

## APPENDIX A

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## I. CONSULTATION GROUP MEETINGS

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## **Consultation Group Meetings -1**

DATE:	11 May, 2017	
TIME:	9:30 to 11:30	
LOCATION:	Honeywell Room, Ottawa City Hall	
STUDY TEAM MEMBERS IN ATTENDANCE:		
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## Presentation

A formal presentation was given outlining the study objectives, the corridors being considered, the evaluation criteria and scoring, and the preliminary preferred corridor.

## Discussion

### Ridership Potential

1	Was Stittsville ridership taken into account?
	Yes, the ridership potential of Stittsville was considered in the evaluation of alternative corridors. The numbers suggest that for Corridors 12 and 13, turning north at NS arterial is the logical choice over continuing west.

2	Is lots of parking a major indicator of ridership. Is ridership potential reduced if parking is not considered? <i>It depends on location, as it is very contextual. The modelling that will be done as part of this study will provide a range of anticipated demand for Park and Rides to consider.</i>
3	Looking at the route options, how much ridership is within Kanata, and how much is coming and going. Is there an opportunity for a loop? <i>In Kanata, there is a fair amount of internal travel, as half of Kanata residents work in Kanata. This Study must consider the wider transit network needs in as much as the LRT should act as the Community rapid transit spine, with supporting BRT corridors or general bus services branching off it as ribs. These BRT corridors will start to create a grid of high level transit service, from which local travel opportunities will be enhanced and developed. What we expect to see is an integrated network addressing both internal and local travel needs. Operating a loop would not accomplish the creation of an integrated, high level-of-service network.</i>
<b>General Questions or Comments</b>	
4	With regards to branching, the outcome of 12-minute service would be an improvement on what exists today. <i>This service interval would only be during peak periods, and would not be sufficient to generate the necessary ridership to support this investment.</i>
5	If we have comments, will they be rolled in prior to Open House? <i>Yes. If you have any significant changes proposed for the evaluation, please do provide them.</i>
6	From a power supply perspective, do you have preliminary station locations? <i>No. Once the corridor has been selected, we will determine where stations will be located.</i>
<b>Transit Oriented Development (TOD)</b>	
7	Regarding Corridor 8, the TOD potential along highways is typically low from what we have seen in other cities. <i>In the west end of Corridor 8, there is potential to shift the alignment north of the highway and centralize it into the community. With the existing pedestrian crossings and additional linkages examined in this study there is potential to draw across the highway. Post meeting: A workshop was held with City Staff on June 15 to discuss the future transit oriented development potential along 3 LRT corridor options: #5 to the north along March Road, #8 along the north side of Hwy 417, and #13 along the Trans Canada Trail.</i>
8	Try to emphasize pedestrian access to the stations. Highways act as a barrier and can be difficult to overcome with regards to fostering accessibility. <i>Noted.</i>
9	For the median highway option, were air right options considered for TOD? <i>No. While this may be considered in the longer term, the reality is that in the shorter term there is available land and space elsewhere in the community for intensification to defer this discussion.</i>
10	Will TOD and the provision of a Park and Ride be considered together? <i>Yes. The preferred corridor will consider TOD implication and structured parking to provide suitable development sites. Examples across Ontario will be considered.</i>
<b>Park and Ride</b>	
11	Will Eagleson Park and Ride be removed in the future? <i>No, Eagleson Park and Ride remains an important facility in the City's Ultimate Rapid Transit network.. Eagleson Station, in Corridor 8 for example, will be located north of the Highway, with a pedestrian bridge/connection to the existing Park and Ride on the south side.</i>
12	Please ensure consideration given to providing a Park and Ride at the terminus of the corridor, once selected. <i>The intention is that terminal, be it ultimate or interim, would have a robust bus terminal and parking provided. This will be examined after selecting the corridor.</i>
<b>Evaluation Questions</b>	
13	The agricultural role of the Greenbelt should be reflected in the evaluation. <i>Agreed. Only existing roads or rights of way through the Greenbelt are being considered to avoid the hardened barrier effect of a new corridor</i>

14	<p>How does Corridor 10 have a lower ridership score than northern routes, considering it connects to Eagleson Park and Ride?</p> <p><i>Corridor 10 does not connect to Terry Fox, and does not have as much land available for connections. It is also less able to support future development. One of the challenges is that the park and ride can be served by LRT, but it will not service the future BRT.</i></p>
15	<p>Do you have an order of magnitude for cost of each of these corridors?</p> <p><i>No. For the costing criteria, the study team considered the length of corridor, number of grade separations, complexity of the separations, soil conditions, and potential contamination as a proxy for costs. It is a comparative evaluation.</i></p>
<b>Study Objectives</b>	
16	<p>Will this study consider a location for an MSF?</p> <p><i>The current assumption is that the approved MSF at Woodroffe is large enough to support this extension. This study foresees no need for an additional MSF, and understands that Stage 2 is looking at relocating the Woodroffe facility to Moodie, which would serve LRT to Kanata as well. While consideration of an MSF was not in the initial scope of work for this study, and has not yet been considered, it appears that evaluation of MSF site alternatives may need to be included as part of this study. If this work proceeds, then additional consultation on this work will be forthcoming.</i></p>
17	<p>Is grade separation necessary at all corridors? This would contribute to cost.</p> <p><i>Direction from management is full grade separation.</i></p>
<b>Closing Remarks</b>	
18	<p>Next Milestones in EA Study Process:</p> <p>Public Open House on June 5 (Preliminary Preferred Corridor will be presented)</p>

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com),

DATE:	16 May, 2017	
TIME:	1:30 to 3:30	
LOCATION:	Beaverbrook Library, Room A	
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Peter Steacy	Parsons	<a href="mailto:Peter.steacy@parsons.com">Peter.steacy@parsons.com</a>
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## Presentation

A formal presentation was given outlining the study objectives, the corridors being considered, the evaluation criteria and scoring, and the preliminary preferred corridor.

## Discussion

### Corridor Questions

1	It was noted that the Kanata North business community makes a substantial contribution to employment in the City of Ottawa, and the GDP of Canada as a whole. Recent announcements of investment in Kanata North by technology companies was also referenced in discussing the importance of this area. <i>The study team understands the importance of the Kanata North business community. Regardless of the ultimate corridor chosen for LRT, this study will examine how to best serve this community with reliable rapid transit.</i>
2	How do the northern alignments serve the park and ride and Eagleson? <i>The park and ride would be served with a pedestrian bridge to the station located on the north side of Highway 417.</i>
3	Do all 13 corridors you are considering end up at the Canadian Tire Centre? <i>Yes, for comparison purposes that is the anticipated terminus. The exact location of the terminus will be confirmed as part of this study.</i>
4	Are the indicators weighted equally? <i>Yes, they are considered equally.</i>
5	When Corridor 8 gets to Terry Fox it bends North – what is the purpose of this? <i>The intention is to move it far enough away from the highway to produce viable development land. Additionally, were the corridor to remain against the highway there would be inadequate space for both Feedmill Creek and development lands.</i>
6	The corridors to the north are being penalized because it needs to travel a long circuitous route to get to the CTC and biases the evaluation.

	<i>Currently the Canadian Tire Centre is the planned terminus for LRT to Kanata. If the study team observes potential in a northern or southern route, it may be examined with a modified terminus to determine if this changes the outcome of the evaluation.</i>
7	Post-meeting: Based on feedback received from the public, the study team is conducting a further review of ridership potential and development potential along 3 LRT corridor options: #5 to the north along March Road, #8 along the north side of Hwy 417, and #13 along the Trans Canada Trail.
<b>Study Questions</b>	
8	The Canadian Tire Centre is presumed to be there in the future? <i>It is presumed to be a sought-after destination, if not an arena it is identified as an area of intense development in the future. This will be explored in subsequent phases, to confirm that the terminus is in the correct location</i>
9	Does this study assume that the planned Bus Rapid Transit (BRT) facilities will be in place? <i>Yes, any infrastructure that is part of the affordable network in the TMP is assumed to be in place. In corridors where the alignments overlap with approved BRT corridors, it would take the place of BRT.</i>
10	Will you be determining station locations? <i>Yes, upon the selection of a preferred corridor.</i>
11	Will this study consider a location for an Maintenance and storage facility (MSF)? <i>The current assumption is that the approved MSF at Woodroffe is large enough to support this extension. This study foresees no need for an additional MSF, and understands that Stage 2 is looking at relocating the Woodroffe facility to Moodie which would serve LRT to Kanata as well. While consideration of an MSF was not in the initial scope of work for this study, and has not yet been considered, it appears that evaluation of MSF site alternatives may need to be included as part of this study. If this work proceeds, then additional consultation on this work will be forthcoming.</i>
12	Will bikes be able to be brought on? <i>Yes, with some peak period restrictions. There will also be sheltered bicycle facilities at stations</i>
<b>Park and Ride Questions</b>	
13	Will Eagleson Park and Ride be removed in the future? <i>No, Eagleson Park and Ride remains an important facility in the City's Ultimate Rapid Transit Network.. Eagleson Station, in Corridor 8 for example, will be located North of the Highway, with a pedestrian bridge/connection to the existing Park and Ride.</i>
14	Who are the users of the park and rides in Kanata today? <i>Eagleson is used mostly by people who live within the Kanata urban area. Terry Fox is used by people from the local urban area and points west. Canadian Tire Centre is mostly used by people further west, or in communities outside the urban boundary.</i>
<b>A discussion was held regarding the impact of autonomous vehicles. It is not anticipated that autonomous vehicles will impact the selection of a corridor.</b>	
<b>Closing Remarks</b>	
15	Next Milestones in EA Study Process: Public Open House on June 5 (Preliminary Preferred Corridor will be presented)

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com),

DATE:	16 May, 2017	
TIME:	6:30 to 8:30	
LOCATION:	Beaverbrook Library, Room A	
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## Presentation

A formal presentation was given outlining the study objectives, the corridors being considered, the evaluation criteria and scoring, and the preliminary preferred corridor.

