

4.0 CONSULTATION PROGRAM

Consultation has been an integral part of the DOTT Planning and Environmental Assessment Study since its initiation in July 2008. Agency, Business and Public consultation groups, the public at large, special interest groups, community associations and First Nations have all been involved in numerous communications/meetings to date. This consultation helped shape the alternatives and ultimately the Recommended Plan. This section provides information on the consultation program and activities undertaken to date.

Sections Include:

- 4.1 The Consultation Approach
- 4.2 Pre-Notice of Commencement Consultation
- 4.3 Post-Notice of Commencement Consultation
- 4.4 Consultation on the Draft Environmental Project Report
- 4.5 Post-Notice of Completion Consultation



4.1 The Consultation Approach

Effective consultation and communications have played a key role throughout the Planning Study and Environmental Assessment stage of this project. The main objectives of public consultation are to provide opportunities for interested parties to participate in the study, and to promote a high level of public awareness and knowledge of the study and a sharing of knowledge and information. Several consultation methods were utilized throughout the course of the study including: web site, notices, meetings of Consultation Groups, Public Open Houses and Presentations, and Transit Committee and /City Council Meetings. Input from the Consultation Groups and the general public was reviewed after each Public Open House and, where appropriate, adjustments were made to the study findings.

The Public Consultation Report is attached as Appendix A to this report.

4.1.1 Project Website

The City of Ottawa established and maintains a project website (www.ottawa.ca/tunnel), with a dedicated e-mail address (dott@ottawa.ca).

The project website hosts information on the project in both English and French, including all display panels and presentations from the Public Open Houses. Links are provided to other on-going studies and projects, such as the Transportation Master Plan. The dedicated e-mail address allows the public to contact the study team directly with any comments or questions relating to the DOTT study.

4.1.2 Notices

Formal notices of all public meetings were published in both English and French, and were posted to the City’s website. The formal Notice of Commencement and Notice of Completion were posted as required in the provincial Regulation, and were sent to affected landowners within 30 metres of the project along with being published in both English and French and on

the City’s website. Copies of the notices are included in Appendix A.

4.1.3 Public Open Houses

Four Public Open Houses were held at strategic points in the study to keep the public informed of progress and to involve them in decision-making at the appropriate times. Two of these included formal presentations, followed by question and answer sessions. Information was carried forward from one open house to the next for continuity.

4.1.4 Transit Committee and City Council Meetings

At key points during the project planning phase of the study, approval was sought from the City of Ottawa’s Transit Committee, and Ottawa City Council. Meetings of the Transit Committee provided an additional opportunity for input from the public and affected stakeholders.

4.1.5 Consultation Groups

To facilitate consultation with interested and affected stakeholder groups, three consultation groups were established to inform and obtain feedback from Agency, Business and Public organizations. The Consultation Groups met with the Study Team (city staff and consultant) at key stages during the study in order to review work to date and to provide an opportunity for consultation group members to comment on study activities, issues, and concerns.

Membership of the Consultation Groups was structured to be dynamic in order to be responsive to the evolving study process. Additional members were also added to the Consultation Groups following expansion of the study area in November 2008 in order to represent the varied interests of the expanded study area.

Details regarding the composition of the Consultation Groups, information distributed, meeting notes and comments received at Consultation Group meetings are provided in Appendix A.

Specific roles and responsibilities for the Consultation Groups included:

- Represent the interests of their department, agency or organization;
- Attend all Consultation Group meetings to ensure consistent two-way communication throughout the study;
- Identify planning and design issues early in the study so that they may be addressed in a timely manner;
- Review information provided by the Study Team in advance of each meeting;
- Disseminate this information within their departments, agencies or organizations;
- Provide feedback on information provided and comment on ideas and issues raised at meetings; and
- Work towards a consensus to allow the City to achieve project milestones.

4.1.6 Agency Consultation Group

The Agency Consultation Group (ACG) was comprised of representatives from Federal Government departments, City of Ottawa, Province of Ontario and other agencies including OC Transpo and STO. The primary goal of the ACG was to provide specialized expertise throughout all stages of the study. The ACG also addressed the full range of technical issues, and commented on the technical studies required to complete the Planning and Environmental phases of the Study. Their contribution ensured that the City of Ottawa was following current procedures and legislation and was addressing appropriate policies.

Six meetings were held with the ACG, as well as one joint meeting of all Consultation Groups, at Ottawa City Hall. The meeting dates are listed in Table 4-1.

Table 4-1: Agency Consultation Group Meetings

Meeting	Date
ACG Meeting #1	September 9, 2008
ACG Meeting #2	October 29, 2008
ACG Meeting #3	December 2, 2008
ACG Meeting #4	January 21, 2009
Joint ACG/BCG/PCG Meeting	June 22, 2009
ACG Meeting #5	October 21, 2009
ACG Meeting #6	February 17, 2010

4.1.7 Business Consultation Group

The Business Consultation Group (BCG) was comprised of representatives from commercial buildings, arts groups, post-secondary institutions, Business Improvement Areas (BIAs) and business alliance groups. The primary goal of the BCG was to provide input to the study, and to advise and comment on issues of concern throughout all stages of the study.

