community. Many of us moved here specifically because of the access to those NCC spaces, and to see the wildlife and to have trails to walk on a daily basis. We also moved here for the quiet and being to be removed from the hustle and bustle of the main city and we willingly and knowingly suffered the tradeoffs, such as terrible transit, older parks, poor access to stores/food retailers, etc. I know changes come about naturally over time, but all this development cumulatively, especially this city proposal to site a maintenance facility in that greenspace is very damaging very quickly to the neighborhood and the way of life people chose in coming here. And the only reason for sighting that facility there seems to be cost savings for the city. This proposal is unacceptable to me and to many in the community and this was the messaging of the last open house and it will be what the community carries forward at tonight's open house. I think you as mayor would do very well to take this off the table early or to find a reasonable alternative that doesn't erode the natural heritage of this area so greatly. The community will rally around the siting of this facility in our adjacent greenbelt and turn what is a great news story into a public relations nightmare and a giant source of conflict between residents and the city. Instead we should be working together and making compromises (as we have) to address the problems of the city such as transit, traffic, and maintaining the amazing natural habitat and wildlife value of the inner city. What a rarity it is to have such greenspaces and we should be more careful in throwing out ideas that undermine it, such as this terrible light maintenance facility plan.

Please to discuss if anything I said isn't clear. Thanks in advance for considering my remarks.

[Redacted]

[Redacted]

Subject : FW: comments

To Whom It May Concern,

After attending the meeting at Michelle Heights recently here are my comments:

The idea of having a maintenance facility or LMSF on Moodie and Corkstown(behind Abbott Labs) is TOTALLY UNACCEPTABLE to this Crystal Beach Community! It would:

-----Destroy our wildlife habitat(deer, many birds, trees, small animals).



.....Stillwater Creek would be negatively impacted.

.....The noise, lights, vibrations from this facility would lower the value of our properties considerably and have a negative impact on the community.

.....Many of the residents are senior citizens and it would be very unfair to disturb the peace, quiet and nature they have moved here for.

.....I have lived here on Solva Dr. for 38 years backing onto the Greenbelt. I am a young senior citizen and a single parent who would be put through great stress if this facility were built. I do not want to be forced to move.....I still teach part time, pay my taxes and contribute to the community.

.....This facility could be built west of Moodie Dr. away from peaceful neighborhoods where habitat and lifestyle would not be affected.

..... All the disabled students at Crystal Bay School would be very negatively affected by the noise, lights and the ugly sound barrier.

I am in favor of having Light Rail in Ottawa but the location of a Light Rail Station on Corkstown and Moodie will **NEGATIVELY IMPACT**:

.....the habitat corridor used by many song birds(which are slowly disappearing), deer, small animals

.....the NCC Greenbelt will be affected.....the mandate of the NCC is to protect these lands

.....Stillwater Creek will be compromised

.....moving the station west of Moodie Dr. would benefit the huge DND staff in the Nortel bldg.

.....very few residents of Crystal Beach Dr. would use the station since they rely on their vehicles

[REDACTED]

■ Solva Drive

Nepean, Ontario

[REDACTED]



Subject : feedback on LRT Stage 2

The Ultimate goal of the O-train is to get to Kanata.
I'm against all options of the LMSF. This Facility would be a better located in Kanata.
If I had to pick one it would be option 3 (west of moodie and beside the queensway).

As for the LRT station I would keep it a very small foot print (just keep the kiss and ride).
The area around moodie is very low density so save the money for Kanata.
I would have the DND shuttles from Bayshore instead since all current option are not walking distance to DND.

Thanks,

140 Corkstown rd
Ottawa

Subject : Comment Sheet: Stage 2 LMSF

Hi there:

I could write a book about my concerns about and **opposition to Option #2** as the preferred option for the Light Rail Facility Maintenance and Storage Facility, but I am confident that many of the fiscal and engineering concerns will be covered by other concerned citizens with more expertise in these areas.

With that in mind, I'll focus on some key environmental and community-based concerns with which I'm very familiar.

ENVIRONMENTAL

This piece of greenbelt is a relatively small but very densely populated corridor. It has a number of linked pathways, which residents use as walking trails. Over the past 12 years, my family has visited this forest on a weekly basis (almost daily in winter) and have seen deer, porcupines, coyote, fishers, fox, raccoon, skunk, and deer on a regular basis. We've seen many birds regularly, including turkeys, raptors, barred owls, and pileated woodpeckers, along with many smaller seed-eaters and songbirds. Animals cross between the DND section of the Greenbelt and this section all of the time.

SOCIAL

Residents use this space a lot, especially in winter when there is a network of maintained snowshoe trails and a big bird feeding station that multiple residents restock. We do a community cleanup of the forest each spring. Kids have forts and bike ramps, and there are geocache sites as well. The trail that runs beside the forest from Solva to Moodie is a recreational/biking pathway that is used by many of us as a link between Crystal Beach and the NCC and former Nortel trail systems.

After reviewing the city's evaluation charts in more detail, I would prefer Option #4 with Option #3 as the secondary option.



On the LRT Station front, I know many residents, including me, are concerned about the east side option, given that it would cut off a number of well-used bike commuting routes. This is also a flood plain every spring so I'm not sure it's a great choice for environmental/practical reasons. I would like to record my being in favour of a west side option if that is feasible.

Thanks.

Looking forward to being kept in touch with developments.

[Redacted]

[Redacted] Ullswater Drive

[Redacted]

[Redacted]

Subject : Bayshore Station to Moodie Drive LRT Extension

Thank you all for the public meeting June 13th at Michelle Heights Community Centre..

I am addressing you as [Redacted] the Crystal Beach/Lakeview Community Association, and as such, the following comments represent views from two decades of my observations at transit meetings with transit planners and our community..

1. **Holly Acres bridge build deferral** -My comment at the June13th meeting was that this bridge was recommended in the BRT to Moodie EA, but somehow got deferred. This is a failure of the compliance to the EA process and as such **should not have happened**. It was explained that given the current build status, the bridge cannot be accommodated until conversion to LRT. I spoke with Charles Wheeler after meeting explaining the history of incremental congestion of the Holly Acres intersections and resulting safety issues, and that this is the only corridor for our community's pedestrians and cyclists to access our major areas of commerce and schools south of Queensway. I pleaded with Charles to do everything possible to **mitigate the safety** on Holly Acres intersections, especially until bridge is built in next decade. MUP signage and signalling could help.
2. **LMSF** - There was clear consensus from crowd at meeting that this is **not wanted** on east side of moodie, and preferred not on west side of Moodie, due to loss of Greenspace flora and fauna, and air,water,and noise pollution. The east side is a **protected habitat** and movement corridor for animals and birds.Although every community should bear some burden of LRT, this would be inordinate and extremely close. The possibility of having LMSF away from residential areas received general consensus.
- 3.**LRT Moodie station**-the suggestion that the community was split on having station on east or west side of Moodie is wrong, as observed by unanimous guffaws from crowd when it was suggested by Mark Taylor near end of meeting. The clear majority wanted west side. Since the meeting I have witnessed some residents who prefer east side as they can walk to station instead of using local bus route to bayshore. Given streets layout it seems that very few transit users would actually walk to station, as there is no break on Cleadon where a path could be inserted, and the path at north end of Solva offers little advantage if a path was made west of back



yards. Also given vast majority of kiss and go zones at stations are very local users, suggests locals would likely get a lift to station instead of walking, Therefore west side would have very little impact of access for local users. I do not understand why DND and Wesley Clover are not asking for station on west side of Moodie? Having station on east side and suggesting another LRT stop on west side seems to suggest the station should be on west side? I understand that reusing BRT station is more efficient. I don't know logistics, but re-use of BRT station for some LRT functions with additional west side station/stop functions would be interesting, especially once LRT goes to Kanata.

Yours respectfully

Subject : Attention Amanda Thompson re Confederation line West stage 2

While the presentation material primarily focussed on placement of a train station and a train storage shed on the north eastern corner of the Moodie drive and Corkstown road intersection, there did not seem to be any strong reasons supporting this placement while there seemed to be a number of reasons why it would be a bad location.

Reference to DND access to the station, implied proximity to Crystal beach residents, and costs appeared to be reasons given in support of this location.

From my perspective the **east side Moodie** location has many shortcomings:

- 1) it brings unwanted noise, and light to the community
- 2) it makes a visual mess of the Abbot site and certainly doesn't give a good impression to tourist driving to Ottawa
- 3) it destroys the soccer field , and disrupts the cycle path
- 4) Corkstown road traffic on the portion of Corkstown east of Moodie may increase if people use this route to get to the terminal. Moreover residents of Crystal beach may no longer find it practical to travel to Bells Corners via the Corkstown to Moodie route.

Placement of the O train station on the **North west side of Moodie drive Corkstown road intersection** would be preferable, as this location

- 1) should be in line with a future continuation of the tracks to Kanata and thereby reduce system capital costs
- 2) should enable bidirectional road access to the station from Moodie and from Corkstown roads
- 3) could reduce negative impacts on Corkstown due to further rerouting



Bayshore to Moodie LRT Extension Bi- Weekly Project Update #1 - September 14, 2017

The Bayshore to Moodie LRT extension project includes the conversion of an additional 2.5 kilometres of rail west to Moodie Drive, as well as a station on the east side of Moodie Drive, and a Light Maintenance and Storage Facility (LMSF) between Corkstown Road and Highway 417, west of Moodie Drive.

An Environmental Project Report (EPR) process is currently underway for these works.

As the details in the EPR are being finalized, the City will be providing bi-weekly updates to ensure members of the Crystal Beach Lakeview Community Association (CBLCA) are informed and engaged throughout the process.

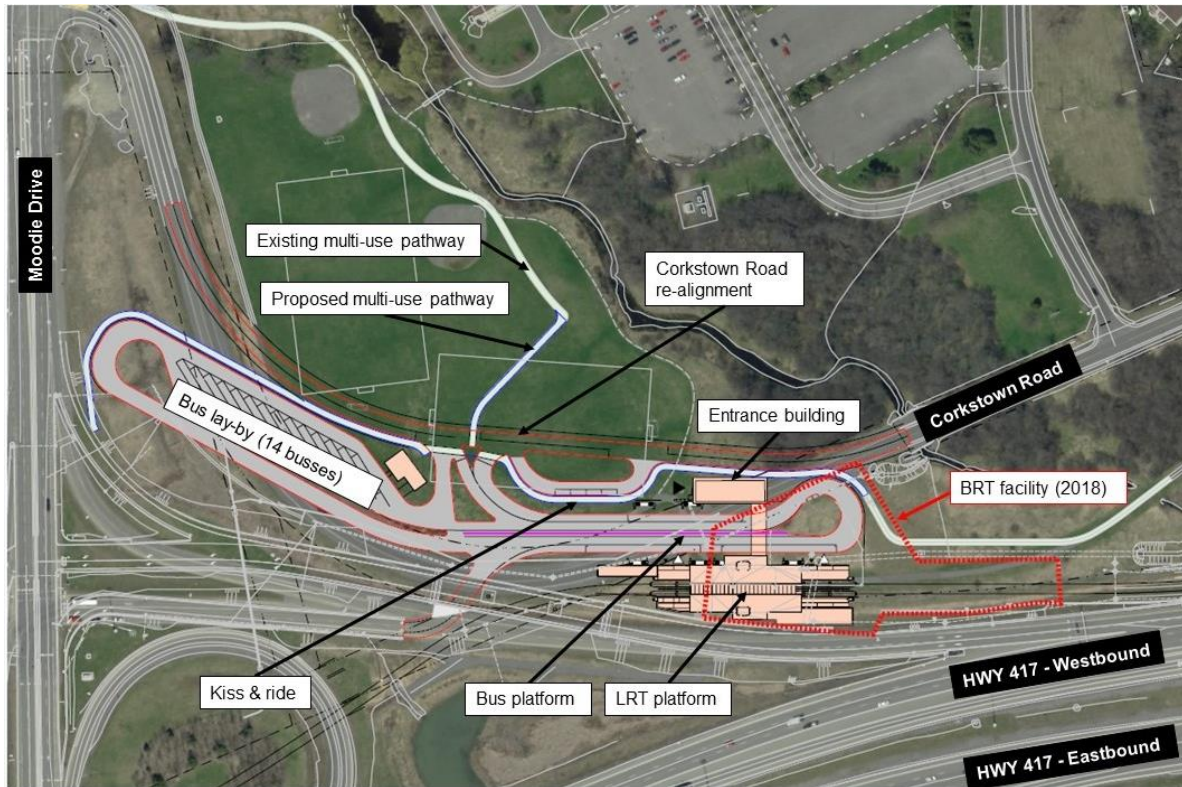
Overall Process and Timelines

- The City is following the Transit Project Assessment Process (TPAP) as part of the Environmental Assessment (EA) for the Bayshore to Moodie LRT extension.
- In accordance with this process, a Notice of Commencement for the project was first published on August 24, 2017 in local EMC newspapers, on ottawa.ca. and distributed via Canada Post to over 5,500 area households.
- The next step in the process is to file a Notice of Completion. This was originally communicated to occur at the end of September, however it has been extended to the end of October to allow time for area residents and key stakeholders to provide additional feedback.
- The draft EPR was approved by Council on September 13, 2017. The covering staff report and draft EPR presented to the Finance and Economic Development Committee and Council can be found at this link:
<http://app05.ottawa.ca/sirepub/mtgviewer.aspx?meetid=7017&doctype=AGENDA>.
- Requests made by the Crystal Beach Lakeview Community Association at the September 5, 2017 Finance and Economic Development Committee meeting are being incorporated into the final EPR by the project team.

Moodie Station Design

- A sketch of the station design was presented to the Finance and Economic Development Committee on September 5, 2017 (see Figure 1).
- This sketch and the details of the station to be included in the final EPR will continue to be refined as a result of ongoing technical work, as well as agency feedback.

Figure 1 – Sketch of Moodie LRT Station Design



- The following principles are guiding the design of the station:
 - Minimize the footprint of the station;
 - Minimize the impact to Stillwater Creek; and,
 - Emphasize stormwater mitigation measures.
- The project team has confirmed that the station will be located west of Stillwater Creek.
- The project team is also reviewing opportunities to improve intersection access at Corkstown, which will also likely involve moving the passenger drop off and pick up area to the north side of Corkstown Road.
- The project team recently met with the Rideau Valley Conservation Authority (RVCA) to identify issues and potential mitigation measures for Stillwater Creek. A follow up meeting is being scheduled in the coming weeks to review design details, and confirm the mitigation measures that will be included in the EPR document.
- It is anticipated that these mitigation measures will include but not be limited to:
 - An ECO design for the Moodie Station consistent with the greenspace location of the station and the Views and Vistas approach preferred by the National Capital Commission (NCC). This will be part and parcel of the approval process for the design with the NCC and RVCA.
 - The use of environmentally sound construction methods to maximize stormwater absorption within the lands adjacent to Stillwater Creek and minimize pollutants from the station.



Other

- The project team is working on the development of “no go” zones for construction and staging of the alignment and station. These zones will be provided to the community, and will be included in the Confederation Line procurement documents.
- A traffic study of the Corkstown Road/Moodie Drive intersection is being undertaken. As part of the ongoing design efforts, this data will inform a traffic analysis that will look at the interaction in and around the station for all modes, including anticipated levels of bus transfers. This analysis will also look at expected traffic projections from the DND site.

Moodie Connectivity Study

- The City is looking at improving cycling and pedestrian safety and connectivity to and through the Station as well as general enhancements in the area.
- We have been consulting with residents on these connections as part of the connectivity study. Two key issues were identified through the connectivity study – a) the Moodie overpass and b) the PXO crossing at Burke Road. The City is taking a closer look at both of these issues now, and these will be part of the final connectivity study recommendations.
- Further to the public consultation that took place on August 21, findings will be summarized in the coming weeks and posted to stage2lrt.ca/resources.

Questions or Comments

- Questions or comments can be submitted to the Stage 2 Project Team by emailing stage2@ottawa.ca



- 4) would provide space for "kiss and ride" as well as for O train staff parking
- 5) would facilitate a shuttle link to the DND site
- 6) would not impact on soccer field , Abbott surroundings or roads and lessen noise for Crystal beach residents

As to the LM station and storage facility, presentation material did not indicate how many such stations would be needed for the system , where they should be ideally placed along the rail system, whether they are all of the same size, and why there should be one at the Moodie location.

If a good argument can be made for a LM and storage facility of the proposed size at the Moodie site then I recommend that it be placed west of the train terminal and hence west of Moodie drive .

██████████

█ Harrogate Place

Subject : Amanda Thompson LRT Moodie Drive

Good morning

I attended the meeting last week at Michelle Heights and did submit a comment form however there is another point that is still troubling me that I did not comment on.

There was mention of 2 transformers that would be needed for the the LRT Station. I think this fact was just casually mentioned with a lot of other information and was not emphasized. I would like to see the Moodie Station placed on the West side of Moodie and the transformers are a major reason. I believe they would be better placed as far away from residential homes as possible. We don't know the real impact of electromagnetic or high electric fields on human health and but there are some suspicious concerns. For example, I recently became aware that many European countries are removing Wifi from their schools due to health concerns.

I don't agree with Mark Taylor that the neighborhood is ok with a LRT station on the east side of Moodie as long as the Maintenance Facility is on the West Side. I believe the majority of the neighborhood would prefer both the station and the maintenance facility be placed on the West side of Moodie I think perhaps the wording of his question at the meeting was misunderstood and folk wanted to be sure the maintenance facility would be on West side so would "accept" LRT station on east side as the "lesser of 2 evils" but not the optimum choice.

I look forward to future meetings and the transparency of this project as it moves forward.

██████████

█ Solva Drive



Bayshore to Moodie LRT Extension Bi- Weekly Project Update #2 - September 28, 2017

The Bayshore to Moodie LRT extension project includes the conversion of an additional 2.5 kilometres of rail west to Moodie Drive, as well as a station on the east side of Moodie Drive, and a Light Maintenance and Storage Facility (LMSF) between Corkstown Road and Highway 417, west of Moodie Drive.

An Environmental Project Report (EPR) process is currently underway for these works. As the EPR is finalized, the City will provide bi-weekly updates to ensure the Crystal Beach Lakeview Community Association (CBLCA) is informed throughout the process.

Overall Process and Timelines

- The City is following the Transit Project Assessment Process (TPAP) as part of the Environmental Assessment (EA) for the Bayshore to Moodie LRT extension. Findings will be summarized in a draft Environmental Project Report (EPR).
- In accordance with this process, a Notice of Commencement was published August 24, 2017 in local EMC newspapers, on ottawa.ca. and distributed via Canada Post to over 5,500 area households. A Notice of Completion will be distributed via the same channels.
- The timeline for the Notice of Completion has been again extended, and is now mid-November. This will allow for additional technical investigations, and discussions with area residents and key stakeholders.
- In advance of the filing of the Notice of Completion, a meeting with the Crystal Beach Community Association executive is scheduled for October 23. Draft EPR recommendations will be presented and discussed at this meeting. As indicated previously, requests made by the Crystal Beach Lakeview Community Association at the September 5 Finance and Economic Development Committee (FEDCO) meeting are being incorporated into the final EPR by the project team.
- The Request for Proposals for the Confederation Line extension was released in June 2017 to the three teams short listed through the Request for Qualifications process. The reference concept design for the Bayshore to Moodie extension project will be added to these procurement documents, via an addendum, in October.

Moodie Station Design

- As indicated previously, the following principles are guiding the design of the station:
 - Minimize the footprint of the station;
 - Minimize the impact to Stillwater Creek; and,
 - Emphasize stormwater mitigation measures.



