

Bayshore Station to Moodie Drive LRT Extension Environmental Assessment Studies

Public Consultation Meeting June 13, 2017



2017-Jun-13



- Introductions
- Project Overview:
 - Background Refresher
 - Project Updates
- BRT to LRT conversion:
 - Station location (east or west of Moodie?)
 - Functional requirements for Moodie LRT station
 - Impacts and mitigation
- Light Maintenance and Storage Facility (LMSF)
 - Short listed sites evaluation (Options 2, 3 and 4)
 - Preliminary preferred site (Option 2)
- Potential Park and Ride
- Expanded Bayshore bus terminal (if required)
- Schedule
- Next steps/TPAP process and timing

BACKGROUND REFRESHER

Background

- BRT Transitway Extension from Bayshore Station to Moodie Drive currently under construction
- Expected revenue service is November 2017
- Conversion from BRT to LRT in the Ultimate Network but not in the Affordable Network
- Inclusion of Moodie LRT extension/LMSF within Stage 2 as base scope
- EA planning initiated with this in mind

Scope of Environmental Assessment

- Bayshore to Moodie LRT EA:
 - Conversion from BRT to LRT
 - Siting of LRT station
 - Siting of an LMSF beyond Bayshore
- Bayshore Expanded Bus Terminal EA:
 - Updated ridership – more space required
 - Not needed if LRT extended to Moodie as part of Stage 2
- Slightly different process for each EA

Study Process

- Modifications to approved EPR – Expanded Bayshore Bus Terminal

Modifications consistent with EPR	Insignificant modifications inconsistent with EPR	Significant modifications inconsistent with EPR
Proceed with modification	Prepare addendum	Prepare addendum
	Update local project file	Notice of Environmental Project Report Addendum
		Public Review
		Ministerial Approval

Study Process

- EPR – Bayshore to Moodie LRT Extension
- Follow TPAP process to address public interest

Pre-planning	Notice of Commencement	Notice of Completion	Ministers Review
<ul style="list-style-type: none"> • Data collection • Alternatives • Impact assessment • Stakeholder consultation • Draft reports 	<ul style="list-style-type: none"> • Consultation with interested persons including regulatory agencies and Aboriginal Communities • Documentation (EPR) 	<ul style="list-style-type: none"> • Public review of EPR by interested persons including regulatory agencies and Indigenous Communities • Opportunities for objections to be sent to Minister regarding areas of provincial interest 	<ul style="list-style-type: none"> • Review EPR • Consider any objections
We are here	Up to 120 days	30 days	35 days

BRT TO LRT CONVERSION



BRT Impacts and Mitigation

Impacts

- Alignment/retaining walls/noise barriers
- BRT Station
- 417 ramp grade separation
- Stillwater Creek improvements
- Holly Acres Bridge
- Add Kiss and Ride

Mitigation

- No additional mitigation required. West and east noise wall by BRT project unchanged
- Minor design modifications
- Design modifications required
- Maintain existing improvements
- Opportunities to reduce width. 417 Noise wall will NOT be relocated to north side of LRT bridge
- Added to BRT station

Park and Ride

- Council motion asked us to consider park and ride at Moodie LRT station
- Staff report will respond to this motion later this summer/early fall
- New expansive Park and Ride lot (free) not recommended at this location:
 - Lack of space immediately adjacent to Moodie LRT station
 - A parking deck would likely be required given space constraints
 - May be underutilized once LRT is extended to Kanata/potential for throw away capital costs
 - Would encourage additional traffic across the Greenbelt and is contrary to City and NCC policy
- Potential to provide a limited/short term (paid) park and ride using the existing Abbott Industries surface lot if unused spaces are available

Moodie Station-Functional Requirements with Moodie LRT

Bus Facilities/Kiss and Ride:

- 9 bus platforms
- Fare paid bus terminal
- 14 lay by spaces
- Bus operators building
- 11 kiss and ride spaces (number of spaces to be confirmed)

LRT Station:

- Common Look and Feel as Stage 1
- LRT platform (initially 90 metres in length, protection for 100 metres)
- Likely a side platform station but City will leave this to contractor to decide
- Redundant elevators, escalators under consideration
- Entrance and emergency exit
- Public washrooms

Other:

- Traction power sub station (TPSS) for station (and LMSF)

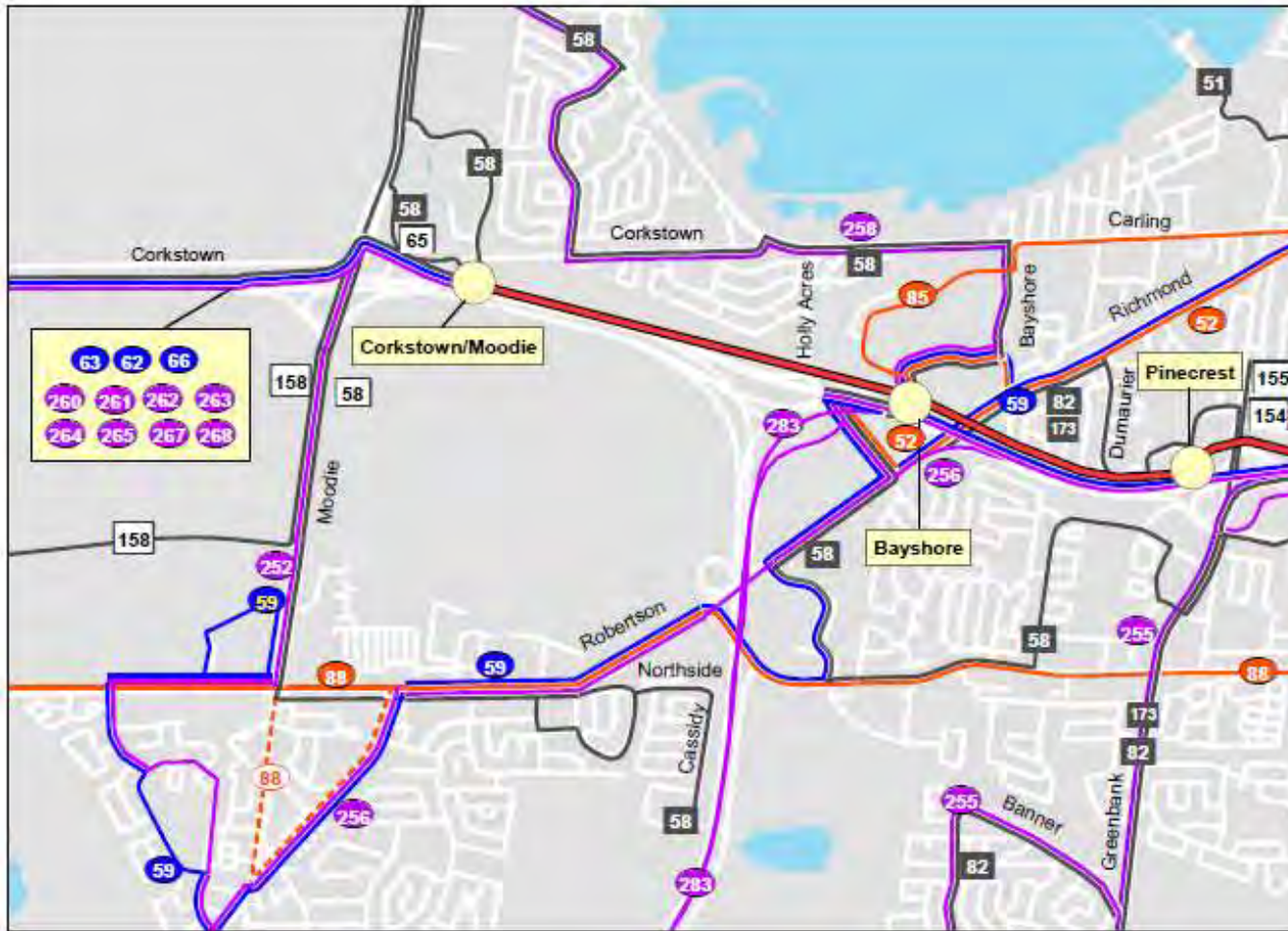
Moodie LRT Station

- Previous BRT studies strongly preferred an easterly station location
- Re-assessed to reflect bus access to LRT station rather than thru Transitway bus operations
- East and west station locations identified and evaluated (3 options)
- Evaluated based on connectivity, road network modifications, bus travel time/quality of bus service, land use, views and vistas, station catchment area for walk in traffic

Station Options Considered



Transit Network Serving Moodie and Bayshore Stations



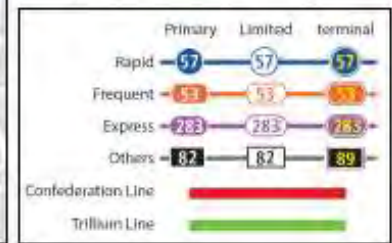
Ottawa LRT
2023 Transit Network

Transit Network Serving
Moodie and Bayshore Stations

Route Number	Headway (in minutes)	
	55	58
254	15	150
273	25	—

Route Number	Headway (in minutes)	
	55	58
52	2	11
58	13	20
59	23	23
62	28	28
64	19	19
65	—	14
66	—	3
67	3	13
68	3	6
69	3	3
555	15	19
254	—	18
258	17	—
262	14	—
264	30	—
283	19	—

Route Number	Headway (in minutes)	
	55	58
252	14	—
258	13	—
268	17	—
285	11	—
264	17	28
285	50	—
287	15	—
288	18	—



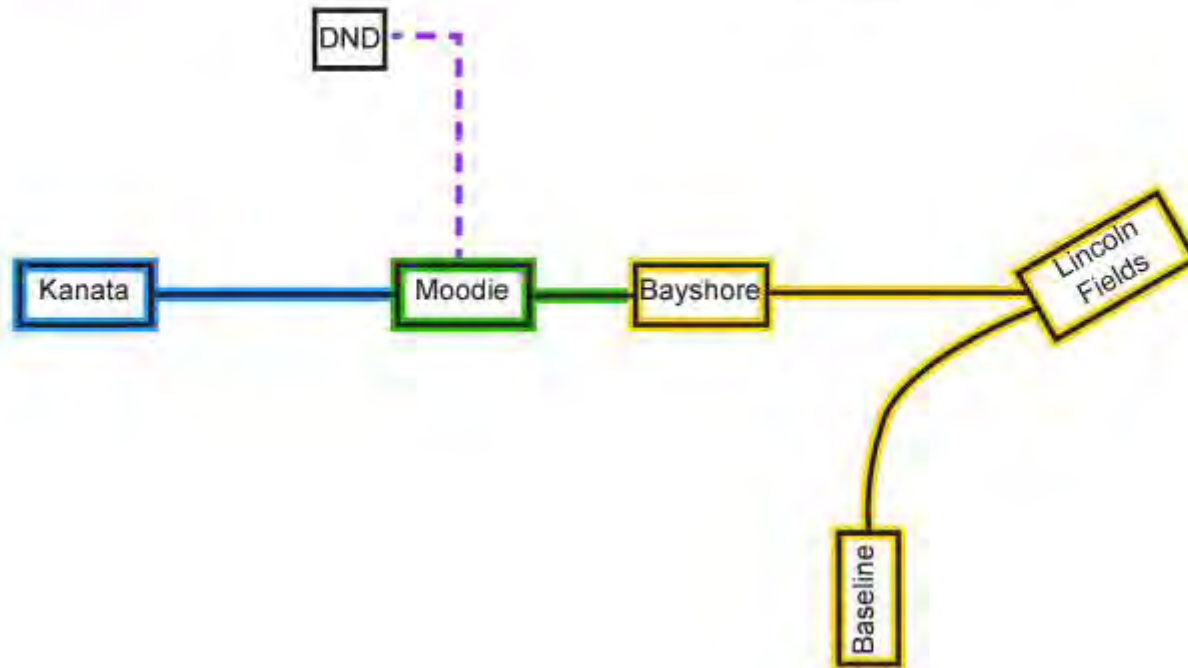
Feeder Bus Network to Moodie LRT station

- Initial Stage 2
- Phase 1 Extension
- Phase 2 Extension
- Bus shuttle (permanent)

Option 1

- Bus shuttle to DND in perpetuity

RETAIN



Transit Community Commitments

- No scheduled bus service between Moodie LRT station and Crystal Beach Drive
- Route 152 will continue to operate on Corkstown as it does today (Crystal Beach to Bayshore)
- No deadhead (empty) buses will operate on Corkstown Rd east of the station i.e. all deadhead buses will use Moodie/417 route

Station Location Options

- East side station location must facilitate yard leads to LMSF Option 2
- West side location must be compatible with LMSF Options 3 and 4
- Station selection undertaken independent of LMSF evaluation
- LMSF yard leads involve modifications to Corkstown Road alignment (varies by option) which affects bus access
- Connectivity, station catchment area and bus travel time/quality of service are key drivers of preferred station location

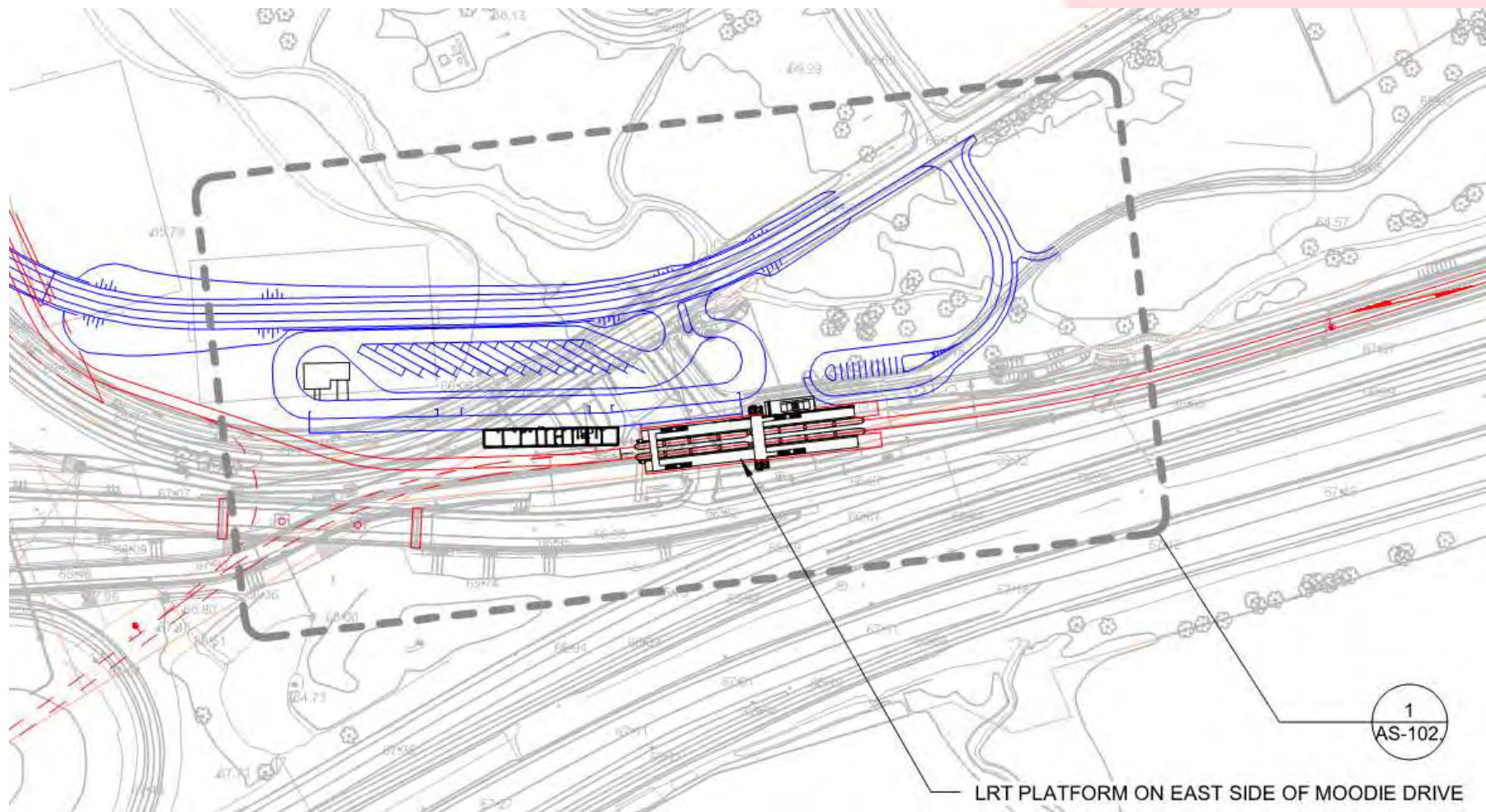
Evaluation of Preferred Station Location

- East station option :
 - Some re-use of existing BRT facilities
 - Provides better connection NCC trails
 - More accessible to residential community and Abbott lab based on 600 metre catchment area
 - Shorter distance for DND shuttle service
 - Less impact on views and vistas/lower visibility for “capital arrivals”
 - Lower impact on existing land uses and avoids impacts on Wesley Clover park in favour of impacting soccer field
- Extent of reconfiguration of Corkstown Road is similar in both options (not a decision factor)
- East side station is therefore the preferred location

East Side Station Concept



Moodie Station Draft Layout



Moodie Station Bus Routes



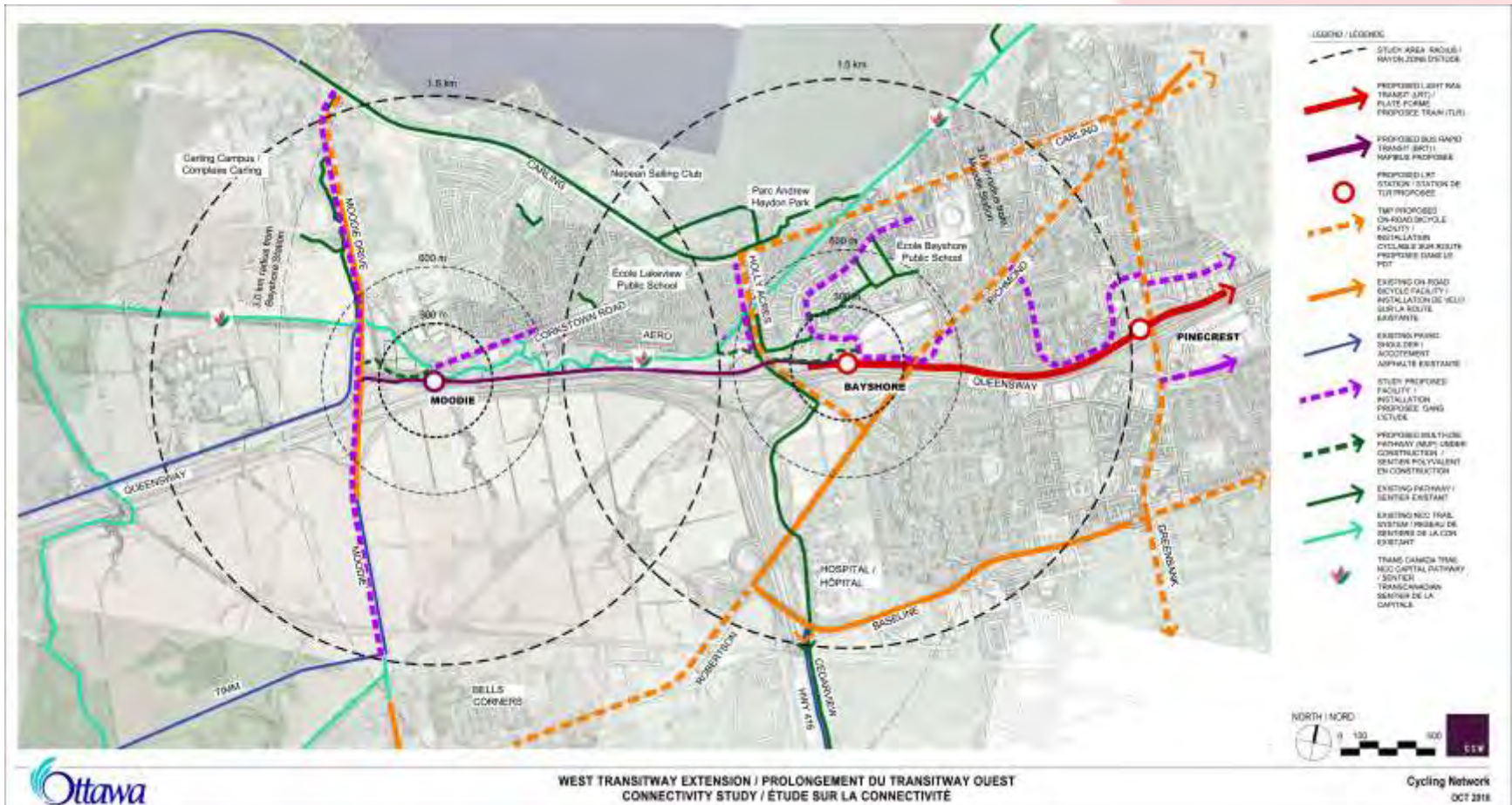
East Station Location- Connectivity Implications

- BRT project will construct some new cycling/pedestrian connections (e.g. sidewalk along Corkstown Road to Crystal Beach)
- Some connections will be left to LRT project to implement (e.g. Moodie/Corkstown crossings)
- LRT connectivity study will identify additional pedestrian/cycling connections

BRT vs LRT Pedestrian Improvements



Cycling Network



LIGHT MAINTENANCE & STORAGE FACILITY (LMSF)

Screening of Shortlisted LMSF sites



Evaluation Criteria

- **Transportation and Connectivity**
 - Connectivity (pedestrians and cyclists); Local traffic
- **Social**
 - Views and vistas; Noise/Air Quality/Vibration; Existing land use; Land Availability
- **Biophysical**
 - Groundwater; Water quality/Drainage; Fish habitat; Species at Risk; Significant Wildlife Habitat
- **Operations**
 - Operational flexibility; Station Options; Deadhead time
- **Costs**
 - Affordability (capital and operating)

Evaluation Results

	Criteria	Option 2	Option 3	Option 4
Transportation and Connectivity	Connectivity (pedestrians and cyclists)		✓	✓
	Local traffic			✓
Preferred				✓
Social	Views and vistas	✓	✓	
	Noise/Air Quality/Vibration		✓	
	Existing land use	✓		
	Land Availability	✓		
Preferred		✓		
Biophysical	Groundwater	✓	✓	✓
	Water quality/Drainage			✓
	Fish habitat	✓	✓	✓
	Species at Risk		✓	✓
	Significant Wildlife Habitat		✓	✓
	Preferred			
Operations	Operational flexibility		✓	
	Station Options	✓	✓	
	Deadhead time	✓		
Preferred		✓		
Costs	Affordability (capital and operating)	✓		
	Preferred	✓		
Overall Preferred		✓		

Rationale for Option 2 as Preferred

- An LMSF must be affordable and meet operational needs for the long term
- Option 3 is not preferred on any of the 5 major evaluation categories
- Option 2 is preferred in terms of land use, operations and costs
- Option 4 is preferred for transportation/connectivity and biophysical but mitigation strategies are available for other options
- Capital and operating cost premiums for Options 3 and 4 will affect City finances/affordability:
 - Options 3 and 4 are \$15 M and \$ 48 M more expensive, respectively than Option 2
 - Also have higher deadhead mileage costs and reduction on nightly maintenance window
- Overall, Option 2 preferred due operational and cost advantages
- Mitigation strategies to be developed and committed in EPR and reflected in preliminary engineering