Seven meetings were held with the BCG, as well as one joint meeting of all Consultation Groups, at Ottawa City Hall. The meeting dates are listed in Table 4-2.

Table 4-2: Business Consultation Group Meetings

Meeting	Date
BCG Meeting #1	September 9, 2008
BCG Meeting #2	October 29, 2008
BCG Meeting #3	December 2, 2008
BCG Meeting #4	January 21, 2009
Additional BCG Meeting	February 18, 2009
Joint ACG/BCG/PCG Meeting	June 22, 2009
BCG Meeting #5	October 21, 2009
BCG Meeting #6	February 17, 2010

4.1.8 Public Consultation Group

The Public Consultation Group (PCG) was formed to enable community and special interest groups to provide direct input to the study. Membership on the PCG was comprised of representatives from City of Ottawa Advisory Committees (e.g.

Public Transit, Accessibility, Environment, Roads and Cycling), representatives of City Wards, and representatives of community associations. The primary goal of the PCG was to provide input to the study, and to advise and comment on issues of concern throughout all stages of the study.

Six separate PCG meetings were held, as well as the joint meeting of all consultation groups. The meeting dates are listed below in Table 4-3. All meetings were held at Ottawa City Hall.

Table 4-3: Public Consultation Group Meetings

Meeting	Date
PCG Meeting #1	September 9, 2008
PCG Meeting #2	October 29, 2008
PCG Meeting #3	December 2, 2008
PCG Meeting #4	January 21, 2009
Joint ACG/BCG/PCG Meeting	June 22, 2009
PCG Meeting #5	October 21, 2009
PCG Meeting #6	February 17, 2010

4.1.9 First Nations

The Ottawa area is the subject of a Comprehensive Land Claim that is currently under negotiation. Both the provincial and federal governments are parties to the negotiations with the Algonquins of Ontario. A framework for negotiations has been established, which outlines the duty to consult, and has been signed, and the protocols have been followed. Notice of the project has been formally given to the Algonquins and their designated consultant. The consultant was invited to sit on the Agency Consultation Group, and has received regular updates on the project. Other First Nations contacts identified by MOE staff have been notified of the project as part of the Transit Project Assessment Process.

4.1.10 Other Stakeholders

Consultation with other affected stakeholders has been undertaken throughout the duration of the study. This includes

meetings and correspondence with federal and provincial reviewing agencies, and other interested groups in order to provide information on and discuss the project, its associated implications and any process or regulatory requirements to be addressed.

4.2 Pre-Notice of Commencement (Project Planning Phase) Consultation

Prior to the issuing of the Notice of Commencement for the Transit Project Assessment Process, an extensive amount of consultation work was undertaken as part of the project planning phase which culminated in Ottawa City Council approval of the Recommended Plan for the DOTT project on 13 January 2010.

Consultation activities during this phase of the study involved over 200 stakeholder groups, including community organizations, property owners and businesses within the study area, institutions, approval agencies, and groups with a special interest in the study. Six separate Agency, Business and Public Consultation Group meetings, one joint meeting of all of the Consultation Groups, one additional meeting of the Business Consultation Group were held. At each of these meetings, the study team made a presentation and Group members had the opportunity to ask questions, make suggestions and raise concerns. Three formal Public Open Houses (in February, June and October 2009) were conducted, two of which included formal presentations.

To supplement the consultation group process, individual meetings were also arranged upon request with specific consultation group members such as the Downtown Coalition, Viking Rideau Corporation, the University of Ottawa, Public Works and Government Service Canada (PWGSC), National Arts Centre, and the National Capital Commission (NCC). These meetings provided for more detailed discussions on specific issues and allowed for additional input from staff of these organizations.

Throughout this phase, the project website was kept up to date with information from the Open Houses, and the dedicated e-mail address (dott@ottawa.ca) was available to allow the public to contact the study team directly.

A summary of consultation activities during the project planning phase of the study is provided below.

4.2.1 Meeting #1 of the Consultation Groups

The first set of Consultation Group meetings (September 9, 2008) introduced the members to the study scope. A PowerPoint presentation was given providing members of the group with an overview of the proposed project, and the roles and responsibilities of the members of the respective Consultation Groups. The presentation and meeting notes are contained in Appendix A.

The ACG meeting had 42 members in attendance. Comments and questions from the group focussed on co-ordination with other studies, relationship to the TMP and future transit demand and network issues.

The BCG meeting had 10 members in attendance. Comments and questions from the group focussed on the study process, integration of the LRT with existing and future development and relationship to other studies.

The PCG meeting had 19 members in attendance. Comments and questions from the group focussed on the study area boundaries, study process and objectives, relationship with other studies, and issues regarding accessibility.