- The station design continues to evolve. Since the September FEDCO meeting presentation (available on the Stage 2 website at http://www.stage2lrt.ca/wp-content/uploads/2015/06/ST2_Stage-2-LRT-Implementation-Update_FINAL1.pdf), the following changes have been made:
 - The relocation of the passenger pick up and drop off area to the north side of Corkstown Road to improvement of intersection access at Corkstown.
 - Mitigation measures for Stillwater Creek - including an ECO design for the station and use of environmentally sound construction methods - are being developed and will be presented to the RVCA and the NCC in the coming weeks. A date for this meeting is being confirmed.

Figure 1 – Updated Moodie LRT Station Design



Moodie Light Maintenance and Storage Facility (LMSF)

- Geotechnical investigations for a potential Stage 2 Light Maintenance and Storage Facility (LMSF) site location between Corkstown Road and Highway 417 have begun, with utility locates starting this week. Further to this, some drilling will take place in support of these geotechnical investigations in the next couple of weeks.
- All of the work will take place during the day, and will likely have some minor traffic impacts in the vicinity. The drilling work will also have some noise impacts.



Other

- As previously indicated, “no go” zones for construction and staging of the alignment and station are being identified. These will include but are not limited to: no construction work East of Stillwater Creek, and floodplain work only west of the creek. These zones will be confirmed in the Confederation Line procurement document via a future addendum.
- Traffic counts have been collected as part of the traffic study for the Corkstown Road/Moodie Drive intersection. This data is being circulated internally within the City, and recommendations are being formulated for how pedestrians, cyclists, motorists and buses will use the intersection. The intersection design will be included in the Confederation Line procurement document via a future addendum

Moodie Connectivity Study

- A connectivity consultation will be held in October with the Department of National Defence. This was a recommendation stemming from the August 21 Community Connectivity meeting.
- A consolidated Moodie Station Connectivity Report will be developed summarizing the discussions with the community and DND and posted to stage2lrt.ca/resources.

Questions or Comments

- Questions or comments can be submitted to the Stage 2 Project Team by emailing stage2@ottawa.ca



Bayshore to Moodie LRT Extension Bi- Weekly Project Update #3 - September 28, 2017

The Bayshore to Moodie LRT extension project includes the conversion of an additional 2.5 kilometres of rail west to Moodie Drive, as well as a station on the east side of Moodie Drive, and a Light Maintenance and Storage Facility (LMSF) between Corkstown Road and Highway 417, west of Moodie Drive.

An Environmental Project Report (EPR) process is currently underway for these works. As the EPR is finalized, the City will provide bi-weekly updates to ensure the Crystal Beach Lakeview Community Association (CBLCA) is informed throughout the process.

Overall Process and Timelines

- The City is following the Transit Project Assessment Process (TPAP) as part of the Environmental Assessment (EA) for the Bayshore to Moodie LRT extension. Findings will be summarized in a draft Environmental Project Report (EPR).
- In accordance with this process, a Notice of Commencement was published August 24, 2017 in local EMC newspapers, on ottawa.ca. and distributed via Canada Post to over 5,500 area households. A Notice of Completion will be distributed via the same channels.
- The functional design for the alignment, station and future Light Maintenance and Storage Facility (LMSF) was discussed at FEDCO (September 5) and Council (September 13). The presentation and report are available at www.stage2lrt.ca.
- The reference concept design for the Bayshore to Moodie extension project was added to these procurement documents, via an addendum, in October.
 - The Request for Proposals for the Confederation Line extension was released in June 2017 to the three teams short listed through the Request for Qualifications process.
- The project team continues to target mid-November for issuance of the Notice of Completion for the EPR. This will allow for additional technical investigations, and discussions with area residents and key stakeholders. Once the Notice of Completion is released, the community will have a 30-day period to comment.
- In advance of this, a meeting with the Crystal Beach Community Association executive is scheduled for October 23. Draft EPR recommendations will be presented and discussed at this meeting. As indicated previously, requests made by the Crystal Beach Lakeview Community Association at the September 5 Finance and Economic Development Committee (FEDCO) meeting are being incorporated into the final EPR by the project team.
- The project team spoke with the Chair of the Transportation Committee of the CBLCA on October 4, 2017 to review a list of questions. As discussed at that meeting, this update will focus on connectivity and wildlife mitigation measures at the future Moodie Station.



Moodie Station Design

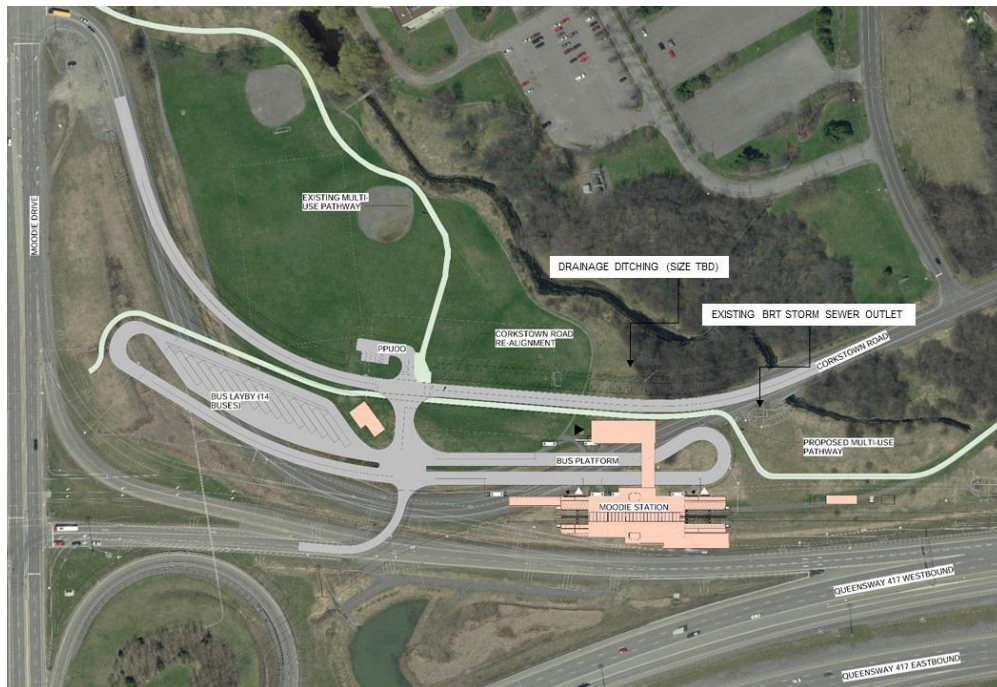
- In terms of connectivity, the following measures are currently being looked at and their implementation being confirmed through the EPR process:

Measure	Location	Details
Intersections	Corkstown and Moodie Station	A PXO on the east side of the intersection of Corkstown Road and Moodie Station will be provided for pedestrians and cyclists to cross Corkstown Road.
	Moodie and 417	The final design for the intersection at Moodie and 417 will be confirmed during the implementation phase. There is a requirement for the successful construction team to complete a traffic study to fully explore the alternatives for the roadway, and the best method for integrating pedestrian and cycling crossings at the intersection.
Sidewalks	Moodie Drive	In the west BRT EA, the City identified the need for a sidewalk on along Moodie Drive, over the Moodie bridge. This would connect to the paved shoulders, to both the north and south of the 417 on and off ramps. Discussions with key stakeholders will continue to take place to obtain necessary approvals for these sidewalks.
	Crystal Beach to LRT	There is a sidewalk extending from Crystal Beach Drive to the LRT entrance that will be constructed by the BRT team. West to Moodie, there are alternate off road facilities for pedestrians including: <ul style="list-style-type: none"> • A MUP extending from the LRT entrance west, to the bus stop on the east side of Moodie Drive; and, • A MUP connecting from the LRT entrance north, to the existing MUP along Stillwater Creek.
	Corkstown from Crystal Beach Drive to Moodie transit station	The sidewalk along the north side of Corkstown from Crystal Beach Drive to the Moodie transit station will be lit for pedestrian safety. This may cause some disturbance to the wildlife north and south of Corkstown Road.
Multi-Use Pathways and Cycling	Commuter cycling	Existing MUPs for commuter cycling, as well as on road facilities along Corkstown will be maintained as part of Stage 2.
	West of Stillwater Creek	The MUP going through the wetland to the west of Stillwater Creek will be elevated in some sections to reduce flooding during wet seasons.

- Traffic counts have been collected as part of the traffic study for the Corkstown Road/Moodie Drive intersection. Data for pedestrian, cyclist, car and bus movements were captured in both April and September of this year. This data is being circulated internally within the City, and will be included in the draft EPR.
- To note, a design prepared by Citizens for Safe Cycling for the BRT project for cycling north and south on Moodie Drive over the 417 has been shared with the Stage 2 team.

- Mitigation measures for Stillwater Creek and Wildlife:
 - As previously indicated, “no go” zones for construction and staging of the alignment and station are being identified, including but not limited to: no construction work east of Stillwater Creek, and floodplain work only west of the creek. These zones will be confirmed in the Confederation Line procurement document via a future addendum.
 - There are no plans for a physical barrier/wall on the east of the station, as this would cut off access from the MUP.
 - Lighting on site is zero cut off, meaning that it stops on site and does not spillover onto adjacent land.
 - The proposed shift of Corkstown Road starts west of the creek, and a minimal amount of trees will be impacted.
 - An ECO design for the station and use of environmentally sound construction methods are being developed and will be presented to the RVCA and the NCC in the coming weeks. A draft stormwater report has been received, and a date for a meeting is being confirmed.
 - As requested, additional details have been included in the sketch below: Drainage ditching as identified by the black lines directly beneath the orange line. Size and location will be confirmed during detailed design.
 - The location of the existing storm sewer outlet for the BRT project.

Figure 1 – Updated Moodie LRT Station Design



- As indicated previously, the following principles are guiding the design of the station:
 - Minimize the footprint of the station;
 - Minimize the impact to Stillwater Creek; and,
 - Emphasize stormwater mitigation measures.



Moodie Light Maintenance and Storage Facility (LMSF)

- Geotechnical investigations for a potential Stage 2 Light Maintenance and Storage Facility (LMSF) site location between Corkstown Road and Highway 417 have begun, with utility locates starting late September. Geotechnical drilling started the week of October 2.

Other

- Gold Permit Parking at Abbott Laboratories will be subject of future discussions. It is anticipated that this parking would be minimal, and limited to the footprint of the existing parking lot. Connections to and from the lot will be discussed at a later date.

Moodie Connectivity Study

- A connectivity consultation will be held in October with the Department of National Defence. Findings will be consolidated into a single Moodie Station Connectivity Report summarizing discussions with the community and DND (stage2lrt.ca/resources).

Questions or Comments

- Questions or comments can be submitted to the Stage 2 Project Team by emailing stage2@ottawa.ca

Bayshore to Moodie Environmental Project Report DRAFT Findings

Presentation to the Crystal Beach Community Association
October 2017



12/14/2017



Agenda

- Introductions
- Context and Process
- Project Adjustments
 - LMSF
 - Utilities
 - Station Modifications
- Next Steps

CONTEXT AND PROCESS



- Transit Project Assessment Process (TPAP) process
 - Notice of Commencement published August 24, 2017 (EMC, Ottawa.ca, Canada Post distribution)
 - Notice of Completion mid-November (EMC, Ottawa.ca, Canada Post distribution)
 - Community has 30-day period to comment once Notice of Completion is filed
- Functional design for the alignment, station and future Light Maintenance and Storage Facility (LMSF) presented to FEDCO and Council in September 2017
- Stage 2 project currently in the in-market period
 - The Request for Proposals for the Confederation Line extension released in June 2017 to the three short listed teams
 - Reference concept design for the Bayshore to Moodie extension project added to the Confederation Line procurement, via an addendum, in October.

Stakeholder Consultation

- Provincial and Agency Consultations including:
 - Meetings with MTO (ROW protection, Moodie overpass, future LRT corridor)
 - MNR (SAR)
 - Aboriginal Consultation
- Other key stakeholder consultations
 - National Capital Commission
 - Rideau Valley Conservation Authority
 - Abbott Industries
 - Utilities
 - Department of National Defence
 - Public Services and Procurement Canada

Community Consultation

- Commitment to continue to inform and collaborate with the community
- Since FEDCO and Council in September
 - Extension of the filing of the Notice of Completion to allow for additional consultation
 - Commitment to incorporate feedback from the Crystal Beach Lakeview Community Association into the final EPR
 - Three community updates on the EPR (September 14 and 28, October 12)

CBLCA Requests

1. Detailed traffic study of Corkstown/Moodie Drive intersection be carried out consistent with the complete streets philosophy, considering both a fully occupied DND facility and the anticipated 1,000 buses entering into the LRT station on a daily basis
2. Full review of all aspects of cycling needs be carried out for the entire corridor including connectivity to Bells Corners on Moodie Drive over Highway 417
3. That a raised and lighted sidewalk be installed on the North side of Corkstown Road from Crystal Beach Drive to Moodie Drive
4. That an ECO design be used for the Moodie Station consistent with the greenspace location of the station and the views and vistas approach preferred by the NCC
5. That the wildlife corridor from Holly Acres Drive to Stillwater Creek damaged and disrupted by the BRT construction be restored to its former healthy state at the time of the conversion to LRT
6. That optimal environmentally sound methods be utilized in construction of the Station to maximize storm water absorption within the lands adjacent to Stillwater Creek and minimize pollutants from the Station complex
7. That when LRT is extended to Kanata, every effort be made to return lands no longer required for the Station to a natural state

PROJECT ADJUSTMENTS



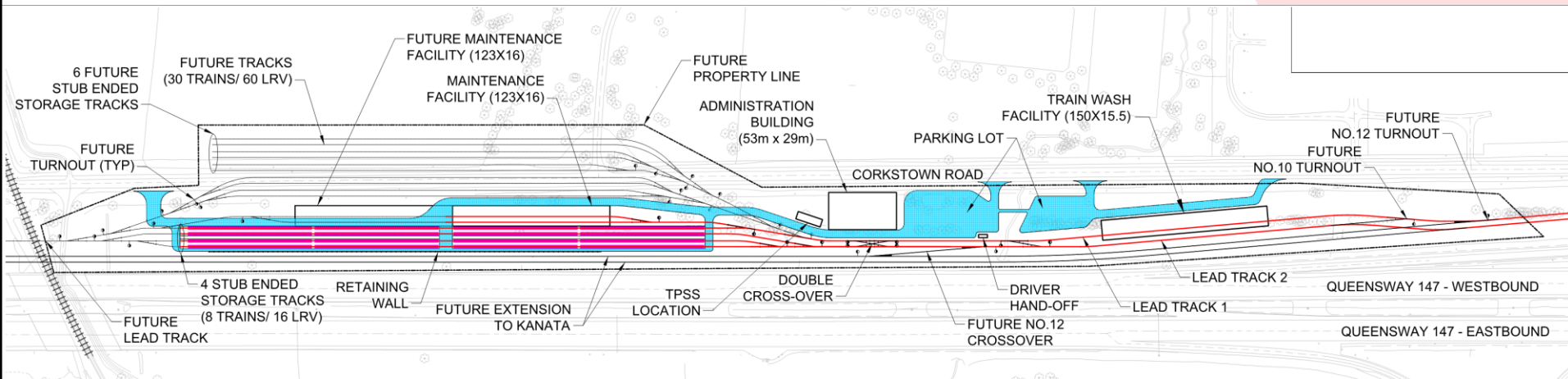
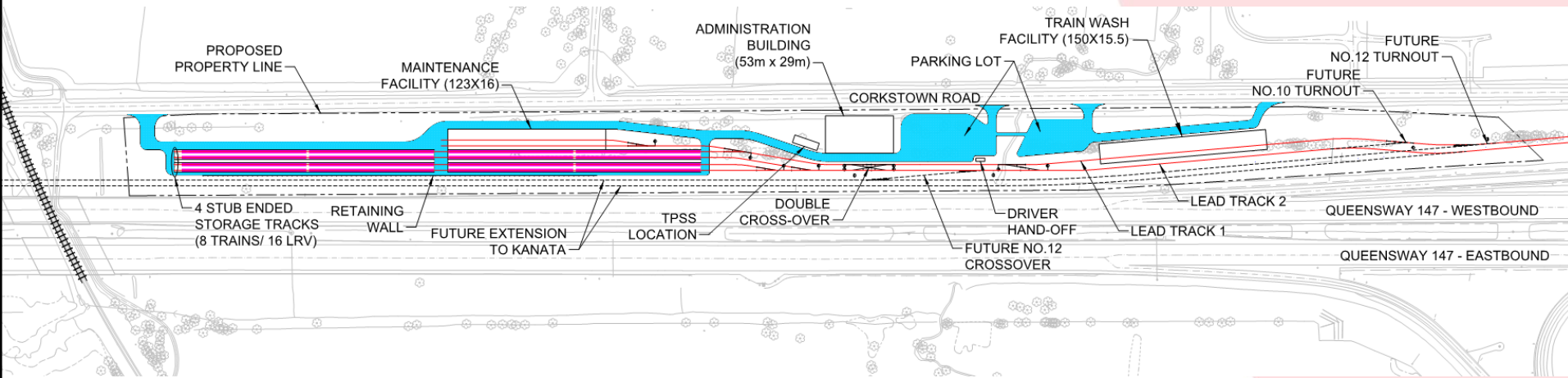
Site Selection

- Option 3 modified
 - Operationally adjusted
 - Shifted to MTO right-of-way
- Discussions with MTO have been initiated
- Phasing
 - Opening operations with provision for expansion
 - NCC approval not required for site until future expansion