## Discussion

### Corridor Questions

1	Significant investment is being made in Kanata North. These people need a viable transit alternative. <i>The study team understands the importance of the Kanata North business community. Regardless of the ultimate corridor chosen for LRT, this study will examine how to best serve this community with reliable rapid transit.</i>
2	Is expanding beyond the planned terminus a consideration? <i>Based on a preliminary review, it is anticipated that the terminus will be the Palladium area. This will be explored in subsequent phases, to confirm that the terminus is in the correct location</i>
3	I am unsure of Corridor 8 being given a green circle for natural environment impact. <i>Comparatively, it performs best alongside the other 12 options as it is bundled within an approved transportation corridor that is already disturbed</i>
4	Post-meeting: Based on feedback received from the public, the study team is conducting a further review of ridership potential and development potential along 3 LRT corridor options: #5 to the north along March Road, #8 along the north side of Hwy 417, and #13 along the Trans Canada Trail.

### Study Questions

5	The Transit Project Assessment Process (TPAP) does not have adequate detail, and designs change following approval. <i>To support the TPAP process, an EA Recommended Plan is prepared within pre-planning phase which is comprised of a functional design developed to a suitable level of detail to identify the scope of the project, potential impacts and mitigation and project costs. As the project proceeds through future detail design following TPAP approval, it is inevitable that design changes or refinements will emerge, however no significant changes will be contemplated without additional provincial approval via an addendum to the EA.</i>
6	Should the Stage 2 office not proceed with their addendum for extending LRT from Bayshore to Moodie, will your



	<p>study look at this portion?</p> <p><i>The current scope of the study is westward from Moodie. Should the addendum not proceed, the City may consider extending this Study to incorporate the Bayshore to Moodie portion of the corridor.</i></p>
7	<p>When is the LRT to Kanata predicted to be implemented?</p> <p><i>The City's current Transportation Master Plan (TMP) identifies implementation sometime after 2031. Planning horizons may change as the TMP is updated in the coming years.</i></p>
8	<p>What is the current employment in the Town Centre?</p> <p><i>We do not have this data yet. This is a key employment centre, identified as a Mixed-Use centre in the City's Official Plan.</i></p>
9	<p>Will Eagleson Park and Ride be removed in the future?</p> <p><i>No, Eagleson Park and Ride remains an important facility in the City's Ultimate Rapid Transit Network. Eagleson Station, in Corridor 8 for example, will be located North of the Highway, with a pedestrian bridge/connection to the existing Park and Ride.</i></p>
10	<p>What would the frequency of trains be?</p> <p><i>During the peak period, trains could run up to 6 minutes apart. Similarly, the supporting bus transit network would be synchronized to run frequently enough to offer a high level of service so that users can rely on regular service. Free-body transfers at stations will also be sought to allow for all-door boarding and reduction of delays at transfer stations.</i></p>
11	<p>How do you determine trade offs between efficiency of the line and the number of stops?</p> <p><i>It is a balance. There should be enough stops to be useful and accessible, but not too many to effect speed and performance. We also need to serve major cross streets and major destinations. The number and location of stations will be reviewed to balance these needs as this study progresses.</i></p>
12	<p>As the system evolves, will BRT alignments eventually transition to LRT?</p> <p><i>All corridors are planned to protect for eventual conversion. Conversion will be determined by growth in population and the demand for transit service.</i></p>
13	<p>Will this study consider a location for an Maintenance and storage facility (MSF)?</p> <p><i>The current assumption is that the approved MSF at Woodroffe is large enough to support this extension. This study foresees no need for an additional MSF, and understands that Stage 2 is looking at relocating the Woodroffe facility to Moodie which would serve LRT to Kanata as well. While consideration of an MSF was not in the initial scope of work for this study, and has not yet been considered, it appears that evaluation of MSF site alternatives may need to be included as part of this study. If this work proceeds, then additional consultation on this work will be forthcoming.</i></p>
<b>Supporting Transit Network</b>	
14	<p>Will the functional design look at the impact on feeder bus routes?</p> <p><i>To some extent yes. The study will examine the potential to provide a balanced transit network around the LRT corridor, and how stations need to be designed to accommodate this.</i></p>
15	<p>Current bus service is inadequate – if it continues most people will drive to stations.</p> <p><i>The study will be looking at providing an LRT corridor that can anchor a high performing bus system, and encourage connections via active transportation modes.</i></p>
16	<p>North south transit travel in Kanata is difficult. There should be additional service on Eagleson.</p> <p><i>The current TMP identifies Eagleson Road as a transit priority corridor. The potential to upgrade the corridor to BRT will be examined in future updates to the TMP.</i></p>
<b>March Road BRT</b>	
17	<p>Does the March Road BRT corridor remove general traffic lanes?</p> <p><i>No, the existing number of vehicle lanes is maintained. Not reducing roadway capacity was a fundamental condition of the Kanata North BRT EA study. Additionally, the existing berm is not affected.</i></p>
18	<p>When is the March Road BRT expected to be built?</p> <p><i>It is part of the affordable network in the TMP as sometime prior to 2031.</i></p>
<p><b>A discussion was held regarding the impact of autonomous vehicles. It is not anticipated that autonomous vehicles will impact the selection of a corridor.</b></p>	



**Closing Remarks**

19	Next Milestones in EA Study Process: Public Open House on June 5 (Preliminary Preferred Corridor will be presented)
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Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com).

## **Consultation Group Meetings -2**

DATE:	19 September, 2017	
TIME:	9:30 to 11:30	
LOCATION:	Honeywell Room, Ottawa City Hall	
STUDY TEAM MEMBERS IN ATTENDANCE:		
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## Presentation

A formal presentation was given outlining the work done to date, including additional evaluation of corridors, finalizing the preferred corridor, the development of preliminary designs along the preferred corridor, and the newly added scope of work regarding a Light Maintenance and Storage Facility. A copy of the presentation is attached.

## Discussion

### Ridership Questions

1	<p>The TRANS model works on a matrix that covers the whole of Ottawa/Gatineau. I'm assuming you won't have new trans model data for the whole area, so how will you make it work?</p> <p><i>To look at the uplift in population and employment identified in the TOD Workshop, the additional jobs and residents will be added into the segment of the model representing Kanata. It will include</i></p>
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	<i>specific numbers from City staff, but not be balanced across the entire National Capital Region. We are simply taking the results of the TRANS model for this area, and manually adding these population and employment numbers to get a sense of the increased ridership numbers.</i>
2	<i>Were land-use density assumptions based on present day site arrangements? Assumptions are based on a parcel by parcel basis, looking at current and potential future zoning. During the TOD Workshop we looked at what physical space was available, what is planned, and what the plan could uplift to. These are practical limitations based on the professional judgement of City planning staff. The findings from the TOD Workshop will be included in the EPR.</i>
3	<i>What assumptions are you using for the Canadian Tire Centre site? There are two plans in place; the facility will remain where it is, or the site will be redeveloped into a mixed-use centre as identified in the OP. Both will generate significant demand for transit service.</i>
<b>Corridor 8 Questions</b>	
4	<i>Would the terminus at Hazeldean be above-grade or at-grade? It would likely be above-grade to accommodate the intersection. In the BRT plan the station straddles Hazeldean with station access at the north and south ends connecting to two small park and ride facilities.</i>
5	<i>Alignment 8 supports the BRT network because it is in the right spot? That is correct. Corridor 8 provides a better opportunity for a spine for the overall transit network in Kanata. It allows north-south "ribs" to be added to bring ridership to the line, and creates high-quality north-south routes for internal trip making.</i>
6	<i>If we were to separate the trips, there are lots of trips from Kanata to downtown, and a lot from downtown to Kanata. Can you help us understand the extent to which Corridor 8 does a good job serving residential trips from Kanata to other places in Kanata, and likewise from Ottawa to Kanata? In Kanata, there is a fair amount of internal travel, as half of Kanata residents work in Kanata. They fill half of the jobs in Kanata, with the other half being filled by people travelling west across the greenbelt. Today the Kanata to central area trip have a relatively high mode split, the central to Kanata trips have a lower but reasonable mode split, and the internal trips within Kanata have a low mode split. This reflects the design of the current bus network, which is focussed on carrying people east across the greenbelt with limited westbound service and relatively poor internal service. This Study must consider the wider transit network needs in as much as the LRT should act as the Community rapid transit spine, with supporting BRT corridors or general bus services branching off it as ribs. The affordable network, as identified in the TMP, has median BRT lanes along March Road, and transit priority on Hazeldean and other nearby streets. At Moodie Station, there would be dedicated bus service to DND lands, which would be a connection that is accommodated. These BRT corridors will start to create a grid of high level transit service, from which local travel opportunities will be enhanced and developed. What we expect to see is an integrated network addressing both internal and local travel needs.</i>
7	<i>Why does having the LRT crossing south at Eagleson close to the parking lot fail? It is further away from the residential development on the north and the south, being positioned along the edge of the Greenbelt, It is completely on structure and thereby very expensive, with two crossings of the Queensway and Eagleson Road. It impacts the Greenbelt and interferes with the National Capital Scenic Arrival Route.</i>
8	<i>Does the Eagleson park and ride still exist in this plan? Yes, we are planning for this to stay. There would be a pedestrian bridge connecting to the station on the north side of the highway.</i>
9	<i>Please look at how the connecting roadway system will interact with the LRT alignment further south past Palladium. This will be done.</i>
10	<i>Back at Eagleson interchange, you settled back on the recommended horizontal alignment from the Transitway study. Because of switching from rail to bus, is there change to the vertical alignment? No, that study was done with conversion to LRT in mind. There may be some opportunities to improve the alignment now that we have LRT technology, which will be part of our optimization work.</i>