4.2.2 Meeting #2 of the Consultation Groups

The second set of meetings was held October 29, 2008. A PowerPoint presentation was given providing members of the Groups with a recap of the project, study schedule, baseline conditions, project planning objectives and design criteria, alternative transit alignments and stations, and draft evaluation

criteria and methodology. The presentation and meeting notes are contained in Appendix A.

The ACG meeting had 26 members in attendance. Comments and questions from the group focussed on the draft Planning Objectives and Design Criteria, preliminary LRT alignment and station design concepts, and construction issues.

The BCG meeting had 12 members in attendance. Comments and questions from the group focussed on the preliminary alignment and station design concepts, and future transit operations in the downtown area.

The PCG meeting had 13 members in attendance. Comments and questions from the group focussed on the draft Planning Objectives and Design Criteria, and the preliminary LRT alignment and station design concepts.

4.2.3 Meeting #3 of the Consultation Groups

The third set of Consultation Group meetings was held on December 2, 2008, at Ottawa City Hall. A PowerPoint presentation was given providing members of the group with a preliminary overview of the expanded study scope, an updated study schedule, a re-cap of the draft alignments and station design concepts for the original study area, and draft evaluation results. The presentation and meeting notes are contained in Appendix A.

The ACG meeting had 23 members in attendance. Comments and questions from the group centred primarily on the alternative LRT alignments and station design concepts.

The BCG meeting had 6 members in attendance. Comments and questions from the group focussed on the alternative LRT alignments and station design concepts, the evaluation process and how cost was factored into the evaluation process.

The PCG meeting had 10 members in attendance. Comments and questions from the group focussed on the alternative LRT

alignments and station design concepts, the evaluation process and the study process moving forward.

4.2.4 Meeting #4 of the Consultation Groups

The fourth set of meetings was held on January 21, 2009, at Ottawa City Hall. A PowerPoint presentation was given providing members of the group with a re-cap of the expanded study scope, an overview of the downtown station platform design alternatives and their preliminary evaluation, design alternatives for Tunney's Pasture, St. Laurent, Cyrville and Blair Stations, site selection criteria for the Maintenance and Storage Facility and an updated study schedule.

The ACG meeting had 18 members in attendance. Comments and questions from the group focussed on the alternative LRT alignments and station design concepts, and federal land use/design issues regarding stations at Tunney's Pasture, Bayview and Hurdman.

The BCG meeting had 10 members in attendance. Comments and questions from the group focussed on the alternative alignments for the LRT tunnel, downtown station locations and transit operations in the downtown once the DOTT is in operation.

The PCG meeting had 8 members in attendance. Comments and questions from the group focussed on the alternative LRT alignments and station design concepts, and Maintenance and Storage Facility requirements.

4.2.5 Additional Meeting of the Business Consultation Group

A special meeting of the Business Consultation Group was held on February 18, 2009, at Ottawa City Hall. This meeting was convened primarily in response to issues raised during BCG meeting #4. Members of the ACG were also invited to attend this meeting. A PowerPoint presentation was given providing members of the group with additional information on the LRT alignment and station locations within the downtown area and

future surface transit operations. The presentation and meeting notes are contained in Appendix A.

Twenty-six (26) members of the BCG and ACG attended this meeting. Comments and questions focussed on the location of the Downtown East and Rideau Stations, future bus operations (particularly STO buses), additional station location opportunities and co-ordination of comments between the various consultation groups.

4.2.6 Public Open House #1 and Presentation

The first Public Open House and Presentation for the DOTT project was held at Ottawa City Hall on 26 February 2009. This open house was the public's first introduction to the study. Information on how and why the study was initiated, the definition of the study objectives and general information on the study areas and existing conditions were presented. The meeting also presented a draft set of Planning Objectives and Design Principles, which were subsequently used to guide the design process. The alternative alignments as well as the evaluation methodology and draft evaluation were provided for information and comment.

Display panels in both French and English were used to convey material regarding the project, including:

- Study Area
- Project Overview
- Relationship to the Transportation Master Plan
- Need and Justification
- Study Process and Schedule
- Consultation
- Environmental Setting (Existing Conditions)
- Planning Objectives and Design Criteria
- Alternative Alignments and Station Design Concepts
- Preliminary Evaluation of Alternatives
- Maintenance and Storage Facility Overview

- Next Steps
- Providing Input to the Study

More than 150 people attended this meeting. City staff and members of the consultant team were on hand to provide responses to comments and questions. A handout with information on the project was distributed, along with a comment-questionnaire to gather written comments. A presentation in English (with bilingual visual material) was also given, with a question and answer period following. Presentation material, responses to comment-questionnaires and the recorded question and answer session are presented in Appendix A.

4.2.7 Transit Committee and City Council Meetings on the Recommended Alignment and Station Design Concepts

A staff report detailing the recommended alignment and station design concepts was discussed by the City of Ottawa's Transit Committee on 6 May 2009. This report and recommendation was approved by Ottawa City Council on 27 May 2009.

The staff reports, presentations, public comments and Transit Committee/City Council recommendations are provided in Appendix B.