Light vs. Heavy Vehicle Maintenance Facilities

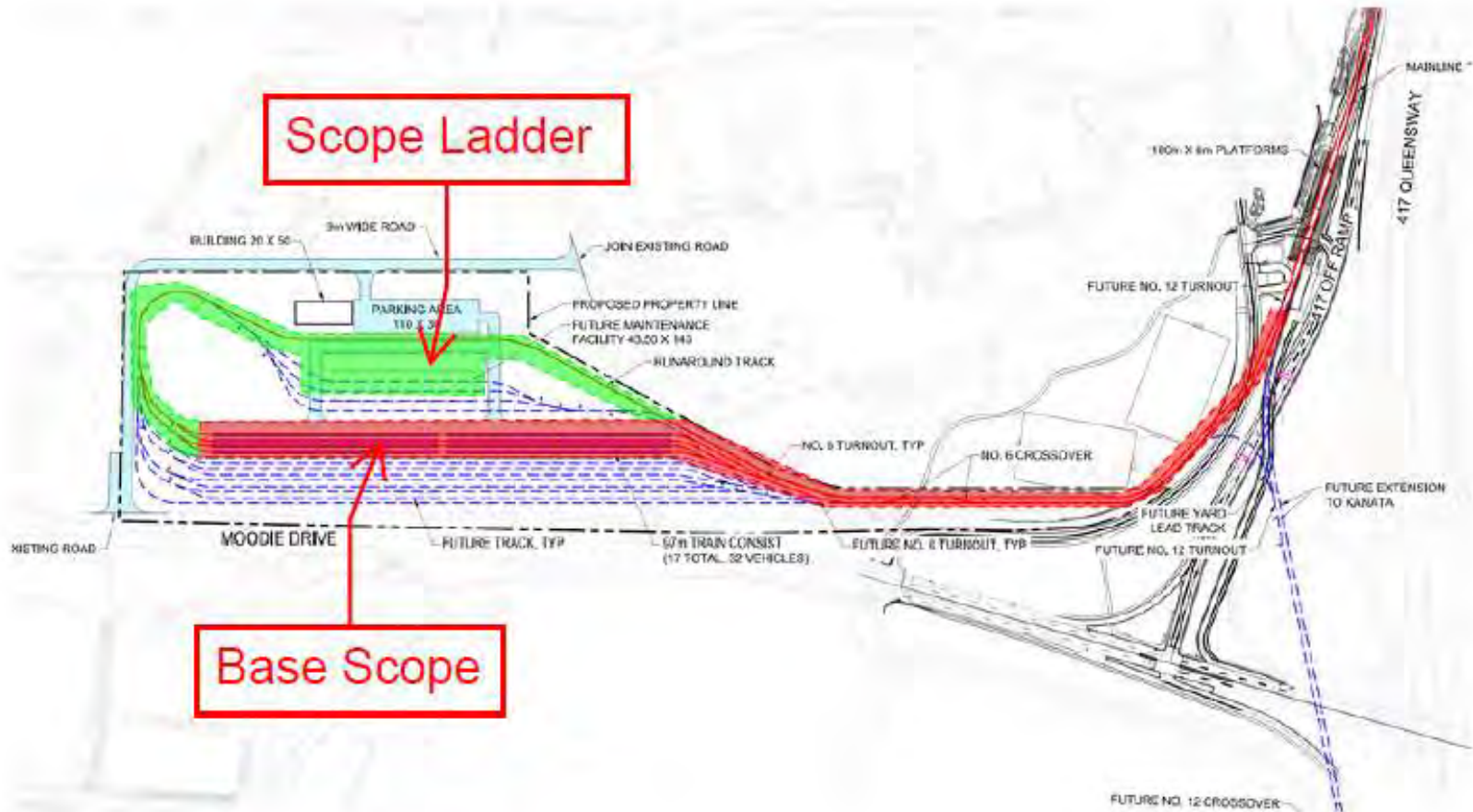
Light Maintenance at Moodie LMSF

- Operator reporting facility plus maintenance staff on selected shifts
- Overnight covered storage
- Interior vehicle cleaning
- Graffiti clean up
- Minor repairs(seats, doors, windows)
- Small parts inventory
- Filling sand boxes

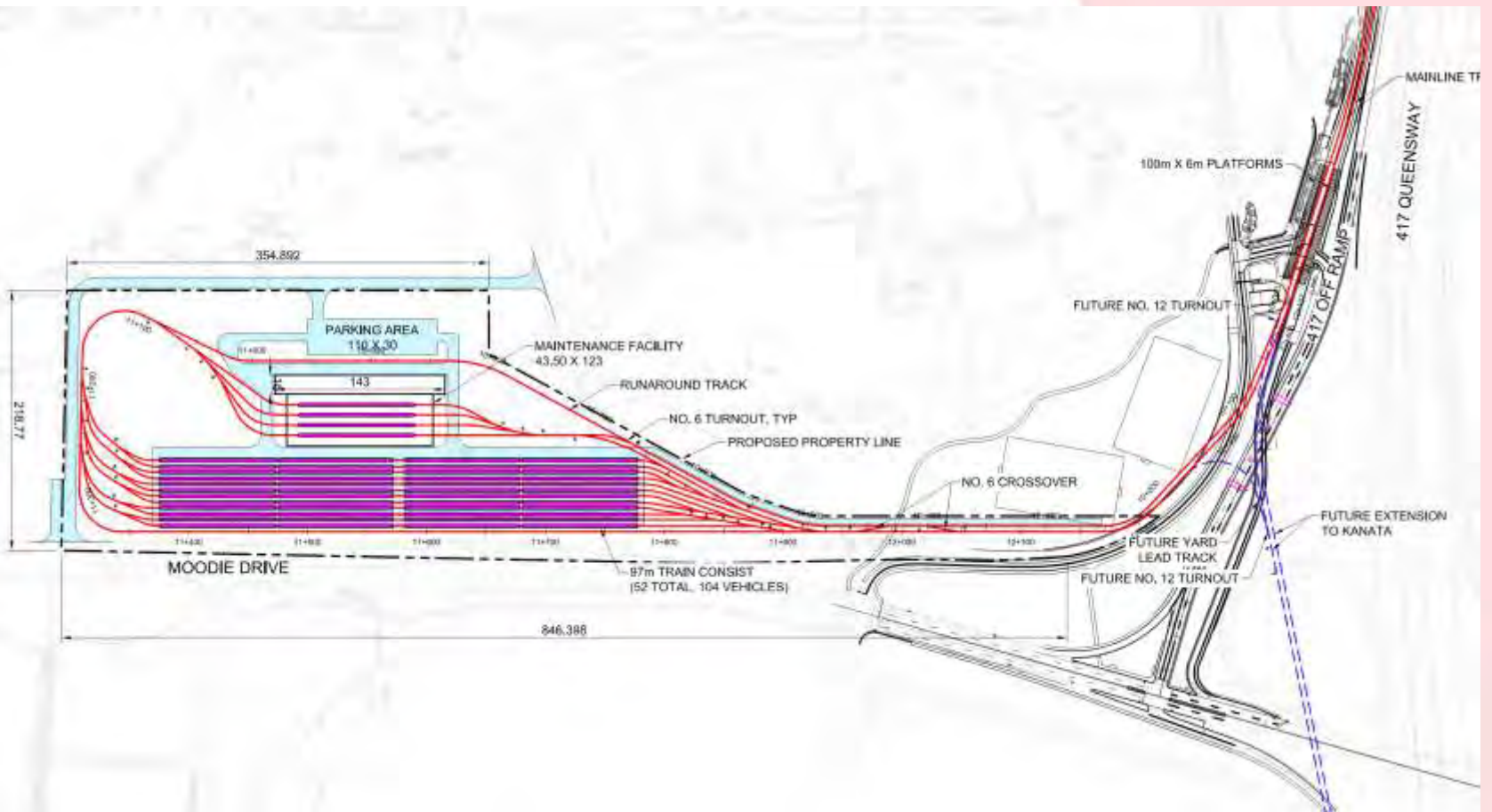
Heavy Maintenance at Belfast MSF

- 24/7 facility with main administration building for operators and vehicle maintenance staff on multiple shifts
- Overnight covered storage
- Wheel truing
- Inspections and overhauls
- Component replacement
- HVAC repairs
- Removal of bogies/trucks/axles
- Exterior car wash
- Full parts inventory for all vehicle components
- Underground pits/elevated gantry's for major repairs
- Vehicle hoists

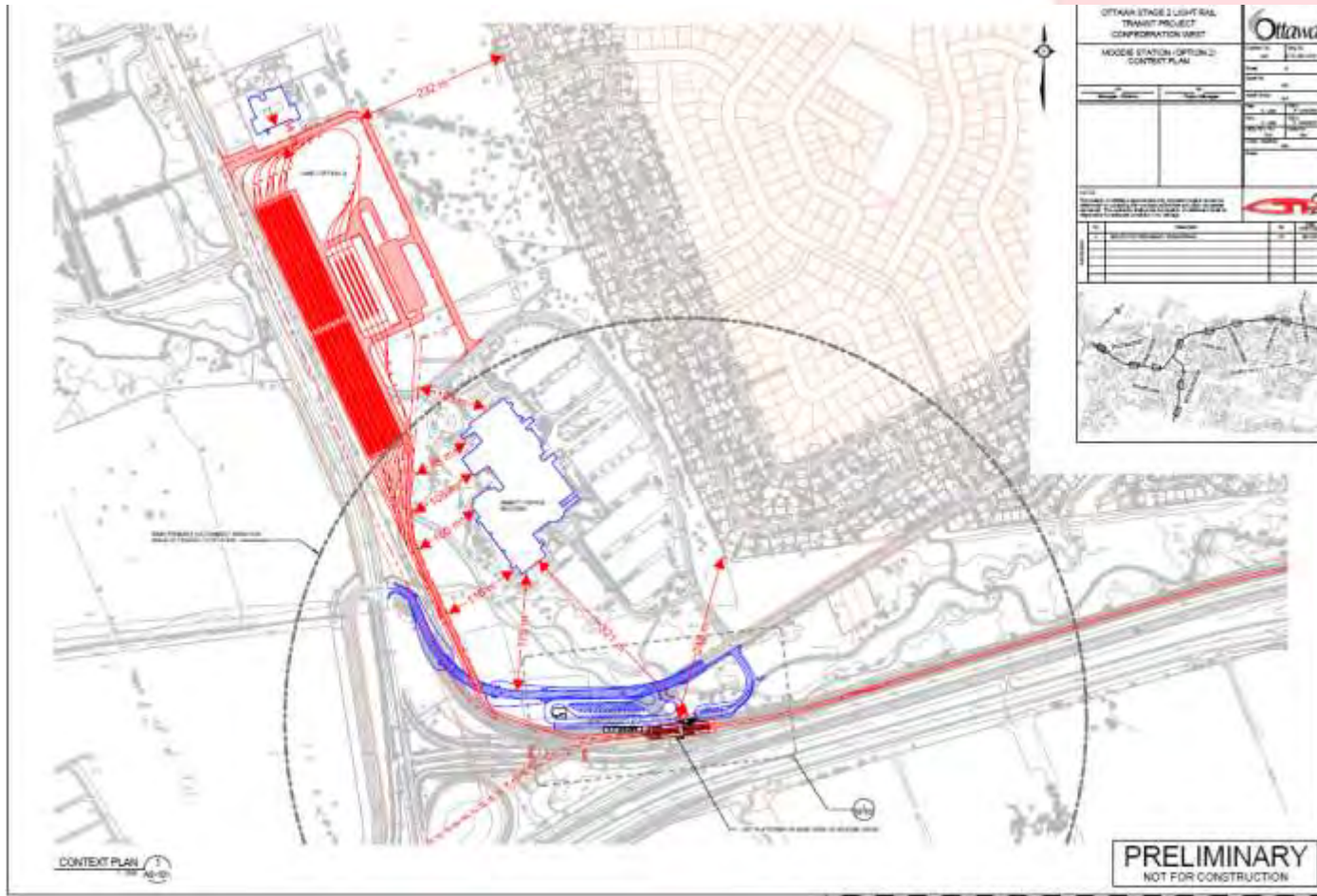
Option 2- 2023 LMSF Layout



Option 2-Ultimate LMSF Layout



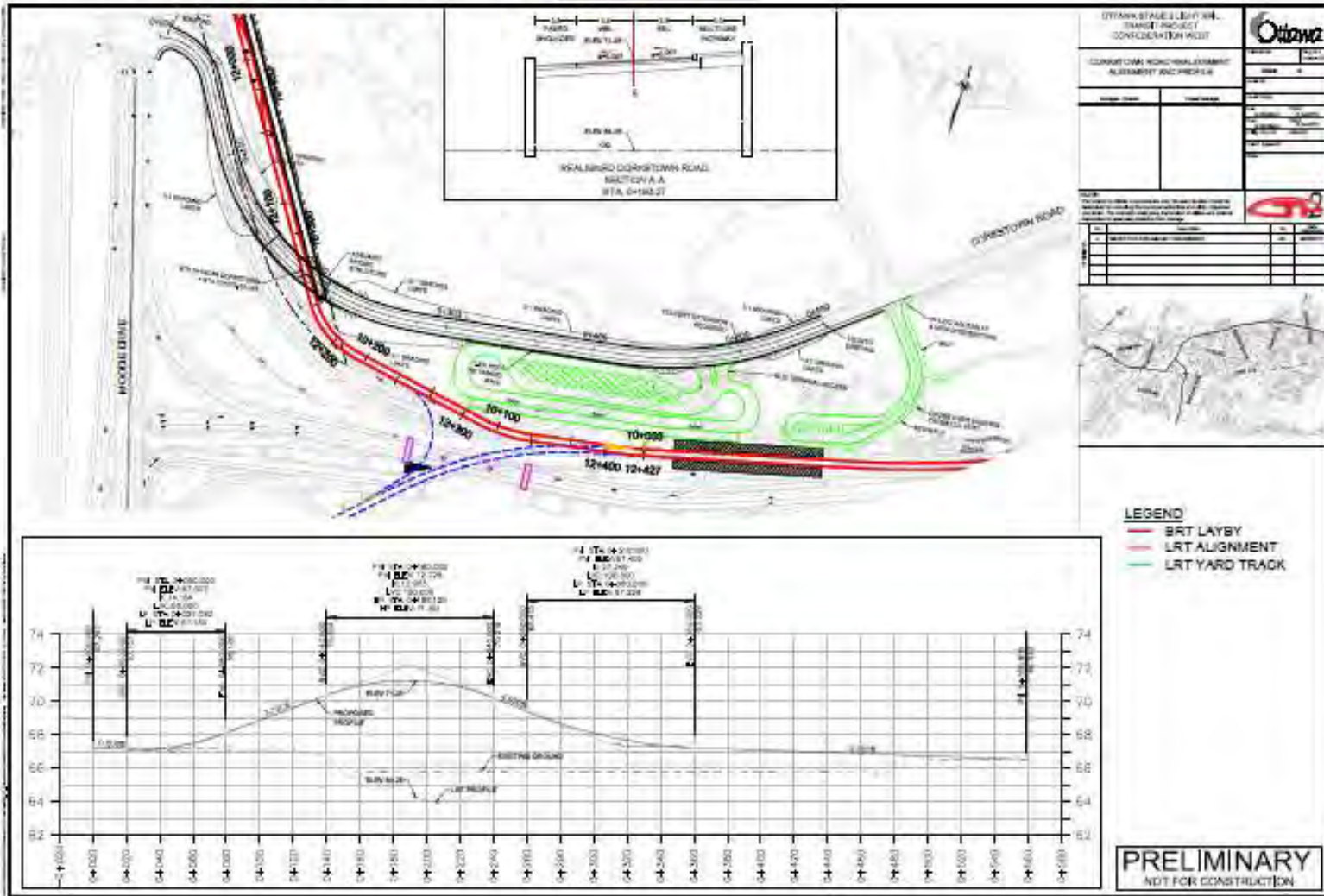
Proximity of Station/LMSF to Surrounding Community



Ottawa Corkstown Road Realignment

CORKSTOWN ROAD REALIGNMENT

Appendix 3-2-1



Transportation and Connectivity Impacts and Mitigation

Impacts

- Connectivity
- Local traffic

Mitigation

- Maintain existing pathways
- Add MUP connecting community to Moodie Drive
- Formalize desire lines (existing informal pathways)
- Relocate Abbott road access to Moodie Drive

Social Impacts and Mitigation

Impacts

- Views and vistas
- Increase in noise
- Existing land use
- Land Availability

Mitigation

- Context sensitive design of buildings to match rural character
- 6 metre high noise wall on north side and 8 metre wall on east side
- Greenbelt Master Plan update and compensation plan to be developed in consultation with NCC/Community
- Negotiations with NCC/Abbott Industries are underway

Biophysical Impacts and Mitigation

Impacts

- Groundwater
- Water quality/Drainage
- Fish habitat
- Species at Risk

- Significant Wildlife Habitat

Mitigation

- Context sensitive design
- Maintain cut/fill balance
- Stillwater Creek mitigation
- Avoid Chorus Frog habitat
- Additional bat roosting surveys to determine impacts and inform mitigation strategy
- Compensation for loss of Natural linkage area

Operational Impacts and Mitigation

Impacts

- Operational flexibility
- Station options
- Deadhead costs and impact on nightly maintenance window

Mitigation

- Run around track for trains in yard
- East side station is compatible with LMSF Option 2
- None required

Cost Impacts and Mitigation

Impacts

- Affordability (capital and operating)

Mitigation

- None required
- LMSF Option 2 expected to be within affordability envelope

Moodie Property Context



Abbott Access to Moodie Drive to be Relocated

- Moving Abbott road access north of School with buffer zone south of school under consideration



Predicted Noise Levels for LMSF Option 2 with Mitigation

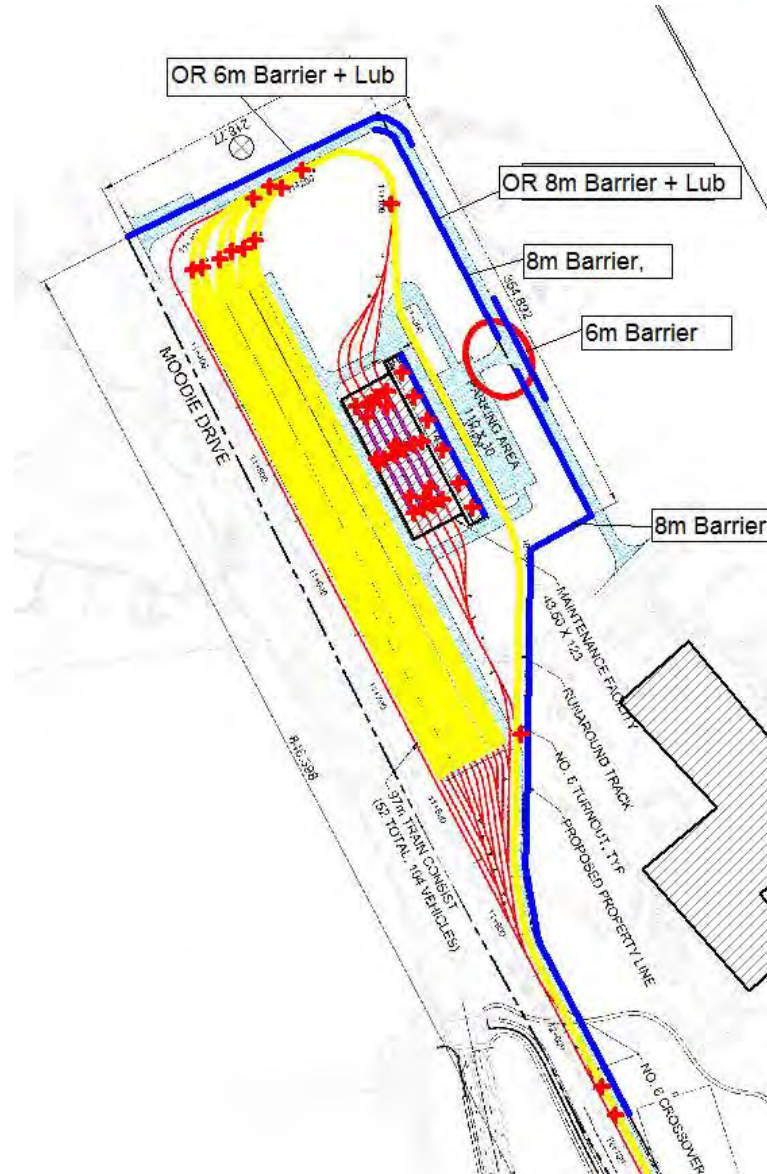
With Mitigation

Location	Overall Noise Level, 1hr Leq (dBA)		Facility Only Noise, 1hr Leq (dBA)	Projected Noise Impact	Noise Violation Exist – City of Ottawa	Exceedance of Noise Impact - MOECC	Additional Mitigation Investigation Required
	No Project (Ambient)	With Project (Nighttime)	Yard Noise	Change (dB)	Change > 5 dB	Yard Noise > Ambient	
R01	45	48	44.9	3	No	No	No
R02	45	48	45.4	3	No	No	No
R03	46	49	45.6	3	No	No	No
R04	42	43	34.9	1	No	No	No
R05	42	42	31.5	0	No	No	No
R06 (Daytime only)	56	57	48.1	1	No	No	No

Mitigation:

6m barrier(north side),8m barriers (east side) and rail lubrication system for runaround track

Mitigation of LMSF Ambient Noise with Noise Barriers



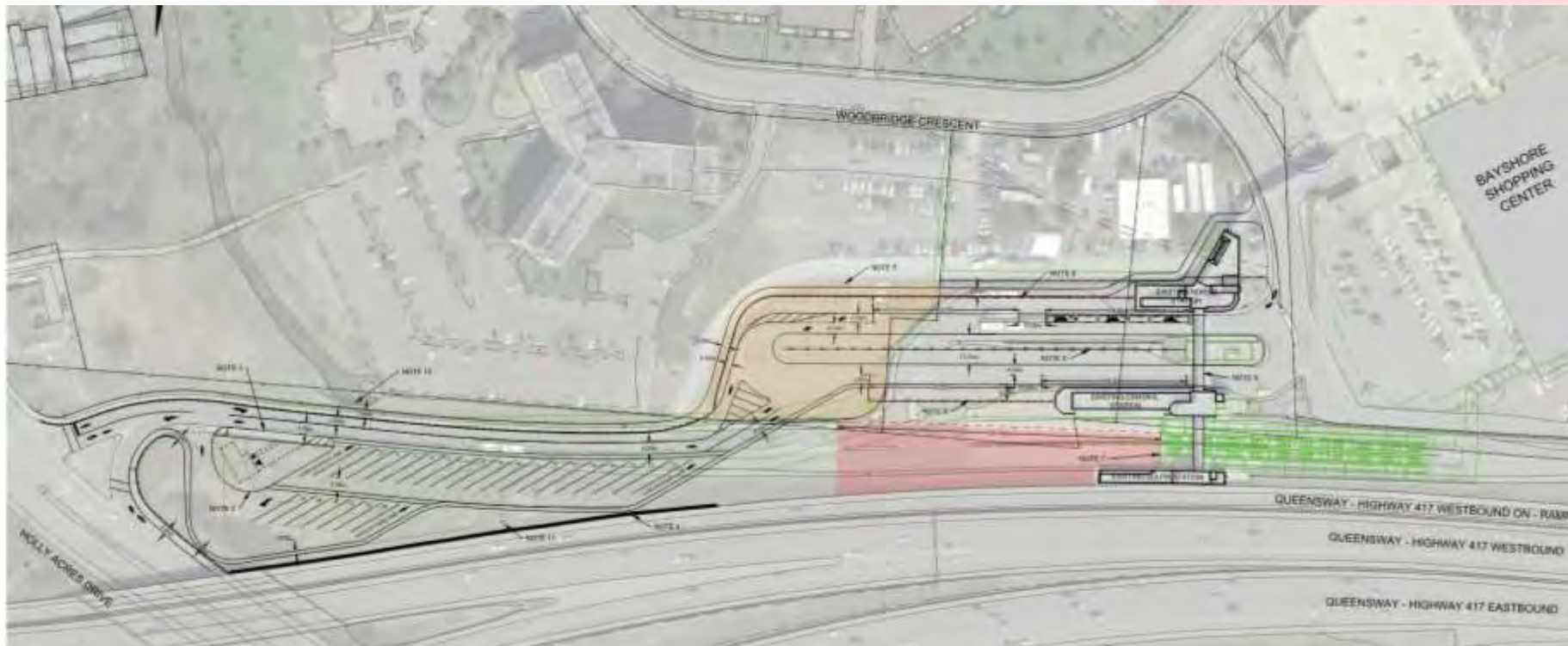
Holly Acres Noise Wall

- Currently proposed to be located on the north side of Highway 417
- Noise analysis demonstrates that is best place for noise wall
- Relocating wall to north side of Holly Acres LRT bridge would be less effective as predominant noise source/levels are from 417 NOT LRT
- Relocation of noise wall to LRT bridge increases height of noise wall from 5 m to 9 m to have same noise mitigation as current noise wall location
- 9 m noise wall on LRT bridge not practical
- Conclusion;
 - Leave Highway 417 noise wall on north side of 417 to best serve the community in terms of noise mitigation
 - Construct as part of Highway 417 widening (Maitland to 416) which is bundled with Stage 2 LRT