General Questions	
11	<p>Why is 8 identified as yellow in the graphic?</p> <p><i>Different colours were in the first round to differentiate the corridors and families of similar options, based on location.</i></p>
12	<p>Does the model take into account the impact of transfers on ridership?</p> <p><i>The utility function in the model takes into account the transfers riders have to make. There is a penalty applied.</i></p>
13	<p>How well does corridor 8 encourage people who now drive, to take transit? Is it a good corridor to reduce the contraflow?.</p> <p><i>Yes its connections and direct nature provide good opportunities for a shift from driving to transit.</i></p>
14	<p>Does this EA allow Council to approve the March Road BRT in tandem?</p> <p><i>The March Road BRT is already approved.</i></p>
Creeks and Stormwater	
15	<p>Something to keep in mind in the vicinity of Feedmill Creek. There are complexities in this sensitive creek that need to be considered.</p> <p><i>There is an approved crossing of the Carp River, close to the junction with Feedmill Creek that we are looking at using. Moving further south would be a different crossing and may have new, or more significant impacts. As we get into the design, we will collaborate with key stakeholders as needed.</i></p>
16	<p>Will we have an opportunity to share our information on Watts Creek with you?</p> <p><i>We will be reaching out for that. Design is further along in this area, so we are fairly well aware on the limitations. We will work with you to get the most up to date information in this area.</i></p>
17	<p>A stormwater pond may be constructed south of Campeau Drive near Feedmill Creek.</p> <p><i>Yes, we are aware.</i></p>
Station Location	
18	<p>Which of these stations would be closer to Tanger?</p> <p><i>Either at Feedmill or at Palladium. It would likely require a connecting bus, as it would be a considerable walk. There is currently little other than Tanger around it to support a connection, and there are several design reasons to keep the alignment on the east side of Huntmar.</i></p>
19	<p>Could the station at Feedmill be shifted further west?</p> <p><i>There is potential for this yes. The exact station location will be determined as design progresses.</i></p>
LMSF	
20	<p>What is the scope of the LMSF investigations?</p> <p><i>Our scope is to look at ultimate configuration of LMSF – either confirm Moodie, or look at additional LMSF further west, only storage further West.</i></p>
21	<p>I understand the LMSF has been approved in this location. Has NCC approved relocating Corkstown Road?</p> <p><i>Ongoing discussions with the NCC are taking place with the Stage 2 Office</i></p>
22	<p>Does the NCC approve or comment on slim design?</p> <p><i>The NCC as been involved from the very initial stages, this is not something we can do without speaking to them. Ongoing discussions with the NCC are taking place with the Stage 2 Office.</i></p>
23	<p>Does the LMSF have to be located at the end of line?</p> <p><i>There is a preference to be near the end of the line, but should that pose too much of a challenge, a location along the alignment will be examined as well. We will be looking at planned development and approved land uses.</i></p>
24	<p>When does the slim LMSF at Moodie expand to be larger?</p> <p><i>We will be examining this. It may turn out to be the best site available. The Moodie provincial EA will include the full footprint, and we will be confirming this recommendation.</i></p>
25	<p>Would Maple Grove Works Yard be a candidate?</p> <p><i>Yes, the City-owned lands which include the Works Yard are amongst several other opportunities.</i></p>

	<i>There are likely several smaller sites as well.</i>
<b>Service to DND</b>	
26	<p>The bus shuttle service to the DND site, is that approved?</p> <p><i>This would be an operational decision. There is a desire to create good ridership to this site, and the connection would accommodate this. At this time, OC Transpo is planning for service from Moodie Station to Carling Campus, to go into effect later this year or by 2018.</i></p>
27	<p>Corridor 1 or 2 are preferred for us (DND). The numbers in your analysis are a bit misleading, as our forecasts show higher employment numbers in Shirley's Bay and the surrounding area. I am guessing you did not have our forecasts for your analysis of corridors 1 and 2. Can you adapt your analysis with new numbers for 1 and 2 with new numbers?</p> <p><i>In theory yes, however corridor 1 and 2 fail in serving all of Kanata, and on a number of other criteria used in the evaluation. It is unlikely that a better showing in the forecasted employment numbers would improve the overall performance. The City did not have these numbers, and is not supporting the growth numbers provided by DND. City land use planning staff do not support the intensification of employment within the Greenbelt to the 20,000 stated by DND.</i></p>
28	<p>We (DND) will provide formal comments following this with our numbers.</p> <p><i>We are happy to receive your comments. We have met with DND on this over the last few months. Our study needs to ensure that we are consistent with official land use policies, and we do not change these policies in the EA. Unless the Land Use experts at the City say something differently, and so far they haven't, the policies we are following will not change. The discussion you are looking to have needs to happen at the land use level, outside of this study.</i></p>
29	<p>We (DND) would like to have a similar level of analysis concerning Moodie Station.</p> <p><i>Our scope begins west of Moodie Station. The Stage 2 Office is leading the design of Moodie Station, and we understand that they are working with PSPC and DND to finalize details of the plan.</i></p>
30	<p>Will the request for reconsideration of alignment 1 and 2 affect your schedule?</p> <p><i>This will be at the direction of the City, depending on the impact of the formal scope of this study.</i></p>
<b>Closing Remarks</b>	
31	<p>Next Milestones in EA Study Process:</p> <p>Public Open House in late November, early December (Recommended Plan will be presented)</p>

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com),

DATE:	21 September 2017	
TIME:	1:30 to 3:30	
LOCATION:	Hazeldean Public Library	
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## Presentation

A formal presentation was given outlining the work done to date, including additional evaluation of corridors, finalizing the preferred corridor, the development of preliminary designs along the preferred corridor and the newly added scope of work regarding a Light Maintenance and Storage Facility. A copy of the presentation is attached.

## Discussion

### Corridor 8 Questions

1	Corridor 8 says an additional 2,000 jobs. Where are those located? <i>Largely the area around palladium which is underdeveloped. These lands are identified as employment.</i>
2	The original Campeau station was at grade. This has changed? <i>Yes, the need to grade-separate the LRT line requires this change.</i>

### Evaluation

3	I know there was some discussion about adding economic impact and potential for economic growth to the evaluation. Does the ridership potential for households and businesses consider zoning and what will happen to the Canadian Tire Centre (CTC)? <i>The economic growth is built in to the evaluation, as we are looking at growth and jobs beyond 2031. We considered the CTC both as it is, and as it might be. It is identified in the Official Plan as a significant source of growth and jobs, regardless of what happens to the arena.</i>
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### General Questions

4	What is the anticipated timing? <i>In the current Transportation Master Plan, the LRT project is beyond 2031. The hope is that the momentum built by the LRT currently under construction will spur an additional flow of funding to ensure that this will be sooner than later. There is an aspiration that transit will continue to receive funding.</i>
5	Why is the EA being done now? <i>This study is predicated on the priorities of the province and federal government. The next major launch of federal transit projects is in 2018 and by having the certainty of an approved plan in place, you have a better chance of receiving funding. Having an EA approval in place also allows the City to acquire and protect land for implementation.</i>



6	<p>What is the approximate width of the corridor and setbacks?</p> <p><i>The guideway is about 10 metres, and then there may be embankments which bring it to 15-18 metres. Stations are wider – in the order of 20-22 metres wide. From a Transit Oriented Development (TOD) perspective, we would want development as close as possible. This would ideally consist of a minimal setback to allow for pedestrian access or maintenance to adjacent buildings; approximately 3 metres.</i></p>
7	<p>Will everything be accessible?</p> <p><i>Yes, multiple full accessibility points will be provided at each station, and in the connectivity infrastructure.</i></p>
8	<p>How tall is the underside of the guideway?</p> <p><i>This will be determined. Likely 4.5 to 5 metres to allow service vehicles to access the site.</i></p>
<b>Alignment in Vicinity of Minto and Broccolini Land</b>	
9	<p>Why does the alignment divert from Didsbury and go North? Why not follow 417?</p> <p><i>Locating the station north of the highway would benefit access to the station, and encourage TOD. It is ideal for the crossing of the Highway 417 that the alignment be perpendicular to the highway. Locating the alignment immediately adjacent to the highway would make for a very challenging and expensive skewed crossing of the highway. The concept of placing transit immediately adjacent to the highway was also developed when the stations were seen as transfer or gathering points rather than transit nodes unto themselves. Having the station further from the highway allows more of the 800-metre catchment zone activated allowing for more walk-in ridership.</i></p>
10	<p>The challenge for the Minto is that running the LRT through the Arcadia makes full development of the site difficult.</p> <p><i>The guideway would be elevated which would allow for trucks and vehicle access, as well as visual sightlines into the properties. We will be working with land owners in the area to find an alignment that best services the development lands. The Study Team will provide visuals of the Vancouver SkyTrain and Canada Line to demonstrate the feasibility of development adjacent to an elevated guideway.</i></p>
11	<p>Wouldn't the cost of running a longer bridge over the highway by hugging the 417 be offset by the savings in land acquisition.</p> <p><i>The skew that would be needed is challenging, and has real structural limitations with regards to the weight capacity and superelevation of the tracks on the structure. There are large cost premiums to curved spans and long spans.</i></p>
12	<p>Some of these alignments are punitive to development. This eats into a tremendous chunk of the land and likely makes the concepts developed to date impossible.</p> <p><i>Comment noted. There are examples in Vancouver and other cities where creative solutions have been developed that address land development and create workable solutions.</i></p>
13	<p>Has an LRT cost-benefit analysis been looked at? Do we look at investment and return, compared across alignment options? Have we added 'Economic Growth' as a factor in the evaluation?</p> <p><i>This was considered in the evaluation at a high level. Generally, the shorter lines serve less people but cost less, and the longer lines serve more, and cost more. It is essentially 'a wash'. Economic growth was considered through the TOD and population assumptions used.</i></p>
14	<p>Minto and Broccolini indicated they would be preparing a submission to the City with regards to the alignment options.</p> <p><i>Noted. We look forward to receiving your submissions.</i></p>
15	<p>What is the land zoned for around Campeau?</p> <p><i>It is zoned as a mixed-use area – supportive of commercial, office, residential uses. It is a targeted development area.</i></p>
16	<p>Do these alignment options make access off of Huntmar to the Broccolini lands possible?</p> <p><i>Yes.</i></p>
<b>Kanata North</b>	
17	<p>If this corridor was in place in Kanata North, what impact on the ridership would people changing from using car to transit have on the results?</p>