4.2.8 Joint Consultation Group Meeting on Maintenance and Storage Facility

A joint meeting of all three Consultation Groups was held on June 22, 2009, at Ottawa City Hall. A PowerPoint presentation was given providing members of the consultation groups with an overview of the role and requirements of the Maintenance and Storage Facility, the site selection evaluation criteria, and the candidate sites evaluated. The presentation and meeting notes are contained in Appendix A.

Seventeen (17) consultation group members attended this meeting. Comments and questions focussed on the candidate

sites for the facility, the evaluation criteria and evaluation process followed and potential alternate locations for the facility.

4.2.9 Public Open House #2

The second Public Open House was held on 24 June 2009 at Ottawa City Hall. This Public Open House focussed on the Maintenance and Storage Facility component of the project.

An overview of the need and justification for the facility was presented along with site selection criteria, an overview of the ten candidate sites, and the preliminary evaluation results. Details on the evaluation were presented to allow members of the public to understand the relative strengths and weaknesses of the candidate sites.

Display panels in both French and English were used to convey material regarding the project, including:

- Update on the DOTT Project
- Study Process and Schedule
- Facility Need and Justification
- Relationship to the DOTT Project
- Facility Components
- Typical Layouts
- Facility Requirements
- Site Evaluation Criteria
- Overview of Candidate Sites
- Evaluation of Candidate Sites
- Next Steps
- Providing Input to the Study

Approximately 10 people attended this event. City staff and members of the consultant team were on hand to provide responses to comments and questions. A comment-questionnaire was provided to gather written comments. A summary of comments and issues arising from this meeting is provided in Appendix A.

4.2.10 Meeting #5 of the Consultation Groups

The fifth set of meetings of the Consultation Groups was held on October 21, 2009, at Ottawa City Hall. A PowerPoint presentation was given to provide members with an update of the project, an overview of the Recommended Plan (functional design), project implementation, preliminary costs and the LRT technology selection process. The presentation and meeting notes are contained in Appendix A.

The ACG meeting had 33 members in attendance. Comments from the group centred on the functional design of the project and construction staging.

The BCG meeting had 14 members in attendance. Comments and questions from the group focussed on the functional design of Rideau and Campus Stations, construction disruption and timing of the project.

The PCG meeting had 11 members in attendance. Comments and questions from the group focussed on the functional design of the project, construction staging and process moving forward.

4.2.11 Public Open House #3 and Presentation

The third Public Open House and Presentation for the DOTT project was held at Ottawa City Hall on 26 October 2009. This open house presented the functional design of the Recommended Plan, a summary of the cost estimate, construction staging information and an overview of how Transitway service would be maintained during the construction stage. A summary of the vehicle technology selection process was also provided.

Display panels in both French and English were used to convey material regarding the project, including:

- Study Area
- Project Milestones
- Study Process and Schedule

- Consultation
- Recommended Alignment and Station Design Concepts
- Recommended Maintenance and Storage Facility Site
- Construction Methods
- Construction Staging
- Bus Operations During and After Construction
- Rail Operations
- Project Costs
- Recommended Transit Technology
- Next Steps
- Providing Input to the Study

Exhibit materials for the four underground stations (Downtown West, Downtown East, Rideau, Campus) were supplemented by computer animations, which ran in a continuous loop on a large screen monitor adjacent to each display panel for these stations. These videos illustrated the features of each underground station, including access locations and travel between the surface and LRT platform.

Approximately 180 people attended this event. City staff and members of the consultant team were on hand to provide responses to comments and questions. A presentation in English (with bilingual visual material) was given, with a question and answer period following. A handout with information on the project was distributed, along with a comment-questionnaire to gather written comments. Presentation material, responses to comment-questionnaires, and the recorded question and answer session are presented in Appendix A.

4.2.12 Transit Committee and City Council Meetings on Transit Technology

A staff report detailing the transit technology choice study and the recommended transit technology was discussed by the City of Ottawa's Transit Committee on 18 November 2009. This report was approved by Ottawa City Council on 25 November 2009.

A summary of the staff reports, presentations, public comments and Committee/Council recommendations are provided in Appendix B.

4.2.13 Transit Committee and City Council Meetings on the Recommended Plan (Functional Design)

A staff report detailing the Recommended Plan (functional design) for the project was discussed by the City of Ottawa's Transit Committee on 16 December 2009. This report was approved by Ottawa City Council on 13 January 2010.

A summary of the staff reports, presentations, public comments and Committee/Council recommendations are provided in Appendix B.

4.2.14 Other Pre-Notice of Commencement Consultation Activities Undertaken

First Nations

The City has exchanged communications with the Algonquin First Nation community, and they have expressed two matters of interest concerning the project;

- The public art component of the stations and facilities should contain elements that reflect First Nations art, and
- Any archaeological work that is undertaken should be shared with the Algonquins, and should include active Algonquin involvement should artifacts be found.