← STAGE
ETAPE 2 →
1/14/2017

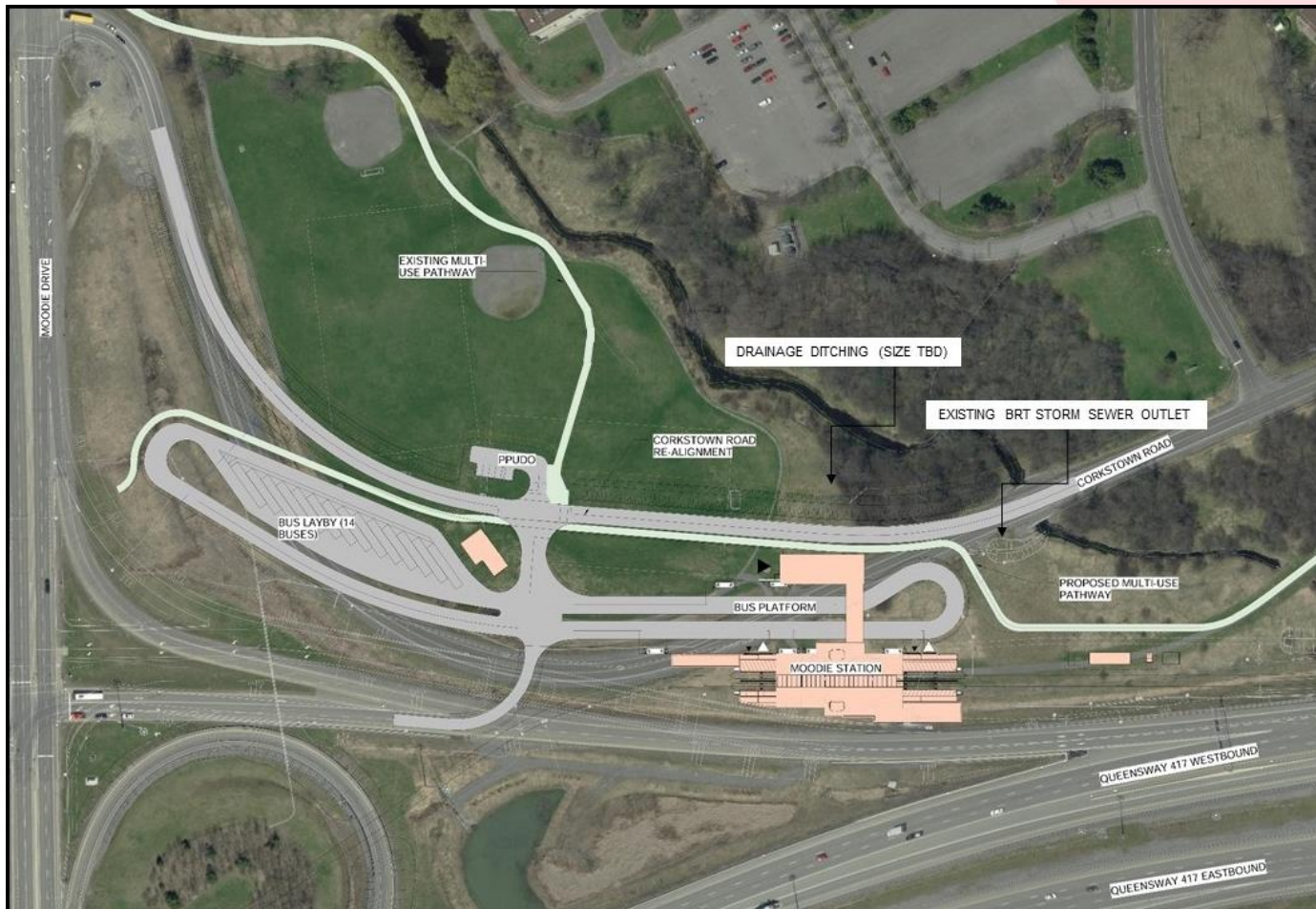
Train



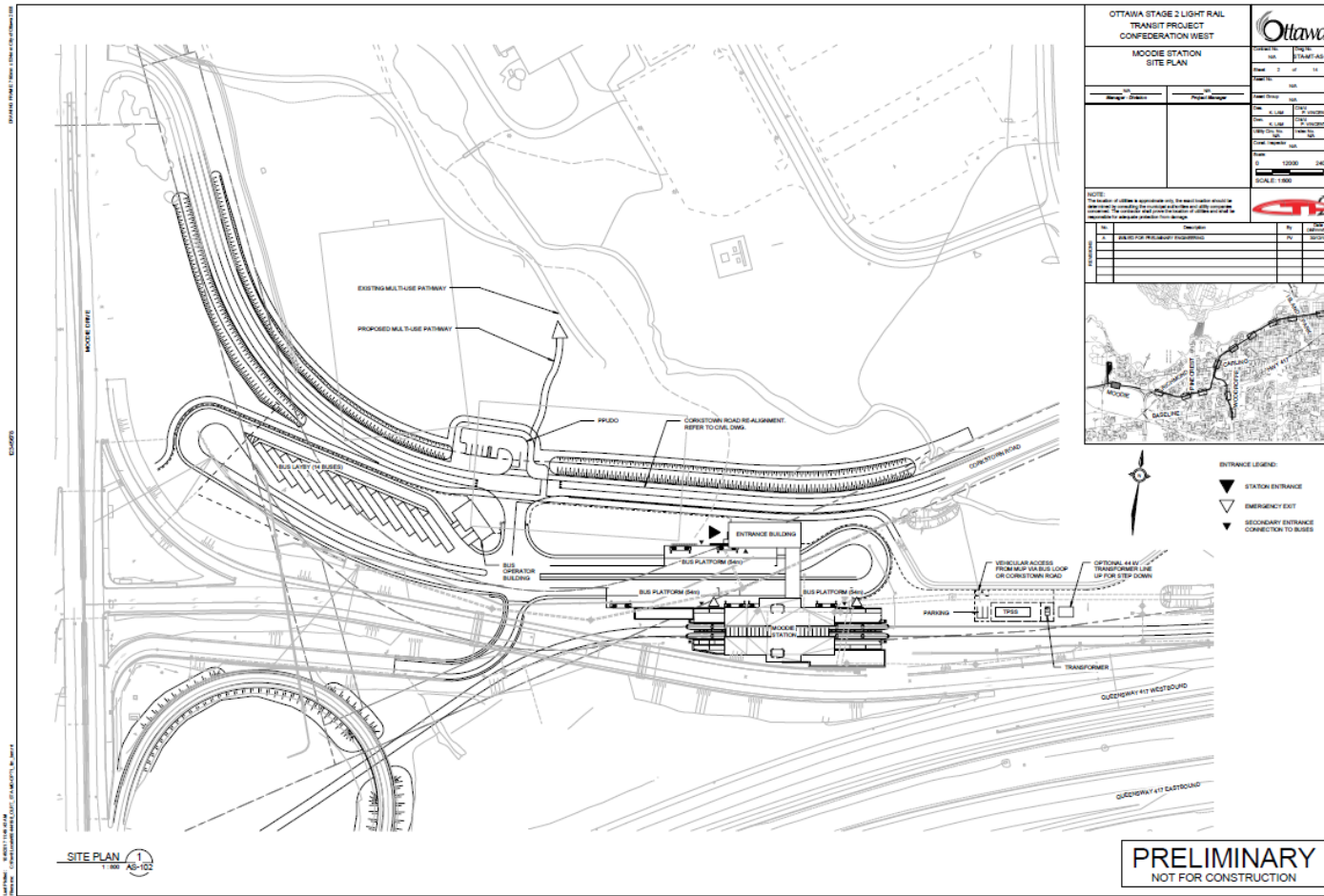
Station Adjustments

- Refinements to bus layby
- PPUDO
- BRT/LRT

Modified Station



Modified Station

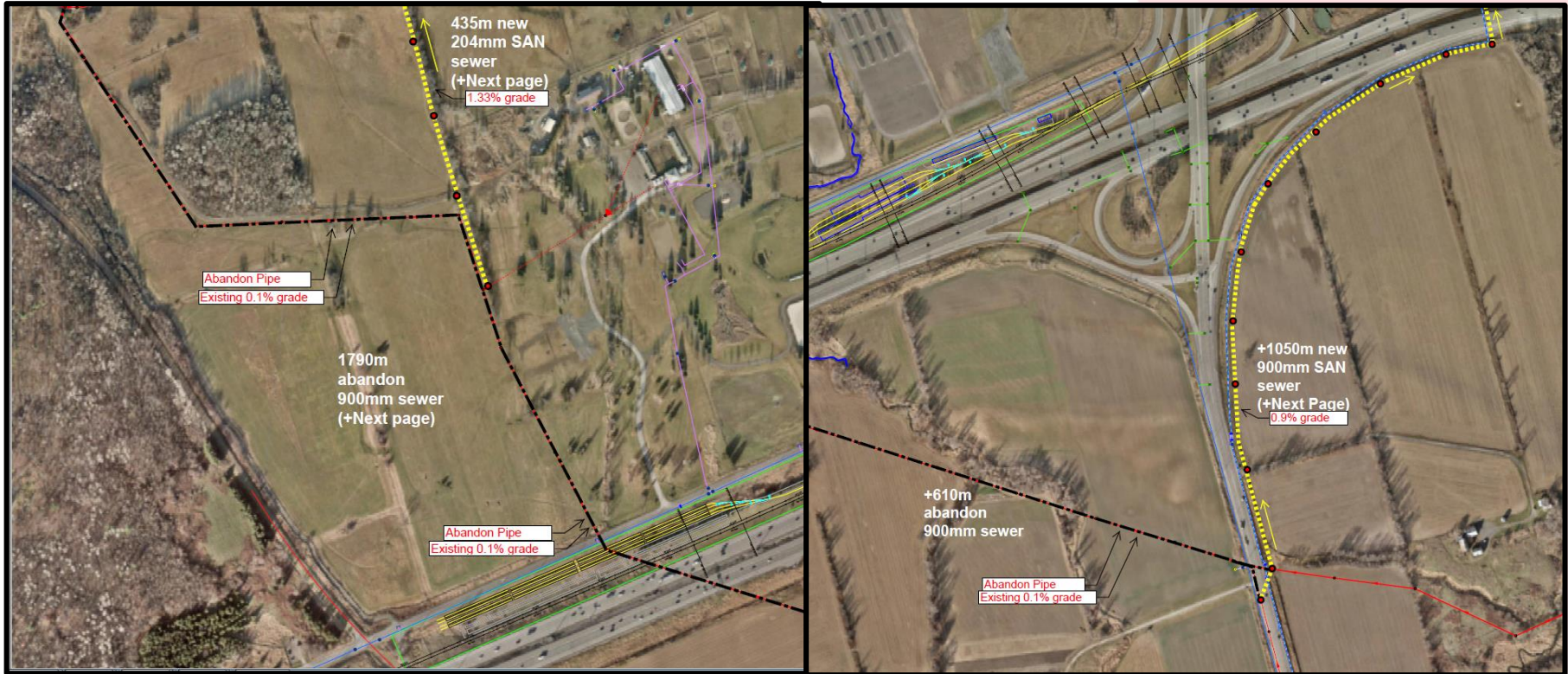


- Trunk Sewer relocation
 - Required if building/structure location is over pipe
 - Resiliency
 - Relocation

Relocation options



Relocation options



Connectivity

- Moodie LRT Station Connectivity Workshop
 - Meeting with the Community August 21, 2017
 - Meeting with DND October 16, 2017
- Consolidating results
 - Determination of which projects are directly related to and included in Stage 2
 - Consultation with property owners

Ottawa Pedestrian and Cyclist Connections



Key Connectivity Measures

Measure	Location	Details
Intersections	Corkstown and Moodie Station	A PXO on the east side of the intersection of Corkstown Road and Moodie Station will be provided for pedestrians and cyclists to cross Corkstown Road.
	Moodie and 417	The final design for the intersection at Moodie and 417 will be confirmed during the implementation phase. There is a requirement for the successful construction team to complete a traffic study to fully explore the alternatives for the roadway, and the best method for integrating pedestrian and cycling crossings at the intersection.
Sidewalks	Moodie Drive	In the west BRT EA, the City identified the need for a sidewalk on along Moodie Drive, over the Moodie bridge. This would connect to the paved shoulders, to both the north and south of the 417 on and off ramps. Discussions with key stakeholders will continue to take place to obtain necessary approvals for these sidewalks.
	Crystal Beach to LRT	There is a sidewalk extending from Crystal Beach Drive to the LRT entrance that will be constructed by the BRT team. West to Moodie, there are alternate off road facilities for pedestrians including: <ul style="list-style-type: none"> • A MUP extending from the LRT entrance west, to the bus stop on the east side of Moodie Drive; and, • A MUP connecting from the LRT entrance north, to the existing MUP along Stillwater Creek.
	Corkstown from Crystal Beach Drive to Moodie transit station	The sidewalk along the north side of Corkstown from Crystal Beach Drive to the Moodie transit station will be lit for pedestrian safety. This may cause some disturbance to the wildlife north and south of Corkstown Road.
Multi-Use Pathways and Cycling	Commuter cycling	Existing MUPs for commuter cycling, as well as on road facilities along Corkstown will be maintained as part of Stage 2.
	West of Stillwater Creek	The MUP going through the wetland to the west of Stillwater Creek will be elevated in some sections to reduce flooding during wet seasons.



Stormwater Management

- Two (2) underground perforated pipe basins have been proposed to mitigate quantity of runoff for this watershed
- RVCA recommended providing an enhanced level of treatment (80% TSS removal) for all new paved area
- Meeting a maximum outlet velocity of 0.225m/s for all new outlets discharging directly to Stillwater Creek;
- Limiting post-development flows to pre-development flows for all other outlets, including Graham Creek;
- Providing an enhanced level of treatment (80% TSS removal).

Wildlife corridor

- Stillwater Creek Valley
 - BMPs in place to protect Stillwater Creek during construction
 - **DETERMINE COMMUNITY SETBACK REQUESTS**
 - No plans for additional enhancements in areas not impacted by the Stage 2 project

CONSTRUCTION NO GO ZONES

- No go zones for construction and staging include but are not limited to:
 - No construction work east of Stillwater Creek
 - Floodplain work only west of Stillwater Creek
- Outstanding at this time:
 - Holly Acres
 - Moodie

Next Steps

- Notice of Completion – Mid November
- 30 day public comment period
- 35 day Minister review

SEVEN QUALIFICATIONS FOR LRT STAGE 2 EXTENSION TO MOODIE DRIVE

As called for by Crystal Beach / Lakeview Community Association

The Crystal Beach / Lakeview Community Association (CBLCA) kindly requests City of Ottawa staff continue to work to optimize all aspects of the Moodie Drive LRT station, consistent with the points contained in this document (updated October 16, 2017).

We further request that these qualifications be included in the final EPR and in procurement documents that will form part of any eventual contract.

CBLCA's seven qualifications are as follows:

1. That a detailed traffic study of the Corkstown Road / Moodie Drive intersection be carried out consistent with the complete streets philosophy, considering both a fully occupied DND facility and the anticipated 1,000 buses entering into the LRT station on a daily basis.

The city should verify before construction contracts are awarded that the Moodie/Corkstown intersection can handle the expected number of buses, vehicles, and cyclists per day with levels of service at C or above (over the next 20 years). Studies done in the 1990's showed levels of service of D in the morning peak and F in the afternoon peak.

Specific actions wanted by CBLCA for caveat #1:

a. Openly and fully share with CBLCA all traffic and cycling studies that have already been completed and form the basis of current design decisions - ie routings for recreational and commuter cyclists, as well as cyclists wanting to use the LRT; road design and road relocation decisions; Moodie intersection design recommendations.

These studies need to be in CBLCA hands well before the Notice of Completion. We request that we be given a maximum time limit to respond to the designs emanating from the studies supplied. Our comments should be included in the EPR.

As discussed at the meeting, the City is collecting data for all modes of transportation. The successful proponent will also have to complete safety and operational studies to prove good performance outcomes acceptable to the City before any traffic measures or solutions are implemented.

b. At the Moodie intersection, consideration of an underpass, overpass and/or intersection with supplemental safety mitigations for pedestrians and cyclists;

There will be measures to ensure safe crossing of pedestrians and cyclists at the Moodie Drive/Corkstown intersection. The exact solution will be identified by the proponent, further to their traffic analysis and a review by the City to ensure the it meets guidelines.

At Moodie Drive/Corkstown Road, a bi-directional cross ride/crosswalk is being proposed across the north leg of the intersection, connecting the Trans Canada Trail on the east and west side of Moodie. Grade separated solutions for pedestrians and cyclists are not warranted and are not not being explored.

c Transparent (i.e. member of community present as observer) consultation between the City and the National Capital Commission regarding mitigation measures for wildlife crossings at Moodie Dr, between Corkstown Rd and the DND campus, with the future dramatically increased traffic on Moodie Drive in mind.

As discussed at the meeting, the CLBCA will be informed of outcomes of meetings between the City and the National Capital Commission. Anything north of the intersection between Moodie Drive and Corkstown is generally not within the scope of the Stage 2 project.

2. That a full review of all aspects of cycling needs be carried out for the entire corridor including connectivity to Bells Corners on Moodie Drive over Highway 417.

The city should implement the cycling recommendations found in the 2012 EPR for the Western Transitway Extension.

Specific actions wanted by CBLCA for caveat #2:

a. Widen out-bound cycling lane over the Moodie bridge from 1.5 m to 2.0 m and provide a new 3.0 MUP on the west side of the Moodie bridge (providing a multi-use connection across Highway 417);

Pedestrian and cycling connectivity over the Moodie bridge continues to be discussed with the Ministry of Transportation of Ontario, who own the bridge and are required to approve any potential design changes. At the present time the work being discussed with the Ministry is the inclusion of a sidewalk and maintaining the cycling lane. The request for a MUP on the west side of the Moodie Bridge is not being considered at this time.

b. Leave the current, existing flood plain MUP in place. This is the shortest and best route for cyclists and pedestrians to access the Moodie intersection for travel further west.

The City is specifying in its procurement documents that the PXO being installed by the West Transitway Extension project be maintained in essentially the same location after the realignment of Corkstown Road associated with the LRT extension. This will still be subject to a review of available sight distance by the successful proponent at the time of detailed design, but at this time, the City does not foresee any issues with achieving the necessary sight distance to maintain a safe PXO in that location.

c. Modifications to the current summer-of-2017 pathway should not be made except to add additional MUP routings for those cyclists wanting to access the LRT station or to access Moodie Road south. Safety will be a problem if the main MUP is redirected to pass in front of the LRT station entrance.

See answer b) above.

d. Elevate short sections of the current MUP running through the flood plain west of Stillwater Creek to reduce flooding of pathway during wet seasons.

The LRT extension project will realign a section of the current MUP on the north side of Corkstown to have it avoid the ditching planned along the realigned section of Corkstown Road. The grading of the MUP at the Corkstown intersection will be confirmed to ensure positive drainage, however, as indicated above, the MUP on the west side of Stillwater Creek, north of Corkstown Road, is within the floodplain, and this is not anticipated to be changed as we are proposing to raise this MUP to prevent flooding subject to RVCA feedback.

3. That a raised and lighted sidewalk be installed on the North side of Corkstown Road from Crystal Beach Drive to Moodie Drive

Specific actions wanted by CBLCA for caveat #3:

a. For both commuter cyclist and pedestrian safety, a sidewalk (rather than MUP) must continue along the north or south side of Corkstown Rd. to the intersection at Moodie Dr.

Under the current BRT construction, the City has committed to the installation of the sidewalk on the north side of Corkstown Road, to the entrance to the Moodie Station. Through the LRT project, the City has committed to light this sidewalk, as requested by the community.

SEVEN QUALIFICATIONS FOR LRT STAGE 2 EXTENSION TO MOODIE DRIVE

As called for by Crystal Beach / Lakeview Community Association

On Corkstown Road, west of Moodie Station, there will be paved shoulders. In addition, there is pathway connection between the bus stop on Moodie Drive, north of the off-ramp to the station, and this pathway will be lit.

b. This sidewalk must be lit in a manner consistent with sidewalk lighting throughout the rest of the CBLCA community: low intensity lighting on low level standards that are safe for pedestrians while not disruptive of animal migration patterns and behaviour.

As discussed at our meeting, the City has confirmed lighting of the sidewalk, between Crystal Beach Drive and the Moodie Station entrance will be completed. While the City will work to ensure the lighting options will be the least disruptive to animal migration patterns as possible, the original lighting patterns within the Crystal Beach community may not meet current City light level standards. Any lighting of the sidewalk must adhere to current City policies.

4. That an ECO design be used for the Moodie Station consistent with the greenspace location of the station and the Views and Vistas approach preferred by the NCC

Specific actions wanted by CBLCA:

a. Separation of all LRT facilities from the wildlife corridor. This includes the concept of no LRT facilities or road relocation will be built within No Go area.

The overall site design intent is to integrate the Station and infrastructure requirements within the NCC Greenbelt lands. During the design of the BRT, design review approval from the NCC was achieved, and this will be implemented by the LRT construction. In general, this consists of the development of woodlots to frame the Station, with open meadows creating the transition between the woodlots and the Station. There are no landforms/berms proposed, as there is insufficient room to successfully integrate with the existing topography.

b. No Go area must start 30m west of summer-of-2017 MUP location north of Corkstown Road, and must start no closer than 30m from Stillwater Creek in the area south of Corkstown Road.

The City has confirmed No Go zones for construction and staging of the alignment. To date, the following are confirmed: no construction work east of Stillwater Creek, and floodplain work only west of the creek. These zones will be confirmed in the Confederation Line procurement documents via a future addendum.

The realignment of Corkstown Road, west of Stillwater Creek, will commence within the 30 metres of the MUP, to allow for the most efficient layout of the LRT/BRT Station, and reduce the overall impact of the Greenbelt lands.

c. No connectivity to other facilities (ie permit parking) will be built within this No Go construction zone.

*Current station designs show LRT facilities or roadway within this No Go zone.

*Berm separation of LRT/wildlife corridor may intrude into the 30m No Go zone.

See answer b) above.

d. CBLCA requests that the LRT office move to preserve the wildlife corridor by planning to build a separation of LRT facilities from the wildlife corridor.