BAYSHORE EXPANDED BUS TERMINAL

Conceptual Layout of Expanded Bus Terminal

- Not required if Moodie LRT is part of Stage 2



Impacts and Mitigation

Impacts

- Noise
- Land acquisition
- Connectivity

Mitigation

- No additional noise mitigation required
- Negotiate long term acquisition of property for expanded terminal (lease is likely pending Kanata LRT extension)
- No additional mitigation

NEXT STEPS IN EA PROCESS



Moodie LRT/LMSF Implementation Scenarios

- With Moodie LRT/LMSF as part of Stage 2 scope:
 - Complete EA and preliminary engineering for LRT extension and LMSF
 - Include in Stage 2 RFP as recommended scope
 - EA for expanded Bayshore bus terminal to proceed to protect project if Bayshore is the terminus
- In the unlikely event Moodie LMSF site is not feasible:
 - Western LMSF location deferred to Kanata LRT EA
 - Interim storage and cleaning facility at Baseline and expanded Belfast MSF (east) in the interim

Future Public Consultation/EA Schedule

Second public meeting is June 13, 2017

- Moodie LRT/LMSF preferred site and mitigation measures
- Complete preliminary engineering of preferred LMSF site and LRT extension
- Report to City Council in September, 2017 re completion of EA
- EA approval in Fall 2017
- Stage 2 contract award in August 2018 including Moodie LRT/LMSF base scope and or scope ladder

Questions



2017-Jun-13



Études d'évaluation environnementale du prolongement du TLR de la station Station à la promenade Moodie

Rencontre de consultation publique Le 13 juin 2017

← STAGE
ÉTAPE
↓
② →



- Présentations
- Aperçu du projet :
 - Rappel du contexte
 - Mises à jour sur le projet
- Conversion du TCRA au TLR :
 - Aménagement de la station à l'est ou à l'ouest de la promenade Moodie?
 - Exigences fonctionnelles pour la station de TLR Moodie
 - Répercussions et mesures d'atténuation
- Installation d'entretien léger et de remisage
 - Évaluation des sites sélectionnés (Options 2, 3 et 4)
 - Site préliminaire privilégié (Option 2)
- Parc-au-bus/Réactions à la motion du Conseil
- Élargissement du terminal d'autobus de Bayshore
- Échéancier
- Prochaines étapes / Processus d'évaluation des projets de transport et calendrier d'exécution

RAPPEL DU CONTEXTE



- Les travaux de prolongement du Transitway (TCRA) de la station Bayshore à la promenade Moodie sont en cours;
- La mise en service commerciale est prévue en novembre 2017;
- La conversion du TCRA en TLR est une mesure du Réseau parfait et non du Réseau abordable;
- Le prolongement du TLR jusqu'à Moodie et l'aménagement de l'installation d'entretien léger et de remisage seront inclus à l'Étape 2;
- La planification de l'étude environnementale a été entreprise dans cette optique.

Portée de l'évaluation environnementale

- TLR de la station Bayshore à la promenade Moodie :
 - Prolongement du TLR vers l'ouest, une priorité pour la Ville
 - Station de TLR rapprochée du pôle d'emploi du ministère de la Défense nationale (MDN)
 - Conversion du TCRA en TLR
 - Emplacement d'une IERL au-delà de Bayshore
- Élargissement du terminal d'autobus Bayshore
 - Projection d'achalandage mise à jour – besoin de plus de place
 - Inutile en cas de prolongement du TLR jusqu'à Moodie dans le cadre de l'étape 2
- Processus de l'ÉE différant légèrement à chaque changement

Processus de l'étude

- Modifications apportées au rapport environnemental du projet (REP) approuvé –

Modifications conformes au REP	Modifications minimales non conformes au REP	Modifications importantes non conformes au REP
Procéder aux modifications	Préparer un addenda	Préparer un addenda
	Mettre à jour le dossier du projet local	Avis d'un addenda au REP
		Examen public
		Approbation par le ministère

Processus d'étude

- REP – Prolongement du TLR de Bayshore à Moodie
- Suivre le processus de TCRA afin de tenir compte de l'intérêt du public

Planification préalable	Avis de début	Avis d'achèvement	Examen des ministres
<ul style="list-style-type: none"> • Collecte de données • Autres options • Évaluation des répercussions • Consultation des parties prenantes • Rapports préliminaires 	<ul style="list-style-type: none"> • Consultation des personnes intéressées, notamment des organes de réglementation et des communautés autochtones • Documentation (REP) 	<ul style="list-style-type: none"> • Examen public du REP par les personnes intéressées, notamment des organes de réglementation et des communautés autochtones • Possibilités d'adresser ses objections au ministère relativement aux domaines d'intérêt provincial 	<ul style="list-style-type: none"> • Examen du REP • Prise en compte des objections
Voici où nous en sommes	Jusqu'à 120 jours	30 jours	35 jours

CONVERSION DU TCRA AU TLR :



Répercussions du TCRA et mesures d'atténuation

Répercussions

- Tracé/murs de soutènement/bermes antibruit
- Station du TCRA
- Bretelles à niveaux de l'autoroute 417
- Améliorations au ruisseau Stillwater
- Pont d'Holly Acres
- Ajout d'une aire de débarquement rapide

Mesures d'atténuation

- Pas besoin de nouvelles mesures d'atténuation. Mur antibruit en direction ouest et est inchangé par le projet du TCRA
- Modifications mineures à la conception
- Modifications à apporter à la conception
- Maintien des améliorations existantes
- Possibilités de réduire la largeur. Inutile de déplacer la berme antibruit de l'autoroute 417 pour l'installer du côté nord du pont du TLR
- Ajout à une station du TCRA

Parc-o-bus

- La motion du Conseil nous a demandé d'examiner la possibilité de doter la station de TRL Moodie d'un parc-o-bus.
- Le rapport des employés donnera suite à cette motion d'ici la fin de l'été ou le début de l'automne.
- Il ne recommande pas l'aménagement d'un nouveau grand parc-o-bus (gratuit) à cet emplacement :
 - manque d'espace juste à côté de la station de TLR Moodie;
 - un parc de stationnement sera probablement nécessaire compte tenu de l'espace limité;
 - il risque d'être sous-utilisé une fois que le TLR sera prolongé jusqu'à Kanata/possibilité de perte au chapitre des coûts d'immobilisation;
 - cela favoriserait une augmentation de la circulation dans la ceinture de verdure, ce qui irait à l'encontre de la politique de la Ville et de la CNN;
- Possibilité de fournir un parc-o-bus (payantes) pour une durée limitée sur le stationnement en surface des industries Abbott si des places inutilisées sont disponibles.

Station Moodie - Exigences fonctionnelles avec le TLR de Moodie

Installations d'autobus /aire de débarquement rapide :

- 9 quais d'autobus y compris le quai d'OC Transpo réservé aux navettes du MDN
- Terminal d'autobus avec zone d'accès contrôlé
- 14 voies d'arrêt
- Édifice des chauffeurs d'autobus
- 11 espaces de débarquement rapide (nombre d'espaces à confirmer)

Station du TRL :

- Architecture de la station similaire à celle de la phase 1;
- quai du TLR (au départ, 90 mètres de long, protection sur 100 m);
- probablement un quai latéral surélevé, mais la Ville laisse l'entrepreneur entièrement libre d'en décider;
- ascenseurs redondants, escaliers mécaniques envisagés;
- entrée et sortie d'urgence;
- toilettes publiques;

autre :

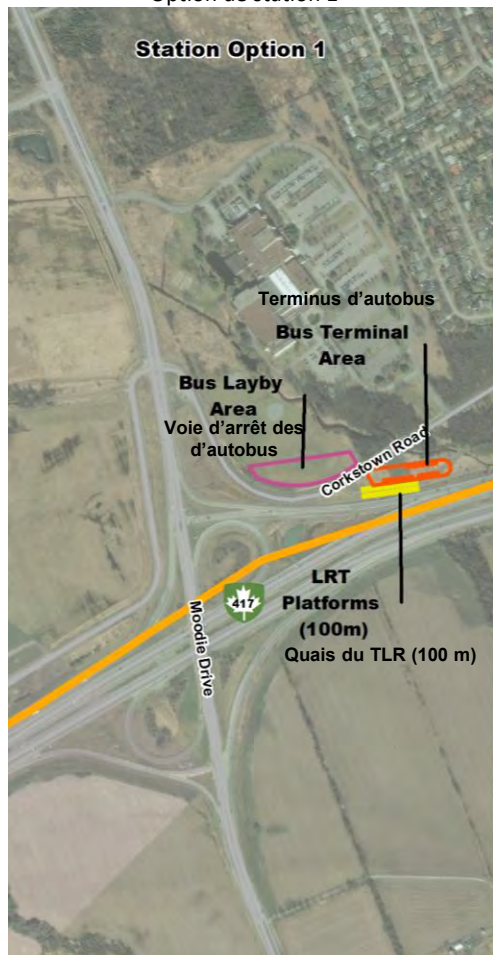
- Sous-station de traction (SST) pour la station (et l'IERL)

Station de TLR Moodie

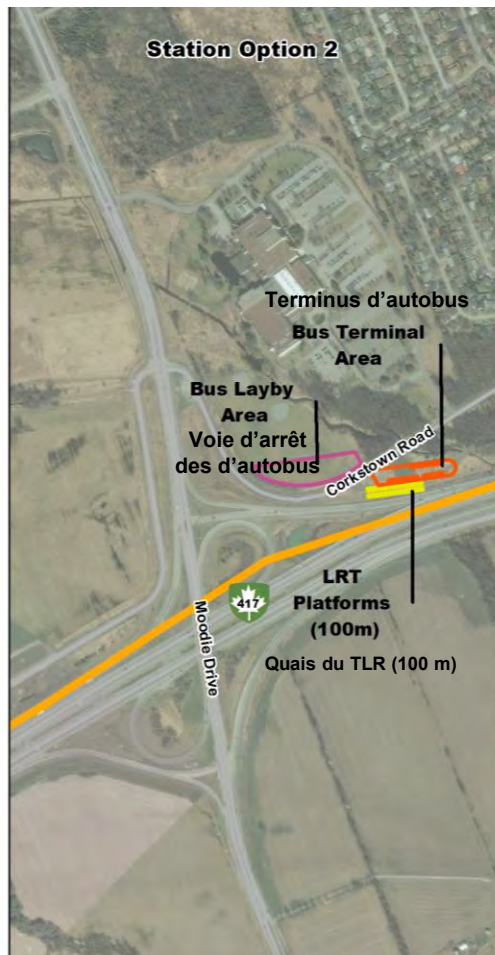
- Les études sur le TCRA menées précédemment privilégient largement l'aménagement d'une station plus à l'est;
- l'accès par autobus à partir de la station de TLR a été de nouveau comparé à l'accès par service d'autobus du Transitway;
- les emplacements situés à l'est et à l'ouest de la station (3 options) ont été identifiés et évalués;
- cet emplacement a été examiné en fonction de la connectivité, des modifications au réseau routier, de la durée des trajets et de la qualité du service d'autobus, de l'utilisation du sol, des points de vue, de la zone de desserte de la station réservée aux déplacements à pied des usagers.

Options de stations envisagées

Option de station 1



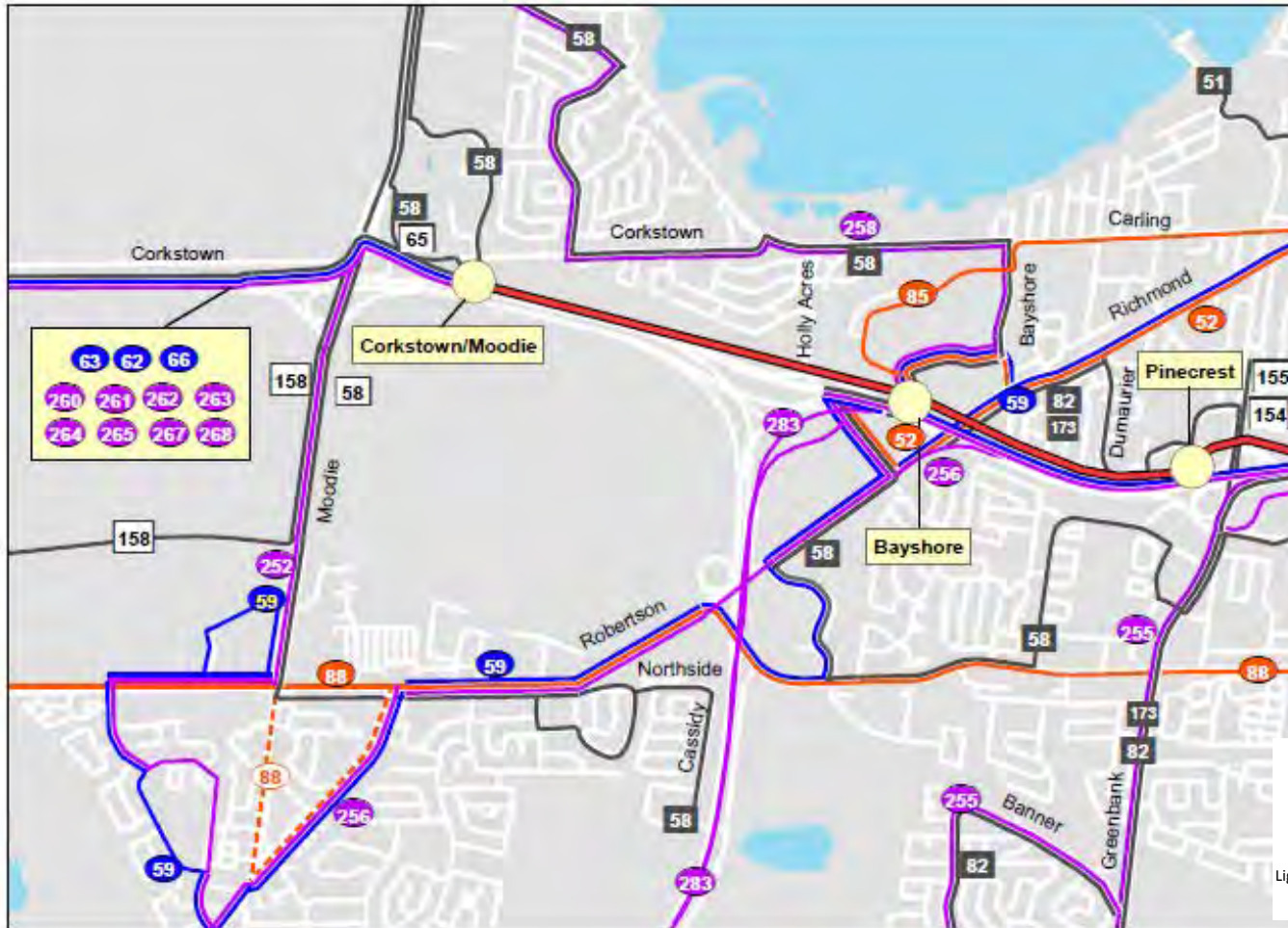
Option de station 2



Option de station 3



Réseau du transport en commun desservant les stations Moodie et Bayshore



TLR Ottawa
Réseau de transport en commun 2023

Réseau de transport en commun desservant les stations Moodie et Bayshore

No du circuit	Écart (en minutes)		
	158	58	59
154	15	150	—
173	21	—	—

	Écart (en minutes)		
	58	59	88
52	2	32	—
58	15	50	—
59	21	21	—
63	28	25	—
68	19	10	—
65	—	10	—
66	—	2	—
82	8	33	—
89	8	70	—
88	9	3	—
155	15	75	—
158	—	78	—
258	17	—	—
282	14	—	—
283	30	—	—
283	19	—	—

	Écart (en minutes)		
	158	58	59
252	14	—	—
258	12	—	—
268	17	—	—
286	13	—	—
284	17	25	—
285	50	—	—
287	15	—	—
288	19	—	—

Principal Limité Terminal

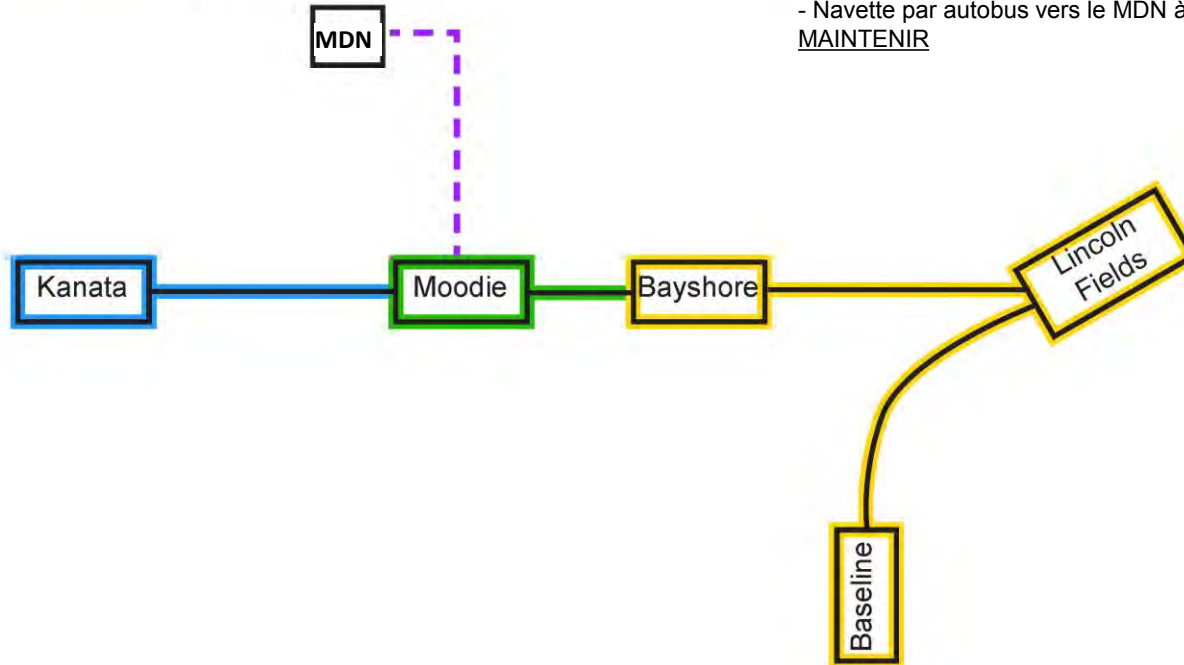
- Rapide — 57 — 57 — 57
- Fréquent — 53 — 53 — 53
- Express — 283 — 283 — 283
- Autres — 82 — 82 — 89

Ligne de la Confédération — (Red line)

Ligne Trillium — (Green line)

Réseau d'autobus desservant la station de TLR de Moodie

- Étape 2 initiale — Initial Stage 2
- Prolongement de l'Étape 1 — Phase 1 Extension
- Prolongement de l'Étape 2 — Phase 2 Extension
- Navette par autobus (permanente) - - - Bus shuttle (permanent)



Option 1

- Bus shuttle to DND in perpetuity

RETAIN

Option 1

- Navette par autobus vers le MDN à perpétuité
MAINTENIR

Engagements de la communauté envers le transport en commun

- Aucun service d'autobus de prévu entre la station de TLR de Moodie et la promenade Crystal Beach
- Le circuit 152 continuera de desservir Corkstown comme avant (entre Crystal Beach et Bayshore);
- Aucun trajet à vide n'empruntera Corkstown à l'est de la station, à savoir, tous les autobus hors service circuleront sur Moodie ou l'autoroute 417.

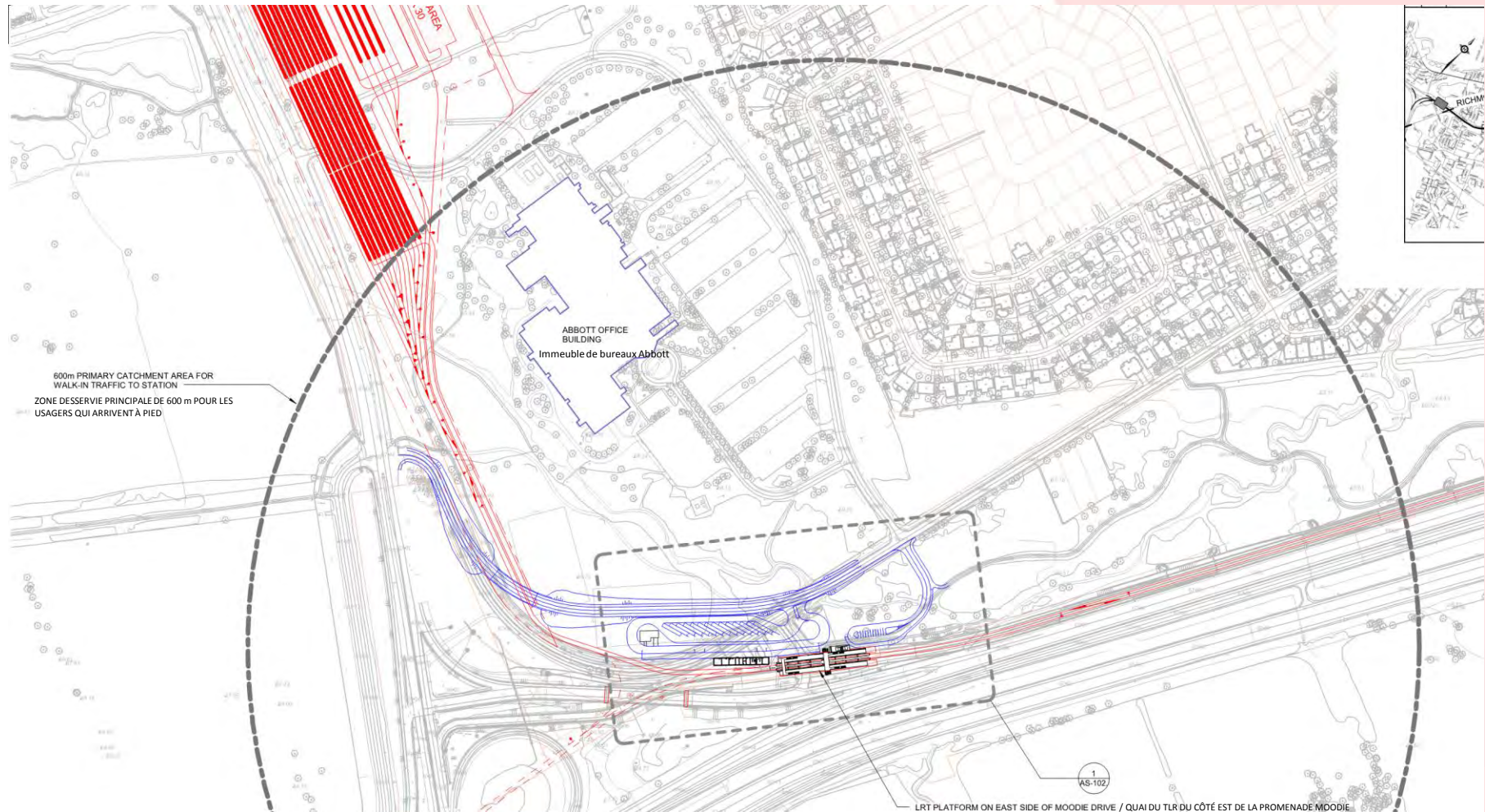
Options d'emplacement des stations

- L'emplacement de la station à l'est doit faciliter l'accès à la cour de l'option d'IERL 2;
- L'emplacement de la station à l'ouest doit être compatible avec les options d'IERL 3 et 4;
- la sélection de la station a été entreprise indépendamment de l'évaluation de l'IERL;
- les cours d'accès à l'IERL obligent à modifier le tracé du chemin Corkstown (variant selon l'option), et partant l'accès aux autobus;
- la connectivité, la zone desservie de la station, la durée des trajets et la qualité du service d'autobus sont les principaux facteurs déterminants de l'emplacement des stations.