The City of Ottawa has also investigated other duties to consult using information supplied by both Indian and Northern Affairs Canada and the Ontario Ministry of Aboriginal Affairs. Other than the involvement of the Algonquins of Ontario, as part of the comprehensive Land Claim, no additional First Nations consultation requirements have been identified.

Ministry of Transportation

Several meetings were held with the Ministry to review traffic mitigation measures during construction. The Ministry is

planning a widening of Highway 417 (The Queensway) through part of the study area just before or during the early construction stages of the DOTT project. Discussions looked into the potential to use the widened highway lanes to replace the Transitway during construction. The inclusion of queue jump facilities and minor changes to the highway interchanges to facilitate transit operations were discussed and there was general agreement that the projects provide mutual benefit.

The issue of environmental assessment approval for highway facilities installed to facilitate DOTT construction and the inclusion of design and construction of the queue jump and minor design changes into the Ministry’s forthcoming design contract were discussed.

Canadian Environmental Assessment Agency

A Project Description Report was submitted on 03 July 2009 to allow the CEAA Office to assess the involvement of the federal family in the project. The report was forwarded to the federal departments identified as having a potential interest in the project.

The federal “in until out” process has been followed, reducing the number of federal departments who need to continue to be included as the details of the project are determined.

National Capital Commission

The National Capital Commission (NCC) has a mandate and mission to build the Capital region into a source of pride and unity for Canadians. The NCC plays a key role in the project as it has land holdings at a number of stations, along the alignment and a special interest in the planning of the core area of the City. The *National Capital Act* gives the NCC the responsibility to approve changes of land use, development projects or other works and land transactions on NCC or on Federal lands in the Capital region.

A number of meetings have been held with the NCC to discuss real estate issues, land use and design, and other matters that

fall within NCC’s mandate and require permits and approvals. These matters have been assessed in the context of this planning stage and have been incorporated in the Recommended Plan. Further collaboration with the NCC is required to initiate the formal approval process and this will be achieved as the project moves forward with design.

Subject matter currently being addressed includes:

- Interim and ultimate bus operations and proposed BRT to LRT transfers areas;
- Proposed future modifications to inter-provincial STO bus service routes in central Ottawa;
- Design principles and guidelines which have considered the capital perspective and National Symbols (Parliament, Confederation Boulevard, UNESCO site);
- Transit-oriented land use design principles for stations located on NCC’s development lands;
- Ridership projections and future inter-provincial transit considerations;
- Details on the federal land requirements (for both the NCC and other federal agencies and departments);
- Assessment of the effects of construction and implementation of LRT service on the environment, heritage/UNESCO Rideau Canal and proposed mitigation at federal sites in proximity to the national symbols, large commemorative sites and Parliament;
- Detailed information on the station design (dimensions, geometry, land requirements) for stations where there is a capital interest; and,
- Business case (justification) for federal land use.

In addition, the NCC’s Advisory Committee on Planning, Design and Realty (ACPDR) have received presentations and updates related to:

- Design Principles;

- Integration of Transportation and Land Use;
- Details of Station layout and Storage and Maintenance Facility;
- Urban Design and Landscape;
- A Transit System for the people; and,
- Federal EA process.

Viking Rideau Corporation

The representatives of the owners of the Rideau Centre met with the study team to investigate options for locating the rapid transit station towards the south end of the facility where the current Transitway Station is located. As the options for a southerly station are severely limited by ground conditions, existing buildings and foundations and circuitous access, options to reorganize local bus routes and to shift the station entrance to a more easterly location were reviewed.

The discussions will carry forward into the design stage as the level of detail required to meet the needs of the City and Viking Rideau have not yet been developed. Both parties are committed to finding a mutually-beneficial solution.

Rideau BIA

The study team was invited to the BIA’s Executive Committee meeting to provide additional details on the project’s impact on Rideau Street and the businesses in the area. The meeting was productive and outlined the objective of providing the BIA and area with enhanced rapid transit access. The issue of disruption during construction was discussed, with acknowledgement that there will be some impact during construction, but that it would be localized and limited, given the use of a tunnel boring machine and mining technique for the Rideau Station.

University of Ottawa

The study team met with representatives of the University of Ottawa to discuss the potential impacts of the LRT on the university because of the extensive nature of the changes which are to occur at the university and because university buildings are located close to the Transitway. Specific issues which were

discussed included the use of the surface portion of the existing transit which is to be abandoned, impacts on university buildings, notably potential for foundation damage during construction of cut and cover tunnel, noise and vibration impacts on university during the operations phase, and access to the new Campus Station from the university.

4.2.15 Key Issues Arising during Pre-Notice of Commencement Consultation

Generally, strong public support for this project has been expressed. Nonetheless, some key issues were identified by stakeholders and the general public. These issues and how they were responded to follow.

Surface vs. Tunnel through the Downtown

Concerns were expressed regarding the implications of changing from a surface (on-street) transit system to a grade-separated rapid transit (tunnel) system in the downtown, regarding: security, travel time, wayfinding (particularly for visitors and tourists). The cost of constructing a new tunnel versus accommodating LRT on the surface was also seen as an issue considering the current economic climate.