NCC, the Ottawa Carleton Wildlife Centre and CBLCA all state that there must be a visual separation between the wildlife corridor and all LRT facilities including the tracks, if the wildlife corridor is to remain as a wildlife corridor leading to the Ottawa River.

This visual separation could be something similar to the noise barriers and/or a lineal, naturalized berm of similar height with security fencing topping the berm.

The visual separation is the development of the woodlot planting on the west side of the Station. This affords the best opportunity to buffer the creek, fit within the overall landscape character of the Greenbelt, and provide the sight lines along the MUP for the comfort of the users. There are no plans for a physical barrier/wall or berm on the east of the station, as this would cut off access from the MUP.

e. The wildlife corridor, defined as being on both sides of Stillwater Creek from north of the current Moodie/Corkstown intersection to south and east of the Corkstown bridge over Stillwater Creek, to the Ottawa River and to Graham Creek east of Holly Acres Road, must be preserved.

CBLCA requests that the City clearly present effective ways to effectively mitigate the impacts of sound, light, and activity emanating from the Moodie station.

Note: Without this essential separation of LRT from the Stillwater wildlife corridor, the corridor will fail.

The conversion of the BRT to the LRT will be the most effective method of reducing the overall impacts of the corridor, as the diesel buses will no longer be utilizing the corridor between Moodie Station and Bayshore, and the trains are significantly more quiet and environmentally sensitive. The location of the bus layby has been shifted as far west as possible, reducing the impact to the natural landscape of Stillwater Creek.

f. Lighting on LRT site must stop on site and not spillover onto adjacent land.

Lighting on site is full cut off, meaning that it stops on site and does not spillover onto adjacent land.

g. CBLCA requests that the flood plain be left free to work as it should with very minor artificial drainage areas near Stillwater Creek.

The City is working collaboratively with the National Capital Commission and the Rideau Valley Conservation Authority to identify an acceptable stormwater plan and mitigation measures where necessary.

h. Strive to maintain all mature existing trees, and organize planting many more trees as part of environmental mitigation measures buffering wildlife corridor.

The proposed shift of Corkstown Road starts west of the creek, and a minimal amount of trees will be impacted. Based on the latest plans, new trees and shrubs are proposed east of the station.

5 That the wildlife corridor from Holly Acres Drive to Stillwater Creek damaged and disrupted by the BRT construction be restored to its former healthy state at the time of conversion to LRT

Specific actions wanted by CBLCA:

SEVEN QUALIFICATIONS FOR LRT STAGE 2 EXTENSION TO MOODIE DRIVE

As called for by Crystal Beach / Lakeview Community Association

a. Every effort must be made to restore the formerly treed and long grass area frequented by wildlife immediately west of Stillwater Creek where BRT and the Kanata 3W watermain projects damaged the terrain.

The City is looking into re-naturalization options that will also not encourage wildlife to come in the vicinity of the station.

b. The City must clearly demarcate exact areas where any trees will need to be removed, and ideally the specific number of trees, and not leave this to the discretion of the contracted entities. Trees to be removed should be well marked ahead of time to avoid “mistakes”.

The City has a policy for tree removal on this project that stipulates re-planting ratios (2:1) and financial penalties should the proponent cut trees that are not on the plan. The policy for tree removal is consistent with the NCC policy.

c. In future, if any “Gold Level Parking” is to be created on the Abbott Labs property, no path should be constructed though the wildlife corridor. Patrons would should walk out via Abbott road to Corkstown Rd to access the station.

Confirmed. No additional structures will be built as part of a future parking agreement.

d. The City must commit to restoring the berm just west of Holly Acres Road, along with long grasses and wildlife corridor in the ditch alongside the north side of the current highway #417 on ramp, that were removed with the construction of the at-grade crossing at Holly Acres Rd.

The City will look into this as we progress our design for the LRT grade separation over Holly Acres.

This work should include re-establishing the corridor with measures to “naturalize” the culvert west of Holly Acres, with soil and plantings, to facilitate wildlife movement west to Holly Acres Road.

See above.

6 That optimal environmentally sound methods be utilized in construction of the Station to maximize storm water absorption within the lands adjacent to Stillwater Creek and minimize pollutants from the Station complex

Specific actions wanted by CBLCA:

- a. Every effort should be made to increase the size of forested areas close to the creek.
- b. Every effort should be made to maintain a well functioning flood plain.

The City has presented and is discussing a stormwater management plan with the RVCA and NCC. Measures identified in this plan will be part of the EPR.

c. Specifics of the storm water absorption plan be presented to the CBLCA sufficiently prior to the Notice of Completion so that CBLCA can comment in time to have their comments included in the EPR. LRT planners should inform CBLCA of the needed time frames their comments to be included in the EPR.

The City has presented and is discussing a stormwater management plan with the RVCA and NCC. Measures identified in this plan will be part of the EPR.

d. There should be no direct discharge of storm water from the LRT site into Stillwater Creek. Any such run-offs must be treated before discharge.

The City has presented and is discussing a stormwater management plan with the RVCA and NCC. Measures identified in this plan will be part of the EPR.

7 **That when LRT is extended to Kanata, every effort be made to return lands no longer required for the Station to a natural state.**

Specific actions wanted by CBLCA:

a. We request that the city commit in writing in the final EPR to returning land no longer required for the Moodie LRT Station to its former state. More specifically:

b. We request further that un-needed asphalt (such as bus lay-by area) be removed and not turned into a park & ride. In addition, any fill that was needed to raise the bus lay-bys etc. above the flood plain should be removed to allow the natural flood plain to re-establish itself.

There will be no park & ride at Moodie station. During the current design and approvals, any impacts to the floodplain will be addressed.

c. Corkstown Rd should be returned to its 'original' routing (as per today with the BRT) and all fill removed.

As discussed at our meeting on October 23, the bus loop will remain at Moodie Station once it is converted to LRT. This will ensure an adequate bus feeder network and connections for light rail transit.

d. Soils that are removed should be replaced with the same so as to not disturb the type of vegetation that will grow (i.e. do not remove clay and replace with sand etc.)

Any soils removed will be replaced with the same so as not to disturb the type of vegetation that will grow.

e. Any trees that get removed on account of the of reclamation of the former lands must be replanted with the same species, size (if possible)

Any trees removed will be replanted per a City approved tree replanting plan, per the usual guidelines, and the species will be reviewed with the NCC, to ensure compliance with the Greenbelt plan.

[Français](#)[Contact Us](#)[My ServiceOttawa](#)

Connectivity Workshop - Stage 2 LRT Moodie Light Rail Transit Station

Please join the City of Ottawa to discuss pedestrian and cyclist connectivity to the future Moodie LRT Station. The objective of this workshop is to identify, preserve and enhance access between the community and the future Moodie LRT Station.

At this connectivity workshop, Staff will:

- Provide a brief overview of existing community connectivity access points
- Gather input regarding existing community connections and desired access to the future Moodie LRT Station

Agenda

- 6 p.m. – Doors open: Residents will have the opportunity to view information boards and speak with City staff
- 6:30 p.m. – Presentation begins
- 7:00 p.m. – Breakout sessions begin
- 8 p.m. – Workshop ends

[Get more detailed information on the project \(http://ottawa.ca/en/city-hall/public-consultations/transit/stage-2\)](http://ottawa.ca/en/city-hall/public-consultations/transit/stage-2)

Address:

Harbour View Room, Nepean Sailing Club
3259 Carling Ave

Ottawa, ON K2H 1A6

Date:

Monday, August 21, 2017 - 18:00

Phone:

613-580-2424 ext. 12764

Email:

[andrew.schmidt@ottawa.ca \(mailto:andrew.schmidt@ottawa.ca\)](mailto:andrew.schmidt@ottawa.ca)

Type:

Event

Moodie LRT Station Connectivity Workshop

August 21, 2017

← STAGE
ETAPE ↓ 2 →

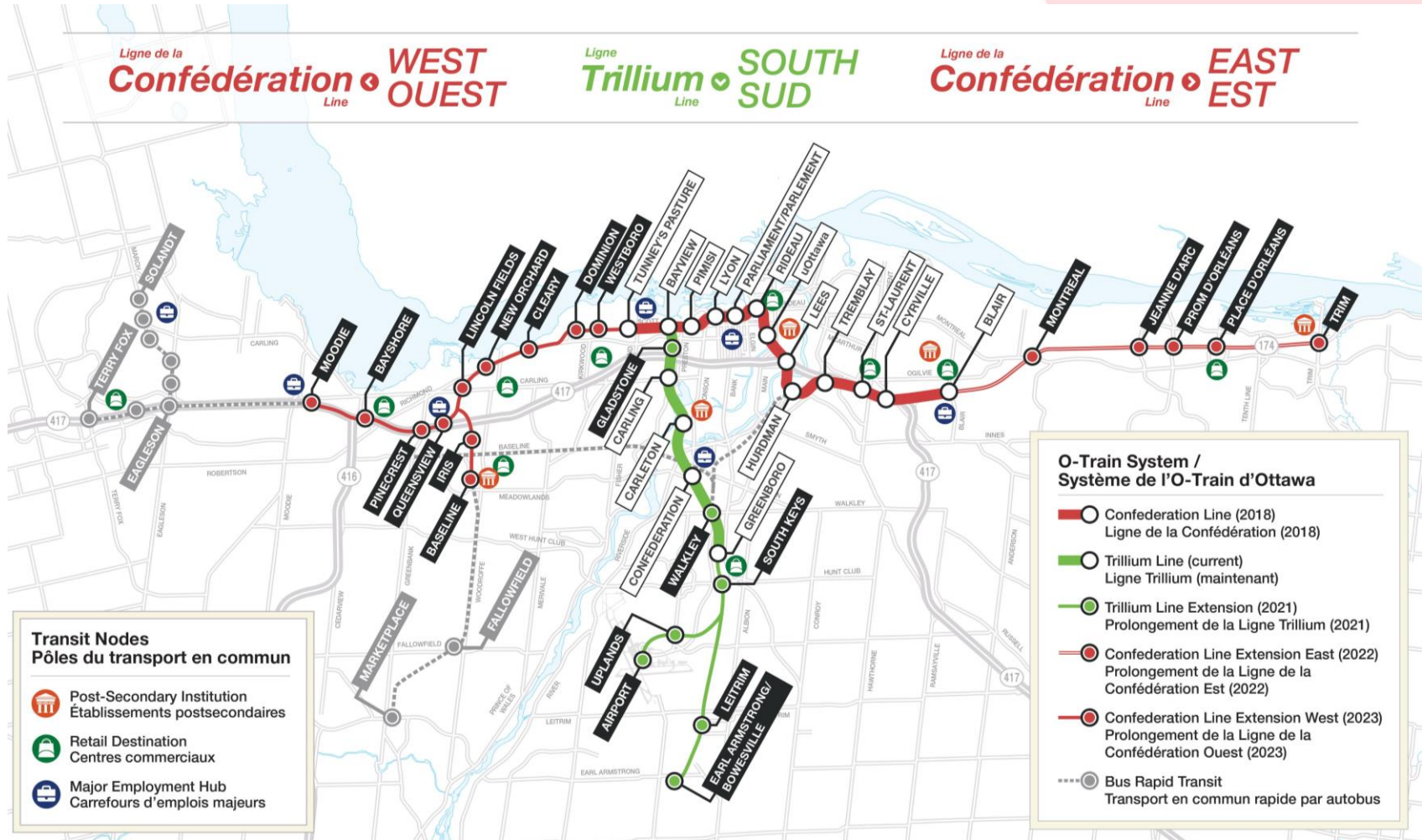


Agenda

- Open House
- Presentation
 - Background
 - Workshop objectives
 - Connectivity assessment
 - Workshop format
 - Next steps
- Workshop



Stage 2 LRT Project



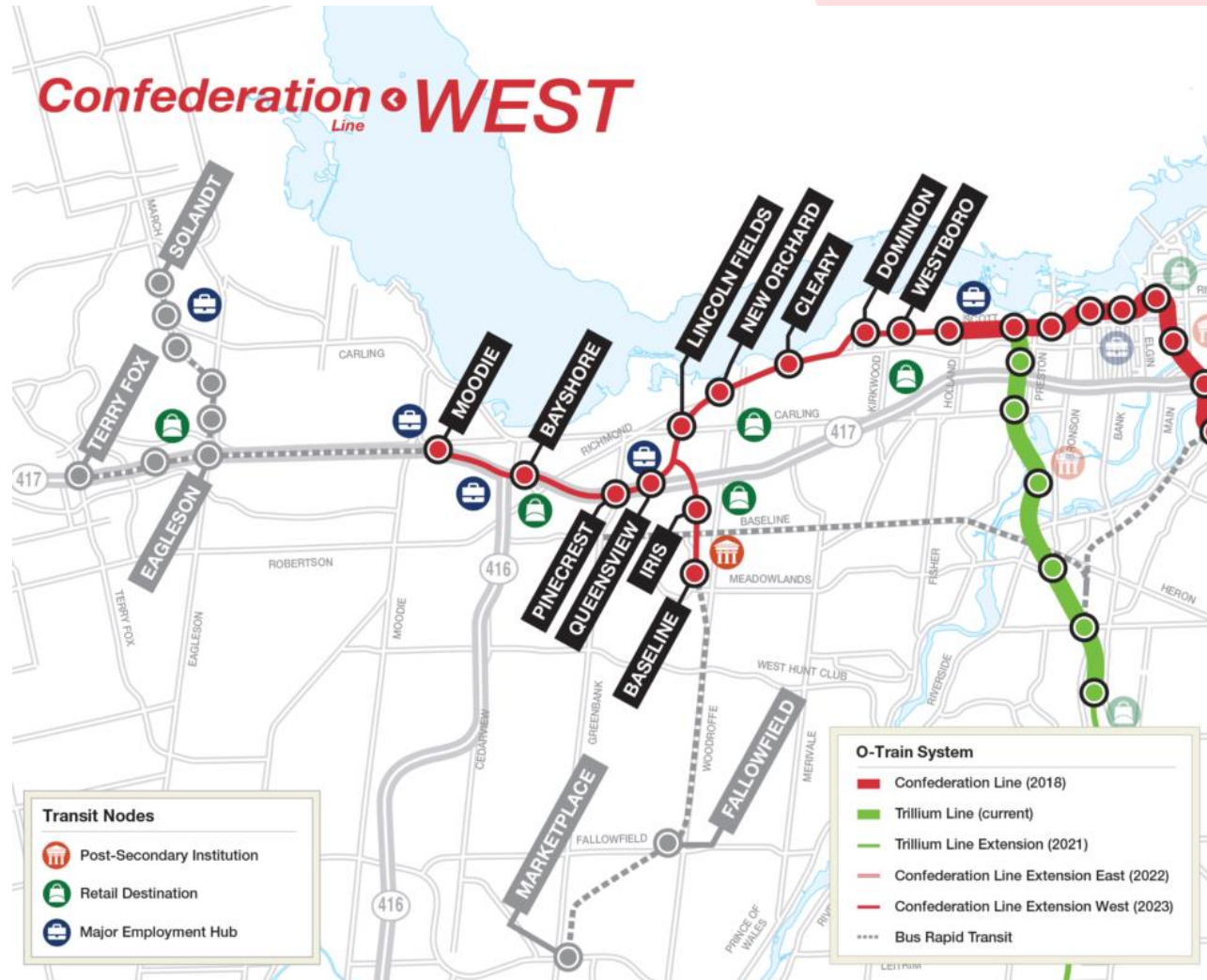
Stage 2 Confederation Line West Extension



New LRT stations



KM of new rail



Background

- Connectivity studies and workshops have occurred for all Stage 2 Light Rail Transit (LRT) stations.
- Conversion of Bayshore to Moodie BRT to LRT adds a new LRT Station at Moodie.
- Connectivity study and consultation required for new Moodie LRT station.

Moodie LRT Station Connectivity Study

- Builds on previous Moodie BRT connectivity study
- Focusses on identifying pedestrian and cycling connections to the future Moodie LRT Station
- Examines broader connectivity issues and opportunities
- Input into Study:
 - Technical Advisory Committee (TAC)
 - Public Workshop
 - Comment sheets / email

Workshop Objectives

- Review existing pedestrian and cycling infrastructure
- Review works to be completed by BRT
- Review what the study has identified so far
- Receive input from community and other interested stakeholders



Workshop Objectives

We want to hear from you on:

- How would you connect to the station (desired access routes)?
- How would you connect other destinations?
- Do you have any suggested connectivity improvements?
- What is missing?



Pedestrian and Cyclist Facility Options



Existing Conditions – Corkstown Road (east of Moodie)



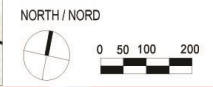
Existing Conditions – Carling Avenue



Site Analysis



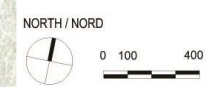
- LEGEND / LÉGENDE**
- PROPOSED BUS RAPID TRANSIT (BRT) / LE TRANSPORT EN COMMUN RAPIDE PAR AUTOBUS PROPOSÉ
 - PROPOSED BRT STATION / LA STATION PROPOSÉE DE TRANSPORT EN COMMUN RAPIDE PAR AUTOBUS
 - VIEWS / VUE
 - RESTRICTED OR POOR VIEWS / VISIBILITÉ LIMITÉE OU MAUVAISE
 - WIND EXPOSURE / EXPOSITION AU VENT
 - TOPOGRAPHY / TOPOGRAPHIE
 - TRAFFIC CONTROL SIGNAL / FEUX DE CIRCULATION
 - DENSE VEGETATION / VÉGÉTATION DENSE
 - ZONING / ZONAGE:**
 - GREENBELT / CEINTURE DE VERDURE
 - RESIDENTIAL / RÉSIDENTIELLES
 - RURAL COMMERCIAL / COMMERCE RURAUX
 - BUSINESS PARK AND INDUSTRIAL / INDUSTRIELS ET PARCS D'AFFAIRES
 - INSTITUTIONAL / INSTITUTIONNELLES
 - COMMUNITY LEISURE / LOISIRS COMMUNAUTAIRE
 - PARKS AND OPEN SPACE / PARCS ET ESPACES VERTS