	<i>This is reflected in the model. We do see higher ridership in the north in our modelling, as people switch to transit.</i>
18	<p>Kanta North Business Park's internal survey indicated that the level of transit service is insufficient. It makes attracting talent very difficult.</p> <p><i>We understand this. The March Road BRT would be implemented and an efficient transfer station provided. This will vastly improve transit service to the Kanata North Business Park. It would also allow for bus service that circulates inside the park and then uses the BRT lanes for express service to the LRT station.</i></p>
19	<p>Is there a consideration for growth in non-vacant land? And how were vacancy rates considered?</p> <p><i>Yes. The TOD Workshop considered infill as well as development of vacant land. The vacancy rates won't change substantially, so they have assumed that the average occupancy in Kanata will remain as currently forecast.</i></p>
<b>Kanata Transit Network</b>	
20	<p>Kanata is North-South, and it puts a lot of pressure on the NS corridors to move everyone to the highway. It would make sense for the LRT to hug the 417, and then develop BRT out to the other pockets.</p> <p><i>Yes, we have considered the role of LRT in supporting the transit network as a whole. We think of LRT as a spine, and other facilities as ribs.</i></p>
<b>LMSF</b>	
21	<p>Is the Moodie LMSF within the Greenbelt scenic view corridor?</p> <p><i>It is, but the facility is actually located down low, adjacent to the highway embankment in this area so it is not expected to impinge on protected views.</i></p>
22	<p>Will the LMSF sites you are examining only be on public lands?</p> <p><i>Not necessarily, private land will be considered</i></p>
23	<p>It is my understanding that the current Stage 2 is funded to Moodie, and that the LMSF is located on the west side. How will it all work?</p> <p><i>The facility at Moodie is part of the Stage 2 project. There would be non-revenue service tracks extending to the LMSF site beyond Moodie Station.</i></p>
<b>Closing Remarks</b>	
24	<p>Next Milestones in EA Study Process:</p> <p>Public Open House in late November, early December (Recommended Plan will be presented)</p>

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com),

DATE:	21 September, 2017	
TIME:	6:30 to 8:30	
LOCATION:	Hazeldean Library Branch	
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## Discussion

### General Questions

1	What is the total capacity of LRT in the peak period? <i>The trains will carry 12-14000 people an hour. Anticipate a 5-6 minute service at peak period.</i>
2	Will busses connect only to the terminus station, or to nearest station? <i>We would like to make sure there is connection to the first rail station you come across. Buses will terminate at terminus stations, but some may keep going, to reach destinations either further north or south. OC transpo will look at travel patterns in each neighbourhood and lay our bus routes to serve them.</i>
3	Do you factor in local traffic patterns and emissions when considering air quality? <i>We are looking at the air quality conditions as a result of this project. Locally at stations, AQ could potentially get a bit worse but overall along the alignment, conditions improve. By providing multiple park and rides along the line, we can intercept car drivers sooner, reducing traffic levels and providing more opportunities to connect, thereby taking some pressure off the road network.</i>
4	What is the difference in time from Palladium to Moodie, compared to Alternative 13? <i>It is considerably longer (50%), or approximately 10 minutes longer.</i>
5	There was a discussion about multi-use recreational facility south of the autopark. Please consider this in the station location and connections. <i>We will take this into consideration.</i>
6	The auto park is going to be redeveloped? <i>Yes, in time. The auto park is a not compatible with the long-term vision for this area.</i>
7	What is the potential of the site of the Canadian Tire Centre and the parking lots?

	<i>The potential is very significant. We will be working with the owners to determine the optimal alignment through this area to support this potential.</i>
8	Is there a possibility for phasing? <i>We will be looking at phasing opportunities for construction.</i>
9	Will you look at improving the bus service at Tanger Outlets and Arcadia? <i>Not explicitly as part of this EA however, OC Transpo, upon construction of any part of the alignment will realign the bus routes in the vicinity to support the LRT.</i>
10	What is the approximate height of the flyover? <i>Approximately 5 metres of clearance would be provided to the underside of the structure.</i>
<b>Modelling Questions</b>	
11	Does the model take into consideration more bus service taking you to an LRT station? <i>Yes. We run it in an unconstrained fashion that considers park and rides and a supporting bus network.</i>
12	Does the model take into account all local plans for development? <i>Yes.</i>
13	Have you done modelling for Paratranspo? We're trying to get more integrated transfers. <i>Yes. Design will consider good, direct routes to stations and designated drop off areas.</i>
<b>Connectivity</b>	
14	The community, and the cycling community in particular, are extremely concerned with the connectivity of active transportation facilities. <i>The study team agrees that it is extremely important, as every trip begins and ends as a pedestrian trip. We will be making sure that these stations are as accessible as possible, with pathways and connections to and between. It has been the practise, and it will continue, that detailed connectivity studies will be done at every station.</i>
15	Active transportation upgrades are much better funded through the LRT project itself, rather than other mechanisms. <i>We will be identifying active transportation connections and investments to be made. The funding mechanism is beyond the scope of this study.</i>
16	The more secure and safe pathways are for all users increases mobility. Please consider this. <i>Thank you, the study team agrees and will work to address elements of security and safety in the functional design.</i>
<b>Design Alternatives</b>	
17	The northern option in the vicinity of Feedmill Creek seems to have the most opportunity. <i>Thank you for the feedback, we will consider this in our review.</i>
18	Do the land owners support the north route? <i>We are working with the land owners in this area. The study team is committed to demonstrating the potential that the alignment provides, rather than the constraints.</i>
19	There is a Stormwater pond at Campeau needs to be built. <i>Yes. We are aware of the pending pond construction and are communicating with the area developers.</i>
20	What is the current zoning in the vicinity of Feedmill? ,Will there be a TOD study? <i>It is zoned commercial, retail, mixed use. Certain types of land use are certainly conducive to transit usage. As part of this study, we will not do a Transit Oriented Development (TOD) study, however this study will inform future land use designation.</i>
21	Are there any advantages to the southern design option? <i>It is marginally shorter, and as such provides some time and cost savings.</i>
22	Where will the Park and Ride lots be located? <i>Park and Rides at Eagleson and Terry Fox will remain and lots are being considered at Palladium, Maple Grove and Hazeldean., They will be considered at terminus and interim terminus stations.</i>

**Closing Remarks**

23

Next Milestones in EA Study Process:

Public Open House in late November, early December (Recommended Plan will be presented)

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com),

### **Consultation Group Meetings -3**

DATE:	21 November, 2017	
TIME:	9:30 to 11:30	
LOCATION:	Honeywell Room, Ottawa City Hall	
STUDY TEAM MEMBERS IN ATTENDANCE:		
Angela Taylor	City of Ottawa – Project Manager	<a href="mailto:Angela.taylor@ottawa.ca">Angela.taylor@ottawa.ca</a>
David Hopper	Parsons	<a href="mailto:David.hopper@parsons.com">David.hopper@parsons.com</a>
Peter Steacy	Parsons	<a href="mailto:Peter.steacy@parsons.com">Peter.steacy@parsons.com</a>
Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.fitzpatrick@parsons.com">Stephen.fitzpatrick@parsons.com</a>
ACG MEMBERS IN ATTENDANCE		
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Eva Walrond	City of Ottawa	<a href="mailto:Eva.walrond@ottawa.ca">Eva.walrond@ottawa.ca</a>
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Laurent Jolliet	City of Ottawa	<a href="mailto:Laurent.Jolliet@ottawa.ca">Laurent.Jolliet@ottawa.ca</a>
Lauren Reeves	City of Ottawa	<a href="mailto:Lauren.reeves@ottawa.ca">Lauren.reeves@ottawa.ca</a>
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Amy Macpherson	City of Ottawa	<a href="mailto:Amy.Macpherson@ottawa.ca">Amy.Macpherson@ottawa.ca</a>
Marc Magierowicz	City of Ottawa	<a href="mailto:Marc.Magierowics@ottawa.ca">Marc.Magierowics@ottawa.ca</a>
Genya Stefanoff	OC Transpo	<a href="mailto:Genya.stefanoff@ottawa.ca">Genya.stefanoff@ottawa.ca</a>
Eric Lalande	RVCA	<a href="mailto:Eric.lalande@RVCA.ca">Eric.lalande@RVCA.ca</a>
Arto Keklikian	NCC	<a href="mailto:arto.keklikian@ncc-ccn.ca">arto.keklikian@ncc-ccn.ca</a>
Binitha Chakraborty	NCC	<a href="mailto:Binitha.Chakreburty@ncc-ccn.ca">Binitha.Chakreburty@ncc-ccn.ca</a>
Natalie Ognibene	NCC	<a href="mailto:Natalie.ognibene@ncc-ccn.ca">Natalie.ognibene@ncc-ccn.ca</a>
Vance Bedore	PSPC	<a href="mailto:vance.bedore@tpsgc-pwgsc.gc.ca">vance.bedore@tpsgc-pwgsc.gc.ca</a>
Rosie-Anne Thibodeau	DND	<a href="mailto:Rosie-anne.thibodeau@forces.gc.ca">Rosie-anne.thibodeau@forces.gc.ca</a>
Robert McIntosh	DND	<a href="mailto:Robert.mcintosh2@forces.gc.ca">Robert.mcintosh2@forces.gc.ca</a>
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Brent Walker (by phone)	Infrastructure Ontario	<a href="mailto:Brent.Walker@infrastructureontario.ca">Brent.Walker@infrastructureontario.ca</a>
Claudia Dias (by phone)	Environment Climate Change Canada	<a href="mailto:claudia.dias@canada.ca">claudia.dias@canada.ca</a>

## Presentation

A formal presentation was given outlining the work done to date, including additional evaluation of corridors, finalizing the preferred corridor, the evaluation of preliminary designs along the preferred corridor and Light Maintenance and Storage Facility sites, and the preliminary Recommended Plan. A copy of the presentation is attached.