The DOTT Study follows Council's recognition and direction that rapid transit needs to be separated from private vehicular and commercial traffic, particularly if long-term transit needs are to be met. An assessment of the downtown transit network (undertaken as part of the TMP update) examined the feasibility of surface rapid transit options (both BRT and LRT) and concluded that surface rapid transit did not meet the City's long-term needs and that grade-separation would be required in order to provide a rapid transit system capable of carrying projected demand in a manner which is fast, reliable and convenient.

2031 forecasts will require four-car LRT trains operating at approximately two to three-minute headways during the peak hour. A four-car LRT train would be approximately 120 metres

in length. This length cannot be accommodated on downtown surface streets without significant impacts to property access, loading and on-street parking. Using shorter two-car LRT trains would require a train every 60 seconds to accommodate projected demand. Given existing traffic signal cycle lengths in the Albert/Slater corridor, one train would need to be accommodated every cycle. Any delay would significantly impact LRT operations.

The tunnel and stations will be designed to accommodate the latest standards with respect to life safety and security. While every possible eventuality cannot be foreseen, it is noteworthy that citizens of many other large cities continue to ride underground rapid transit systems in large numbers.

While underground stations cannot match surface stations in terms of the time required to reach platform level, it should be understood that surface transit cannot match the travel time savings which a grade-separated LRT system will provide over existing downtown transit. Other benefits include separation from inclement weather and disruptions caused by traffic congestion on the surface.

The time it takes to access a tunnel station is generally not seen as a penalty but part of the travel time required for the trip. During the preliminary design stage, the City will examine ways of reducing tunnel depth and improving access from street level. For example, reducing walking distances with construction of two major access points and the potential for additional internal connections to buildings and street level will improve direct connections to transit for downtown users, particularly during inclement weather.

Queen vs. Albert Street Location for the Downtown East Station

The Downtown Coalition's cross-country alternative sought to move the alignment southerly under Albert Street before veering at Metcalfe Street towards Rideau Station. This alternative was examined in detail. The proposed alignment

captures slightly more potential transit users by 2031. However, the study still recommends the alignment along Queen Street for the following reasons:

- Less tunnelling due to a more direct route to the next station;
- Less costly due to a shorter route and less technically challenging boring strategy;
- Provides an acceptable walking distance to the station;
- Does not require an "S" curve to reach Rideau Station;
- Avoids some technically difficult situations moving under and around the Bell Transfer Station Building and the World Exchange Plaza;
- Provides a smoother more comfortable ride through the core; and
- Will require less maintenance on vehicles due to a straighter alignment (wheel wear).

Location of Rideau Centre Station

Viking Rideau Corporation indicated that the recommended alignment would not be suitable for the operation and future growth of the shopping complex since primary transit movements would be focused at the Rideau Street end only, rather than distributed between Rideau Street and Mackenzie King Bridge as currently exists. Viking Rideau Corporation favoured the Mackenzie-King alignment for the LRT and Station at Rideau Centre.

The Rideau BIA also expressed a preference for regional and local transit to be in separate corridors (as is currently), with the new LRT service to be on Mackenzie-King Bridge. The BIA did not support regional and interprovincial transit services being concentrated in one corridor due to concerns of further impacts on Rideau Street.

Other alternative alignments and station designs were investigated and evaluated including one under the Rideau Centre aligned with Daly Street and another aligned with the

existing Mackenzie King Station. Both of these alternatives present a technical challenge because of the geotechnical conditions and the existing Rideau Centre or Mackenzie King Bridge structures, which are supported on piles. The TBM would have to pass through an array of piles while negotiating a grade differential as the curve and rise toward the south begins. The construction of a station along either Daly or Mackenzie King would be challenging and costly as access from the station to the surface would be difficult to achieve. Construction on either of these alignments increases the risk of creating long-term problems with settlement of Rideau Centre or Mackenzie Bridge. The Mackenzie King alignment would also be immediately adjacent to the Department of National Defence Headquarters building which could once again raise security concerns that were expressed during the North-South LRT Project.

The recommended LRT alignment and location of Rideau Station serves multiple purposes, including facilitating local transit connections, access to the Byward Market, Rideau Centre and retail on Rideau Street, the Ottawa Conference Centre and the National Arts Centre and Confederation Square.

This station location best suits the LRT alignment from a functional and operational perspective. Local and regional transit will be well served by the station as it will act as a hub for riders destined to this area of the downtown; with the number of above grade transfers and travel time minimized because of a smooth transition between local and regional traffic as well as the opportunity to transfer to local routes at other stations along the LRT network.

The study recognizes that bus surface operations (on Rideau Street and on Mackenzie King Bridge) will need to be reviewed in detail in order to find a solution that establishes a balance between transit service needs, with business/community needs.