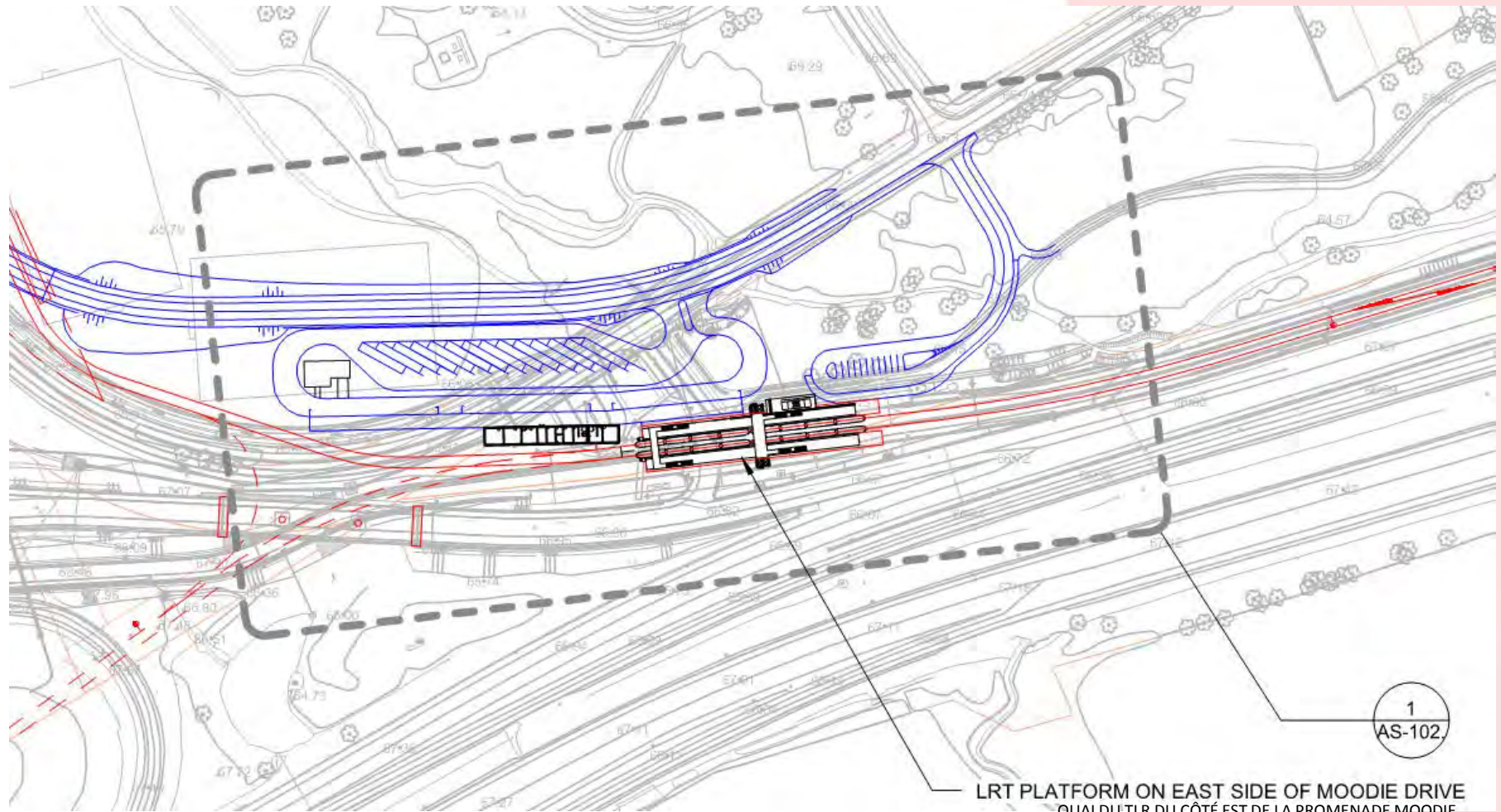
Évaluation de l'emplacement préféré de la station

- Option à l'est de la station :
 - Réutilisation d'une partie des installations de TCRA en place
 - Meilleure connexion aux sentiers de la CCN
 - Meilleure accessibilité à la collectivité résidentielle et au laboratoire d'Abbott à partir de la zone desservie à 600 m;
 - raccourcissement de la distance du service de navettes du MDN;
 - impact réduit sur les points de vue / visibilité restreinte à l'arrivée dans la capitale
 - impact réduit sur l'utilisation du sol en vigueur et impact limité sur le parc Wesley Clover au dépend du terrain de soccer;
- la portée de la reconfiguration du chemin Corkstown est similaire dans les deux options (et ne constitue pas un facteur déterminant de la décision);
- L'emplacement de la station à l'est est donc privilégié.

Concept de la station du côté est



Aménagement provisoire de la station Moodie



Ottawa Circuits des autobus de la station Moodie

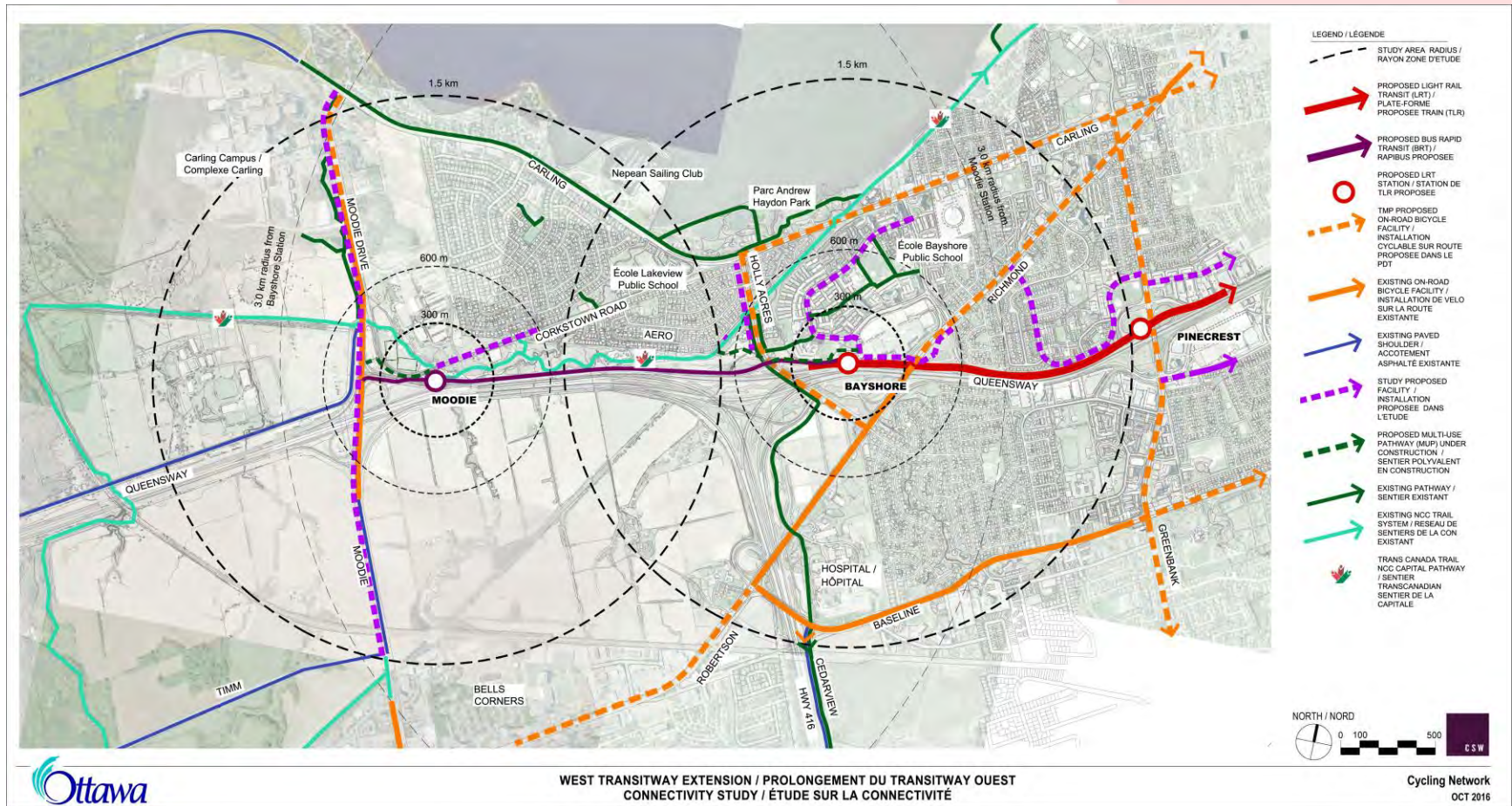


Emplacement de la station à l'est - Répercussions sur la connectivité

- Le projet de TCRA permettra d'aménager plusieurs nouvelles liaisons piétonnières et cyclistes (tel que le trottoir longeant le chemin Corkstown jusqu'à Crystal Beach).
- Certaines liaisons relèveront du projet de TLR, chargé de les aménager (p. ex., le passage à niveau de Moodie et Corkstown);
- l'étude sur la connectivité du TLR permettra d'identifier les nouvelles liaisons piétonnières et cyclables.

Améliorations piétonnières du TCRA c. au TLR





INSTALLATION D'ENTRETIEN LÉGER ET DE REMISAGE (IELR)

Sélection des emplacements à partir de la courte liste



Critères d'évaluation

- Transport et connectivité
 - Connectivité (piétons et cyclistes); circulation locale
- Social
 - Points de vue; bruit/qualité de l'air/vibrations; utilisation du sol en vigueur; disponibilités des terrains
- Biophysique
 - eau souterraine; qualité de l'eau /drainage; habitat des poissons; espèces en péril; habitat faunique d'importance
- Opérations
 - Flexibilité opérationnelle; options de stations retenues; durée du transport à vide
- Coûts
 - Abordabilité (budget d'immobilisations et de fonctionnement)

Résultats de l'évaluation

	Critères	Option 2	Option 3	Option 4
Transport et connectivité	Connectivité (piétons et cyclistes)		✓	✓
	Circulation locale			✓
Solution privilégiée				✓
Social	Points de vue	✓	✓	
	Bruit / qualité de l'air / vibration		✓	
	Utilisation du sol en vigueur	✓	■	
	Disponibilité des terrains	✓		
Solution privilégiée		✓	■	
Biophysique	Eau souterraine	✓	✓	✓
	Qualité de l'eau / drainage			✓
	Habitat des poissons	✓	✓	✓
	Espèces en péril		✓	✓
	Habitat faunique d'importance		✓	✓
	Solution privilégiée			■
Opérations	Flexibilité opérationnelle		✓	
	Options de stations envisagées	✓	✓	
	Durée des déplacements à vide	✓		
Solution privilégiée		✓	■	
Coûts	Abordabilité (budget d'immobilisations et de fonctionnement)	✓		
Solution privilégiée		✓		
Préférence globale		✓		

Raison d'être de l'option 2 privilégiée

- Une IERL doit être abordable et répondre aux besoins opérationnels à long terme;
- L'option 3 n'est privilégiée dans aucune des cinq grandes catégories d'évaluation
- L'option 2 est préférée sur le plan de l'utilisation des terrains, de l'exploitation et des coûts engendrés;
- L'option 4 est privilégiée sur le plan des transports, de la connectivité et de la biophysique, même s'il existe des stratégies d'atténuation pour d'autres options.
- Les surcoûts d'immobilisations et de fonctionnement appliqués aux options 3 et 4 se répercuteront sur les finances et l'enveloppe d'abordabilité de la Ville :
 - Les options 3 et 4 coûtent 15 M\$ et 48 M\$ de plus que l'option 2.
 - Elles affichent également des coûts plus élevés en termes de kilométrage à vide parcouru et se répercutent davantage sur les fenêtres d'entretien la nuit.
- Dans l'ensemble, l'option 2 est privilégiée en raison des avantages qu'elle présente sur le plan du fonctionnement et des coûts.
- Des stratégies d'atténuation seront établies et consignées dans le REP, puis traduites dans les études d'ingénierie préliminaires.

Comparaison entre les installations d'entretien de véhicules légers et lourds

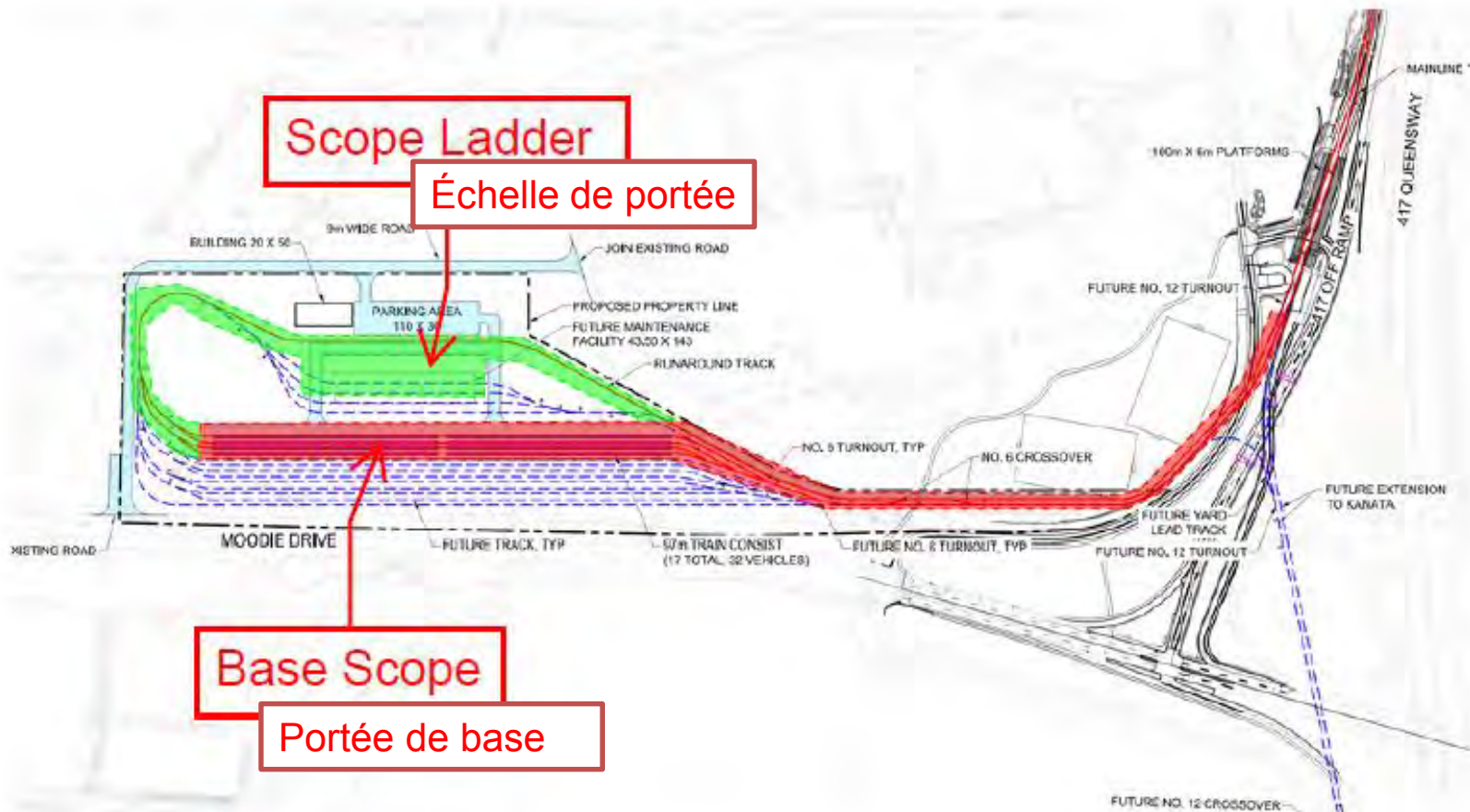
Entretien léger dans l'IERL de Moodie

- Installations réservées aux chauffeurs et au personnel d'entretien de certains quarts de travail
- espace couvert la nuit;
- nettoyage de l'intérieur des véhicules;
- effacement des graffitis;
- réparations mineures (sièges, portes, fenêtres)
- inventaire des petites pièces;
- remplissage des bacs de sable.

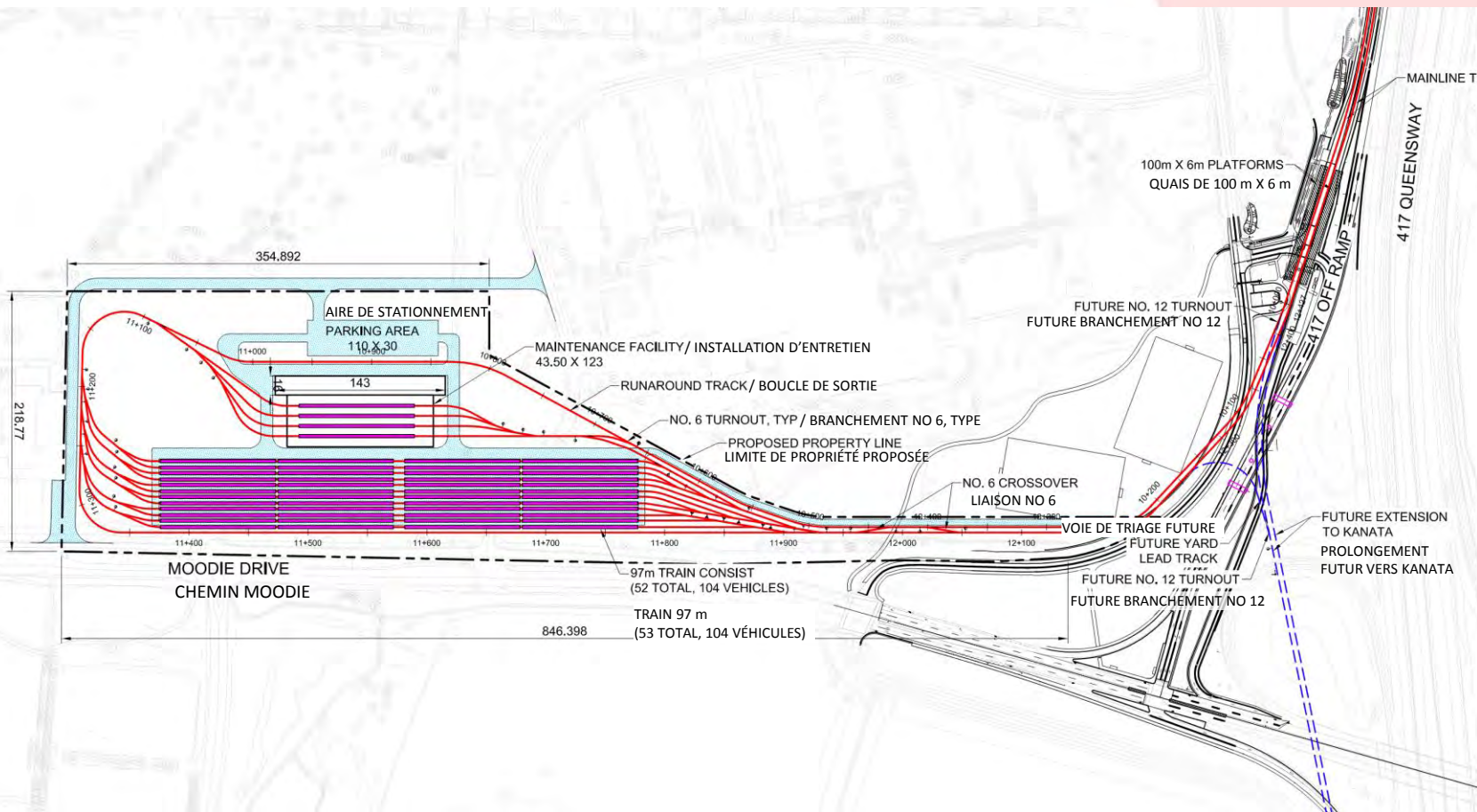
Entretien de véhicules lourds à l'IER de Belfast

- Installation fonctionnant 24 h sur 24 et 7 jours sur 7 dotée d'un immeuble administratif principal réservé aux chauffeurs et aux employés chargés de l'entretien au cours des différents quarts de travail;
- espace couvert la nuit;
- appareil d'alignement des roues;
- Inspections et mises au point;
- remplacement des pièces;
- réparation des systèmes de chauffage, de ventilation et de climatisation;
- retrait des essieu, des bogies et des axes;
- lavage de l'extérieur de la voiture;
- stock de pièces de rechange complet pour toutes les pièces du véhicule;
- fosses souterraines / pont portique pour les réparations majeures;
- monte-charge.