## Discussion

### Alignment to DND

1	It was noted that the DND employment numbers discussed are confidential, and should only be discussed internally.
2	It was noted that the vision of DND is that riders transferring at Moodie will step right onto an OC

	<p>Transpo bus from the train for an efficient and quick transfer.</p> <p><i>The objective will be to have a smooth transition onto a bus. Service will be based on demand.</i></p>
3	<p>Is a spur line to Carling Campus an option should growth surpass the estimates today?</p> <p><i>The footprint may be able to be protected, however operationally it is very challenging to accommodate.</i></p>
<b>Timing</b>	
4	<p>What is the next step now that the corridor has been selected?</p> <p><i>There is currently no funding in place, and the TMP identifies the project for implementation beyond 2031. The corridor will be protected for as development occurs, and be ready for future TMP updates or availability of funding.</i></p>
<b>March - Eagleson</b>	
5	<p>The preferred option still has impact to the OPP site.</p> <p><i>Yes. We will continue to work with the OPP and Infrastructure Ontario on mitigating impacts to the site.</i></p>
6	<p>Have you considered any advantage to moving the station west?</p> <p><i>Yes. There is no possibility to move further west due to creek constraints.</i></p>
7	<p>Concern over the proximity of two signalized intersections along Campeau?</p> <p><i>Preliminary analysis shows it will work, but there will certainly be challenges operationally.</i></p>
<b>Terry Fox to Palladium</b>	
8	<p>Is there an operational difference with the 6 options and the tightness of turns?</p> <p><i>There are some minor differences from a rider comfort perspective. They all provide acceptable geometry for construction and operation however Option #2 has more generous curves than several of the other options.</i></p>
9	<p>Consider the elevation constraints along this area for costing</p> <p><i>We have engaged experts, and will continue to do so.</i></p>
10	<p>Why does alternative two not do better on cost?</p> <p><i>They are all very much similar when compared to each other. Option six is the cheapest due to the lack of a station, and the shortest amount of guideway.</i></p>
11	<p>The Feedmill Creek Corridor is defined in Kanata west implementation. The actual width of the corridor is not physically defined though. It is just in words at this point.</p> <p><i>It was agreed that the study team will continue to meet with City Staff, MVCA, and local developers to firm up the location of the Feedmill Creek corridor.</i></p>
12	<p>It was noted that Feedmill creek rehabilitation is planned to be ongoing in the coming years. Mitigation will likely be required to protect the installed rehabilitation and should be flagged in the EA.</p>
<b>LMSF</b>	
13	<p>It was noted that although there is a cost to cleaning up contaminated soil for site 6, it is also an opportunity to remediate the area.</p>
14	<p>The NCC expressed concern over the Ultimate Moodie LMSF footprint and the evaluation results. It was agreed the study team would continue to work with the NCC to ensure that what is being shown is consistent with the work to date completed by the Stage 2 office.</p>
<b>Alignment and Stations</b>	
15	<p>Does the Terry Fox catchment area extend across 417</p> <p><i>The Study Team will review the connectivity for this station and assess if a pedestrian bridge is required.</i></p>
16	<p>People will connect via buses to these stations – which ones will be prioritized?</p> <p><i>March Road with the BRT connection, Terry Fox is expected to accommodate a large number of transfers, and Hazeldean as a terminus station.</i></p>
17	<p>Is there a requirement for park and rides considering the rise of autonomous vehicles?</p> <p><i>In the future, parking may be converted to drop-off to accommodate this technology. This will depend</i></p>

	<i>on trends closer to implementation.</i>
18	<p>Will the design work for the Earl Grey crossing have to change?</p> <p><i>The separation is sufficient to accommodate both crossings. It is not thought that the Earl Gray work will be impacted.</i></p>
<b>Closing Remarks</b>	
19	<p>Next Milestones in EA Study Process:</p> <p>Public Open House in early December, Transportation Committee/Council in March or April, 2018.</p>

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com),



DATE:	23 November 2017	
TIME:	2:30 to 4:30	
LOCATION:	Beaverbrook Public Library	
STUDY TEAM MEMBERS IN ATTENDANCE:		
Angela Taylor	City of Ottawa – Project Manager	<a href="mailto:Angela.taylor@ottawa.ca">Angela.taylor@ottawa.ca</a>
David Hopper	Parsons	<a href="mailto:David.hopper@parsons.com">David.hopper@parsons.com</a>
Peter Steacy	Parsons	<a href="mailto:Peter.steacy@parsons.com">Peter.steacy@parsons.com</a>
Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.fitzpatrick@parsons.com">Stephen.fitzpatrick@parsons.com</a>
BCG MEMBERS IN ATTENDANCE		
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Susan Murphy	Minto Communities	<a href="mailto:smurphy@minto.com">smurphy@minto.com</a>
Curtis Scarlett	Minto Communities	<a href="mailto:cscarlett@minto.com">cscarlett@minto.com</a>
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Russell Beach	Broccolini	<a href="mailto:James@broccolini.ca">James@broccolini.ca</a>
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Janet MacDonald	OCDSB	<a href="mailto:Janet.macdonald@ocdsb.ca">Janet.macdonald@ocdsb.ca</a>

## Presentation

A formal presentation was given outlining the work done to date, including additional evaluation of corridors, finalizing the preferred corridor, the evaluation of preliminary designs along the preferred corridor and Light Maintenance and Storage Facility sites, and the preliminary Recommended Plan. A copy of the presentation is attached.

## Discussion

### Alignment to DND

1	Is a spur line to Carling Campus an option should growth surpass the estimates today? <i>The footprint may be able to be protected, however operationally it is very challenging to accommodate.</i>
---	---

### Timing

2	Will you be looking at phasing and implementation? <i>Yes. This information will be available in the report to Transportation Committee and Council.</i>
3	What is the next step now that the corridor has been selected? <i>There is currently no funding in place, and the TMP identifies the project for implementation beyond 2031. The corridor will be protected for as development occurs, and be ready for future TMP updates or availability of funding.</i>

### March - Eagleson

4	From an accessibility viewpoint, the transfer from the Park and Ride will be difficult. <i>The distance here is challenging. Any pathways or connections will be level and accessible, and will feature redundant elevators and other accessible features. This station will be fully accessible; including drop off spots for Para Transpo and accessible vehicles.</i>
---	---

### Terry Fox to Palladium

5	It was noted that Minto and Broccolini will be submitting a formal review of the design evaluation.
6	Was an alignment west of Huntmar considered? <i>This was previously considered and eliminated in the Kanata West BRT EA Study as it is close to the edge of the urban boundary so it is not a real contributor to ridership.</i>
7	The criteria 'Maximize ridership potential' assumes what development? <i>At this level it comes down to catchment potential. Down against the highway greatly reduces the</i>

	<i>ability to maximize ridership potential.</i>
8	Is no further adjustment made for densities within catchment? <i>No, because once stations are confirmed to be built, the City undertakes studies on TOD. These studies look favourably on large single owner parcels, and envisions what the community will be in 20-30 years upon transit network maturation.</i>
9	It was suggested that the difference in cost has to be considered in more detail. <i>This may be done at a parametric level.</i>
10	Were options weighted? <i>No</i>
11	The Feedmill Creek Corridor floodplain is not well defined. <i>The study team will continue to meet with City Staff, MVCA, and local developers to firm up the extent of the Feedmill Creek floodplain and associated development implications.</i>
<b>LMSF</b>	
12	What would be the alternate site if Moodie falls through? <i>Council has approved the site and the city is confident that this will proceed.</i>
13	Is there a preferred distance from the two MSF sites being built for the network? <i>There will be a facility at Belfast to the east, so naturally the second facility should be west. Moodie is a good balance in its location and operationally.</i>
<b>Alignment and Stations</b>	
14	Any thought to going underground instead of elevated guideway? <i>It is much more expensive – and the soil conditions are not favourable.</i>
15	Many stations are against highway, and we're swinging it up at Arcadia. Why is it acceptable for other stations to be located at the highway? <i>We inherit work done in the 90's, which is not reflective of contemporary transit planning principles. We know the highway is a detriment to ridership, so when we get beyond constrained area, we shoot higher. This alignment, where possible, shows the evolution of thinking. Furthermore, stations along the highway minimize impact to already existing and well established communities.</i>
16	Have you started to look at express service on the rail? <i>No, it is not warranted on the Ottawa network.</i>
17	What is the travel time from Hazeldean to March Road. <i>About 30 km an hour – similar to a 90 series Transitway route. The benefits lie in gains in resiliency, reliability, user experience, and capacity.</i>
18	Terry Fox has significant parking today. What will happen to the volume of cars coming into park, and what will be done? <i>There is some park and ride at Palladium which we hope to increase, and at Hazeldean as well. Today Eagleson is over subscribed. As we get more service many lots will fill up. Solutions for sites will be further developed when the station is closer to implementation, in consultation with adjacent business and property owners.</i>
<b>Closing Remarks</b>	
19	Next Milestones in EA Study Process: Public Open House in early December, Transportation Committee/Council in March or April, 2018.

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com),

DATE:	23 November,2017	
TIME:	6:30 to 8:30	
LOCATION:	Beaverbrook Library Branch	
STUDY TEAM MEMBERS IN ATTENDANCE:		
Angela Taylor	City of Ottawa – Project Manager	<a href="mailto:Angela.taylor@ottawa.ca">Angela.taylor@ottawa.ca</a>
David Hopper	Parsons	<a href="mailto:David.hopper@parsons.com">David.hopper@parsons.com</a>
Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.fitzpatrick@parsons.com">Stephen.fitzpatrick@parsons.com</a>
PCG MEMBERS IN ATTENDANCE		
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Counc. Shad Kadri	City of Ottawa	<a href="mailto:Shad.Kadri@ottawa.ca">Shad.Kadri@ottawa.ca</a>

## Presentation

A formal presentation was given outlining the work done to date, including additional evaluation of corridors, finalizing the preferred corridor, the evaluation of preliminary designs along the preferred corridor and Light Maintenance and Storage Facility sites, and the preliminary Recommended Plan. A copy of the presentation is attached.

## Discussion

### Alignment to DND

1	What is the difference between DND employment projections and the City's? <i>Approximately 40%.</i>
2	What is the Ridership difference between corridors 8 and 8a? <i>It is a similar number of ridership, but 8A offers a higher quality of trip, and a better, more cost effective means of carrying people.</i>

### Timing

3	Will you be looking at phasing and implementation? <i>Yes. This information will be available before council.</i>
4	What is the next step now that the corridor has been selected? <i>There is currently no funding in place, and the TMP identifies the project for implementation beyond 2031. The corridor will be protected for as development occurs, and be ready for future TMP updates or availability of funding.</i>

### March - Eagleson

5	The new station is north of the highway at Eagleson, away from the Park and Ride? <i>Yes. The study team will be looking at the ideal connection to the existing Park and Ride.</i>
6	What is the distance between the park and ride and proposed station? <i>About 400 metres</i>

### Terry Fox to Palladium

7	Can Feedmill creek be realigned? <i>The development blocks are fairly equal – what is shown is pretty much the best spot. There is not a viable alternative for realignment. This segment of the creek is very naturalized, and difficult to find a suitable alternative alignment.</i>
8	It was noted that alternative 5 did not provide a very useful station location.
9	Consider moving the station as far west as possible to benefit Arcadia. <i>This will be examined.</i>

### LMSF

10	Could the City works yard continue to operate, and provide LMSF service? <i>This would be very challenging from an operational and space perspective.</i>
----	--

### Alignment and Stations

11	What is the noise level near elevated guideways?
----	--

	<i>Noise below guideway will be quieter. Development in this area would be office or commercial, with residential buffered by it.</i>
12	Is below grade always a tunnel? <i>No, typically a trench.</i>
13	What impact do the rises and falls in elevation have on the system, and the efficiency of the network? <i>It can actually be ideal when approaching or departing stations. None of the grades we are proposing are excessive, and are not expected to impact the performance of the network.</i>
<b>Closing Remarks</b>	
14	Next Milestones in EA Study Process: Public Open House in early December, Transportation Committee/Council in March or April, 2018.