Transit Link to Gatineau

The issue of a transit link to Gatineau from Ottawa, and specifically from Bayview, was raised. This DOTT project does not preclude the development of an interprovincial transit link or transfer at Bayview, nor any other option. The infrastructure required to integrate interprovincial transit services is the subject of the Interprovincial Core Area Rapid Transit Integration Strategic Planning Study (a joint study with the STO/Gatineau, the NCC (project lead) and the City of Ottawa). The interprovincial transit study addresses both short-term and long-term solutions (operational improvements/coordination, and possibly new infrastructure). Options from that study will be presented for public review in early 2010, with an anticipated report to Transit Committee by mid 2010.

Tunnel Depth and Access to Grade

There were concerns that the tunnel is too deep and comments concerning the accesses to/from the underground stations. This issue has been discussed at Consultation Group meetings and at the Public Open Houses. As stated in this report, the Recommended Plan includes two entrance points at each station (there are options for additional connections that can be provided by others). Stairs, escalators and two elevators will be provided at each entrance. There will be back-up emergency power. The tunnels have to be at a depth that clears underground utilities and parking garages but more importantly it should be in solid bedrock to ease the construction effort, duration, and risks. The depth of the tunnel will be re-examined at the next phase of design, which will be supported by additional geotechnical investigations such as borehole testing. With the current plan, the estimated time to access the platform from street level varies depending on the station and the access point chosen. However, the few minutes that it takes to access the underground platform can be quickly offset by the reliability and frequency of a grade-separated LRT service with headways of approximately two minutes or less. A discussion of utility relocation to accommodate construction of the tunnel and

above grade trackwork and stations is provided in Sections 5.0 and 10.0.

Number of Downtown Stations

This issue was raised previously in May 2009 when Council deliberated and approved the DOTT alignment and station locations. There are four underground stations planned to serve downtown Ottawa: Downtown West, Downtown East, Rideau and Campus. These four stations have eight entrances, five of which are located between the Rideau Canal and Bay Street. There are a similar number of bus stops provided today. LeBreton Station, to the west of the core area will also serve development on the west side of downtown, including the proposed Escarpment Area development. Comments received during the consultation process have indicated a desire for either more, or fewer stations in the downtown Ottawa. Those advocating more stations have typically expressed concern over the spacing between downtown stations compared to other cities, the catchment area of each station, and the distance required to access each station given the potentially deep level of the tunnel. Others advocating fewer stations for the downtown identify vehicle travel time and cost savings as concerns.

Using a benchmark of 300-metre and 500-metre walking distances, it was demonstrated that the majority of the downtown area was within the catchment area of a station, as measured from the mid-point of the platform area. Separate access points from the platform level helps lessen the walking distance and travel time to the station. Walking distances are consistent with the City's guidelines for walking distances to transit stations.

Overall, the proposed number of stations serving the downtown area has struck a balance between optimal station spacing for transit vehicle performance and in-vehicle travel time and the need to provide access and coverage to the downtown area. This practice is consistent with other successful transit systems in other cities. Given the significant cost of constructing

underground stations, provision of additional stations in the downtown is not recommended.

4.3 Post-Notice of Commencement Consultation

The Post-Notice of Commencement phase of the public consultation process follows the process laid out in Ontario Regulation 231/08, *Transit Project Assessment Process*. This process provides for a maximum 120-day public consultation period on the project, prior to posting the Notice of Study Completion, which triggers the mandatory public and agency review periods.

The following summarizes the consultation activities which were undertaken thus far during this phase of the study. Public consultation activities undertaken include meetings with the Consultation Groups and a formal Public Open House, held on 23 February 2010.

4.3.1 Notice of Study Commencement

The Notice of Commencement for the Project was published in the Ottawa Citizen (English) on Friday, February 12th and 19th, 2010 and LeDroit (French) on Friday, February 12th and 19th, 2010. The Notice of Commencement was also mailed to approximately 965 affected property owners within 30 m of the alignment and interested stakeholders. Subsequently, additional notices were sent to various agencies which were deemed to have a potential interest in the project, but which had not been previously contacted.

4.3.2 Meeting #6 of the Consultation Groups

The sixth set of meetings of the Consultation Groups was held on February 17, 2010, at Ottawa City Hall. The presentation outlined the formal provincial and federal EA processes, the mechanics of the formal notices and consultation requirements of the provincial process, and provided an overview of the material to be presented at Public Open House #4. The presentation and meeting notes are contained in Appendix A.

The ACG meeting had 23 members in attendance. Comments and questions arising from the group focussed on the

Maintenance and Storage Facility, EA process, regulatory issues and construction staging/disruption.

The BCG meeting had 13 members in attendance. Comments and questions from the group focussed on the EA process, construction staging and transit operations.

The PCG meeting had 5 members in attendance. Comments and questions from the group focussed on the EA process.

4.3.3 Public Open House #4

The fourth Public Open House for the DOTT project was held at Ottawa City Hall on 23 February 2010. The primary purpose of this event was to initiate public consultation activities for the Environmental Assessment phase of the study. In addition to a summary of the recommended plan, the existing environmental conditions and an assessment of effects of the project on the human and natural environments was presented.