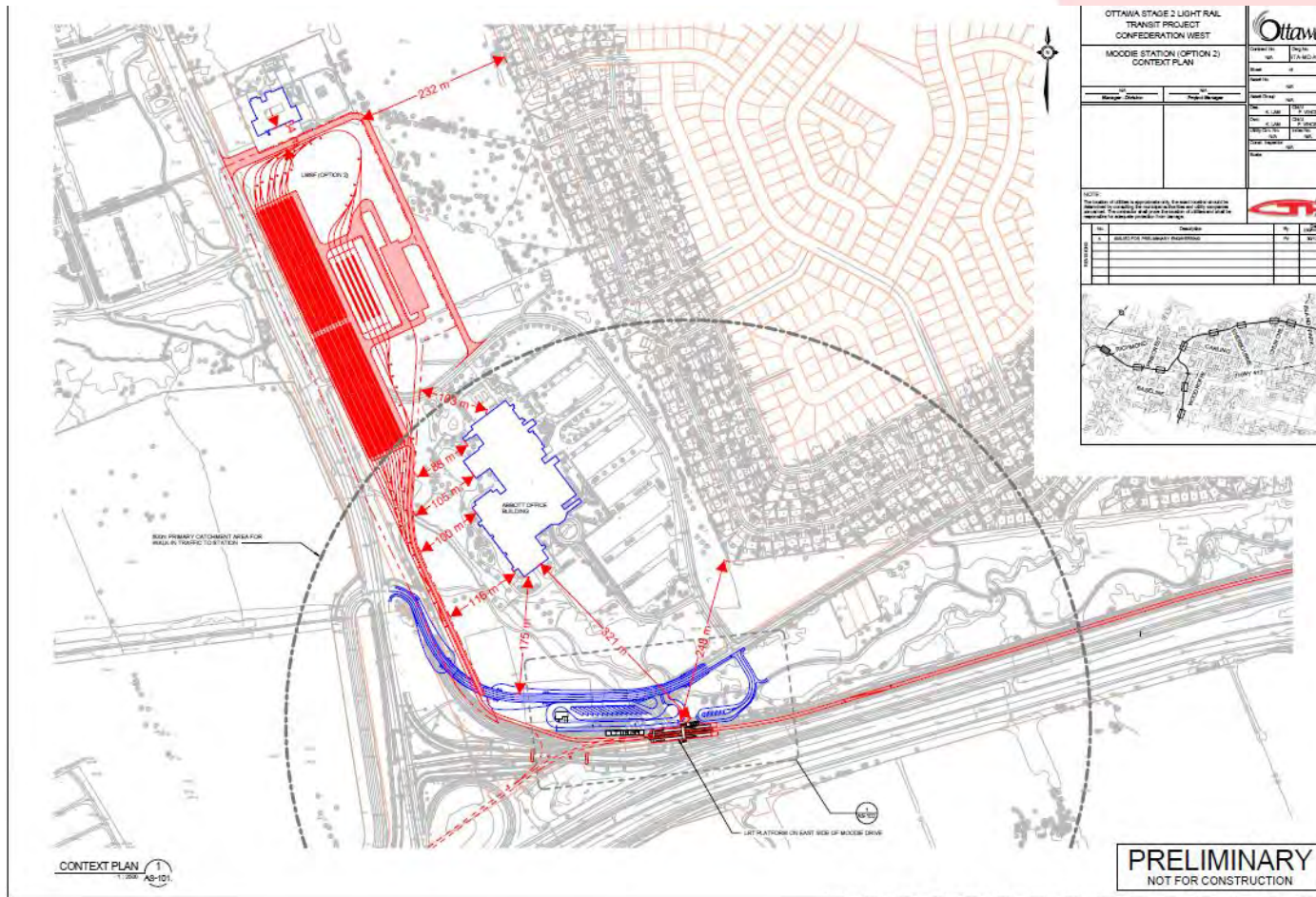
Ottawa Option 2- Aménagement de l'IERL en 2023



Option 2 - Dernier aménagement de l'IERL



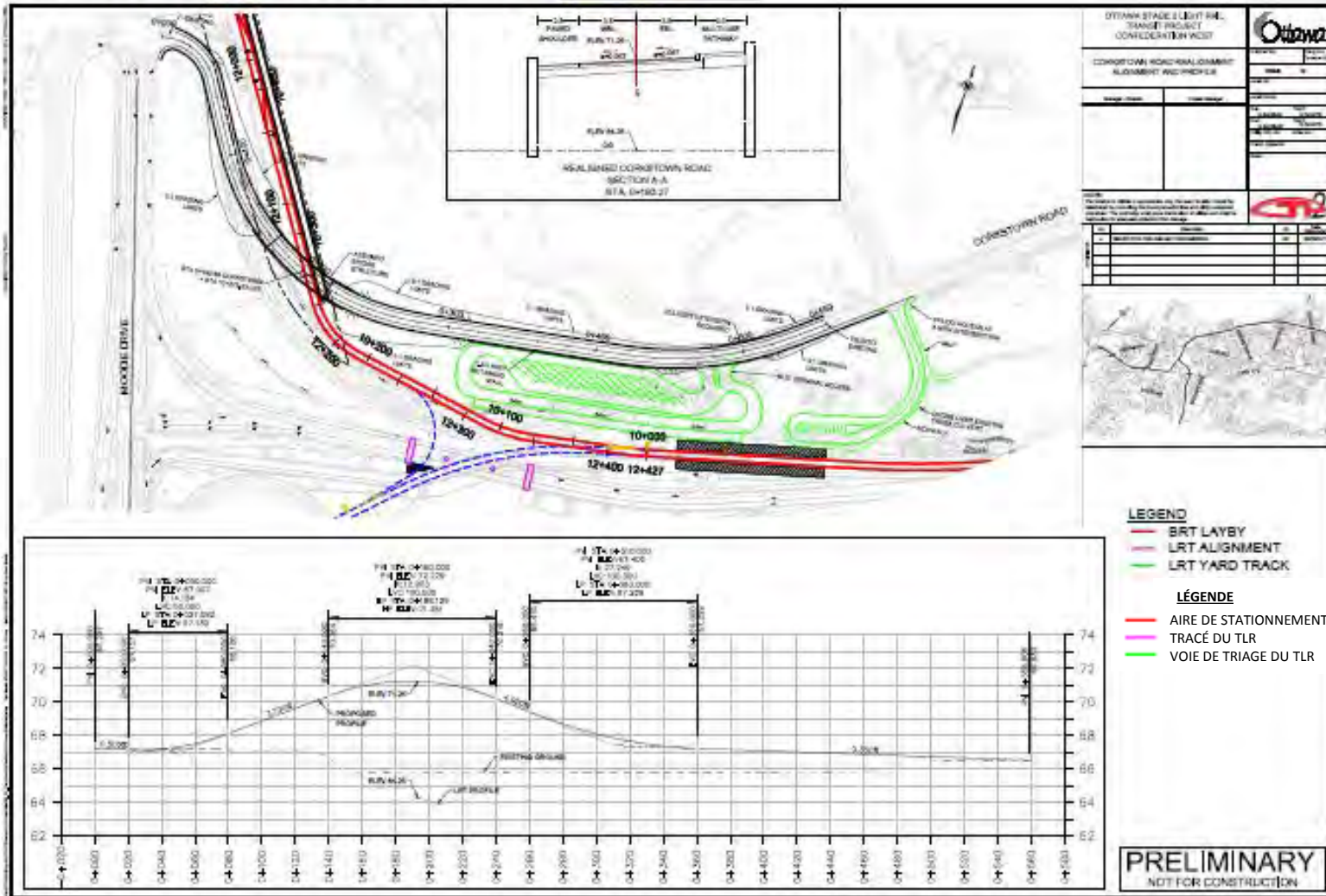
Ottawa Proximité de la station /de l'IERL par rapport au quartier voisin



CORKSTOWN ROAD REALIGNMENT

Appendix 3-2-1

Annexe 3-2-1



Répercussions et mesures d'atténuation du transport et de la connectivité

Répercussions

- Connectivité

- Circulation locale

Mesures d'atténuation

- Maintien des sentiers existants
- Ajout d'une liaison avec le sentier polyvalent reliant la communauté à la promenade Moodie
- Officialisation des lignes souhaitées (sentiers informels existants)
- Déplacement de la voie d'accès à Abbott sur la promenade Moodie

Répercussions sociales et mesures d'atténuation

Répercussions

- Points de vue
- Augmentation du bruit
- Utilisation du sol en vigueur
- Disponibilité des terrains

Mesures d'atténuation

- Conception des immeubles adaptée au contexte afin de respecter le caractère rural;
- mur antibruit de 6 m de haut du côté nord et de 8 m de haut du côté est;
- mise à jour du Plan directeur de la Ceinture de verdure et élaboration d'un plan de compensation de concert avec la CCN et la collectivité;
- Négociations engagées avec la CCN et Abbott Industries.

Répercussions

- Eau souterraine
- Qualité de l'eau / drainage
- Habitat des poissons
- Espèces en péril

- Habitat faunique d'importance

Mesures d'atténuation

- Conception adaptée au contexte
- Activités de creusement ou de remblaiement
- Mesures d'atténuation du ruisseau Stillwater
- Contournement de l'habitat de la rainette faux-grillon;
- Nouvelles campagnes d'évaluation des chauve-souris visant à cerner les effets et à adopter une stratégie d'atténuation éclairée;
- Indemnisation des pertes subies dans le secteur de la liaison naturelle.

Répercussions opérationnelles et mesures d'atténuation

Répercussions

- Flexibilité opérationnelle
- Options de stations
- Coût du transport à vide et répercussions sur la fenêtre de l'entretien de nuit

Mesures d'atténuation

- Voies adjacente pour les trains engagés dans le triage
- la station du coté est est entièrement compatible avec l'Option d'IERL 2
- Aucune n'est requise

Répercussions des coûts et mesures d'atténuation

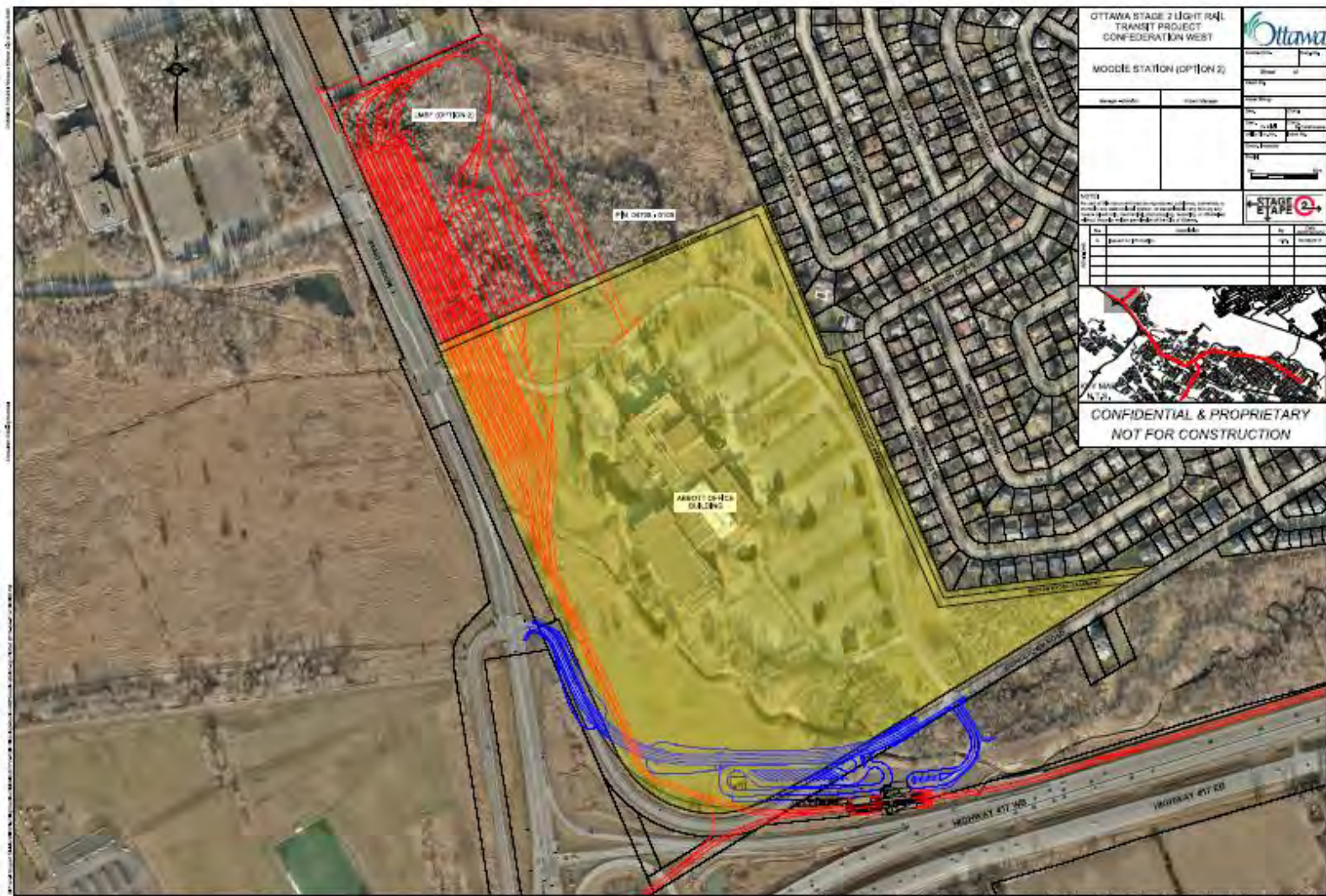
Répercussions

- Abordabilité (budget d'immobilisations et de fonctionnement)

Mesures d'atténuation

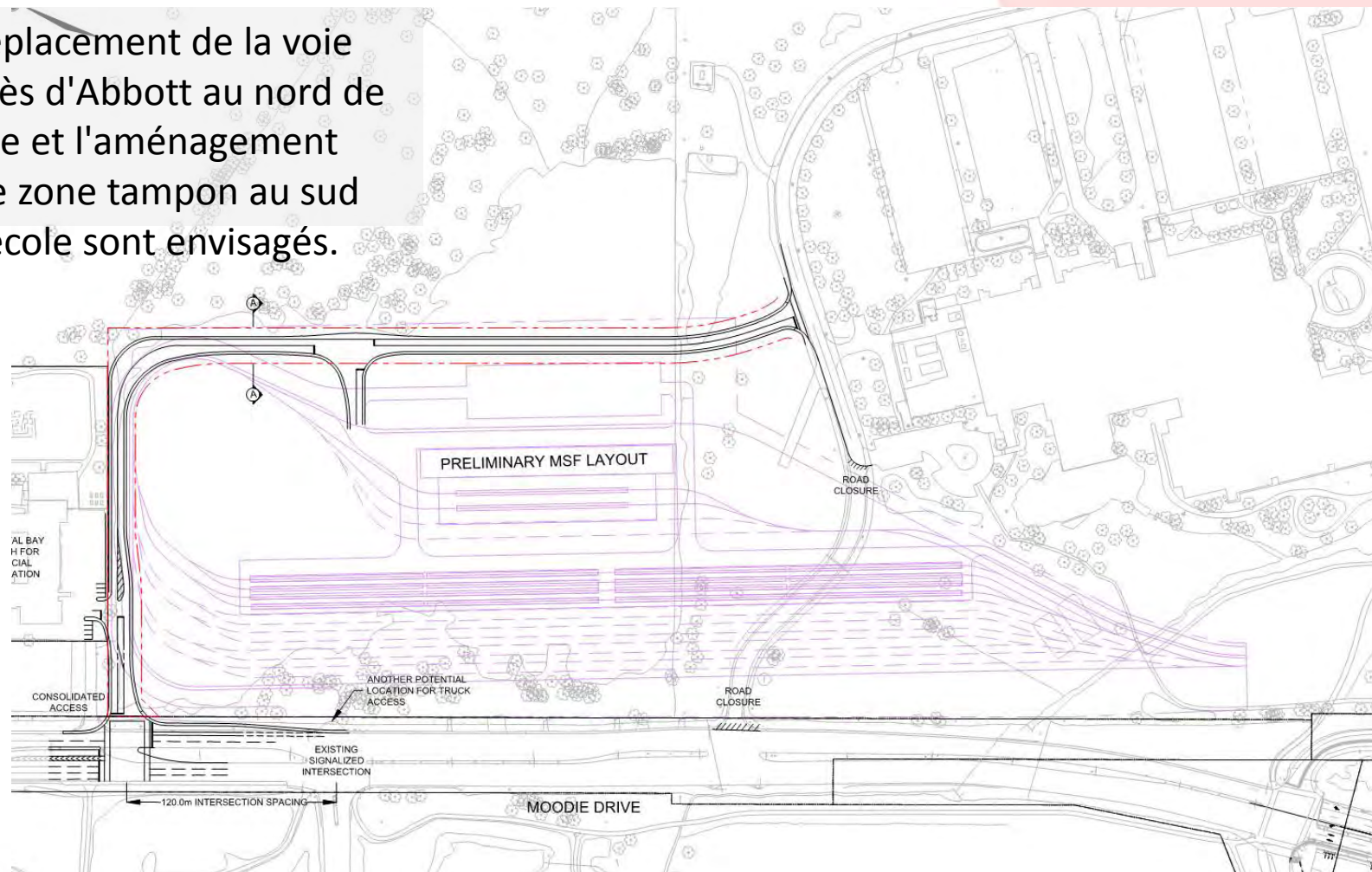
- Aucune n'est requise
- L'option d'IERL 2 devrait respecter les limites des principes d'abordabilité.

Contexte immobilier de Moodie



Déplacement prévu de la voie d'accès d'Abbott à la promenade Moodie

- Le déplacement de la voie d'accès d'Abbott au nord de l'école et l'aménagement d'une zone tampon au sud de l'école sont envisagés.



Niveaux de bruit prévus pour l'Option d'IERL 2 avec mesures d'atténuation

Avec mesures d'atténuation

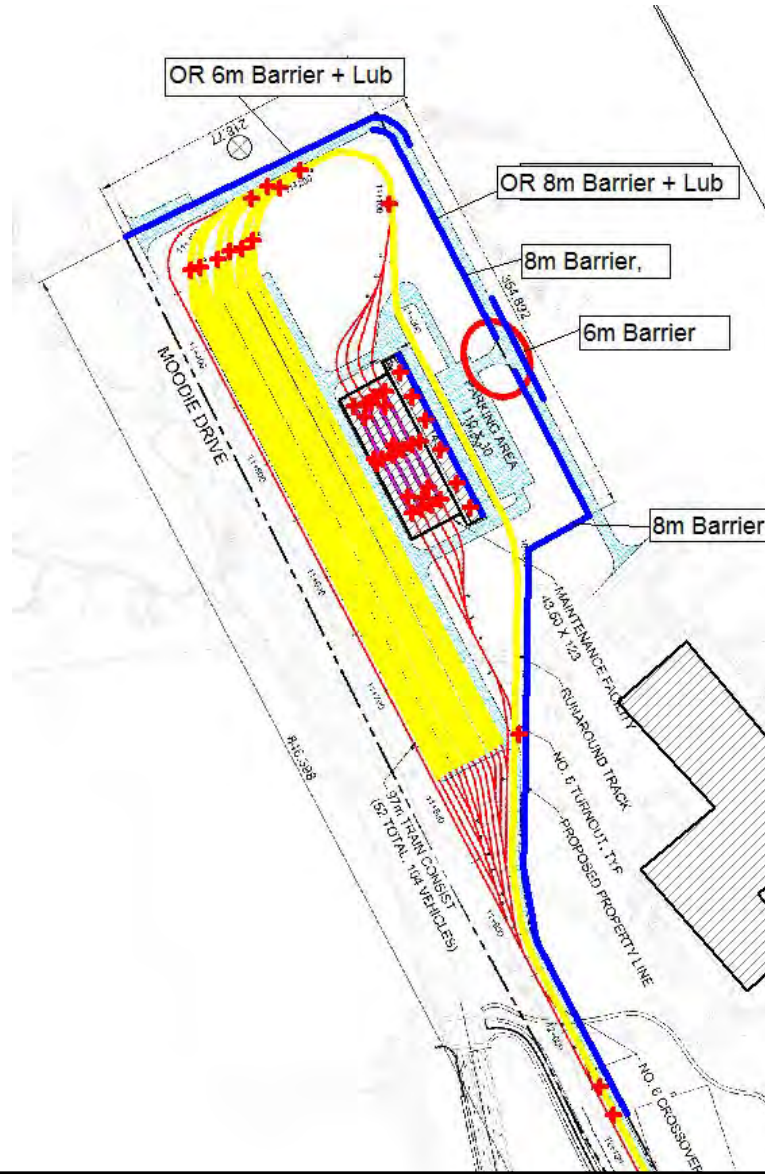
Emplacement	Niveau de bruit général, 1 h de niveau acoustique équivalent (dBA)		Bruit propre à l'installation, 1 h de niveau acoustique équivalent (dBA)	Agression sonore prévue	Dépassement avéré de la limite d'exposition au bruit – Ville d'Ottawa	Dépassement de l'impact sonore - MECC	Nouvelle enquête sur les mesures d'atténuation requise
	Aucun projet (ambiant)	Avec projet (la nuit)	Niveau de bruit de la cour de triage	Changement (dB)	Changement > 5 dB	Niveau de bruit de la cour de triage > bruit ambiant	
R01	45	48	44,9	3	Non	Non	Non
R02	45	48	45,4	3	Non	Non	Non
R03	46	49	45,6	3	Non	Non	Non
R04	42	43	34,9	1	Non	Non	Non
R05	42	42	31,5	0	Non	Non	Non
R06 (uniquement le jour)	56	57	48,1	1	Non	Non	Non

Mesures d'atténuation :

élément antibruit de 6 m de haut (du côté nord), éléments antibruit de 8 m de haut (du côté est) et système de lubrification des rails pour les voies de contournement



Mesures d'atténuation du bruit ambiant de l'IERL à l'aide de murs antibruit



Mur antibruit d'Holly Acres

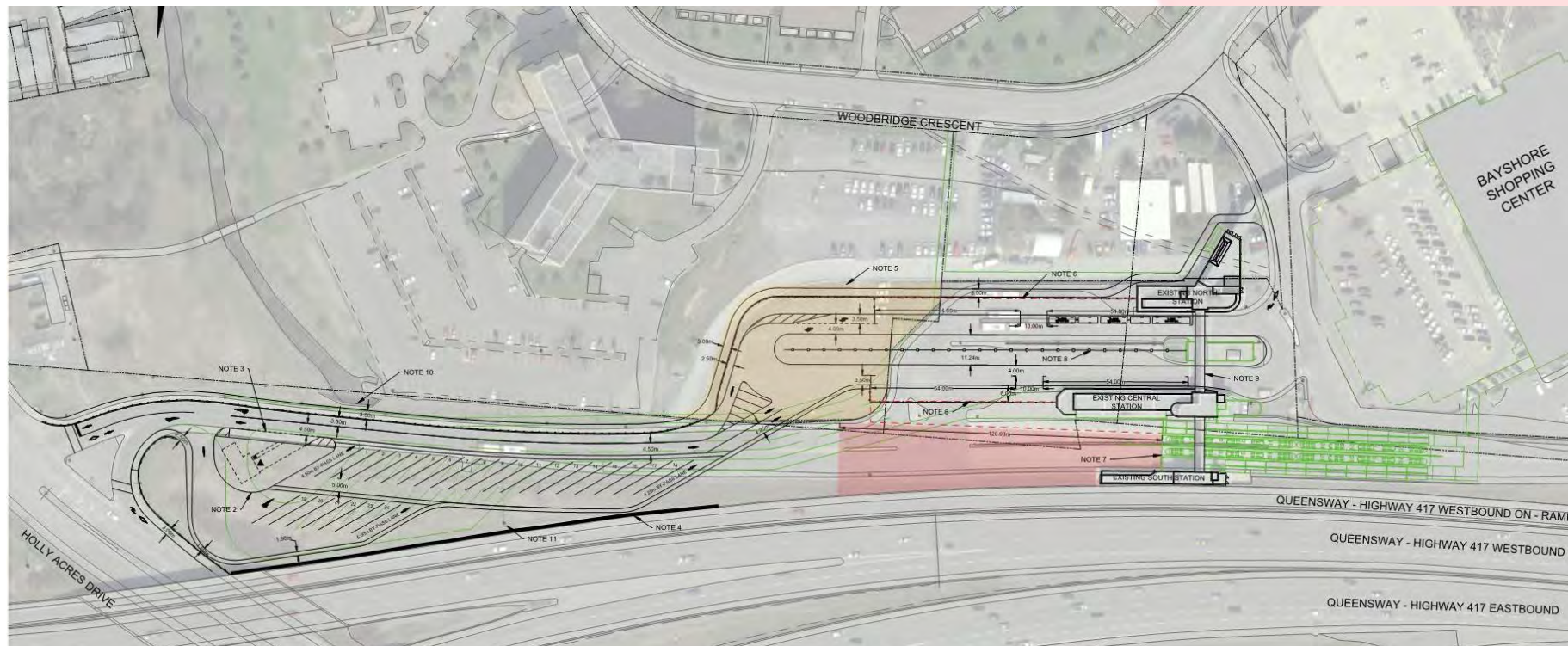
- Emplacement actuellement proposé du côté nord de l'autoroute 417
- La collectivité a suggéré de le déplacer au nord du pont d'Holly Acres, une fois bâti.
- L'analyse de bruit démontre que l'emplacement actuel du mur antibruit est le plus approprié.
- Son déplacement au nord du pont du TLR d'Holly Acres serait moins efficace d'autant que les sources ou les niveaux du bruit proviennent essentiellement de l'autoroute et non du TLR.
- Le déplacement du mur antibruit du pont du TLR obligerait à faire passer la hauteur du mur antibruit de 5 m à 9 m pour que les mesures d'atténuation du bruit soient aussi efficaces que celles du mur antibruit actuel.
- L'aménagement d'un mur de 9 m de haut sur le pont du TLR est inutile.
- Conclusion :
 - Laisser le mur antibruit au nord de l'autoroute 417 afin de mieux servir les intérêts de la communauté en matière de mesures d'atténuation du bruit.
 - Aménager le mur dans le cadre de l'élargissement de l'autoroute 417 (de l'avenue Maitland à l'autoroute 416), projet qui a été regroupé avec l'Étape 2 du TLR

ÉLARGISSEMENT DU TERMINAL D'AUTOBUS BAYSHORE



Plan conceptuel du terminal d'autobus agrandi

- Pas nécessaire si le prolongement du TLR jusqu'à Moodie figure dans l'Étape 2.