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com).

## II. PUBLIC OPEN HOUSES

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# KANATA LIGHT RAIL TRANSIT PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY

## CONSULTATION SUMMARY REPORT #1

CONSULTATION GROUP MEETINGS (May 11 and May 16, 2017)  
PUBLIC OPEN HOUSE #1 (June 5, 2017)

*Prepared for:*



City of Ottawa  
110 Laurier Avenue West  
Ottawa ON K1P 1J1

*Prepared by:*



Parsons Inc.  
100-1223 Michael Street  
Ottawa ON K1J 7T2

29 May 2018

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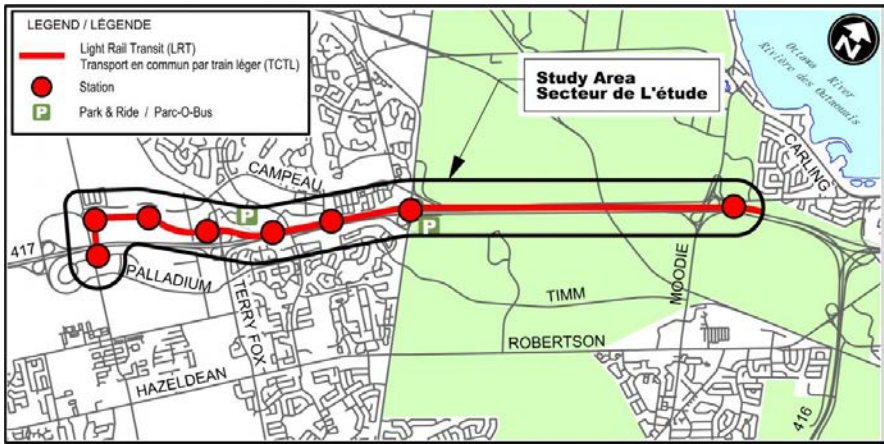
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1.0 INTRODUCTION

The City of Ottawa has initiated this Planning and Environmental Assessment (EA) Study to develop a Recommended Plan to extend Light Rail Transit (LRT) from Moodie Drive to Kanata.

Figure 1: Study Area



In support of the study, a comprehensive public and stakeholder consultation program was initiated. This report provides a summary of consultation group meetings, and public consultation activities undertaken as part of the first consultation period.

2.0 CONSULTATION GROUP MEETINGS

The first Study Consultation Group meetings were held on May 11, 2017, and May 16, 2017 as detailed below. Consultation Group participants were notified via email prior to the consultation group meetings. A reminder email was sent a one week prior to each meeting date.

At these meetings, participants were presented with the information and opportunity to comment on what was to be communicated at the first Public Open House. This included the following information:

- Project Overview
- Study Objectives
- Study Schedule
- Existing Conditions
- Potential Corridors
- Corridor Screening Methodology
- Corridor Screening Results
- Preliminary Preferred Corridor
- Next Steps

Members of the Study Team, including City of Ottawa staff and consultants, were available to discuss the information and answer questions in a round table format following a formal presentation (see Appendix A). Below are summaries of the discussions held at each Consultation Group meeting. For a full record of these discussions, consult the minutes in Appendix B.

2.2.1 Agency Consultation Group

The Agency Consultation Group (ACG) meeting was held between 9:30 and 11:30 at Ottawa City Hall on May 11, 2017. Twenty-six (26) members of the ACG were in attendance representing the varied interests of the City of Ottawa and other review agencies, including the National Capital Commission and RVCA. The following is a summary of the items discussed at the meeting.

Table 1: Agency Consultation Group Discussion Summary

Discussion	
Ridership Potential	
1	Was Stittsville ridership taken into account?



	<i>Yes, the ridership potential of Stittsville was considered in the evaluation of alternative corridors. The numbers suggest that for Corridors 12 and 13, turning north at NS arterial is the logical choice over continuing west.</i>
<b>General Questions or Comments</b>	
2	<i>With regards to branching, the outcome of 12-minute service would be an improvement on what exists today. This service interval would only be during peak periods, and would not be sufficient to generate the necessary ridership to support this investment.</i>
<b>Transit Oriented Development (TOD)</b>	
3	<i>Regarding Corridor 8, the TOD potential along highways is typically low from what we have seen in other cities. In the west end of Corridor 8, there is potential to shift the alignment north of the highway and centralize it into the development. With the existing pedestrian crossings and additional linkages examined in this study there is potential to draw ridership from across the highway.</i>
4	<i>Will TOD and the provision of a Park and Ride be considered together? Yes. The preferred corridor will consider TOD implications and structured parking to provide suitable development sites that would be supportive of future TOD. Examples across Ontario will be considered.</i>
<b>Park and Ride</b>	
5	<i>Will Eagleson Park and Ride be removed in the future? No, Eagleson Park and Ride remains an important facility in the City's Ultimate Rapid Transit network. Eagleson Station, in Corridor 8 for example, will be located north of the Highway, with a pedestrian bridge/connection to the existing Park and Ride on the south side.</i>
6	<i>Please ensure consideration given to providing a Park and Ride at the terminus of the corridor, once selected. The intention is that terminal, be it ultimate or interim, would have a Park and Ride. This will be examined after selecting the corridor.</i>
<b>Evaluation Questions</b>	
7	<i>The agricultural role of the Greenbelt should be reflected in the evaluation. Agreed. Only existing roads or rights of way through the Greenbelt are being considered to avoid introducing a completely new corridor and the associated hardening effects.</i>
<b>Study Objectives</b>	
8	<i>Will this study consider a location for an Maintenance and Storage Facility (MSF)? At this time, the study is not examining a location for an MSF.</i>
9	<i>Is grade separation necessary at all corridors? This would contribute to cost. The current direction from the City of Ottawa Rail Office is to be consistent with the Confederation Line to date and plan for full grade separation.</i>

### 2.2.1 Business Consultation Group

The Business Consultation Group (BCG) meeting was held between 1:30 and 3:30 at the Beaverbrook Library on May 16, 2017. Twelve (12) members of the BCG were in attendance representing the varied interests in the study area, including the Kanata North Business Park, and the Ottawa Senators. The following is a summary of the items discussed at the meeting.

Table 2: Business Consultation Group Discussion Summary

Discussion	
Corridor Questions	
1	<i>It was noted that the Kanata North business community makes a substantial contribution to employment in the City of Ottawa, and the GDP of Canada as a whole. Recent announcements of investment in Kanata North by technology companies was also referenced in discussing the importance of this area.</i>

	<i>The study team understands the importance of the Kanata North business community. Regardless of the ultimate corridor chosen for LRT, this study will examine how to best serve this community with reliable rapid transit.</i>
2	How do the northern alignments serve the park and ride and Eagleson? <i>The park and ride would be served with a pedestrian bridge to the station located on the north side of Highway 417.</i>
3	Do all 13 corridors you are considering end up at the Canadian Tire Centre? <i>Yes, for comparison purposes that is the anticipated terminus. The exact location of the terminus will be confirmed as part of this study.</i>
<b>Study Questions</b>	
4	The Canadian Tire Centre is presumed to be there in the future? <i>It is presumed to be a sought-after destination, if not an arena it is identified as an area of intense development in the future. This will be explored in subsequent phases, to confirm that the terminus is in the correct location</i>
5	Does this study assume that the planned Bus Rapid Transit (BRT) facilities will be in place? <i>Yes, any infrastructure that is part of the affordable network in the TMP is assumed to be in place. In corridors where the alignments overlap with approved BRT corridors, it would take the place of BRT.</i>
6	Will bikes be able to be brought on? <i>Yes, with some peak period restrictions. There will also be sheltered bicycle facilities at stations</i>
<b>Park and Ride Questions</b>	
7	Will Eagleson Park and Ride be removed in the future? <i>No, Eagleson Park and Ride remains an important facility in the City's Ultimate Rapid Transit Network. Eagleson Station, in Corridor 8 for example, will be located North of the Highway, with a pedestrian bridge/connection to the existing Park and Ride.</i>
8	Who are the users of the park and rides in Kanata today? <i>Eagleson is used mostly by people who live within the Kanata urban area. Terry Fox is used by people from the local urban area and points west. Canadian Tire Centre is mostly used by people further west, or in communities outside the urban boundary.</i>

### 2.2.1 Public Consultation Group

The Public Consultation Group (PCG) meeting was held between 6:30 and 8:30 at the Beaverbrook Library on May 16, 2017. Ten (10) members of the PCG were in attendance representing the varied interests of the Healthy Transportation Coalition, and multiple community associations throughout the corridor. The following is a summary of the items discussed at the meeting.