Display panels in both French and English were used to convey material regarding the project, including:

- Objectives of the Public Open House
- Study Area
- Project Overview and Schedule
- Decisions Made To-date
- Environmental Assessment Process
- Consultation
- Project Need and Justification
- Planning Objectives and Design Criteria
- Recommended Transit Technology
- Input Received To-date
- Overview of the Recommended Plan (functional design)
- Project Implementation (Design, Construction, Operations)
- Maintaining Transit Service During Construction
- Environmental Effects and Mitigation

- Project Benefits
- Environmental Setting (Existing Conditions)
- Preliminary Assessment of Effects
- Commitments to Future Work
- Next Steps
- Providing Input to the Study

Approximately 150 people attended this event. City staff and members of the consultant team were on hand to provide responses to comments and questions. A comment-questionnaire was provided to gather written comments. A summary of comments and issues raised is provided in Appendix A.

4.3.4 First Nations

The City has continued to maintain communication with the Algonquin First Nation community during the Transit Project Assessment Process, and their representative was provided a copy of the Notice of Study Commencement and notified of the Public Open House held during the environmental assessment stage of the project. In addition, based on guidance received from MOE, the following additional agencies were contacted in order to identify any additional First Nations communities which should be consulted:

- INAC Specific Claims;
- INAC Litigation Management and Resolution Branch;
- INAC Environmental Unit;
- INAC Assessment and Historical Research Directorate
- INAC Office of the Federal Interlocutor for Métis and non-status Indians;
- Ontario Ministry of Aboriginal Affairs;
- Métis Nation of Ontario; and
- Ottawa Regional Métis Council.

4.4 Consultation on the Draft Environmental Project Report

The draft EPR was submitted to the Ministry of the Environment and federal review agencies with an interest in the project on 19 March 2010 for initial review and comment. Subsequently, the draft EPR was circulated to the Agency, Business and Public Consultation Groups for review. Comments received on the draft EPR and responses undertaken are outlined in Table 4-4:

Table 4-4: Comments Received on Draft EPR

Agency/ Originator	Date Received	Category (ies)	Issue / Comment	Response / Future Course of Action
Ottawa Children's Treatment Centre School	28 March 2010		No comments.	None required.
City of Ottawa – Transit Priority	29 March 2010		No comments.	None required.
Ontario Realty Corporation	3 March 2010	Property Impacts	Potential Impacts to ORC managed lands - Requested Property Mapping	City to provide updated property mapping
			Potential triggers for ORC Class EA Process	To be determined.
Ottawa Catholic School Board	22 April 2010		No issues, would like to continue to be updated on study progress.	None required.
MOE – Environmental Assessment Approvals Branch	30 April 2010	Various	Additional information and clarifications required.	Additional information provided in final EPR. Clarifications provided to MOE staff.

Agency/ Originator	Date Received	Category (ies)	Issue / Comment	Response / Future Course of Action
MOE – Eastern Region	26 April 2010		Additional information required regarding future commitments to consult with stakeholders during design and construction stages.	Additional information provided in final EPR.
MOE – Wastewater Unit	27 April 2010		No significant water quality impacts anticipated.	None required.
MOE – Noise Group	3 May 2010	Noise, Air Quality, Vibration	Clarification regarding assessment and parameters used.	Additional data provided in final EPR.
Hydro One	19 April 2010	Property Impacts	Possible impacts to Hydro One properties.	Detailed property mapping to be provided.
MTO – Materials Engineering and Research Office	12 May 2010	Geotechnical	Additional information on geotechnical data for tunnel route required.	Clarification provided in final EPR.

Comments from some federal review agencies have been received and will be addressed as part of the Federal Screening Report, which will address environmental assessment requirements under the *Canadian Environmental Assessment Act*.

4.5 Post-Notice of Completion Consultation

This consultation will not be documented in this report, but rather will be documented in a form required under the approval given by the Minister of the Environment. Ongoing consultation will arise from the Conditions of Approval in the final decision of the Minister, and will be documented as stand-

alone reports, or addenda to the final Environmental Project Report.

Ontario Regulation 231/08 provides that the Notice of Completion must be distributed to the assessed owner of land within 30 metres of the transit project. Using the owners list developed for the Notice of Commencement, approximately 1000 letters informing that the Notice of Completion was issued on 11 June 2010 were sent.

A notice for the Notice of Completion has been issued and was placed in both the Ottawa Citizen and Le Droit on 11 June 2010. The notice was also be placed on the project website (www.ottawa.ca/tunnel).

An e-mail notice was also sent out to all stakeholders who have requested that they be kept informed of the process.

Information on the next steps in the process was included in the letters and notices and summarize that the Environmental Project Report is now posted for public review until 12 July 2010, and interested persons, government agencies and First Nations will be able to review it and send their comments in writing to the Minister of the Environment. The Minister will have the statutory 35-day period, until 16 August 2010, to review the comments and determine whether the project can proceed as described in the EPR, proceed subject to conditions, or require further study. All comments received will become part of the public record.