Répercussions et mesures d'atténuation

Répercussions

- Bruit
- Acquisition de terrains
- Connectivité

Mesures d'atténuation

- Pas besoin de nouvelles mesures d'atténuation du bruit.
- Négocier l'acquisition à long terme des terrains nécessaires à l'agrandissement du terminal (le bail dépendra probablement du prolongement du TLR jusqu'à Kanata).
- Pas besoin de nouvelles mesures d'atténuation.

PROCHAINES ÉTAPES DU PROCESSUS D'ÉE



OC Transpo

 Train

Scénarios pour la mise en œuvre du TLR/IERL sur Moodie

- Si le TLR et l'IERL sur Moodie font partie de l'Étape 2 :
 - Achever l'ÉE et les études d'ingénierie préliminaires pour le prolongement du TLR et la construction de l'IERL;
 - Inclure le projet dans le DDP de l'Étape 2;
 - Procéder à l'ÉE du terminal d'autobus Bayshore agrandi afin de protéger le projet si Bayshore est le terminal;
- Advenant qu'il soit impossible d'aménager l'IERL sur Moodie :
 - L'étude de l'emplacement d'une IERL dans le secteur ouest serait renvoyée à l'ÉE du TLR vers Kanata;
 - Dans l'intervalle, utiliser l'installation de remisage et de nettoyage provisoire à Baseline et utiliser à plein rendement l'IER Belfast dans le secteur est.

Prochaine consultation publique / calendrier de l'ÉE

- Deuxième réunion publique prévue le 13 juin 2017.
 - Emplacement privilégié du TLR/IERL Moodie et mesures d'atténuation
- Achever les études d'ingénierie préliminaire de l'emplacement privilégié de l'IERL et du prolongement du TLR
- Rapport au Conseil municipal en septembre 2017 sur l'achèvement de l'ÉE
- Approbation de l'ÉE à l'automne 2017
- Attribution du contrat de l'Étape 2 en août 2018, y compris la portée et l'échelle de la portée du TLR/IERL Moodie

Questions

← STAGE
ETAPE ↓ 2 →



Pourquoi l'installation d'entretien et de remisage de Woodroffe n'a-t-elle pas été retenue?

- Cette installation d'entretien et de remisage se trouve à 1,2 km de l'extrémité de la station Baseline.
- Compte tenu de la dénivellation au-dessus de Tallwood, toute la connexion non commerciale vers la cour doit être élevée y compris le passage à niveau de l'avenue Woodroffe.
- Sa construction et son entretien reviendraient cher.
- L'emplacement de la cour n'est pas idéal pour remettre les trains en service et exigerait beaucoup plus de transport à vide.
- NOTE - La recherche d'un site d'IER dans le cadre de l'ÉE de la ligne de la Confédération ouest NE comprenait PAS le secteur desservi par le prolongement du TLR jusqu'à Moodie.

Pourquoi ne pas remiser les trains à Baseline?

- À l'origine, les trois compartiments actuels n'ont pas été conçus pour l'exploitation du TLR/du TCRA.
- Cet aménagement n'a pas été conçu pour servir à l'entretien des trains
- Il faudrait modifier les structures actuelles, les salles réservées au personnel, le système de ventilation, le remisage des pièces détachées, etc.
- Le remisage des trains en dehors de l'exploitation active du terminal (la station se trouve au milieu) est complexe.
- Les déplacements des trains en direction et en provenance des voies risquent d'affecter l'exploitation de la ligne principale.
- L'ordre des trains à leur entrée et leur sortie de la station et de la cour de remisage est particulièrement complexe à gérer et n'est pas idéal.



Welcome

**Bayshore Station to Moodie Drive
LRT Extension Environmental
Assessment
Public Meeting**

13 June 2017

Bienvenue

**Évaluation environnementale du
prolongement du TLR de la
station Bayshore à la promenade
Moodie**

Assemblée publique

13 juin 2017



Study Process

Modifications to approved EPR – Expanded Bayshore Bus Terminal

Modifications apportées au rapport environnemental du projet (REP) approuvé - Élargissement du terminal d'autobus à Bayshore

Modifications consistent with EPR <i>Modifications conformes au Rapport de projet environnemental</i>	Insignificant modifications inconsistent with EPR <i>Modifications minimales non conformes au RPE</i>	Significant modifications inconsistent with EPR <i>Modifications importantes non conformes au RPE</i>
Proceed with modification <i>Procéder à la modification</i>	Prepare addendum <i>Rédiger un addenda</i>	Prepare addendum <i>Rédiger un addenda</i>
	Update local project file <i>Mettre à jour le dossier du projet à l'échelle locale</i>	Notice of Environmental Project Report Addendum <i>Avis d'un addenda au Rapport environnemental sur le projet</i>
		Public Review <i>Examen public</i>
	Ministerial Approval <i>Approbation du ministère</i>	

Processus de l'étude

EPR – Bayshore to Moodie LRT Extension - Transit Project Approval Process

REP – Prolongement du TLR de Bayshore à Moodie. Suivre le processus de TCRA afin de tenir compte de l'intérêt du public

Pre-planning	Notice of Commencement	Notice of Completion	Ministers Review
Data collection Alternatives Impact assessment Stakeholder consultation Draft reports	<ul style="list-style-type: none"> Consultation with interested persons including regulatory agencies and Aboriginal Communities Documentation (EPR) 	<ul style="list-style-type: none"> Public review of EPR by interested persons including regulatory agencies and Aboriginal Communities Opportunities for objections to be sent to Minister regarding areas of provincial interest 	<ul style="list-style-type: none"> Review EPR Consider any objections
We are here	Up to 120 days	30 days	35 days

Planification préalable	Avis de début	Avis d'achèvement	Examen des ministres
Collecte de données Autres options Évaluation des répercussions Consultation des parties prenantes Rapports préliminaires	<ul style="list-style-type: none"> Consultation des personnes intéressées, notamment des organes de réglementation et des communautés autochtones Documentation (REP) 	<ul style="list-style-type: none"> Examen public du REP par les personnes intéressées, notamment des organes de réglementation et des communautés autochtones Possibilités d'adresser ses objections au ministère relativement aux domaines d'intérêt provincial 	<ul style="list-style-type: none"> Examen du REP Prise en compte des objections
Voici où nous en sommes	Jusqu'à 120 jours	30 jours	35 jours

BRT to LRT Conversion

Impacts/Répercussions

- Alignment/retaining walls/noise barriers - *Tracé/murs de soutènement/bermes antibruit*
- BRT Station - *Station du TCRA*
- 417 ramp grade separation - *Bretelles à niveaux de l'autoroute 417*
- Stillwater Creek improvements - *Améliorations au ruisseau Stillwater*
- Holly Acres Bridge - *Pont d'Holly Acres*
- Add Kiss and Ride - *Ajout d'une aire de*

 *débarquement rapide*

Conversion du TCRA en TLR

Mitigation/Mesures d'atténuation

- No additional mitigation required. West and east noise wall by BRT project unchanged - *Pas besoin de nouvelles mesures d'atténuation. Mur antibruit en direction ouest et est inchangé par le projet du TCRA*
- Minor design modifications - *Modifications mineures à la conception*
- Design modifications required - *Modifications à apporter à la conception*
- Opportunities to reduce width. 417 Noise wall will NOT be relocated to north side of LRT bridge - *Possibilités de réduire la largeur. Inutile de déplacer la berme antibruit de l'autoroute 417 pour l'installer du côté nord du pont du TLR*
- Maintain existing improvements - *Maintien des améliorations existantes*
- Added to BRT station - *Ajout à une station du TCRA*



Park and Ride

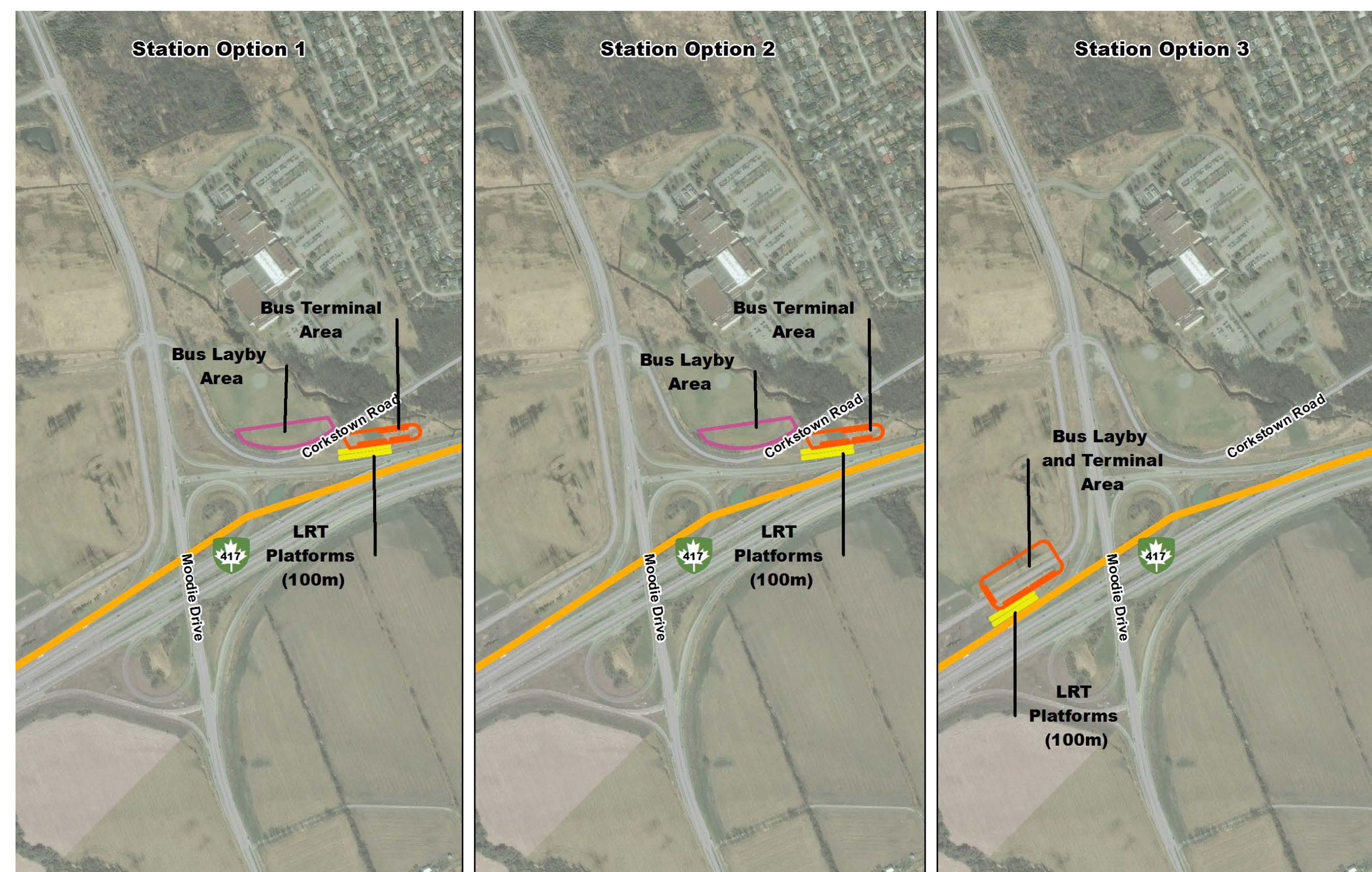
- Council motion asked us to consider park and ride at Moodie LRT station
- Staff report will respond to this motion later this summer/early fall
- New expansive Park and Ride lot (free) not recommended at this location:
 - Lack of space immediately adjacent to Moodie LRT station
 - A parking deck would likely be required given space constraints
 - May be underutilized once LRT is extended to Kanata/potential for throw away capital costs
 - Would encourage additional traffic across the Greenbelt and is contrary to City and NCC policy
- Potential to provide a limited/short term (paid) park and ride using the existing Abbott Industries surface lot if unused spaces are available

Parc-o-bus

- *La motion du Conseil nous a demandé d'examiner la possibilité de doter la station de TRL Moodie d'un parc-o-bus*
- *Le rapport des employés donnera suite à cette motion d'ici la fin de l'été ou le début de l'automne*
- *Il ne recommande pas l'aménagement d'un nouveau grand parc-o-bus (gratuit) à cet emplacement :*
 - manque d'espace juste à côté de la station de TLR Moodie*
 - un parc de stationnement sera probablement nécessaire compte tenu de l'espace limité*
 - il risque d'être sous-utilisé une fois que le TLR sera prolongé jusqu'à Kanata/possibilité de perte au chapitre des coûts d'immobilisation*
 - cela favoriserait une augmentation de la circulation dans la ceinture de verdure, ce qui irait à l'encontre de la politique de la Ville et de la CNN;*
- *Possibilité de fournir un parc-o-bus (payantes) pour une durée limitée sur le stationnement en surface des industries Abbott si des places inutilisées sont disponibles*

Station Options Considered

- East side station location must facilitate yard leads to LMSF Option 2
- West side location must be compatible with LMSF Options 3 and 4
- Station selection undertaken independent of LMSF evaluation
- LMSF yard leads involve modifications to Corkstown Rd alignment (varies by option) which affects bus access
- Connectivity, station catchment area and bus travel time/quality of service are key drivers of preferred station location

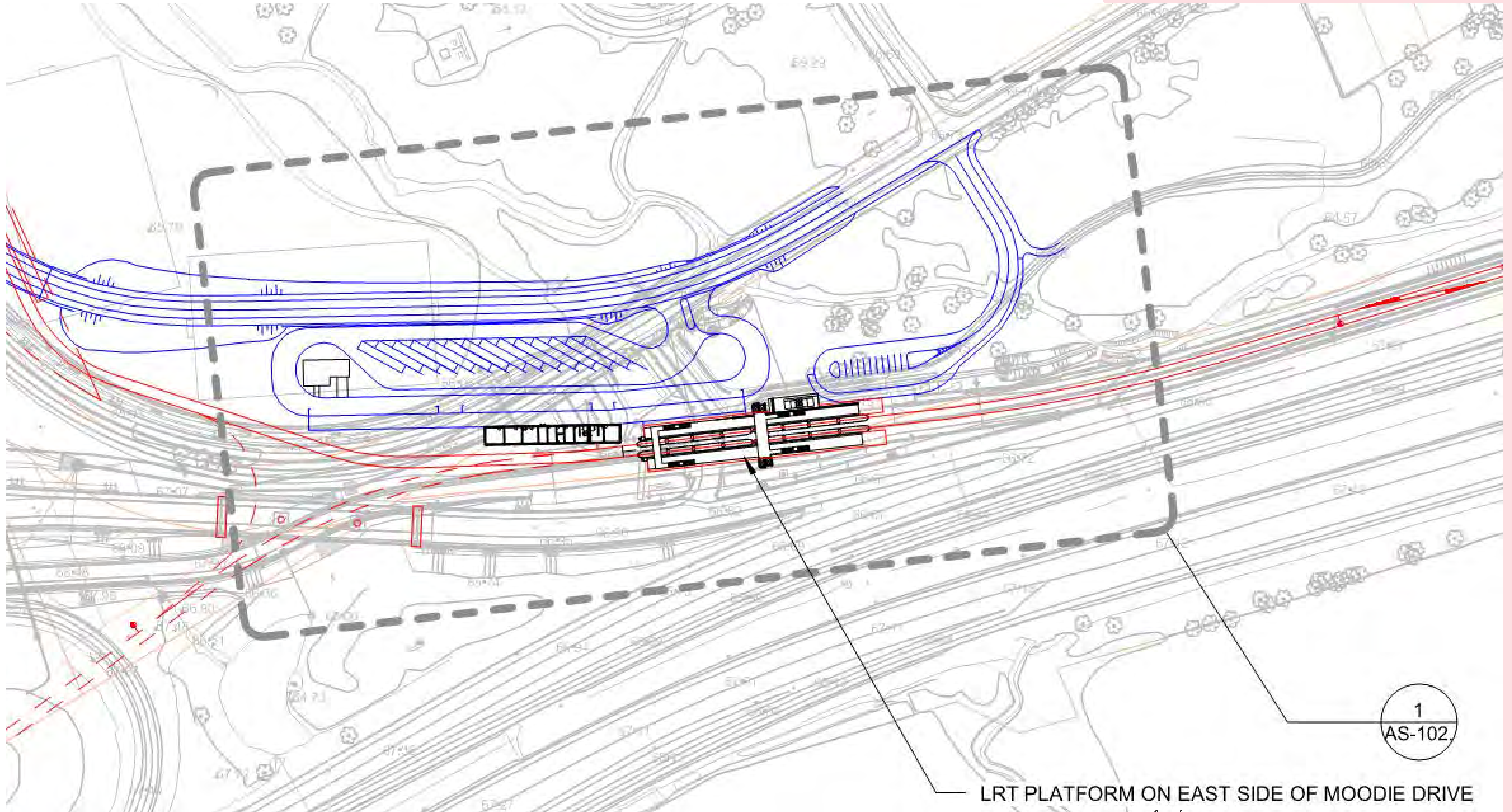


Options d'emplacement des stations

- *L'emplacement de la station à l'est doit faciliter l'accès à la cour de l'option d'IERL 2; L'emplacement de la station à l'ouest doit être compatible avec les options d'IERL 3 et 4*
- *La sélection de la station a été entreprise indépendamment de l'évaluation de l'IERL*
- *Les cours d'accès à l'IERL obligent à modifier le tracé du chemin Corkstown (variant selon l'option), et partant l'accès aux autobus*
- *La connectivité, la zone desservie de la station, la durée des trajets et la qualité du service d'autobus sont les principaux facteurs déterminants de l'emplacement des stations*

Moodie Station Draft Layout

Aménagement provisoire de la station Moodie



1
AS-102

LRT PLATFORM ON EAST SIDE OF MOODIE DRIVE
QUAI DU TLR DU CÔTÉ EST DE LA PROMENADE MOODIE

Moodie Station Bus Routes

Circuits des autobus de la station Moodie



BRT vs LRT Pedestrian Improvements

Améliorations piétonnières du TCRA c. au TLR



Screening of Shortlisted LMSF Sites

Sélection des emplacements à partir de la courte liste



LMSF - Screening Results

IERL - Résultats de dépistage

	Criteria	# 2	# 3	# 4	Critères	
Transportation and Connectivity	Connectivity (pedestrians and cyclists)		✓	✓	Connectivité (piétons et cyclistes)	Transport et connectivité
	Local traffic			✓	Circulation local	
Preferred				✓		Solution privilégiée
Social	Views and vistas	✓	✓		Points de vue	Social
	Noise/Air Quality/Vibration		✓		Bruit / qualité de l'air / vibration	
	Existing land use	✓			Utilisation du sol en vigueur	
	Land Availability	✓			Disponibilité des terrains	
Preferred		✓				Solution privilégiée
Biophysical	Groundwater	✓	✓	✓	Eau souterraine	Biophysique
	Water quality/Drainage			✓	Qualité de l'eau / drainage	
	Fish habitat	✓	✓	✓	Habitat des poissons	
	Species at Risk		✓	✓	Espèces en péril	
	Significant Wildlife Habitat		✓	✓	Habitat faunique d'importance	
Preferred				✓		Solution privilégiée
Operations	Operational flexibility		✓		Flexibilité opérationnelle	Opérations
	Station Options	✓	✓		Options de stations envisagées	
	Deadhead time	✓			Durée des déplacements à vide	
Preferred		✓				Solution privilégiée
Costs	Affordability (capital and operating)	✓			Abordabilité (budget d'immobilisations et de fonctionnement)	Coûts
Preferred		✓				Solution privilégiée
Overall Preferred		✓				Préférence globale

Light vs. Heavy Vehicle Maintenance Facilities

Light Maintenance at Moodie LMSF

- Operator reporting facility plus maintenance staff on selected shifts
- Overnight covered storage
- Interior vehicle cleaning
- Graffiti clean up
- Minor repairs (seats, doors, windows)
- Small parts inventory
- Filling sand boxes

Entretien léger dans l'IERL de Moodie

- *Installations réservées aux chauffeurs et au personnel d'entretien de certains quarts de travail*
- *espace couvert la nuit*
- *nettoyage de l'intérieur des véhicules*
- *effacement des graffitis*
- *réparations mineures (sièges, portes, fenêtres)*
- *inventaire des petites pièces*
- *remplissage des bacs de sable*