Pedestrian and Cyclist Connections

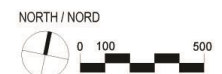


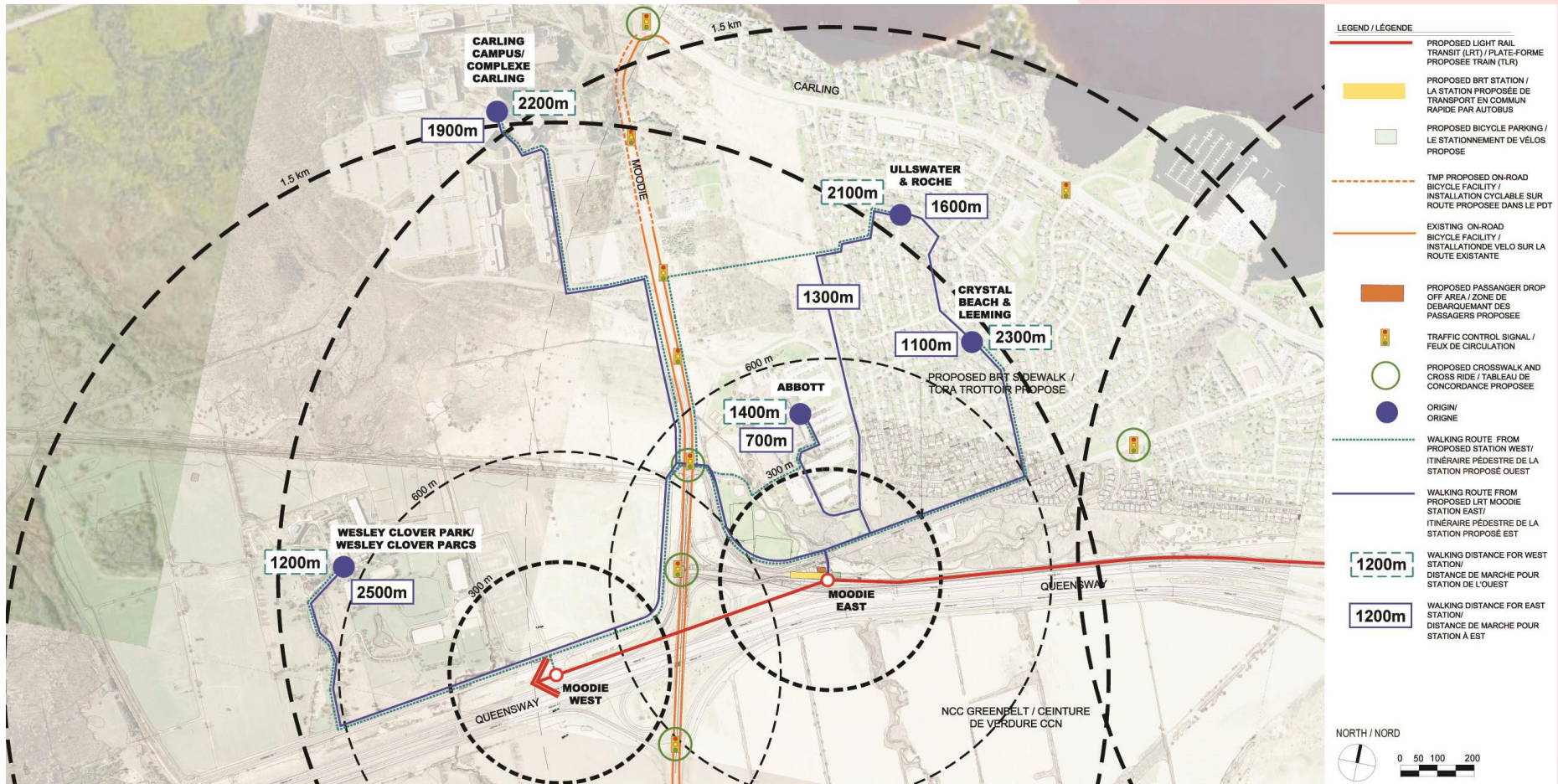
- LEGEND / LÉGENDE
- STUDY AREA RADIUS / RAYON ZONE D'ÉTUDE
 - PROPOSED LIGHT RAIL TRANSIT (LRT) / PLATE-FORME PROPOSÉE TRAIN (TLR)
 - CREEK/RUISSEAU
 - PROPOSED LRT STATION / STATION DE TLR PROPOSÉE
 - TMP PROPOSED ON-ROAD BICYCLE FACILITY / INSTALLATION CYCLABLE SUR ROUTE PROPOSÉE DANS LE PDT
 - EXISTING ON-ROAD BICYCLE FACILITY / INSTALLATION DE VELO SUR LA ROUTE EXISTANTE
 - EXISTING PAVED SHOULDER / UN ACCOTEMENT ASPHALTÉ EXISTANTE
 - STUDY PROPOSED FACILITY / INSTALLATION PROPOSÉE DANS L'ÉTUDE
 - PROPOSED MULTI-USE PATHWAY (MUP) UNDER CONSTRUCTION / LE SENTIER POLYVALENT PROPOSÉ EN CONSTRUCTION
 - EXISTING PATHWAY / SENTIER EXISTANT
 - EXISTING NCC TRAIL SYSTEM / RÉSEAU DE SENTIERS DE LA CCN EXISTANT
 - PROPOSED CROSSWALK AND CROSS RIDE / TABLEAU DE CONCORDANCE PROPOSÉE
 - TRAIN TRACKS / VOIES FERRÉES



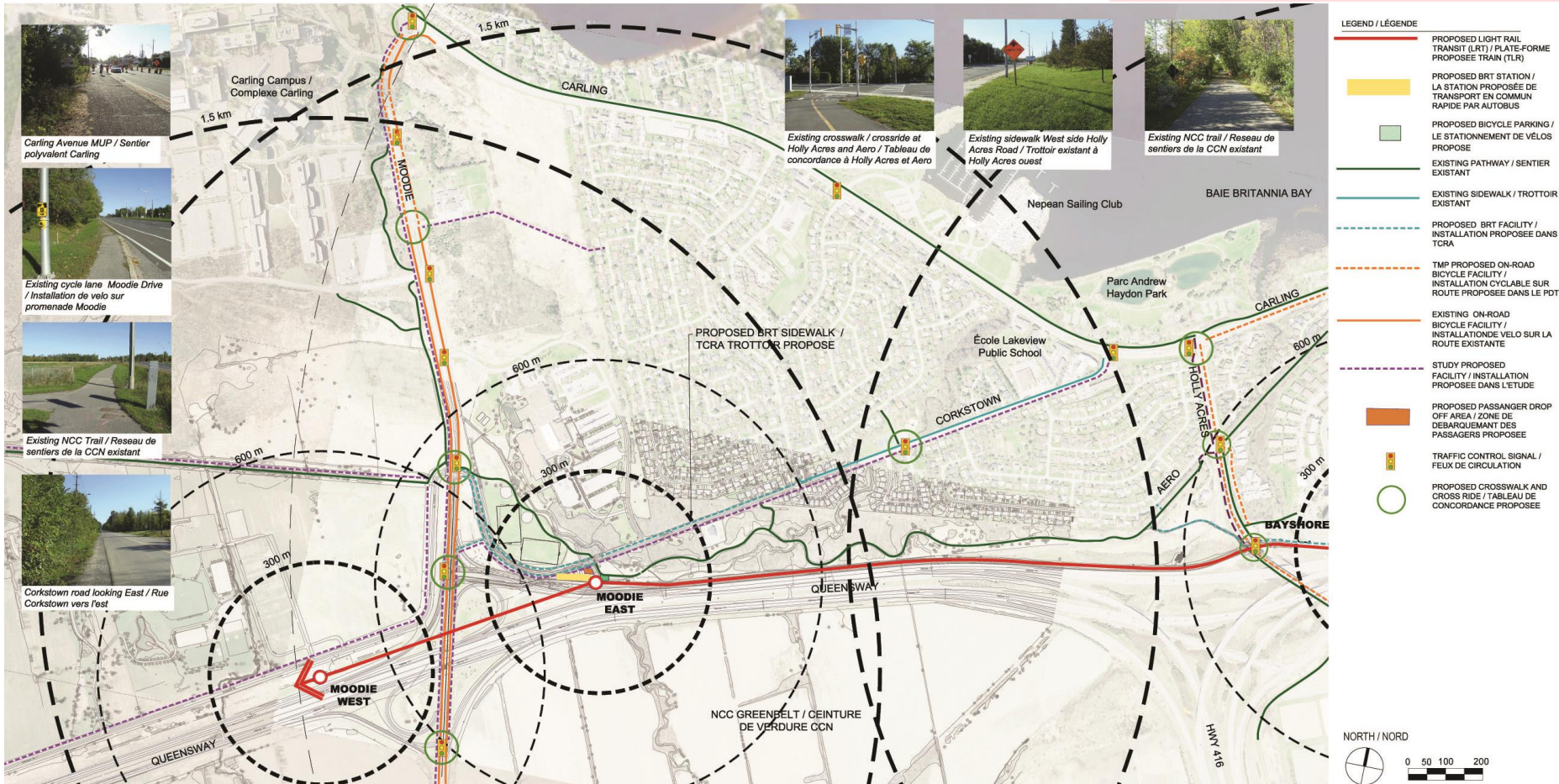


- LEGEND / LÉGENDE**
- STUDY AREA RADIUS / RAYON ZONE D'ÉTUDE
 - PROPOSED LIGHT RAIL TRANSIT (LRT) / PLATE-FORME PROPOSÉE TRAIN (TLR)
 - PROPOSED BUS RAPID TRANSIT (BRT) / LE TRANSPORT EN COMMUN RAPIDE PAR AUTOBUS PROPOSÉ
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 - PROPOSED MULTI-USE PATHWAY (MUP) UNDER CONSTRUCTION / LE SENTIER POLYVALENT PROPOSÉ EN CONSTRUCTION
 - EXISTING PATHWAY / SENTIER EXISTANT
 - EXISTING NCC TRAIL SYSTEM / RESEAU DE SENTIERS DE LA CCN EXISTANT
 - TRANS CANADA TRAIL NCC CAPITAL PATHWAY / LE SENTIER TRANSCANADIEN ET LE SENTIER DE LA CAPITALE





Site Opportunities



Workshop Goals

To work with the community to identify:

- Opportunities to access the station
- Connectivity opportunities to enhance connections to and from Kanata
- Additional opportunities not yet identified through the study

Next Steps

- Identify opportunities to integrate the Moodie LRT Connectivity Study within the Stage 2 LRT;
- Identify which opportunities to be pursued by the City outside of Stage 2 LRT
- Feedback can be submitted via comment sheet in person or by email to Stage2@ottawa.ca by September 4, 2017
- Information from the TAC, Public Workshop and other public comments received will be used to assess the connectivity requirements

Questions or comments

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Planner II, O-Train Planning

Mike.Schmidt@ottawa.ca

Stage 2 Office

www.stage2lrt.ca

Stage2@ottawa.ca





MOODIE LRT STATION CONNECTIVITY WORKSHOP



AS WE HEARD IT

21 August 2017, Nepean Sailing Club



EXECUTIVE SUMMARY

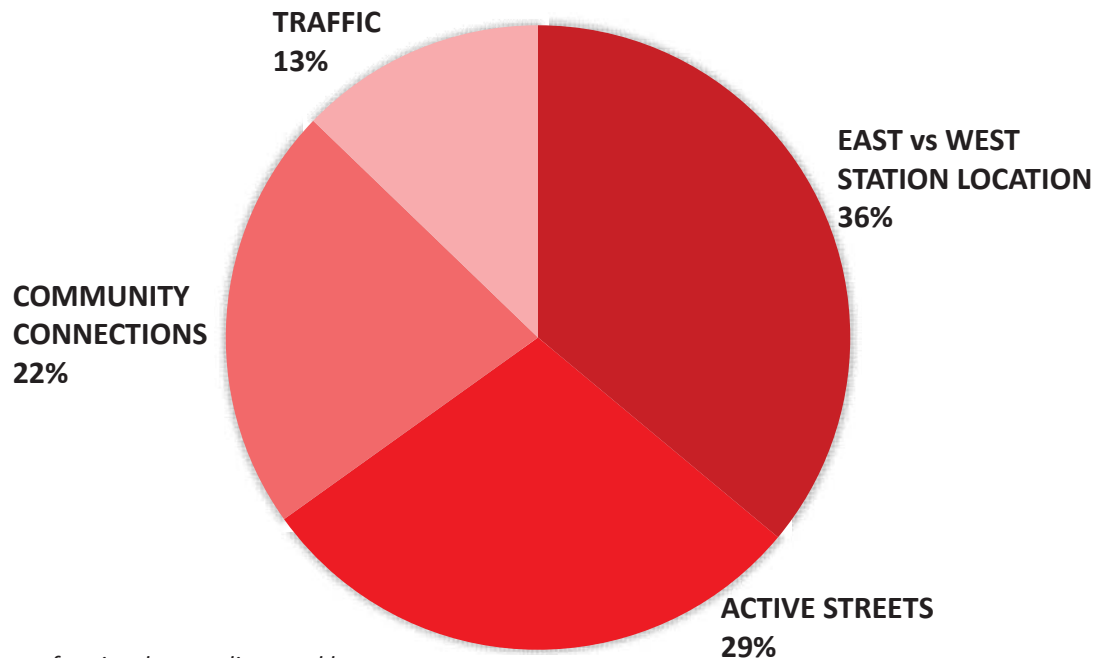


Figure 1: Frequency of major themes discussed by participants.

The Moodie LRT Station Connectivity Workshop was developed to work with the community to identify and document connectivity constraints and opportunities related to the Moodie LRT Station. To assist the discussion between Stage 2 members and the community, pertinent information was provided to the public prior to the discussion regarding connectivity of the Moodie LRT Station to the surrounding area. Community members had the opportunity to converse directly with Stage 2 specialists at group stations where all participants were encouraged to provide feedback.

Topics discussed with participants included:

- existing pedestrian and cycling infrastructure,
- work to be completed by the BRT,
- what the connectivity assessment had identified up to that date,
- cycling connections between Kanata and Crystal Beach, and
- what additional features would benefit the community

Participants were able to provide feedback during and after the workshop by means of verbal or written comments, as well as formal comment sheets (paper or electronic).

This report summarizes the feedback gathered during the 21 August 2017 Moodie LRT Station Connectivity Workshop held at the Nepean Sailing Club. Guided by comments received during and after the workshop, this report provides an overview of the major themes that emerged from frequently discussed topics.

The major themes discussed concerning the Moodie LRT Station are as follows:

- Active Streets;
- Community Connections;
- Station Location; and
- Traffic

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BACKGROUND

The Moodie LRT Station Connectivity Workshop aimed to identify and document connectivity constraints and opportunities related to the Moodie LRT Station as from the perspective of the local community.

To understand the concerns of community members, the City of Ottawa invited the general public to provide feedback during and after group workshop sessions moderated by subject matter experts, by means of verbal discussion and written comment sheets.

The goal of the workshop was for community members to have an opportunity to engage with the Stage 2 working team and provide direct feedback which the Stage 2 team could then use to inform future decisions regarding the Moodie LRT Station.

To best drive the discussion between the community and Stage 2 members, information was provided to the public regarding the existing pedestrian and cycling infrastructure, a review of work to be completed by the BRT, and what the previous connectivity assessments had identified to date.

Approximately 90 people attended the workshop to engage in the discussion of connectivity surrounding the Moodie LRT Station.

This report includes a detailed summary of all comments by community members received during and after the Moodie LRT Station Connectivity Workshop. A complete transcript of all unedited comments can be found in the Appendix organized by major themes.



Figure 1: Major hubs of activity surrounding the Moodie LRT Station. (Credit: Stage 2)

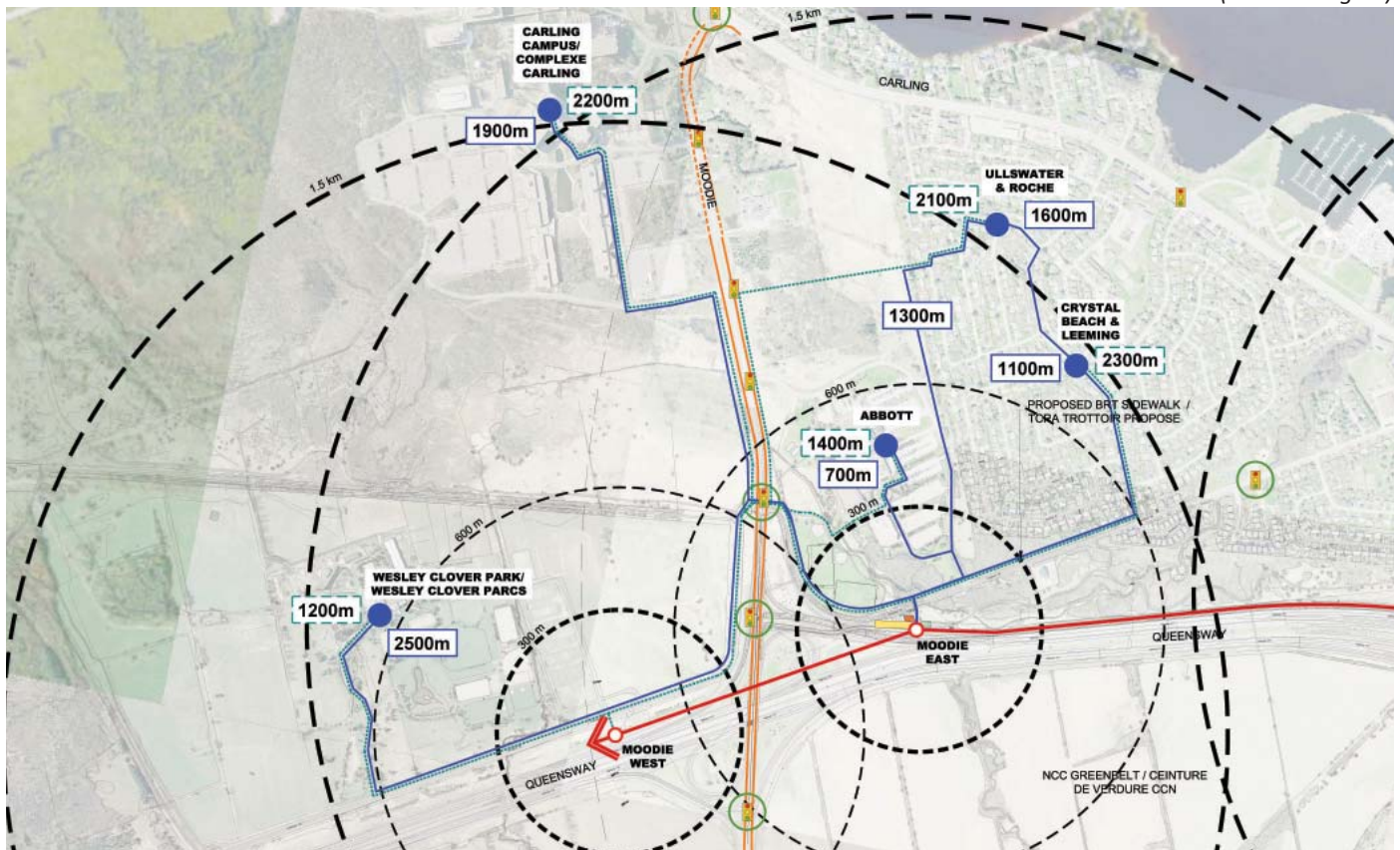
PREVIOUS COMMUNITY DISCUSSIONS

Prior to the Community Workshop, one of the key issues that emerged from the Crystal Beach community was the discussion of the station location: either east or west of Moodie Drive. The Association completed an independent survey of the community preferences for the station location, with respect to both.

To fully understand the implications of the station location, the Study Team developed a plan which indicates commuting distances from key community locations to each station. This plan, as seen in Figure 2 below was shared with the community at the workshop to assist the community in understanding the walking and cycling distances, and help guide the discussion.

More on this topic can be found in the section titled Station Location, where a thorough account of participant’s opinions on the subject are captured in the summary.

Figure 2: Walking distances to major hubs within the community. Dashed green line represents the walking distance from proposed Moodie LRT West Station. Solid blue line represents the walking distance from proposed Moodie LRT East Station. (Credit: Stage 2)



WORKSHOP AGENDA SUMMARY



Figure 3: Community members' engagement with information panels.

The Moodie LRT Connectivity Workshop provided an opportunity for the local community to discuss connectivity, both on one, and in a workshop format, of the Moodie LRT Station with the Stage 2 Team. Invitations to the public to join in the discussion were circulated by a variety of methods, including:

- A mail drop to more than 5,500 residents in the Crystal Beach and Lakeview area,
- Ads placed in local newspapers,
- The Ward Councillor and neighboring Ward Councillors were debriefed and encouraged to promote the consultation through office newsletters, web content, and social media,
- A Public Service Announcement issued by City of Ottawa,
- Workshop information was posted to the City of Ottawa's website, and
- Email notifications were sent to community association and key stakeholders





To best encourage discussion, background information was provided to the public to inform their recommendations. Panels displaying connectivity opportunities and constraints, and existing

conditions were made available by Stage 2, along with a presentation by the Stage 2 Team overviewing existing pedestrian and cycling infrastructure, and the current connectivity assessment.

Community members had an opportunity to speak directly to Stage 2 subject matter experts at stations supplied with information panels of various connectivity topics.