Comparaison entre les installations d'entretien de véhicules légers et lourds

Heavy Maintenance at Belfast MSF

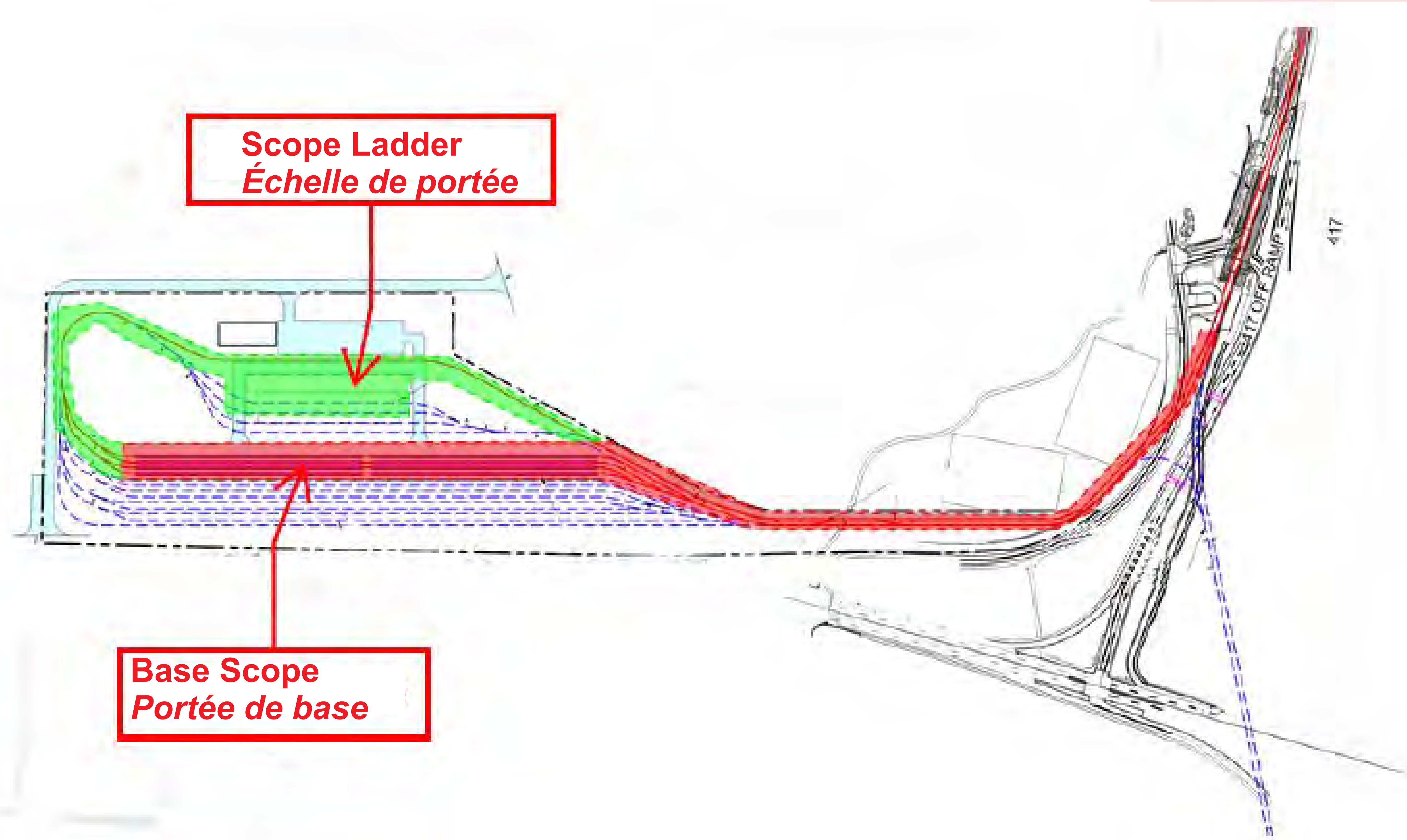
- 24/7 facility with main administration building for operators and vehicle maintenance staff on multiple shifts
- Overnight covered storage
- Wheel truing, inspections and overhauls
- Component replacement and HVAC repairs
- Removal of bogies/trucks/axles
- Exterior car wash
- Full parts inventory for all vehicle components
- Underground pits/elevated gantry's for major repairs and vehicle hoists

Entretien de véhicules lourds à l'IER de Belfast

- *Installation fonctionnant 24 h sur 24 et 7 jours sur 7 dotée d'un immeuble administratif principal réservé aux chauffeurs et aux employés chargés de l'entretien au cours des différents quarts de travail*
- *espace couvert la nuit*
- *appareil d'alignement des roues, inspections et mises au point*
- *remplacement des pièces et réparation des systèmes de chauffage, de ventilation et de climatisation*
- *retrait des essieu, des bogies et des axes*
- *lavage de l'extérieur de la voiture*
- *stock de pièces de rechange complet pour toutes les pièces du véhicule*
- *fosses souterraines / pont portique pour les réparations majeures et monte-charge*

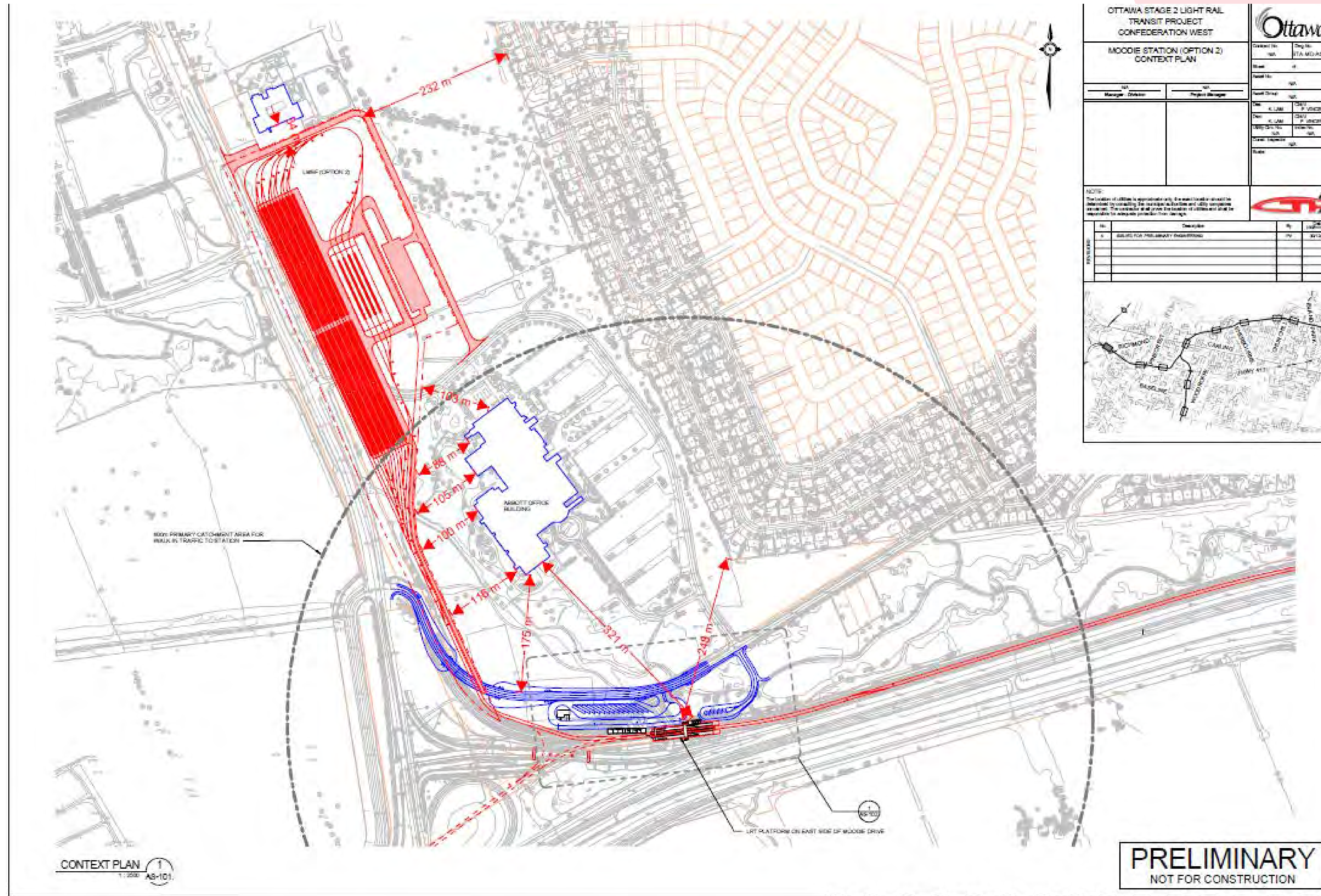
Option 2- 2023 LMSF Layout

Option 2- Aménagement de l'IERL en 2023



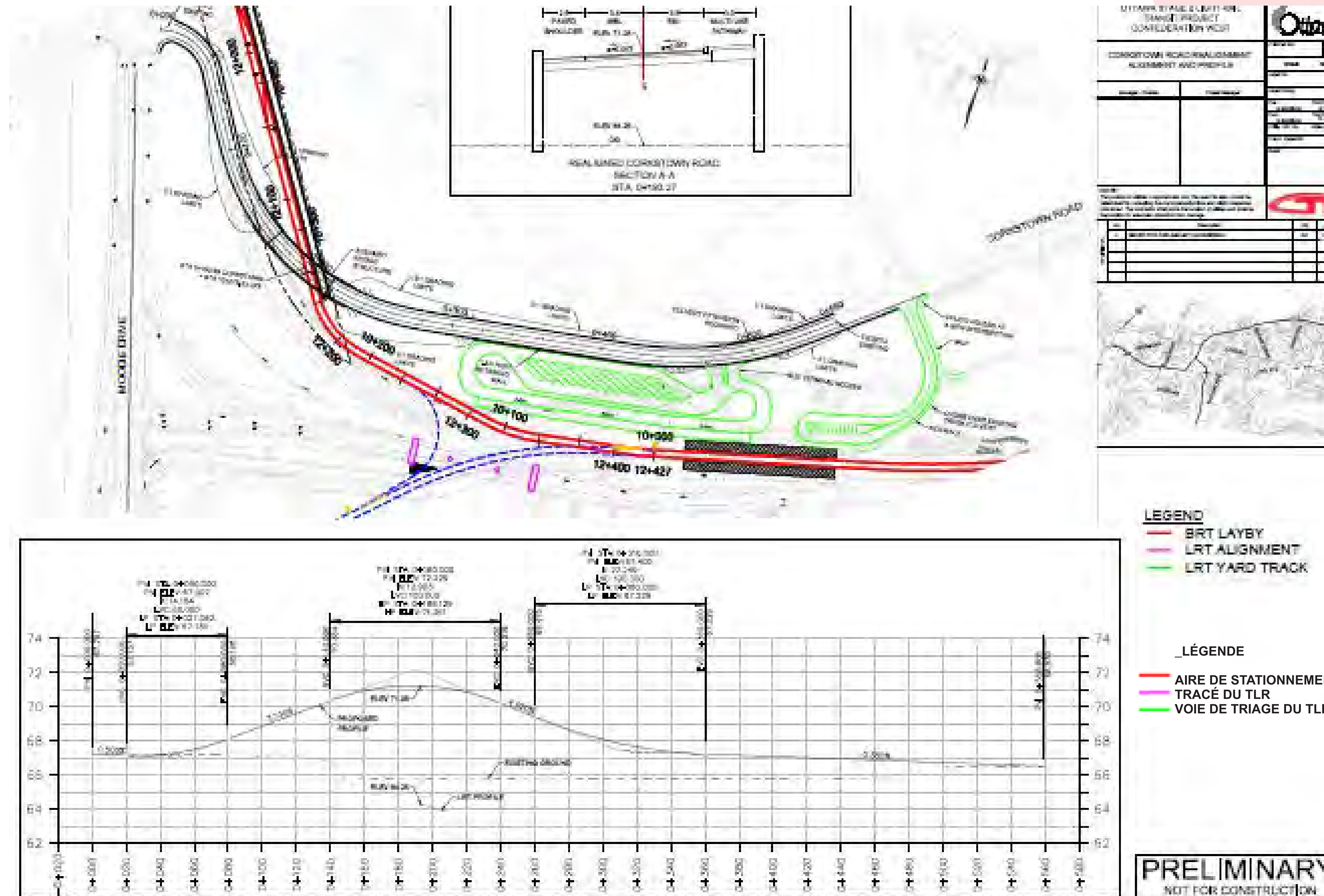
Proximity to Surrounding Community

Proximité de la station /de l'IERL par rapport au quartier voisin



Corkstown Road Realignment

Nouveau tracé du chemin Corkstown



Transportation and Connectivity

Impacts - *Répercussions*

- Connectivity - *Connectivité*

- Local traffic - *Circulation locale*

Transport et connectivité

Mitigation - *Mesures d'atténuation*

- Maintain existing pathways - *Maintien des sentiers existants*

Add MUP connecting community to Moodie Dr
- *Ajout d'une liaison avec le sentier polyvalent reliant la communauté à la promenade Moodie*

- Formalize desire lines (existing informal pathways) - *Officialisation des lignes souhaitées (sentiers informels existants)*

- Relocate Abbott road access to Moodie Drive
- *Déplacement de la voie d'accès à Abbott sur la promenade Moodie*

Social

Impacts - Répercussions

- Views and vistas - *Points de vue*
- Increase in noise - *Augmentation du bruit*
- Existing land use - *Utilisation du sol en vigueur*
- Land Availability - *Disponibilité des terrains*

Social

Mitigation - Mesures d'atténuation

- Context sensitive design of buildings - *Conception des immeubles adaptée au contexte*
- 6 metre high noise wall on north side and 8 metre wall on east side - *Mur antibruit de 6 m de haut du côté nord et de 8 m de haut du côté est*
- Greenbelt Master Plan update and compensation plan to be developed in consultation with NCC/Community - *Mise à jour du Plan directeur de la Ceinture de verdure et élaboration d'un plan de compensation de concert avec la CCN et la collectivité*
- Negotiations with NCC/Abbott Industries are underway - *Négociations engagées avec la CCN et Abbott Industries*

Biophysical

Impacts - *Répercussions*

- Groundwater - *Eau souterraine*
- Water Quality/Drainage - *Qualité de l'eau / drainage*
- Fish Habitat - *Habitat des poissons*
- Species at Risk - *Espèces en péril*
- Significant Wildlife Habitat - *Habitat faunique d'importance*

Biophysiques

Mitigation - *Mesures d'atténuation*

- Context sensitive design - *Conception adaptée au contexte*
Maintain cut/fill balance – *Activités de creusement ou de remblaiement*
- Stillwater Creek mitigation- *Mesures d'atténuation du ruisseau Stillwater*
- Avoid Chorus Frog habitat - *Contournement de l'habitat de la rainette faux-grillon*
- Additional bat roosting surveys to determine impacts and inform mitigation strategy - *Nouvelles campagnes d'évaluation des chauve-souris visant à cerner les effets et à adopter une stratégie d'atténuation éclairée*
- Compensation for loss of Natural linkage area - *Indemnisation des pertes subies dans le secteur de la liaison naturelle*

Operational and Cost

Impacts - *Répercussions*

- Operational flexibility - *Flexibilité opérationnelle*
- Station options - *Options de stations*
- Deadhead costs and impact on nightly maintenance window - *Coût du transport à vide et répercussions sur la fenêtre de l'entretien de nuit*
- Affordability (capital and operating) - *Abordabilité (budget d'immobilisations et de fonctionnement)*

Opérationnelles et coûts

Mitigation - *Mesures d'atténuation*

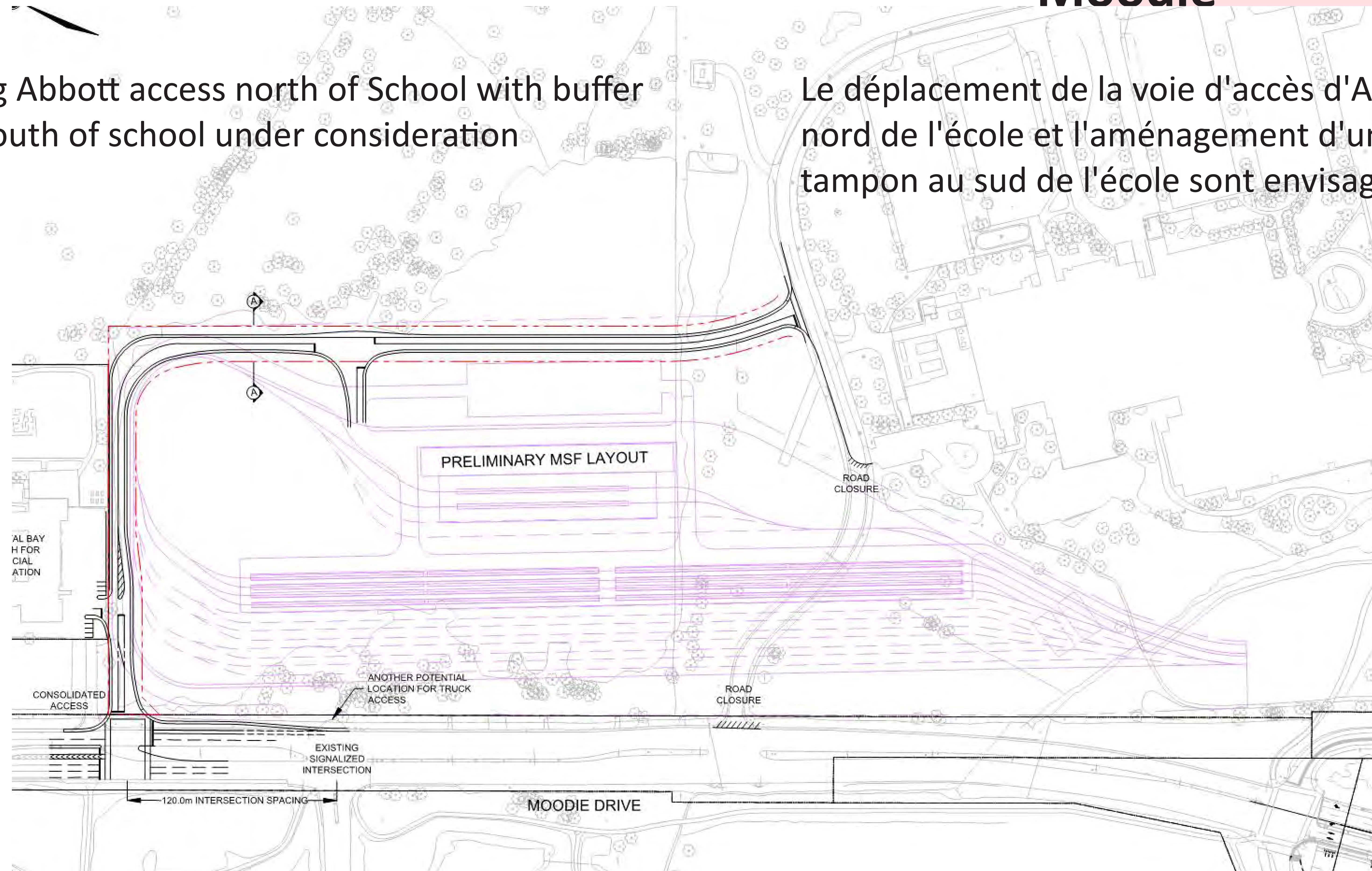
- Run around track for trains in yard - *Voies adjacente pour les trains engagés dans le triage*
- East side station is compatible with LMSF Option 2 - *La station du coté est est entièrement compatible avec l'Option d'IERL 2*
- None required - *Aucune n'est requise*
- None required. LMSF Option 2 expected to be within affordability envelope - *Aucune n'est requise. L'option d'IERL 2 devrait respecter les limites des principes d'abordabilité*

Abbott Access to Moodie Drive to be Relocated

Déplacement prévu de la voie d'accès d'Abbott à la promenade Moodie

Moving Abbott access north of School with buffer zone south of school under consideration

Le déplacement de la voie d'accès d'Abbott au nord de l'école et l'aménagement d'une zone tampon au sud de l'école sont envisagés



Holly Acres Noise Wall

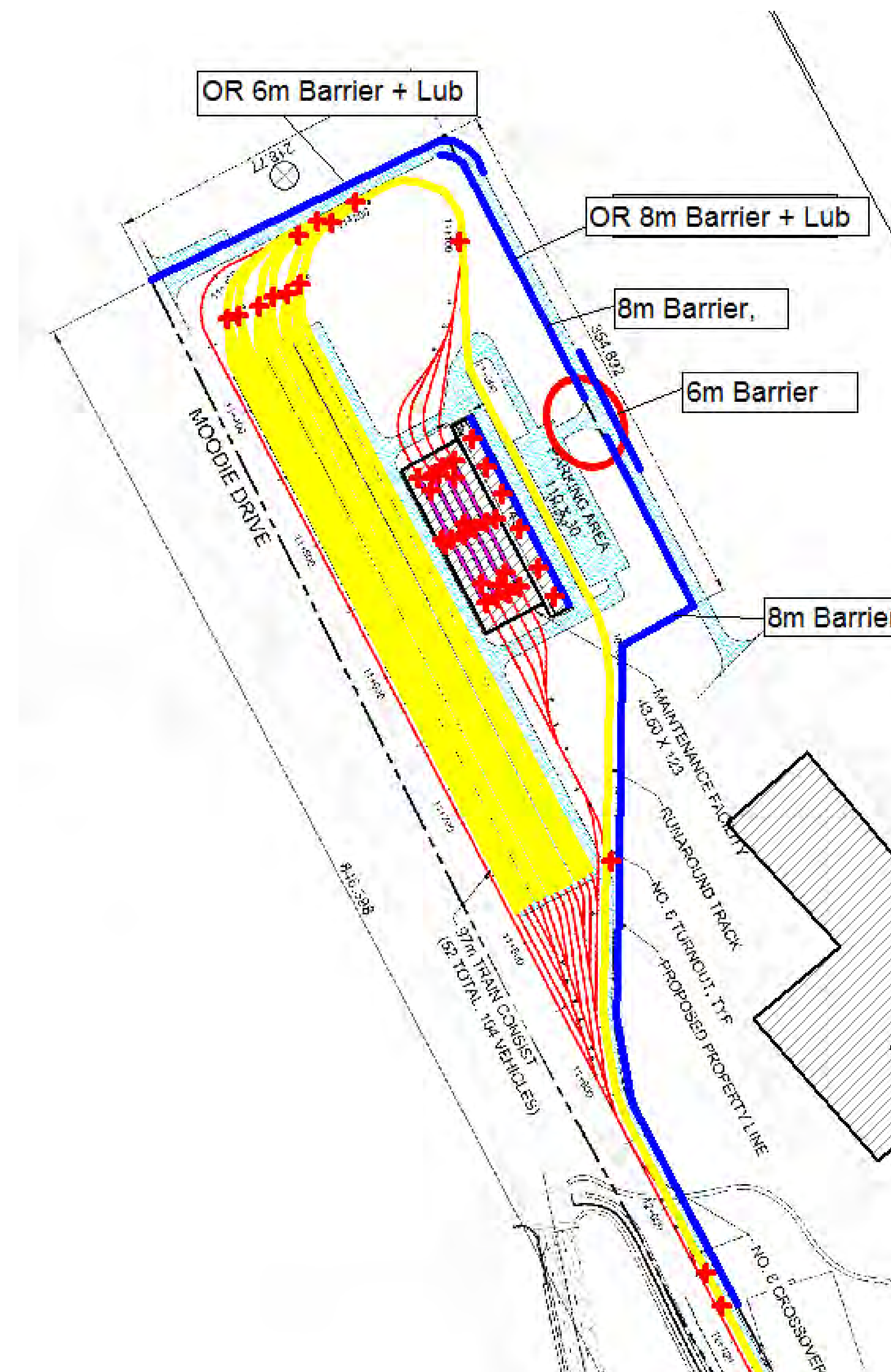
- Currently proposed to be located on the north side of Highway 417
- Community suggested it be relocated to north side of Holly Acres bridge when built
- Noise analysis demonstrates that best place for noise wall is current location
- Relocating wall to north side of Holly Acres LRT bridge would be less effective as predominant noise source/levels are from highway not LRT
- Relocation of noise wall to LRT bridge would increase height of noise wall from 5 m to 9 m to have same noise mitigation as current noise wall location
- 9 m wall on LRT bridge not practical
- Conclusion - Leave Highway 417 noise wall on north side of 417 to best serve the community in terms of noise mitigation

Mur antibruit d'Holly Acres

- *Emplacement actuellement proposé du côté nord de l'autoroute 417*
- *L'analyse de bruit démontre que c'est l'emplacement le plus approprié*
- *Son déplacement au nord du pont du TLR d'Holly Acres serait moins efficace d'autant que les sources ou les niveaux du bruit proviennent essentiellement de l'autoroute et non du TLR*
- *Le déplacement du mur antibruit du pont du TLR obligerait à faire passer la hauteur du mur antibruit de 5 m à 9 m pour que les mesures d'atténuation du bruit soient aussi efficaces que celles du mur antibruit actuel*
- *L'aménagement d'un mur de 9 m de haut sur le pont du TLR est inutile*
- *Conclusion : Laisser le mur antibruit au nord de l'autoroute 417 afin de mieux servir les intérêts de la communauté en matière de mesures d'atténuation du bruit*

Mitigation of LMSF Ambient Noise

Mesures d'atténuation du bruit ambiant de l'IERL



Next Steps

- Complete preliminary engineering of preferred LMSF site and LRT extension
- Report to City Council in September, 2017 regarding the completion of EA
- EA approval in Fall 2017
- Stage 2 contract award in August 2018 including Moodie LRT/LMSF base scope and or scope ladder

Prochaines Étapes

- *Achever les études d'ingénierie préliminaire de l'emplacement privilégié de l'IERL et du prolongement du TLR*
- *Rapport au Conseil municipal en septembre 2017 sur l'achèvement de l'ÉE*
- *Approbation de l'ÉE à l'automne 2017*
- *Attribution du contrat de l'Étape 2 en août 2018, y compris la portée et l'échelle de la portée du TLR/IERL Moodie*



“AS WE HEARD IT”

Public Consultation - Stage 2 LRT

Bayshore Station to Moodie Drive LRT Extension Environmental Assessment Study

Michele Heights Community Centre

June 13th, 2017



Table of Contents

As We Heard It – Summary of event	page 3
Lakeview Community Association presentation:	page 3
Stage 2 Presentation Feedback	page 4
Full Question and Answer Session	page 5
Feedback Forms	page 8
Emails – Stage2@ottawa.ca	page 30



As We Heard It – Summary of event

- Approximately 200 people in attendance
- Councillor Taylor, Councillor Wilkinson and Councillor Chiarelli attended the event
- Councillor Taylor introduced the concept of the LMSF and stated that the City is open to the concept of relocating the LMSF away from the Abbott Community
- Ian McConnachie; Chair of Transportation Committee , Lakeview Community Association gave a 15 minute presentation prior to the presentation by Stage 2
- 55-minute [presentation](#) by Stage 2 Office
- 1-hour and 35 minute Q/A

Overview of Lakeview Community Association presentation:

Ian McConnachie; Chair of Transportation Committee, Lakeview Community Association, made a presentation with the following points:

- Looking for the best options available
- Pleased with accelerating the portion of the LRT from Bayshore to Moodie however, opposed to the placement of both options for the location of the Moodie Drive Station for the following reasons:
 - Removal of soccer field
 - Located in a flood plain
 - It is a significant wildlife corridor
 - Increased congestion will be bad for cyclists and pedestrians
 - Routing of the distributor buses
- Opposed to the storage site area (LMSF) for similar reasons
 - Vibrant wildlife corridor at risk
 - Feels that the buffer area between the facility and the housing will be used by future expansion
 - Risk to bio-physical aspects of creek
 - Unwelcoming vistas as motorists enter Ottawa, Accessibility for cyclists blocked
 - Noise and Vibration
- Would like the decision delayed for the storage facility



Stage 2 Presentation Feedback:

The following comments and observations were recorded during the Stage 2 presentation. Materials from the June 13 consultation have been posted to Stage2lrt.ca.