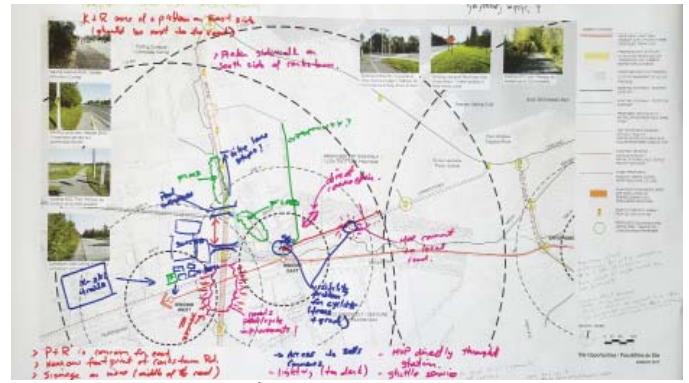
Feedback was collected during and after the workshop by means of verbal discussions with Stage 2 Team members, and written comment sheets (both online and offline). In general, participants were eager to participate in the conversation, and were optimistic about proposed improvements in connectivity made possible by the addition of the Moodie LRT Station to their community.

Four main themes emerged from the comments received during and after the workshop. They are as follows and are discussed in length in this report by topic:

 <p>MOODIE LRT STATION</p>	STATION LOCATION
	ACTIVE STREETS
	COMMUNITY CONNECTIONS
	TRAFFIC

WORKSHOP PANEL DISCUSSIONS

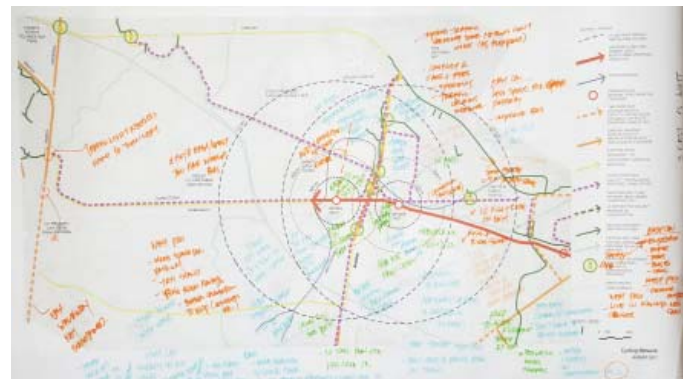
Participants actively engaged with the information panels of various connectivity topics provided at the Moodie LRT Station Connectivity Workshop. Participants were encouraged to draw and write down their vision for their community on the panels, which can be seen in the images on this page. While each station where the panels were located generated a wide variety of topics, a brief snapshot of overall themes discussed at each station is provided below individual images.



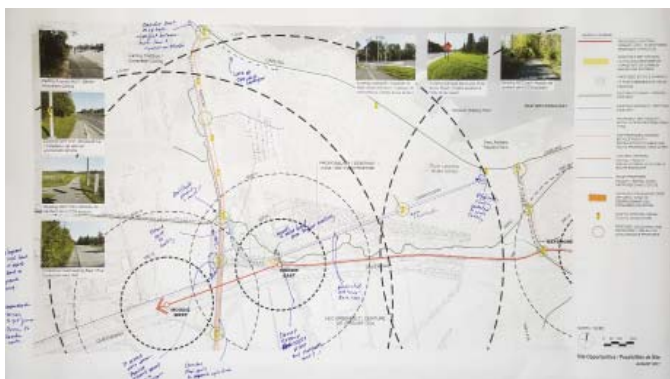
Direct routes into the community.



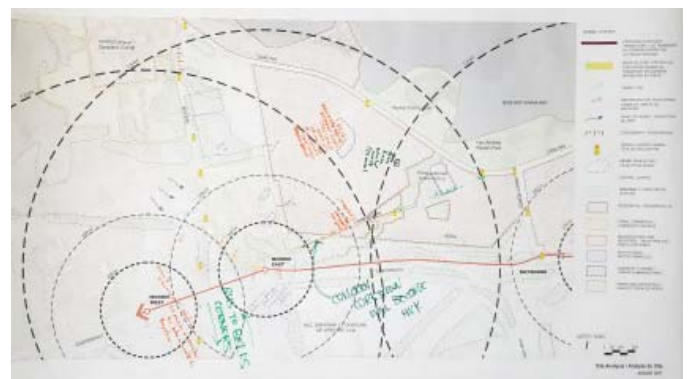
Improved cycling and pedestrian routes.



East vs West Station debate.



Safety along major routes in the community.



Crucial walking distances and bus connections.

STATION LOCATION

Prior to, and at the workshop, there was extensive discussion and evaluation of the station location: either east or west of Moodie Drive. Through the ongoing Environmental Assessment, the Stage 2 office had identified the east location as the preferred site. As input to the Connectivity Study, prior to this workshop, the Community Association had completed a survey of their members for direction, and a preference for the west side of Moodie for the station was identified. To aid the discussion during the workshop, potential station locations with respect to connections to both the local community and the Carling Campus were completed. During the workshop, the following was discussed:

MOODIE EAST

In terms of connectivity with other linkages within the community, participants felt that the east provided more opportunities to connect with existing paths and alternative modes of travel. In particular, participants noted the placement of the LRT Station east of Moodie Drive would be closer to the bus rapid transit (BRT) which would allow for that facility to be more actively utilized by the community. Placement of a Moodie East LRT Station was also noted by participants to be closer to highly used connector trails, such as the Trans Canada Trail. As such, the Moodie East LRT Station was the preferred choice as it allowed for a broader range of connection possibilities in the east location.

Participants noted the central location of a proposed Moodie LRT Station location east of Moodie Avenue to largely populated hubs in the community, such as the Crystal Beach Community, Abbott Point of Care, the Greenbelt, and the Trans Canada Trail access. This location would be poised to service the most amount of people in a designated walking radius.

As for safety, community members felt strongly that a Moodie East LRT Station location was the better choice of locations. Participants cited the close proximity to lines of sight from the community to the Moodie East LRT Station as a positive aspect as it would increase safety around the station. Participants also noted that they felt crossing Moodie Drive to the alternative location would pose unnecessary risks due to possible altercations with traffic, as well as travelling into an area not as

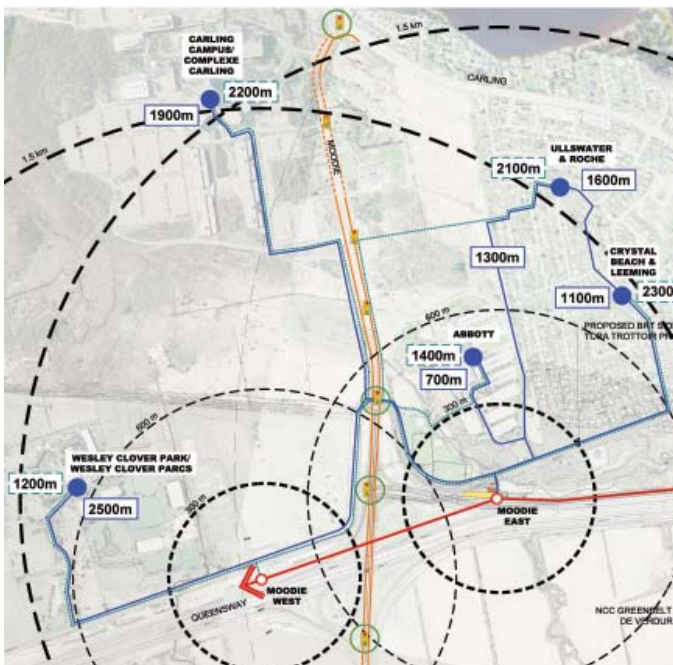


Figure 4: Moodie station locations and links to major local hubs.
(Credit: Stage 2)

populated as the east location. Community members felt that they would be more comfortable allowing their children to walk to the proposed east location.

The most significant concern raised for the east station location was the potential that the station location would encourage an unwanted increase in traffic into the community such as the possibility of commuters dropping off and picking up passengers from the Moodie LRT Station. There was also a concern that the buses would utilize Corkstown Road to return to the maintenance facility rather than utilizing Highway 417.

community due to a close proximity, safety of sight, and connections with other links. They also felt that keeping the station out of the greenbelt was important to them, which a proposed-east location would account for. In terms of walking distance and comfort, the community felt that the proposed-east location would ultimately be the safer option as it would be in a more visible area, closer to their homes requiring a shorter walking distance at night and during winter months. Community members felt that as the Moodie East LRT Station was closer to their homes, they were more likely to both walk to it and use it more often.

MOODIE WEST

Participants who preferred a Moodie West LRT Station noted the proposed station's close proximity to Wesley Clover Park, the Greenbelt, and Carling Campus. Participants favoring the west also noted an assumed decrease in traffic into the community in comparison to the alternative station location.

Community members in favour of a Moodie West location felt that keeping the station west of Moodie Drive would reduce the need for commuters catching the LRT to go past Moodie Drive onto Corkstown East, lessening the potential increase in volume of traffic into the community. Participants also felt that there would be more room for sidewalks and active streets if the Moodie LRT Station were to be located West of Moodie Drive.

Those against the proposed-west station felt that it was too far to walk from the community, whereas the proximity to Carling Campus was only minimally closer from the proposed west station. Those who were planning on walking to the station felt that they would either not walk to the proposed west station, or would prefer to access the LRT from the Bayshore station instead.

SUMMARY

Overall, the community felt strongly that a Moodie East LRT Station would be a vital resource for their

ACTIVE STREETS

Active streets, incorporating cycling and walking, to connect the community safely and efficiently was a frequently discussed topic. The community strongly voiced their desire for streets that balanced the needs of all users, including: pedestrians, cyclists, and vehicles. The community voiced a wish to see improvements made to existing active facilities to improve linkages and the safety of all users.

Feedback from the community indicated that participants were pleased with the study proposed suggestions made by the Stage 2 Team regarding improved cycling and walking facilities. It was generally divided concerning the preferred style of active facilities, with split between dedicated cycle lanes, and multi-use-pathway (MUP). All participants did agree that cycle lanes should be safely separated from vehicular lanes to allow for a more comfortable experience.

Study assessments that detailed improvements to safety along major streets were viewed positively by the community, particularly the study proposed addition of formalized cross-ride/cross-walk facilities at major intersections and key junctions. Participants were pleased with these suggestions, further commenting that they would prefer to see improvements in lighting along major roads with an aim to create a safer pedestrian experience for those travelling to and from the Moodie LRT Station.

The following provides a more detailed account of the community's recommendations for active and safe streets surrounding the Moodie LRT Station:

MOODIE DRIVE

Participants supported the proposed recommendations for a more continuous active travel facility running north-south along Moodie Drive, highlighted in yellow in Figure 5. Feedback from community members indicated:

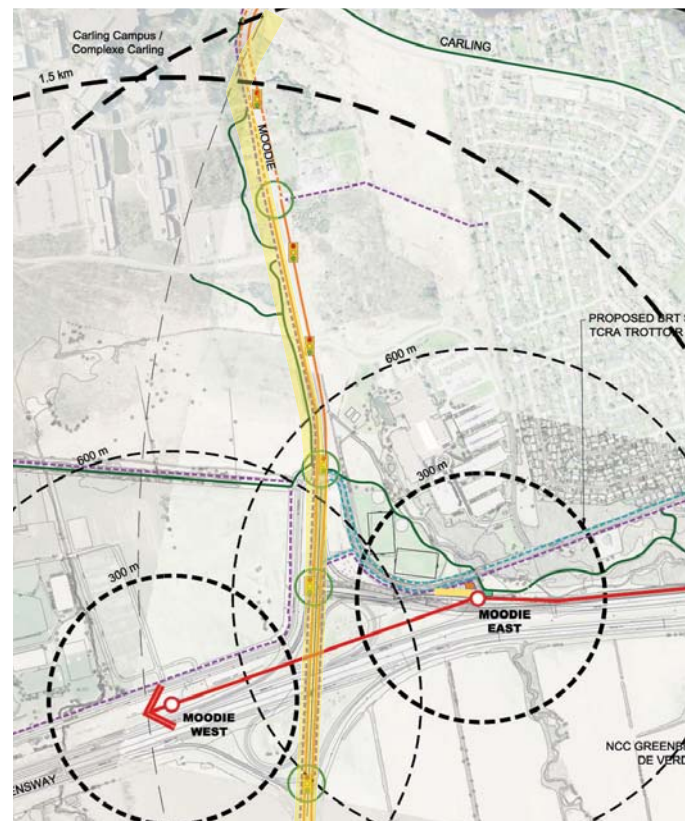


Figure 5: Moodie Drive highlighted as a major route for active travel.

- That there is a preference for updated facilities for active modes of travel along Moodie Drive, particularly improvements to existing cycle lanes.
- Participants noted poor conditions, and inconsistent facilities that currently result in fragmented and difficult to traverse cycling routes.
- Community members indicated that improved active travel facilities along Moodie Drive would ease the flow of traffic for commuters going north to Carling Campus, south to Bells Corners, and laterally along connecting trails and routes between Kanata.

CORKSTOWN ROAD

The improvements along Corkstown Road, as can be seen in Figure __, was highly among participants at the workshop. Specific community comments included:

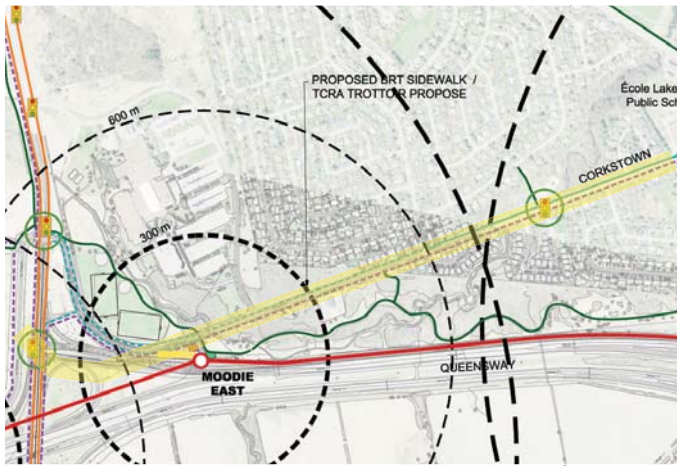


Figure 6: Corkstown Road highlighted as a possible future active street.

- a. Improvement in current conditions along Corkstown Road, especially in regards to walking facilities;
- b. Make an active route more comfortable for all mobilities;
- c. Providing more direct access, and dedicated walking and cycling facilities would greatly increase the usage of the Moodie LRT Station;
- d. The MUP be extended north to the Corkstown-Moodie intersection with a dedicated cross-walk/cross-ride at the junction;
- e. Improvements to the existing MUP to alleviate some of the localized drainage concerns.

CARLING AVENUE

While not directly related to the Moodie Station, there was discussion concerning Carling Avenue, the northern edge of the study area. Generally, Carling Avenue is four lanes east of Moodie, and tapering to two lanes west of Moodie. It is quite constrained at the rail bridge, west of 3701 Carling Campus, with no opportunity for separate pedestrian or cycling facilities. East of Moodie there is a MUP on the north side of the roadway. Two major improvements discussed with the community for the overall connectivity adjacent to the community for Carling Avenue:

- a. One branch of the Trans Canada Trail extends to Burke Road, and through to Carling Avenue, west of the rail bridge. This intersection currently does not have any pedestrian or crossing facility. The

addition of a crossing for cyclists and pedestrians would significantly enhance the connectivity to Kanata North, a major employment centre within the City.

- b. The MUP is in poor repair in several locations, creating difficulties for those with mobility issues or cyclists. The renewal of this MUP would enhance the overall connectivity along Carling, and provide an alternate east-west route to the Trans Canada Trail.

SAFETY

The community indicated that they were pleased with the study proposed suggestions to improve safety at major junctions. The community suggested a need for improved lighting along major roads, particularly Corkstown Road. Safety devices to make active travel a more enjoyable experience to and from the Moodie LRT Station were also requested, including flex-posts and elevated crossings at major intersections.

SUMMARY

Enhancements to the overall roadway network, including the proposed roadway crossings identified within the study would be key to improving the connectivity. Carling Avenue improvements are strongly supported to be completed, either within the LRT works, or by other departments within the City.



Figure 7: Ottawa residents enjoying a multi-use-pathway. (Credit: NCC)

COMMUNITY CONNECTIONS

The study proposed options regarding key connection links within the community were highly supported. In particular, participants were pleased with the suggested plans for improved connections between the Crystal Beach Community, the Moodie-Corkstown Intersection, the Moodie 417 Overpass to Bells Corners, improvements to the Trans Canada Trail towards Kanata, and Carling Campus. Furthermore, the participants of the workshop suggested improvements to local bus schedules to further the connectivity within the community.

To improve access to the Moodie LRT Station, the community proposed increasing the frequency of local buses. Community connections for local wildlife was also mentioned, with a preference to retain existing wildlife corridors in the area.

The following provides a detailed summary of participants' feedback regarding connectivity at specific linkages:

- Crystal Beach Community
- Moodie-Corkstown Intersection
- Carling Campus
- Moodie 417 Overpass to Bells Corners
- Trans Canada Trail
- Bus Schedules
- Wildlife Crossings

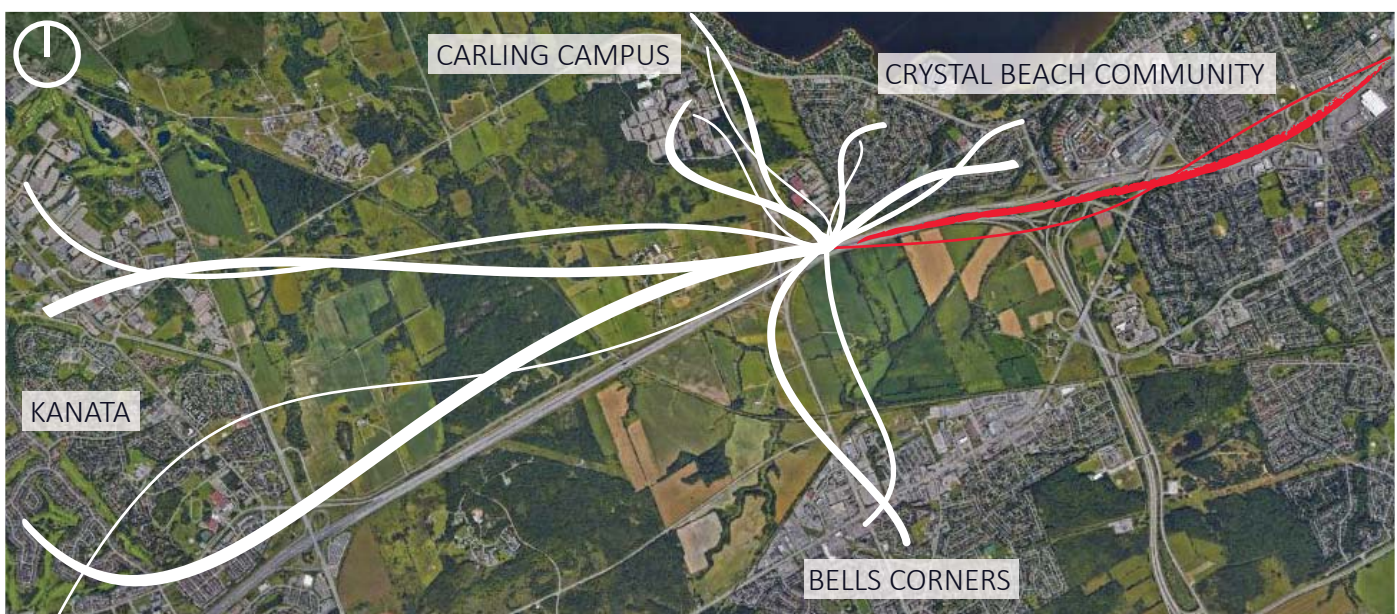


Figure 8: Major connections within and surrounding the community. Lines are not meant to be representative of precise locations of connector paths, but rather a more general illustration of possible linkages. (Credit: GoogleEarth)

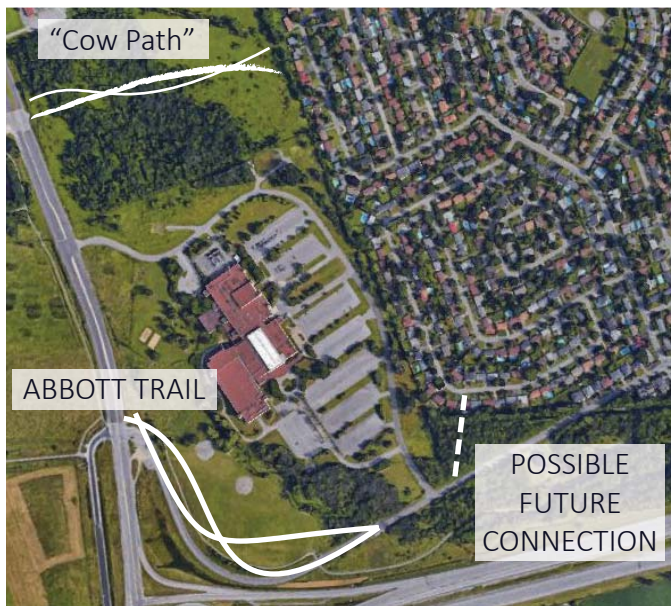


Figure 9: Crystal Beach Community links.
(Credit: GoogleEarth)

CRYSTAL BEACH COMMUNITY

The community was active in their discussion of possible connections to the Crystal Beach Community. Participants noted that they were more likely to use the Moodie LRT Station if they could walk comfortably from the Crystal Beach Community, especially during winter months. Feedback indicated that a shorter walking path than what currently exists between the Moodie LRT Station and the Crystal Beach Community would be a preferable option. Study proposed connections between the Crystal Beach Community and the Moodie LRT Station focused primarily on three locations: the formalization of a path running north of Abbott Point of Care referred to here as the “cow path”, improving an existing path that runs south of Abbott Point of Care known here as the “Abbott Trail”, and the possibility of creating a new path to connect the Crystal Bay Community to the south off of Corkstown Road, noted on the above image as “Possible Future Connection”.

The formalization of an existing “cow path” off of Moodie Drive north of Abbott Point of Care to connect with the Crystal Beach Community to the west was received with mixed reviews. Participants viewed the path favorably, as it would reduce walking distance within the community, however

some did voice concerns that safety may be an issue if certain measures were not taken. In particular, proper lighting of the path was requested if the existing “cow path” were to become a formal path within the community. The formalization of this path would include connecting the path to a set of traffic lights to make crossing Moodie Drive easier and safer. Extending the path south along the tree line between Abbott Point of Care and the Crystal Beach Community was discussed as well.

Improving the existing path which circumvents Abbott Point of Care to the south and west, known here as “Abbott Trail” was of expressed interest to the community. At present, “Abbott Trail” is commonly used to connect Corkstown Road with Moodie Drive. Participants noted that there are current issues with the path, such as flooding, irregular grading, and difficulty accessing the path from Corkstown Road if travelling from the west that would need to be addressed in the future if this path were to be a successful link between the community and the Moodie LRT Station.

The possible creation of a new path to access the Crystal Beach Community from the south, off of Corkstown Road, was also discussed by participants. Community members were open to the idea of having a long-term plan to acquire an existing lot to create a space for a future direct connection into the Crystal Beach Community. At this time, this is merely a possibility to consider for the future, however it should be noted that the community was in favour of it.



Figure 10: Moodie-Corkstown Intersection links.
(Credit: GoogleEarth)



Figure 11: Moodie 417 Overpass links.
(Credit: GoogleEarth)

MOODIE-CORKSTOWN INTERSECTION

The community has expressed interest in prioritizing pedestrians and cyclists at the Moodie-Corkstown intersection to facilitate ease of travel. The option of an elevated multi-use-pathway (MUP) at this intersection, and a dedicated cross-walk or cross-ride signalized crossing for cyclists was expressed by participants. Community members felt that improvements to the Corkstown-Moodie intersection would allow for easier and safer travel to and from west of Moodie Drive, including Kanata and Wesley Clover Park.

MOODIE 417 OVERPASS

Study proposed plans for the overpass by the Stage 2 Team were received favorably by the participants who were eager to see improvements to the link between the north and south to Bells Corners. Community members noted the current conditions of the overpass as disorderly and often dangerous for cyclists and pedestrians attempting to cross the overpass. Community members noted a desire for the overpass to become more pedestrian and cyclist friendly to ease the route of travel between communities.



Figure 12: Community members who attended the Moodie LRT Connectivity Workshop make notes regarding areas of interest on maps of the area.

BUS SCHEDULES

Improved bus schedules within the community to facilitate easier travel to the Moodie LRT Station was a frequently noted comment from the workshop. Most notably, the community was interested in having a more regular bus schedule from Bayshore to the Crystal Beach Community. Community members expressed that the schedule is unreliable and too infrequent to be used on a regular basis. To make the Moodie LRT Station more accessible, community members expressed an interest in having a local bus that would service the Crystal Beach Community on level that would make commuting to the station more efficient and effortless, especially during the winter months.

WILDLIFE CORRIDORS

Community connections for wildlife in the area was discussed by the community, particularly in regards to retaining existing wildlife corridors. It was voiced that retaining these connections for local wildlife is important to the community, especially around the Moodie Queensway 417 area.

SUMMARY

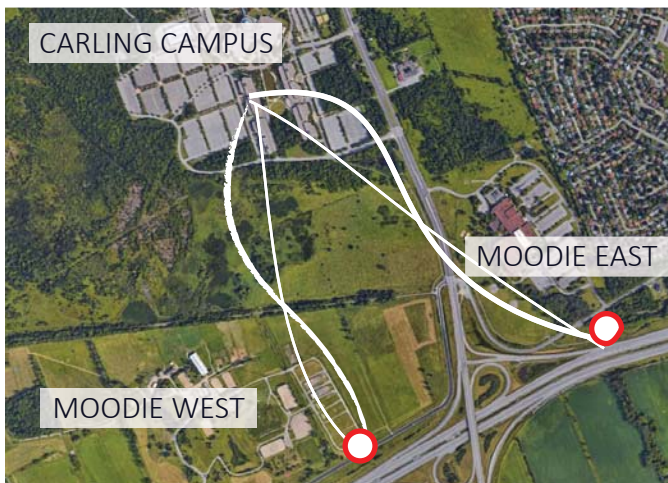
In summary, reception was positive concerning study proposed community connections by the Stage 2 Team within the community. Participants voiced positive feedback regarding the proposed connections between the Moodie LRT Station and major hubs, such as the Crystal Beach Community, and Carling Campus. Links to communities at a farther reach, such as Kanata and Bells Corners were viewed positively as well. The community proposed improvements to other forms of connectivity, including more regular bus schedules and connections for wildlife. Overall, the community was pleased with the suggestions put forth by the Stage 2 Team, and contributed valuable suggestions to help make their community more connected as a whole with the Moodie LRT Station.

Left Above, Figure 13: Carling Campus links to west and east Moodie LRT Stations.

(Credit: GoogleEarth)

Left Below, Figure 14: Trans Canada Trail link.

(Credit: GoogleEarth)



CARLING CAMPUS

Connection between Carling Campus and the Moodie LRT Station was discussed with some expressed interest in creating a direct path to the Moodie LRT Station for cyclists and pedestrians if the station were to be placed on the west of Moodie Drive. The wish for the LRT line to be extended further north to reach Carling Campus was mentioned in the workshop. Flooding along the current paths running north to Carling Campus along Moodie Drive was noted. Improved cycling and pedestrian facilities to Carling Campus along Moodie Drive were expressed, which is discussed more in the Active Streets section of this report.



TRANS CANADA TRAIL

The community was expressly positive in regards to the study proposed plan of improving conditions along the Trans Canada Trail to and from Kanata by means of paving a portion of the trail and adding a cross walk at pivotal junctions.

TRAFFIC

While the LRT is poised to connect residents from across Ottawa, community members close to the Moodie LRT Station raised concerns that traffic in their local community would increase due to the presence of the Moodie LRT Station. Community members indicated that they have concerns about increased traffic into the community, especially along Corkstown Road due to the potential for commuters from outside the community to drop off passengers at the Moodie LRT Station. Traffic calming measures were requested to offset the effects of increased traffic within the community. In particular, requests to address increased traffic due to busses and kiss-and-go commuters were made.

The following gives a more detailed account of the previous issues arranged by commonly cited themes:

BUS TRAFFIC

With the construction of the Bus Rapid Transit (BRT) along Corkstown Road, and the potential for the Moodie LRT Station to increase demand for bus traffic into the community, participants had concerns about the impact of an increase in buses on their roads would have, especially along Corkstown Road. Suggestions were made by community members to reduce the number of buses travelling down Corkstown Road by perhaps diverting empty buses down alternative roads instead of Corkstown Road. Reducing the number of connector buses on Corkstown Road was also discussed.

While increased bus traffic along Corkstown Road was commonly referred to by the community, there was a request by several community members to increase the frequency of buses throughout the



Figure 15: Participants discuss bus traffic within the community.

community to aid in travel between the Moodie LRT Station and local community hubs, especially the Crystal Beach Community. Noting the distance between parts of the Crystal Beach Community to the Moodie LRT Station, participants felt that they would be better served to use the station, if it were easier to get to, especially during winter months when walking would be a less attractive option.

PASSENGER PICK UP AND DROP OFF

While the Moodie LRT Station is designed to service the broader community, concerns were raised that commuters being dropped off at the Moodie LRT Station would create an unwanted increase in traffic into the immediate surrounding community. Discussions were had concerning the location of the proposed Passenger Pick up and Drop Off (PPUDO), with some favoring a location closer to the Queensway 417 on/off ramp to decrease the distance vehicles would have to drive into the community. Accounts differed concerning the preferred location of the PPUDO east of Moodie, with some being open to an east-of-Moodie location, while others were more hesitant to embrace the idea.

SAFETY

Traffic calming devices, such as flex-posts, to calm traffic and protect cyclists were discussed, as were cross-walk/cross-rides at particular intersections, such as the Corkstown-Moodie intersection. The community was pleased with the Stage 2 study proposed cross-walk and cross-ride locations along Moodie Drive and Corkstown Road. Participants noted that along Corkstown Road, there is a bend just before Moodie Drive that is at an angle so sharp that it makes it difficult for both cyclists and vehicles to have a clear line of sight. A desire was expressed to align the road differently at this bend to allow for a safer commute along Corkstown Road for all.

SUMMARY

While the addition of the Moodie LRT Station to the community will undoubtedly be a vital resource for the community, there are concerns that increased traffic could have a negative effect on the community. At the Moodie LRT Station workshop, community

members were well documented requesting traffic calming measures and alternative solutions to additional vehicular and bus traffic throughout their community, especially down Corkstown Road. Community members were receptive to Stage 2 study proposed traffic calming facilities along the major arterial roads.



Figure 16: Flex-posts were discussed as a possible safety measure to combat increased traffic within the community. (Credit: Devlotech)

MAJOR THEMES REVIEW

Overall, the Moodie LRT Station Connectivity Workshop was a success in terms of creating a platform for the community to engage and discuss with Stage 2 members opportunities for connectivity with the Moodie LRT Station. The community provided feedback on topics the Stage 2 team had set out to discuss, including: existing pedestrian and cycling infrastructure, work to be completed by the BRT, what previous connectivity assessments had identified to date, cycling connections between Kanata and Crystal Beach, and any additional features that would benefit the community.

The community contributed a great deal concerning the existing pedestrian and cycling infrastructure, and proposed possible improvements to both. The community's interest concerning work to be completed by the BRT was high. Cycling connections between Kanata and Crystal Beach were discussed by the community as features that they would prefer to see in their community, and praised the efforts made by the Stage 2 Team to improve the existing connections along the Trans Canada Trail. Debate was lively concerning the location of the Moodie LRT Station, however the east was ultimately the more popular choice of the community.

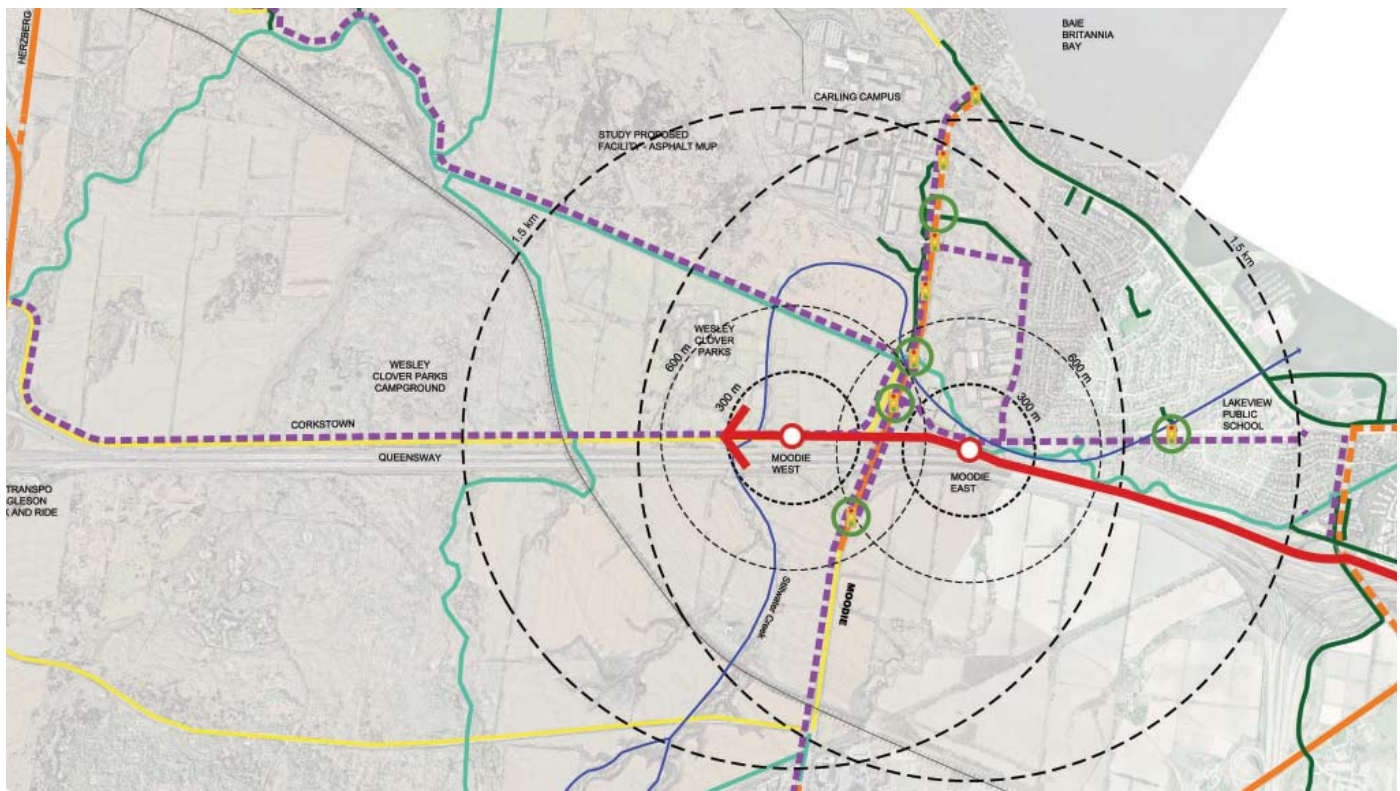


Figure17: Overview of major connection routes between the Moodie LRT Station and the community.
(Credit: Stage 2)

The following is a brief summary of major themes discussed by the community following the Moodie LRT Station Connectivity Workshop:

ACTIVE STREETS

Community feedback indicated a high desire for streets that emphasized active modes of travel (ie. cycling and walking) that were continuous and safe. In particular, the community noted a wish for dedicated cycling and multi-use pathways along the main arterial roads in the community: Moodie Drive and Corkstown Road. The community expressed a need for safety measures to be taken along these arterial routes to make active travel safe and comfortable, including better lighting, flex-posts, and signalized crossings.

COMMUNITY CONNECTIONS

Improvement in community connections was a widely discussed topic at the Moodie LRT Station workshop. Community members were in favour of proposed connections by the Stage 2 team, including study proposed paths leading directly into the Crystal Beach community from Moodie Drive north of Abbott Point of Care, and possible future connections for Corkstown Road to the south of the Crystal Beach Community. Positive feedback was also documented concerning the study proposed connection cross-walk or cross-ride at the Moodie Drive and Corkstown Road intersection. Improved connections to Carling Campus was discussed, particularly improvements to active travel routes along Moodie Drive. The study proposed Moodie 417 Overpass was regarded favorably by the public as a vital connector route between the communities north of the 417 and Bells Corners to the south of the 417. The proposed improvements to the Trans Canada Trail network east of Moodie, specifically the proposed paving of a portion of the trail were received favorably by the community, as the trail is an important linkage to the Kanata community to the west. Improvements to local bus schedules were mentioned by participants as a possible aid to connect people more easily to the Moodie LRT Station. Lastly, the community noted a wish to retain connections for wildlife in the community.

STATION LOCATION

The debate between the preferred Moodie LRT Station came out in favour of a station located east of Moodie Drive. Community feedback indicated that a station east of Moodie was preferable as it had the potential to service most people by being in a central location within walking distance to major hubs. The community felt that having a station east of Moodie would be the safer option as it would negate the need to cross Moodie Drive, it would be in a more visible location, and it would be a shorter walking distance to the Crystal Beach Community and other pivotal hubs.

TRAFFIC

It is the view of the community that the addition of the Moodie LRT Station has the potential to increase traffic in the immediate surrounding community. As this is an unwanted side effect of having the LRT station so close to their homes, the community would like the city to take measures to control traffic through the community in response to an increase in vehicular and bus volume, especially on Corkstown Road. Traffic calming measures, including flex-posts and traffic lights were noted as features wanted by the community to potentially settle the flow of traffic throughout their community. Increased bus traffic, especially along Corkstown Road, was voiced by the community as a concern.

SUMMARY

Following discussions between the Stage 2 team and community members, major themes of opportunities for better connectivity to the Moodie LRT Station emerged. Discussion between the above mentioned parties was lively, positive, and productive, rendering the workshop a success.

NEXT STEPS

The Moodie LRT Connectivity Workshop was successful in creating a positive dialogue between community members and the Stage 2 team. The goals set out from the beginning by the Stage 2 team to address pedestrian and cycling infrastructure, work to be completed by the BRT, the status of the current connectivity assessment, cycling connections between Kanata and Crystal Beach, and any additional features that would benefit the community were met.

Feedback by the community received by the Stage 2 team will be used to inform the continued development of connectivity between the Moodie LRT Station and the surrounding community. The City of Ottawa in collaboration with the Stage 2 office hopes to continue to build a city that functions effortlessly with the community to best shape Ottawa. The input by participants at the Moodie LRT Station Connectivity Workshop helps to guide this mission and create a better city for everyone.