- Vista experience length for motorists is two to three minutes. This is a 24 hour a day vista for people living in the neighborhood. What about the local people? The community doesn't care about the tourists; "we live here".
- We need one central contact from the community association to express views to the project.
- There are some very old trees (+120 yrs) , as well as lots of other natural wonders
- Residents expressed their concern through a show of hands pertaining to the location of the LMSF:
 - Location of LMSF Option 2 – almost everyone opposed
 - Location of LMSF Option 3 – maybe half/half
 - Location of LMSF Option 4 – very few concerned
- The catchment area is questionable as there will be a higher number of passengers from DND then from the Abbott community
- DND is not within walking distance of either station location (east or west of Moodie)
- Concerned about the intersection crossing at Moodie Drive from a safety perspective; only route for pedestrians/cyclists/etc. Want to build a bridge for the LRT; now, rather than waiting three years.



Question and Answer Session

The following questions were asked by the general public after the Stage 2 presentation.

Q: We need one central contact for the community association to express their views on the project. Who do we contact?

A: Questions and comments can be sent to Stage2@ottawa.ca.

Q: Are we abandoning the LMSF option east of Moodie (Option 2) or not?

A: As part of the process, we need to evaluate all three options. So, not off the table, but if there is strong opposition the City will look seriously to another option.

Q: What is the incremental life cycle cost to the system for Option 3 over Option 2; not to the project? That \$15M to the project will be recovered in operating costs and the incremental life cycle costs will be negligible.

A: Agreed that the incremental life cycle costs would not be as significant between Option 2 and Option 3.

Q: Where does the \$15M incremental cost for Option 3 come from? There would be many savings for things you wouldn't need to do for Option 2.

A: Probably right; as we look closer, the cost offset will not be as significant, but probably not completely offset. Land cost was not included in the assessment.

Q: Why is the catchment area 600m?

A: The 600m radius distance is an accepted industry standard used as a threshold for the distance people are typically willing to walk in order to reach a destination. Depending on use and other variables this threshold can increase. This represents approximately a 10 minute walking distance.

Q: Stillwater Creek has several culverts that are in really bad shape; are they being replaced? What are the mitigation plans for future culvert work?

A: One new culvert needed for the LRT, but the other ones are not under our mandate and are under the responsibility of the NCC.

Q: Is catchment area calculated as the crow flies?

A: Yes. The 600m radius catchment area is simply a tool used as a starting point when siting transit facilities and other community destinations in terms of walkability. How pedestrian and cyclist will ultimately access the station will be further analyzed and refined through our connectivity study.

Q: When is the next pedestrian consultation meeting and how do we find out about it?

A: We are targeting the end of August to hold the public meeting for the connectivity study. Anyone who has expressed interest in participating in this meeting through the comment sheets or by email will be notified of the meeting. Notice of the meeting will also go out through the Councillor's office.

Q: How many tracks in the ultimate plan for the LMSF?

A: Answer deferred to discussion after the meeting.

Q: What have you heard from the NCC and how can we find out what their opinions are?



A: NCC meetings are every two weeks and they sit on the Technical Advisory Committee (TAC). They have seen all this. The NCC has not said yes or no to any of the options. They are waiting for the process to take place. Their position will be better defined by September.

Q: Does the NCC perform their own analysis? What has the NCC commented? When will the meetings occur? What is the process? Are NCC requirements weighted the same? Do they perform independent studies or is it based on data provided by the City?

A: They go through a similar process, using the data generated by the Stage 2 team. They review and approve both plans and designs right up to the implementation stage. We have advanced some designs to the 90% level to satisfy the NCC.

Q: Difficulty in understanding the logic of Option 2; based on cost of deadhead costs? Need to consider the cost to the community – market valuation costs, environmental costs. Can you look at a market evaluation study; that would sway the selection to Option 3. Have taken city costs, but not residents costs (property value).

A: We have carried out the evaluation assessment to represent the whole community – residents, the future operator, NCC, etc.; the local community would likely evaluate the options differently than we have. However, we are happy to revisit the evaluation matrix.

Q: Feel that the LRT station and LMSF will deteriorate the community's quality of life. Is Option 2 really better from a technical point-of-view? It should be built immediately parallel to the revenue line.

A: LMSF's built parallel and immediately adjacent to the revenue lines are not favourable. Experience has shown there are many problems with that layout.

Q. The deadhead mileage is based on the Moodie Station being in the fixed location, east of Moodie; what happens if they are both on the same side of Moodie, west of Moodie.

A. Discussion taken offline.

Q: Does the final terminus of the line affect the decision regarding the location of the LMSF?

A: No.

Q: Corkstown Road will become a major link to the Kiss and Ride (K&R) and increase traffic along community roads. Corkstown Road is a residential street with schools, how was congestion weighed in Option 2 vs Option 3?

A: Kiss and Rides are mostly used by local community. They are often a very small number compared to the total number of users of the facility. If we don't provide a safe place to drop-off passengers, people will do it anyway under unsafe conditions. Also, Bayshore will tend serve the longer traveller K&R traffic better due to its closer proximity to a major mall and the city center.

Q: At the March meetings, it was indicated that you were quite sure about the affordability of extending the line, but the LMSF was in doubt. Is that correct?

A: Yes, that was the indication.

Q: Is there a chance that the LMSF decision may be deferred until later?

A: Yes; however, the Belfast yard does not have the capacity for post 2023 operation, so a new location will have to be found somewhere. Other sites (19) have been screened along the entire line, but similar issues also exist for all of those sites as well. The Woodroffe LMSF site was costed significantly higher than Moodie. Baseline is also not an ideal location. Fundamentally, Moodie is the best location for the LMSF.



Q: Can the K&R entrance be relocated closer to Moodie? When there is an accident on the 417, the congestion is extremely dangerous to cross for pedestrians (especially with kids).

A: Wouldn't be a big factor in the usage due to the local nature of the activity. Bus loading/unloading is closer to the station due to the volume of people making the transfer. Don't want to mix the two.

Q: What can we do to ensure that you go with Option 3 rather than Option 2?

A: Your feedback at this meeting helps to steer the process. We will be taking all of the input on board during our assessment process.

Q: How can we engage with the NCC to help this process along?

A: NCC is fully engaged, but you are welcome to engage with them directly. They have been very productive partners with us on this project.

Q: When looking at the location of the LMSF west of Moodie, is there an option to put the trains on the existing track north and west of there?

A: There are challenges with what will happen further west of our project in the future. Looks good initially, but often more difficult when we look at the finer details.

Q: When will the City know what the final plan is?

A: The recommended alignment will be submitted to Council in September of 2017.



Feedback Forms



O-Train Confederation Line (LRT) Stage 2

Tell us what you think...
The station needs to be located on the east side of moodie drive to be useful to the community. I am supportive of this station.
Many of us already bike or walk over 3kms to Bayshore station because the 152 services is so poor. So I think that the 600m conventional wisdom may not apply the same in this community. People will walk + bike over a km to the moodie station over a km to the moodie station.
LSMP Option #2 in the NCC Woodlands on the east side of Moodie is totally unacceptable for freeway reasons to list here.
The acceptable option for the LSMP is to deadhead these trains back to Belfair until Kanata expansion. It lowers capital costs and increases operating costs temporarily. Win Win.
Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to: Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4 th floor, Ottawa, ON, K1G 0Z4 Fax: 613-580-9688 email: stage2@ottawa.ca



O-Train Confederation Line (LRT) Stage 2

Tell us what you think...

- I prefer station & storage facility on west side of Moodie - north of Queenway
- Saying that putting station on east side of Moodie will increase accessibility is ill-founded because who lives in the area - increased accessibility is going to come from Kamata.
- Crystal Beach community is cut-off from walking/biking into Bell Corners - even when they ride Moodie Drive they get no sidewalks on Moodie from Carling to Robertson Road
- Maybe look at how far kids have to walk to school before they qualify for busing to elementary school & compare that to how far kids can walk to work.
- More concerned about placing station on east side - the more I hear what is involved in station & concern about transformers & health of residents living near.
- Sounds like good idea to wait till we know what route LTR goes into Kanata before build storage facility
- I would hope established residential community has as much of it more, away than Westley Clover's Park wishes

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
 Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
 Fax: 613-580-9688 | email: stage2@ottawa.ca



O-Train Confederation Line (LRT) Stage 2

Tell us what you think.

During the June 13 Public Meeting it became clear that the \$15M cost of differentiated between CMST Options 2 + 3 was misrepresented and in the overall scheme of the project is equal between 2 + 3.

If this is the case and/or other factors require 2 + 3 costs then any remaining difference should measurely favour CMST Option 3.

OR conversely the values of the foot land to be removed in Option 2 is grossly underestimated (See literature on Ecosystem Services valuation)

Lastly, the preference for Option 2 vs 3 grossly underestimates social (community) impact as well as monetary value of properties.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca

[REDACTED]

June 13, 2017

O-Train Confederation Line (LRT) Stage 2

Tell us what you think...

As seen today, local community strongly opposes the
 Moodie Drive STATION - BUS TRANSFER - LMSF.

CONSIDER IF AFFORDABLE or IF IT
 SAVES MONEY :-

BRING THIS CONNECTION & LMSF
 TO EAGLESON & 417.

We (KANATA) would LOVE IT AS IT
 SPEEDS UP LRT COMING TO KANATA.

MOREOVER, MAJORITY OF BUSES WILL
 NOT HAVE TO CROSS THE GREENBELT.

MOODIE LRT STN IS OK, BUILD THE REST AT EAGLESON
 PARK & RIDE.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
 Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
 Fax: 613-580-9688 | email: stage2@ottawa.ca

O-Train Confederation Line (LRT) Stage 2

Tell us what you think...

I think we would greatly appreciate our swings back in Middle Park (missing for 2 years). I realize it is not in the "budget". However, this should have been properly planned out in the first place (instead of a plaque with your name on it). Please actually care about the community you claim to be a part of. Thanks for your consideration.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca



O-Train Confederation Line (LRT) Stage 2

Tell us what you think

1. RMSF - please defer selection of site until options in Kanata can be explored.
 - Option 2 is ^{worst} very bad for impact on people & local views + vistas; ^{bad for wildlife} Option 3 is second - worst; ^{for views + vistas impact on people} Option 4 is too costly?
2. Location of LRT station - I prefer east of Moodie due to more accessibility in catchment area. West of Moodie may serve Wesley Clover better, but ^{would} be too far to walk for Crystal Beach / Lakeshore residents and would be less convenient for DND shuttle. [Re-locating the soccer field would be important. If Abbott can accommodate, new soccer field, perhaps some parking could also be provided.]
3. Noise barriers - I am OK with the proposal as presented

less
impe
all
peop
revisa
blig
cut
of
that
commu

→ special event stops for Wesley Clover could be a good idea
 → the community seems to be very split on the location of this station - those who want the station on the west side of Moodie probably don't plan to use it - they want it farther away, off Corkstown, away from existing cycling paths etc.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
 Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
 Fax: 613-580-9688 | email: stage2@ottawa.ca

O-Train Confederation Line (LRT) Stage 2

Tell us what you think

- pedestrian sidewalks (F/W) connecting ONLY to Carling along Moodie required (to connect Crystal Bay)
- what will be public access to "shuttle" from station to MWD (i.e. can Crystal Bay community access shuttle to/from station @ MWD?)
- ~~LMSF~~. Option 2 is terrible.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca



O-Train Confederation Line (LRT) Stage 2

Tell us what you think...

Old Aged Residential Properties (Build 1962), Abbott point of care (Healthcare Lab.) and corkstown single track road with Lake view public school → Not a perfect Location to handle such a commercially busy future Project " 24/7 LRT maintenance Sheds "

big source of NOISE & Traffic pollution "

① " careful planning required before starting such Activity in that neighbourhood "

② More emphasis be done on securing Sub Level Structure. e.g SINK HOLE.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
 Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
 Fax: 613-580-9688 | email: stage2@ottawa.ca

O-Train Confederation Line (LRT) Stage 2

Tell us what you think:

94 x 2 = 188 trains/day! + Kanata trains

I prefer Option 3

- ↳ ~~more~~ people over houses!!
- ↳ so much more land available without disturbing

- visual impact should be focussed on the residents -

- tourists are not going to judge Ottawa by that station + J.B. McF. pile.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca



O-Train Confederation Line (LRT) Stage 2

Tell us what you think...

One reason given for choosing option to locate the station on the NE corner of Moodie was the extra 30 minutes to get the trains off the track to service them at night, versus other station locations

Why couldn't the NW-side station be configured to take the same amount of time to get the trains off?

~~It's~~ This makes no sense to me.
Build the station to do the job.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca

O-Train Confederation Line (LRT) Stage 2

Tell us what you think:

Choosing option 3 for LMS F is a better option as social + biophysical impacts are worth more than \$15M. Current residents + future generations will benefit for many years.

Greenpace and less noise are proven factors to improved health + why I live in Crystal Beach. I believe causing fish in health + social costs.

Ease of access to the station is important. I think a station on the east side is desirable as long as safety for pedestrians + cyclists + preservation of nature is maintained.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
 Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
 Fax: 613-580-9688 | email: stage2@ottawa.ca



O-Train Confederation Line (LRT) Stage 2

Tell us what you think

option #3 - LRT/MSA

please inform of
next meeting

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca



~~MICHELLE HICKS C.O.~~



O-Train Confederation Line (LRT) Stage 2

June 13, 2017

Tell us what you think:

Please see attached comment, opposing
any new Park & Ride at Moodie LRT Stn.
SAME AS YOUR RECOMMENDATION.

THANKS.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca



Subject: Parking Lot at Moodie LRT Station

From: [Redacted]

Date: 2017-06-13 11:47 AM

To: [Redacted]

LRT STAGE-2
PUBLIC CONSULTATION
Tue June 13, 2017
MICHELE HTS 'C.C.

Good Morning

We simply feel that putting a large Park & Ride at Moodie LRT station sends the very wrong message to residents of Kanata and Stittsville.

Residents of Kanata and Stittsville have been awaiting the arrival of LRT service for at least fifteen years and would look on a large Park & Ride at Moodie Station as a blow similar to a kick in their stomachs.

It would provoke serious upset in the Kanata and Stittsville community that would only be calmed by energetic full scale construction of LRT facilities into and through Kanata and Stittsville.

It would be regarded as a signal that LRT will not be coming to Kanata and Stittsville for some decades, if ever.

The extension of LRT service to Kanata and Stittsville should follow on the completion of LRT to Moodie Drive and be in service within two years that is by 2024 or at the latest 2025.

That the Senators may leave the Stittsville Centre arena will provide the opportunity to exploit the rink building and the adjacent vast parking lots for new commercial, residential and even industrial development immediately South of Highway 417.

Regards



O-Train Confederation Line (LRT) Stage 2

Tell us what you think:

LMSF OPTION #2 IMPACTS NEIGHBORHOOD AND SHOULD BE ELIMINATED
OPTION 3 IS ONLY ACCEPTABLE OPTION

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca



O-Train Confederation Line (LRT) Stage 2

Tell us what you think

Park + Ride! Keep it outside Greenbelt!

600m from station is 74 houses. 10 of those houses have \$50K or more vehicles. Not users!

We saw the submarine bike path. That is the third such flooding in 20 years. How well do trains float?

LMSF option 9: NE corner of March + 41B.

MUST PREVENT "OUTSIDE GREENBELT CARS" from continuing EAST on COFFSTOWN.

- dropoff is too far EAST.
- impacts cycle path, Stillwater Creek (again)
- encouraged pass-through traffic BAD!

Using 600m walk, this does not serve Wesley (Nov.)

BRT mitigation: Stillwater Creek does not change? dropoff and bike paths both impact Stillwater.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca

O-Train Confederation Line (LRT) Stage 2

What are your comments?

Connectivity - need a controlled crossing @ Burke for cyclists going to ^{and from N. Kan}

Station location should be @ west of Moodie because of the Wesley Clover facility that has special events + soccer fields + nature center => those are the people who use transit. East of Moodie location services very few people in neighbourhood. Abbott employers have free parking and are shift workers. Very few use the transit. Their shifts do not coincide with rush hour.

Option 2 of ^{LMSF} ~~three~~ facility ~~not~~ increases costs as a bridge for people, cyclists and cars must be built to go over tracks. At least w Option 3 does ^{not} or Kanata location does not require this bridge.

Option 3 for LMSF should have the station on the west side of ~~included~~ ^{included}. The people of Crystal Beach / Lakeview will not be walking to a station @ the east of Moodie as it is not close to many residents. So ~~this~~ this is not an advantage to having the station on the east side. Other advantages are the better access for special events for Wesley Clover and less deadhead costs.

See ^{over}

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
 Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
 Fax: 613-580-9688 | email: stage2@ottawa.ca

Étape 2 du TLR de la Ligne de la Confédération de l'O-Train

Commentaires de votre avis personnel

- There should not be parking provided especially as it is limited.
- Encourages people in Kanata to drive through greenbelt. What happens when the lot is full? There are enough problems with that @ the Eagleson park and ride.
- The 600M catchment area that you site has no path that people can walk to the east side station that is 600M from people houses. ~~There are~~ Your justification is bogus. ~~Not~~ Only 14 houses are in walking distance of the east side station.
- Your deadhead mileage (what is the actual difference?)
How much more time / 300 meters of track
- 15M ⇒ deal you subtract the extra bridge cost of cost figure for option 2 vs option 3
- Your 15M now will be 25M in 10 years from now
- West side station would result in less traffic ^{in community} and would be better for ~~by~~ cycling safety

Veuillez déposer votre fiche de commentaires dans la boîte placée sur la table ou nous transmettre vos commentaires par la poste, par télécopieur ou par courriel d'ici au à l'attention de : Amanda Thompson, Ville d'Ottawa, 1500, boulevard St. Laurent, 4^e étage, Ottawa (Ontario) K1G 0Z4 | télécopie : 613-580-9688. courriel : etape2@ottawa.ca

O-Train Confederation Line (LRT) Stage 2

Tell us what you think

- STAGE 2

- THE LMSF would be better if located at the end of the line closer to KANATA.

- OPTION 2 for the LMSF - Would affect the livelihood of the people living on SOLVA + on streets nearby.
 - The migration noise created by the workers in the garage will be very distracting to the neighborhood. We currently have no noise in the night time. Having noise even at 4:00 PM will have a major impact to our nights + evenings.

- Moodie at Corkstown is a floodplain. If you remove the forest at Moodie this will affect our properties if this creates floods.

- All these suggestions for LMSF are of a great impact on our community but the community receives no benefits from it.

- LMSF option 2 will affect the people of CB far more than the other options.

- The traffic on Moodie created by DND will be affected by option 2

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
 Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
 Fax: 613-580-9688 | email: stage2@ottawa.ca



Étape 2 du TLR de la Ligne de la Confédération de l'O-Train

Il est interdit de faire des commentaires...

I do not believe that Option 2 is considered a commercial plot.

If this facility is being built in the traffic in KANATA why not build the LMSF in KANATA?

If the LET is to continue to KANATA: the LMSF option 3 is preferable.

If you are paying \$ on the wall you are building on the North, take that \$ for option 3.

If the 15\$ Million is missing to build the LMSF on option 3, just wait until you have the money to build it.

Maintenance facilities built in conjunction with the track such as in option 3 make more sense for serving the light rail.

Veillez déposer votre fiche de commentaires dans la boîte placée sur la table ou nous transmettre vos commentaires par la poste, par télécopieur ou par courriel d'ici au à l'attention de : Amanda Thompson, Ville d'Ottawa, 1500, boulevard St. Laurent, 4^e étage, Ottawa (Ontario) K1G 0Z4 | télécopie : 613-580-9688, courriel : etape2@ottawa.ca

O-Train Confederation Line (LRT) Stage ~~Station Connectivity Study~~

Tell us what you think...

With regards to the proposed location of the Moodie Drive LRT station I am ambivalent to whether it is located East or west of Moodie Dr. However, I feel that the analysis to estimate station usage is seriously flawed since virtually no resident of the Crystal Beach subdivision is within 600 m of the station using "normal" access routes, instead of the "now flies" method presently being utilized. Also without a survey of the Abbott personnel it is impossible to know how many of the 800 employees would utilize the station. Locating the station west of Moodie Dr. would provide access to Wesley Clover Parks & would still provide access to both the Abbott & DND sites albeit with a slightly longer walk.

I am vehemently opposed to the proposed Location #2 for the Light Maintenance facility. My opposition is two-fold.

1) Bringing ~~additional~~ additional noise & industrial activity into a residential area & with it the loss of use of a

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
 Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
 Fax: 613-580-9688 | email: stage2@ottawa.ca

→ PTR
 (A)



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

██████████

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,

████████████████████

█ 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,



■ 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.

██████████

██████████

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,

██████████

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,

██████████

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,

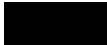
I am writing to protest about the LRT light maintenance station, that the city plans to build on Moodie drive.

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 its 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 signature]

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 signature]



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

████████████████████

█ Solva Drive

Nepean, Ontario

██████████



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



- 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