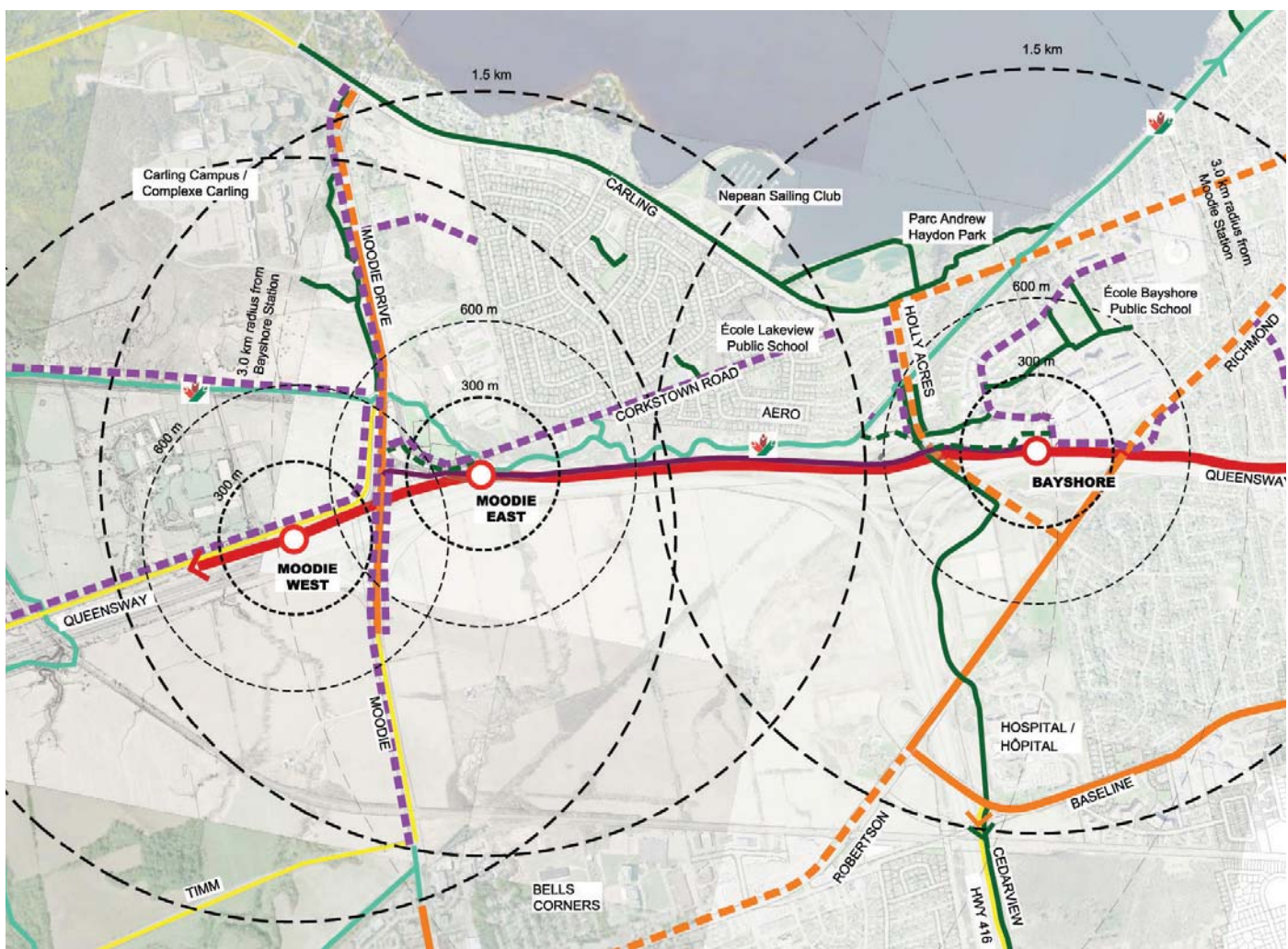


Figure 16: Overview of major connector routes between the Moodie LRT Station and the larger Ottawa Community. (Credit: Stage 2)

APPENDIX

COMMENT SHEETS

EAST vs WEST STATION LOCATION

- Would not use Moodie West
- Personally, I would walk less to a station on the West side. I think transit users I know would feel the same way.
- I would not walk to West Station. Would need better bus service.
- I may use the Moodie West Station to access the Greenbelt.
- Connectivity improvements-the Moodie West Station will improve connectivity for the following groups: a) 8000 to 10000 employees of DND, b) soccer and equestrian fans attending events at Wesley Clover, c) 1 million citizens wanting to access the Greenbelt for recreation, wildlife and nature, d) temporary tourists using the campground.
- The Moodie West Station will be safer and more efficient for pedestrians, cyclists, cars, buses, and the community.
- 10,000 DND employees are required to maintain their physical fitness-the distance from Moodie West will be effective for this.
- The potential for a Moodie West Station is significant.
- Prefer Moodie West Station
- Bus drop off and kiss-and-ride work better with Moodie West option.
- Location East is more connected to community and safer as we don't have to cross Moodie.
- Moodie East station best option to increase use. Need good link with bus station.
- My sense is that those who are opposed to an East side station are not the major users of LRT. The demographic is getting younger in Crystal Beach--we are those who are going to be commuting via the LRT, so hopefully you'll take that into consideration when assessing the connectivity feedback.
- Location of station allows more residents to

walk to it on East of Moodie, and no need to cross Moodie Dr.

- Moodie East is safer for residents to connect (walk).
- In nice weather, I'd walk to East Moodie station. But if rain, too cold, or if I'm running late.
- Seems obvious that Moodie East location makes sense. It will service the most people: neighborhood, DND, and Abbott
- Bike, walk, and skateboard along Crystal Beach Drive and down Corkstown to the east side station. West side is too far, I would just bike to Bayshore or take a local bus, or Uber.
- I will connect through Bayshore Station. Very few people will connect through Moodie East Station.
- Remove Moodie East Station.
- Connectivity to stations seems good. Crossing Moodie wherever station is will be very important.
- Needs to be between station and Moodie so cars can get back on Moodie easily vs. using Corkstown.
- It makes sense to me to convert the BRT currently under construction to an LRT station.

ACTIVE STREETS

- Bike lanes are not currently continuous on Moodie (North side of 417 overpass) as shown on existing.
- Build new MUP along west side of Moodie to extend Ottawa-Carleton Trailway to the Trim/Moodie signal to permit crossing Moodie to use NB paved shoulder.
- Bike lanes both directions on Corkstown Rd (make Corkstown wide enough).
- Bike path on both sides of Corkstown.
- Avoid bidirectional bike paths.
- Bike lane and side walk well lit on Corkstown. Make the local bus take people to the new station (and ideally continue to Bells Corners)
- Definitely need improved cycling and pedestrian

access along Corkstown--either north or south side, or both.

- Sidewalk on both sides of Corkstown.
- Sidewalk extension on Corkstown north side to Moodie.
- Very happy sidewalk on Corkstown to BRT going ahead.
- Multi-use or bike lane on South side.
- Corkstown south needs bike/multi-use lanes--not a sidewalk, as there is one on the north side.
- Please pave the multi-purpose path that runs along Carling
- Add a sidewalk on south side of Carling from Moodie to Ullswater
- March Rd. bike lane markings must continue through right turn lanes.
- Need traffic calming signs down Corkstown; it is scary for cyclists.
- Bike crossing on south side of Corkstown must cross to North side bike path on Carling along Ottawa River.
- Round corners getting on and off bikes.
- Safe crossing at Burke/Carling should be provided to enable west bound cycling on Carling a safe detour despite not meeting warrants.

COMMUNITY CONNECTIONS

- Need a direct walking path from Carling Campus South GDGE to LRT-Moodie West, approximately 200 metres West of Moodie (parallel to Moodie)
- Currently I use the station at Bayshore and from there I go downtown, to Gatineau, or just come home from Bayshore. The 152 connection is just awful in the best of times (rush hours) and its unreliable or so infrequent at night or on weekends that its basically useless. I bike or use Uber to Bayshore or to the destination.
- Would like to see a connection bus route no matter where the station is.
- I need a frequent bus along Crystal Beach to the station (at least during peak hours).
- Straighter path across Moodie from Corkstown.
- Crossing for pedestrians/bike/cars at Moodie and Corkstown needs improvements in signal

timing.

- Most direct route to Kanata North business park is via the NCC trail that starts at Burke. It should be brought up to standard and paved.
- The underpass at March Rd is of value not just to Kanata commuters but to CBLCA commuters.
- Really liked the idea of improved Trans Canada Trail to Burke Rd and cross-walk to Kanata north. Great!
- Improved connections between the Trans Canada Trail is a good idea.
- The cycling "path" on Carling is so rough-impossible to roller blade.
- Need a way to get from Heron Rd to North Kanata. There is no real bike path to get there other than March Rd.

TRAFFIC

- Will need to minimize bus traffic on Corkstown. This appeared at all workshops to be the biggest concern from the community. This is the city's big challenge.
- Do not allow/lessen the number of connector buses on Corkstown.
- Neighborhood concern about number of buses on Corkstown and through neighborhood is a very legitimate concern. Any solutions to mitigate this potential problem would be appreciated.
- Corkstown Road is main connector for cars, bikes, and pedestrians--so need to decrease cars on Corkstown to improve safety.
- If Moodie LRT East, Corkstown Rd will see traffic increase.
- Catapult to send cars outside greenbelt instead of allowing them to continue on Corkstown.
- Minimize traffic passing Lakeview Public School.
- Slower travel likes straighter lanes.
- Please consider sightlines for exists of paths to roads. Too many of the path exists are on an uphill making the sightlines for road traffic difficult. The grading should be level with the road. Remove the foliage at the entrance/exit paths. The path access should have round corners.

OTHER

- Thanks for the effective workshop!
- Allow bikes on LRT.
- Keep all infrastructure West of Stillwater.
- Thank you for your consultation and your time.

EMAIL COMMENTS

A request was made for the community at large to identify “what is missing”. Here is my opinion:

The existing soccer fields within the north east corner of the Moodie Drive / 417 intersection should be converted to a park and ride facility. This is a major transit hub, it is reasonable to expect demand for parking. Without a park and ride option, cars will park within the Crystal Beach community, greatly upsetting the residents. Unused parking space within Abbott Laboratory can be expropriated for this need as well.

Provide a park and ride option.

Relocate the soccer fields onto the north west corner of the Moodie Drive/417 intersection and take advantage of the larger footprint to add additional soccer fields, base ball diamonds etc.

There is discussion about where to locate the new LRT station, either east or west of Moodie Drive.

My recommendation, site the new LRT station east of Moodie. This locates the station closer to the population centres of the Crystal Beach and Lakeview communities.

A secondary, small sub platform can be located approximately 1 km west along the proposed rail corridor adjacent to the 417 where the existing rail line transits under the 417, where rail transit users could access the facilities within Westley Clover park and the municipal trailer park/camp ground.

This comment/idea ties into my former email, sent to this same address, where I propose the utilization of the existing north west oriented rail corridor to run the transit line into Kanata.

1) Absolutely no path behind Solva Drive connecting to the LRT Station! This is NCC Greenbelt and should be respected and preserved for its wildlife corridor with deer and many other animals, many trees and songbirds. This area is on our backyards. Please keep it and preserve it as is. Do not disturb nature.

2) If LRT Station is on the east side of Moodie Dr. (my preference is on west side) then a bus would be required to the station - otherwise too far too walk from Solva Dr.

3) Please keep the local bus to Bayshore

4) Buses would be required from LRT Station to Bells Corners and back along Moodie Dr.

5) Buses required from LRT Station to Kanata and back

Hi ...

We really enjoyed the workshop the team provided, especially the brilliant way of obtaining comments in workshop sessions. So efficient and so civil! Thank you.

We live in Crystal Bay. A question that popped up was “how can people in this community access the Moodie station? One thought that occurred to me was something that OC Transpo had running in the early 1980s — OC Tele-Transpo! Its purpose was to encourage ridership by getting people to BayShore as efficiently as possible to pick up other busses. Assuming you are not familiar with what TeleTranspo was, a basic description is this:

- Minibusses, about 20 or so passengers each, homed on BayShore station
- Each bus served a particular area, in our case Crystal Beach.
- Each bus had a departure schedule, e.g., a.m. 07:00, 07:30, 08:00; p.m. 13:30, 14:00, 14:30, etc. Less frequent during the day.
- In the morning:
 - call TeleTranspo to arrange the next pickup at the house.
 - Bus arrives, get on.
 - Bus continues picking up other requests.
 - Bus returns to Bayshore.
- In the evening:
 - At Bayshore, wait for the next TeleTranspo bus to your area:

- get on
- advise driver of your address
- get off in front of your house.
- bus continues its route and returns to

Bayshore

• Note that a.m. residential dropoffs and p.m. pickups were also possible; very useful for shift workers taking the bus!

From a user perspective, this service was brilliant! It made me want to use OC Transpo rather than take my car.

Considering that Bells Corners, Crystal Bay/Lakeview, and Crystal Bay are major residential hubs, perhaps a modern version of TeleTranspo could be considered. By modern I mean, of course, a smartphone app. A well designed app could make it easy for the user to track pickup time very closely, and aid the driver to take the most efficient route to pick up passengers. That is, routing software would consider the geolocation of all requests and create the most efficient route for the driver at departure time.

You have lots of time to think about this. If I were you, I'd do some exploratory work by using comp. sci. and civil eng. students in co-op programs to play with the concept and see what they come up with. Give them a big judgement-free sandbox and all the technology they need. Some proof of concept trials could be run in a year or two after they start if you get some "bright lights". They would also work on a financial model to pay for the service without impacting user fees nor city budgets. The financial model would address both driven, and driverless, busses (keep your eye on the future!).

One other thought about Moodie Station. I was initially in favour of the east location but the west side has the advantage of a lot more open space available (after you drain the swamp!) for things like carpools and commerce.

That's my Toonie's worth.

There is a request for ideas to locate pedestrian paths and cycle pathways to best enable access to the new transit station.

The one pathway I can comment on is the proposed pathway running parallel to Ulswater Drive, Solva Drive and Cleadon Drive. The most logical

placement would be along the north south boundary between the Crystal Beach community and the NCC green belt. Neighbour hood "NIMB" objections could be mitigated if the new trail was not lite up at night, located on a diagonal path so as not to interface with existing fence lines, be a straight line so as to maintain long sight lines (for safety) and to be maintained.

Previous suggestions I have made at previous open houses include;

- Street lights and wide sidewalks/bike paths along both sides of Corkstown Road to enable and encourage pedestrian access to this new transit station.

- a larger kiss-&-run drop off location, perhaps located on the north side of Corkstown Rd, across the street from the train platform.

- the provision of bicycle parking adjacent to the train platform.

- retain feeder bus service within the community to both Bayshore and the new transit station.

Running the LRT line parallel to the 417, west to Kanata requires surmounting a significant hill.

My suggestion is to re-route the westward extension, creating a loop, starting from the BRT station on Corkstown Rd, west across Moodie Drive, parallel to the 417 until you reach the existing single rail line that runs under the 417. Join the new LRT line to this existing north west oriented rail corridor. Add an additional rail line beside the existing rail line for two way traffic. This existing rail corridor rail heads to north Kanata where it could tie into the proposed northern extremity of the LRT line.

Besides "flattening the hill" with this route, one additional major benefit of this new routing is proximity to the DND site. A short spur line can be run to the western edge of the DND site.

Additionally, the southern end of Kanata can be serviced by utilizing the former rail corridor that heads into Kanata along the south west oriented former rail line. A new "loop" could be created by joining the above proposed north west rail corridor to a new north south line through central Kanata to

link into the former south west rail corridor. The proposed line along the 417, west of Moodie, could be mostly eliminated.

Hi – answers to your 4 workshop questions from someone who live equidistant from Bayshore and Moodie West:

(1) How would you connect to the station (desired access routes)?

Moodie West – I wouldn't. I would NEVER head to Moodie West when Bayshore is just as close (not that either is the kind of walk one would want to undertake in 2 directions every day anyway), actually going in the direction of travel (you won't be able to go further west for many years, and most people are headed downtown anyway), and with a much more desirable walk there – level ground, existing pathways, some sidewalks, lighting, no need to cross Moodie and no desolate areas. And that's assuming ideal weather conditions – forget about winter. And if that maintenance facility were to be plunked east of Moodie, crossing Moodie would become a virtual impossibility for anyone residing in the area.

Moodie East – on foot. I regularly walk to and from this area with my dog and am REALLY looking forward to its conversion to LRT, when I expect to use it each day to commute to work downtown. And FYI, my house is close enough to the new DND that if I worked there (and I did work there when it was Nortel, walking to work most day), I would walk it and avoid all transit – just to be clear, an OK distance to walk to work, avoiding all transit, but way too far to go (a la Moodie West) to connect with transit.

(2) How would you connect to other destinations?

Until Stage 3 is introduced, I will continue to drive into Kanata and Bells Corners for shopping, etc.

(3) Do you have any suggested connectivity improvements?

I was focussed completely on the Moodie East v. Moodie West issue, so my comments are limited to there.

Re: the Moodie station generally - sidewalks and lighting are desperately needed along Corkstown Road. At present, it is dangerous to walk between Crystal Beach Drive and Moodie station, and VERY dangerous at nighttime - so much so that I would never do it after dark without these infrastructure improvements.

(4) Were any connectivity routes missing?

There are obviously big issues on Moodie Drive re: anyone trying to get to and from Bells Corners/ south side of the 417. As it currently exists, I would NEVER attempt to walk or cycle across the Moodie bridge over the 417. And I feel for anyone using the bus stops around there, too.

Thank you for consulting with the local community. Those of us who plan to use the LRT are really looking forward to Moodie East, whereas many 'supporting' Moodie West admit that they don't want or plan to use it at all – don't let them ruin it for the rest of us by putting our station west of Moodie!

Hello:

I was present for your presentation on this subject at the Nepean Sailing Club on August 21 - and have the following comments.

In terms of my preferred method of accessing the Moodie LRT, as a cyclist coming from the Carlingwood area, I would most likely take the NCC bicycle path that crosses Corkstown just east of Moodie or possibly take that same path as far as Andy Hayden park and then come along Carling and Corkstown to the transit station.

I do, however have a couple of additional comments to make which are not directly under the purview of the LRT project.

First, the existing bicycle/pedestrian path that currently runs along the north side of Carling from Andy Hayden park to Moodie is in very bad shape - terrible shape in some places. I would hope that it can be repaved soon - before the timeline for the LRT project (Carling Avenue from Corkstown intersection to Moodie is in no better shape and also needs serious work).

Second, by taking the NCC path towards Kanata north one has eventually to get onto Carling westbound at Burke Rd. Crossing Carling at this point during rush hour is extremely frustrating because one often has to wait interminably for a break in traffic. A cycling/pedestrian signal here to cross Carling is overdue. I have spoken with many other cyclists who have exactly this same complaint. I would hope that it too can be considered long before the end date for the LRT work in this general area.

Thank you.

1) How would you connect to the station (desired access routes)?

If the station were on the East side of Moodie, I would easily connect by foot. If it were West of Moodie, I'd be hesitant to connect at all because the distance to either that station or Bayshore would be prohibitive by foot and I'd likely still travel by car.

2) How would you connect to other destinations?

Again, with the station on the East side of Moodie (much closer to the housing density), I'd easily connect to other stations via that stop. Moodie West is an illogical location for a station stop.

3) Do you have any suggested connectivity improvements?

If the station is Moodie East, then that's the ideal scenario, especially with improved pedestrian and bicycle access.

4) Were any connectivity routes missing?

No.

I would prefer West of Moodie for LRT station. If station is on the west side of Moodie a pathway from Solva (existing dirt pathway) to Moodie may be a good way to connect to the recreational path on the west side of Moodie Drive. Lights to cross at Moodie Drive may be required.

If station is on the east side of Moodie access would most frequently be from Crystal Beach Drive to Corkstown - if this access is used, sidewalks and lighting would be required on Corkstown Road. If a recreational pathway is put in behind houses on

Solva, this would presumably be used only during the day time in keeping with most recreational pathways (no light or noise disturbances for residences). The proposed pathway behind the houses on Solva Drive is an option but I am not sure how many people would use it to get access to the station on the east side of Moodie. I would be interested to find out if the existing bike path will remain to connect to Moodie and Corkstown as this is a major intersection for bikes or if there is a different proposal planned. I noticed in the Ottawa Citizen there was talk of using Abbott parking lots for a park and ride (we were told there would be no park and ride at this location). If a park and ride is required the station would be better placed on the west side of Moodie.

SOURCES

<http://ncc-ccn.gc.ca/places-to-visit> (Active Streets-Image of MUP)

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<http://www.jimwatsonottawa.ca/category/stage-2/> (East vs West: Train)