Table 3: Public Consultation Group Discussion Summary

Discussion	
Corridor Questions	
1	Significant investment is being made in Kanata North. These people need a viable transit alternative. <i>The study team understands the importance of the Kanata North business community. Regardless of the ultimate corridor chosen for LRT, the City of Ottawa will provide this community with reliable rapid transit.</i>
2	Is expanding beyond the planned terminus a consideration? <i>It is anticipated that the terminus will be the Palladium area. This will be explored in subsequent phases, to confirm that the terminus is in the correct location</i>
Study Questions	

3	Should the Stage 2 office not proceed with their addendum for extending LRT from Bayshore to Moodie, will your study look at this portion? <i>The current scope of the study is westward from Moodie. Should the addendum not proceed, the City may consider extending this Study to incorporate the Bayshore to Moodie portion of the corridor.</i>
4	When is the LRT to Kanata this predicted to be implemented? <i>The City's current Transportation Master Plan (TMP) identifies implementation sometime after 2031. Planning horizons may change as the TMP is updated in the coming years.</i>
5	What would the frequency of trains be? <i>During the peak period, trains could run up to 6 minutes apart. Similarly, the supporting bus transit network would be synchronized to run frequently enough to offer a high level of service so that users can rely on regular service. Free-body transfers at stations will also be sought to allow for all-door boarding and reduction of delays at transfer stations.</i>
6	How do you determine trade offs between efficiency of the line and the number of stops? <i>There should be enough stops to be useful and accessible, but not too many to effect speed and performance. We need to serve major cross streets and major destinations. The number and location of stations will be reviewed to balance these needs as this study progresses.</i>
<b>Supporting Transit Network</b>	
7	Will the functional design look at the impact on feeder bus routes? <i>To some extent yes. The study will examine the potential to provide a balanced transit network around the LRT corridor, and how stations need to be designed to accommodate this.</i>
8	Current bus service is inadequate – if it continues most people will drive to stations. <i>The study will be looking at providing an LRT corridor that can anchor a high performing bus system, and encourage connections via active transportation modes which will upgrade the current bus service and encourage taking public transportation to future LRT stations.</i>
9	North south transit travel in Kanata is difficult. There should be additional service on Eagleson. <i>The current TMP identifies Eagleson Road as a transit priority corridor. The potential to upgrade the corridor to BRT will be examined in future updates to the TMP.</i>

### 3.0 PUBLIC OPEN HOUSE #1

Public Open House #1 was held on Monday, June 5, 2017 at the Kanata Recreation Complex, Hall A, from 5:30 to 8:30 pm. The Open House included a series of display boards (see Appendix C) presenting to the public the work completed to date. The material presented on the display boards at the Public Open House included information on:

- Welcome
- Study Overview
- Study Process
- Light Rail Transit – Overview
- Existing Conditions – Natural Environment
- Existing Conditions – Social Environment
- Existing Conditions – Transportation Environment
- Intensification Opportunities
- Corridor Alternatives
- Corridor Screening – Methodology
- Corridor 1 – 13 (with one board per corridor)
- Corridor Screening – Initial Results
- Corridor Screening – Further Analysis
- Next Steps

Study team members were present to answer questions in an informal setting. A presentation was given to the public at 6:30 pm followed by a question and answer period, which concluded at approximately 8:30.

A resource table was provided which included copies of the City of Ottawa Official Plan, Transportation Master Plan, the Ontario Environmental Assessment Act, the Pedestrian and Cycling Plan, a guide to the *Transit Projects Assessment Process*, and the Provincial Policy Statement.

To further assist in obtaining feedback from attendees, a Comment-Questionnaire was distributed at the Public Open House. Members of the public were encouraged to provide written comments via the Comment-Questionnaire and submit them either before leaving the Open House or by fax, email or regular mail by June 23, 2017, although submissions were accepted past this date. The comment-questionnaire posed a single, open ended query of *"Tell us what you think..."*

All display boards, resource materials and handouts were provided in both French and English. A complete list and copies of the exhibit boards and presentations are provided on the City of Ottawa Kanata LRT project web-site at [www.Ottawa.ca/KanataLRT](http://www.Ottawa.ca/KanataLRT).

### 3.1 Notification

Notification of the Open House occurred through advertisements in daily citywide newspapers on the following dates:

- EMC News, Thursday, May 25, 2017
- Le Droit, Thursday, May 25, 2017

An email notification was sent on Thursday, April 20, 2017 to all persons on the study's master mailing list and included members of the ACG, BCG, PCG, Aboriginal communities, and stakeholders that had previously expressed an interest in the study. A reminder email was sent on May 10, 2017.

### 3.2 Presentation Questions/Comments

As noted a formal presentation was made by the Study Team from 6:30 to 7:30pm and included a question and answer period. The questions and comments and associated responses given by the study team (*in italics*) are recorded below:

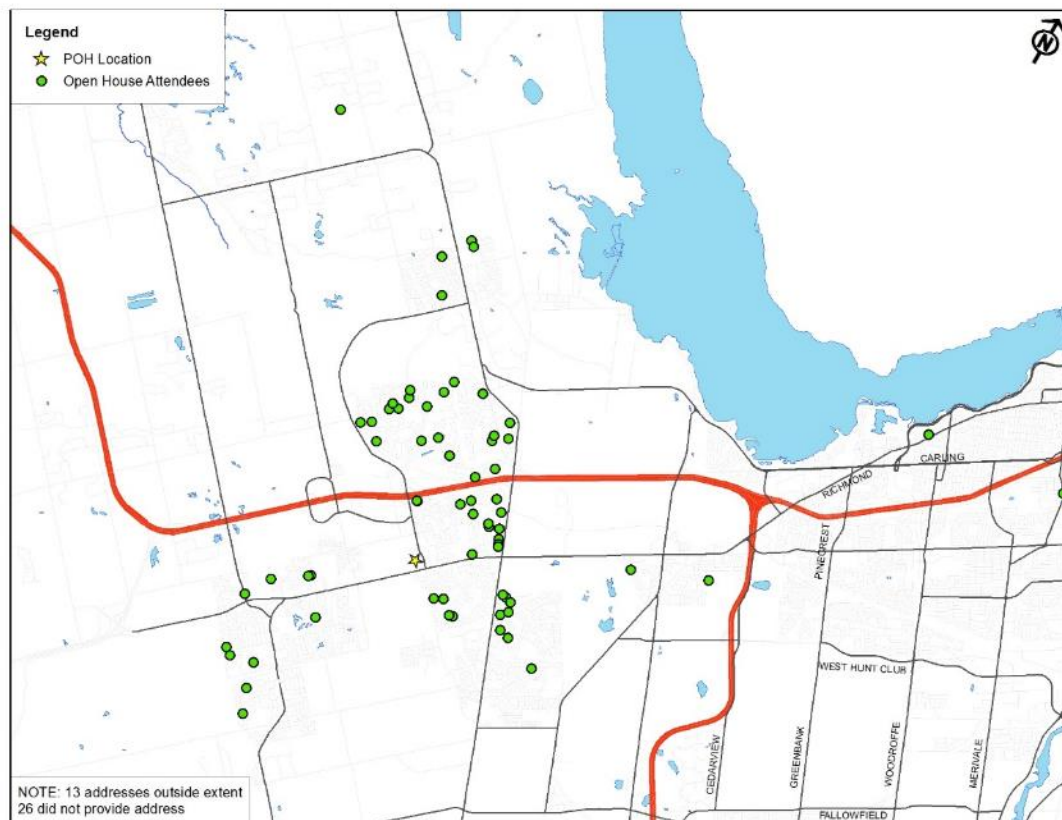
- Where is the CO<sub>2</sub> emissions evaluation in all of this? *Once we get into the impact assessment portion of the study, we will assess these conditions.*
- Why is Palladium the terminus if the arena is planning on moving downtown? *Our assumption is that what replaces the CT Centre is high potential for dense development, as is planned in the City of Ottawa Official Plan. City policy identifies this broader area as target for growth, development, and investment. We will be working subsequently to determine and confirm the best terminus in subsequent stages.*
- Is there a plan to have an increase in park and ride at the terminus of the line? *Our scope of work will examine this.*
- Since the Arena may be moving downtown, can Corridor 8 terminate at Terry Fox? *The notion of terminating at Terry Fox will be examined as part of this study. We will be seeking approval for the entire corridor, how it rolls out over time is subject to funding and affordability.*
- I think maybe terminating at Palladium may not be enough. I think your scope should extend further to Hazeldean. You would have the essence of being able to serve the Fernbank area, and make it economically viable. *Preliminary options and the ones being carried forward for further assessment include LRT service to the Fernbank area.*
- I noticed one board had stations. Is this part of this study? *The board was the TMP alignment, done in 2013. This study will determine and confirm station locations based on the preferred alignment.*
- The stations should be accessible without a car. *Once we know our corridor and station locations, it is the City practice to undertake connectivity studies which consider the access by active transportation modes.*
- Existing Park and Ride Lots have a heavy load on them. A lot outside Kanata would help alleviate this pressure. *We will look at park and ride demand with a long-term lens.*

- Route 8 is on the north side, Eagleson Park and Ride Lot is on the south side. I suggest if you want people to use the park and ride, you go on the south side. *Pedestrian bridges are a proven, successful way to serve park and rides on opposing sides of a corridor.*
- With Corridor 13, would the TransCanada Trail disappear? *The corridor appears wide enough to accommodate LRT and the trail. The experience would certainly change, as you would now be next to train tracks.*
- Does the Stage 2 plans impact your task? *We are compatible for any options being considered.*
- Algonquins are still under negotiations for these lands that you are proposing to use. *As part of our study requirements we will be consulting with Aboriginal communities, including the Algonquins of Ontario.*
- Will there be bathroom facilities at the stations? *Washroom will be built at terminus stations. City practice is to provide washrooms at strategic locations such as major transfer stations. These details are sorted out as the process continues.*
- I hope the high technology being used on the Confederation Line, as well as driverless technology, will inform this study. *With regards to the light rail vehicles, they are capable of driverless operation. The study team can appreciate your comment on the supporting role of autonomous vehicles for a transit system.*

### 3.3 Summary of Open House Participant Comments

Attendees were asked to sign-in upon entering the Public Open House. A total of 119 people signed-in over the course of the evening. Based on the information provided, most Public Open House attendees identified addresses located within the study area (Figure 2). A total of 17 Comment-Questionnaires were returned during or following the Open House. All of the comments received are listed in Appendix D. Following the consultation events, a total of 67 emails were received from the general public following the Public Open House. These emails are transcribed in Appendix E. **Together, a total of 84 comments were received from this Public Open House.**

Figure 2: Open House Attendees



All comment-questionnaires and emails were examined and tabulated to record feedback received and to better understand the opinion of those who had reviewed the materials presented. The following are the most frequently discussed issues or concerns from the comment-questionnaires and emails, in order:

- Expressed support for Corridor 8 (47 Responses)
- Do not support Corridor 13 (17 Responses)
- Concerned about the impact of Corridor 13 on the recreational, social, and access to the Trans Canada Trails (17 Responses)
- Consider how to provide a supporting transit network to better serve Kanata & Stittsville (10 Responses)
- Extend corridor 8 beyond CTC, towards Hazeldean (10 Responses)
- Do not support Corridor 5 (4 Responses)
- Expressed support for Corridor 13 (4 Responses)
- Construct LRT as soon as possible (4 Responses)
- Support for the approach of the study (4 Responses)
- Kanata North Business Park needs improved transit service (4 Responses)

**Table 4: Comment-Questionnaire/Email Tabulation**

No.	Comment	Frequency
<b>1. Corridor Preference</b>		
1.1	Expressed support for Corridor 8	47
1.2	Do not support Corridor 13	17
1.3	Do not support Corridor 5	4
1.4	Expressed support for Corridor 13	4
1.5	Expressed support for Corridor 5	3
1.6	Do not support Corridor 8	3
1.7	Expressed support for other corridors	3
<b>2. General Comments</b>		
2.1	Consider how to provide a supporting transit network to better serve Kanata & Stittsville	10
2.2	Construct LRT as soon as possible	4
2.3	Support for the approach of the study	4
2.4	Kanata North Business Park needs improved transit service	4
2.5	Maintain Eagleson Park and Ride	3
2.6	Consider the impact of autonomous vehicles	2
2.7	Consider how Kanata will grow in the future	2
2.8	Support intensification along corridors	1
2.9	Corridor should be rapid and high speed	1
<b>3. Stations and Park and Rides</b>		
3.1	Construct fewer stations along the corridor	2
3.2	Corridor 8 should include a pedestrian bridge for Eagleson Park and Ride	2
3.3	Consider construction of new Park and Rides	2

No.	Comment	Frequency
3.4	Locate a station at Kanata Centrum	1
3.5	Remove Park and Ride at Terry Fox	1
3.6	Construct a station west of Canadian Tire Centre at Carp Road	1
3.7	Develop pedestrian and cycling connections to support station locations	1
4. Impacts of Corridors		
4.1	Concerned about the impact of Corridor 13 on the recreational, social, and access to the Trans Canada Trails	17
4.2	Equal weighting of evaluation indicators skews the corridor preferences	1
4.3	Support for corridors that minimize impact to natural environment	1
4.4	Should Corridor 13 be chosen, the Trans Canada Trail should be restored	1
5. Terminus Location		
5.1	Extend corridor 8 beyond CTC, towards Hazeldean	10
5.2	Consider shortening the route to provide for earlier construction	3
5.3	Route must extend to Palladium	2



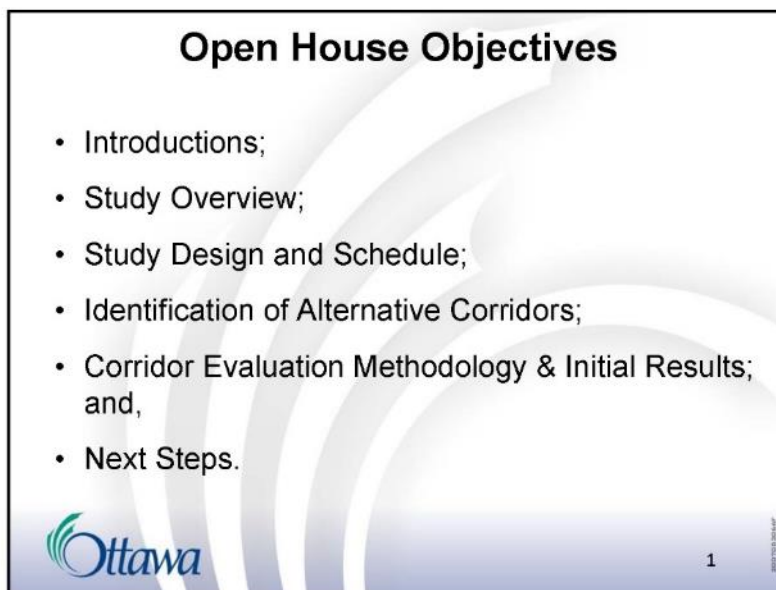
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## 4.0 APPENDICES

### 4.1 Appendix A – October Consultation Presentation



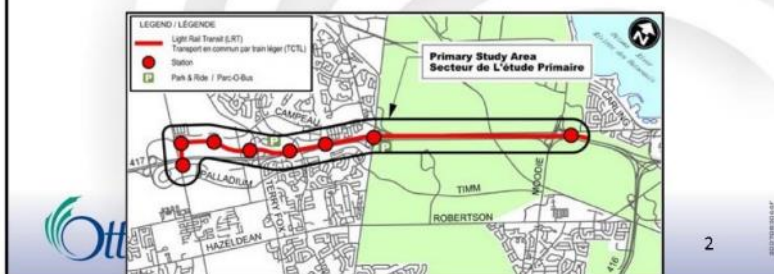
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## Study Goals

- Determine the Preferred Corridor;
- Determine the Recommended Plan for LRT alignment and stations; and,
- Determine project staging and implementation.

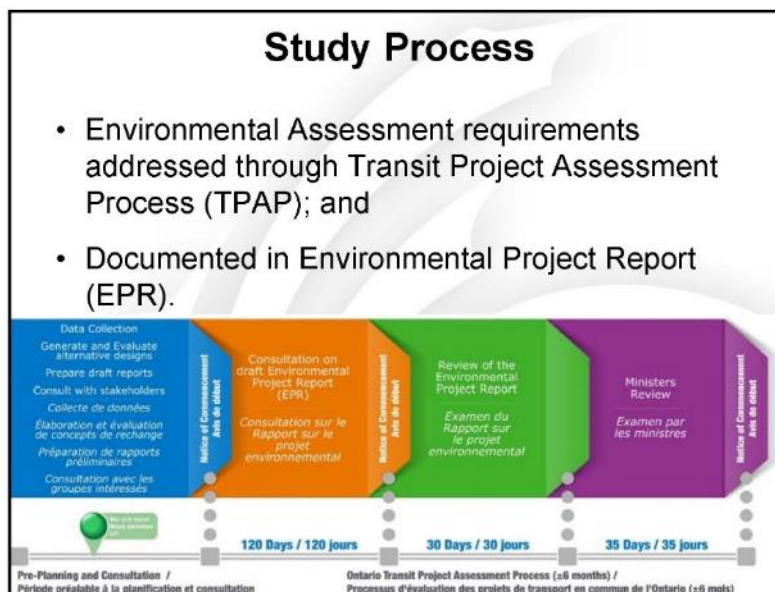
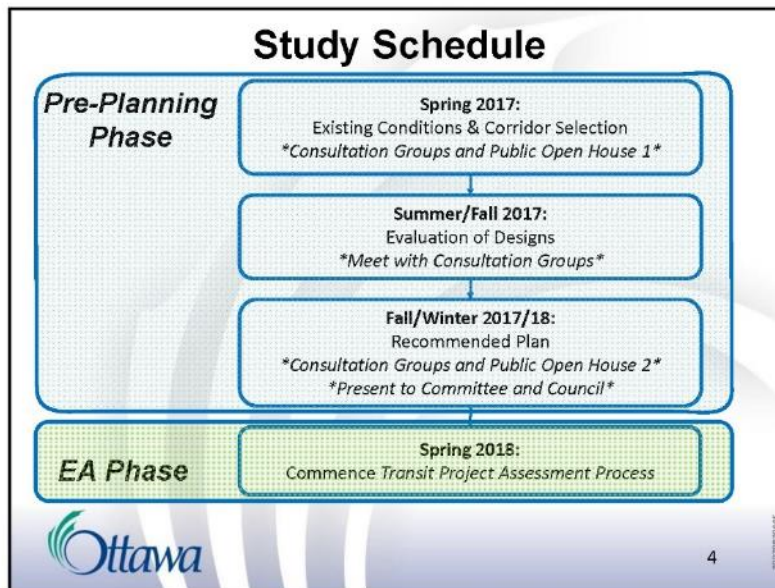


## Context for the Study

- Confederation Line opens in 2018.
- Stage 2 Extension of Confederation Line West opens in 2023



29/06/2017



29/06/2017

## Guiding Principles

- Provide transportation that complements the character and quality of the corridors and communities;
- Respect the integrity of the natural environment & cultural and heritage traits;
- Enhance the economic health of the study area; and,
- Early, ongoing, inclusive and transparent stakeholder and public engagement.



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## Need & Justification

- TPAP permits the City to rely on prior planning;
- Potential corridors identified and assessed; and,
- Ridership trends.
  - Significant number of trips cross the Greenbelt.
    - Half of Kanata jobs filled by Kanata residents.
  - Increase in internal trips being taken.
    - Mode split is currently only 3% for these trips.




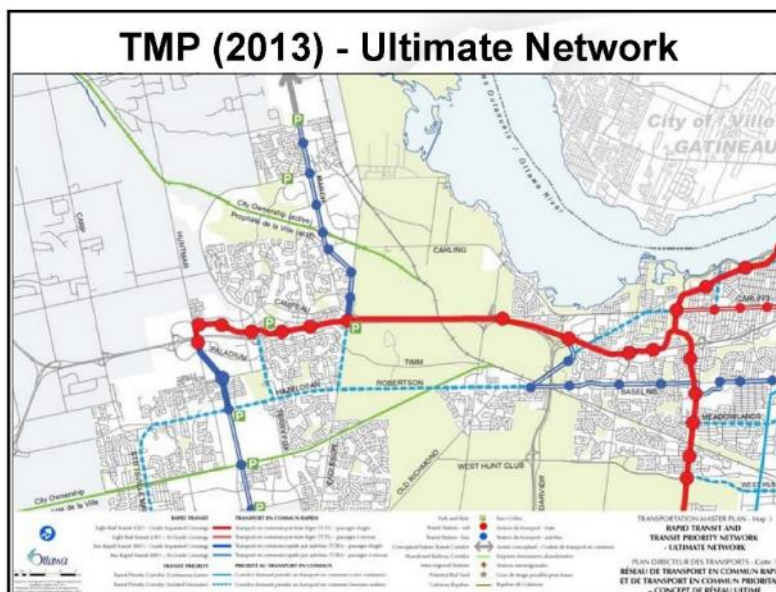
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## LRT Requirements

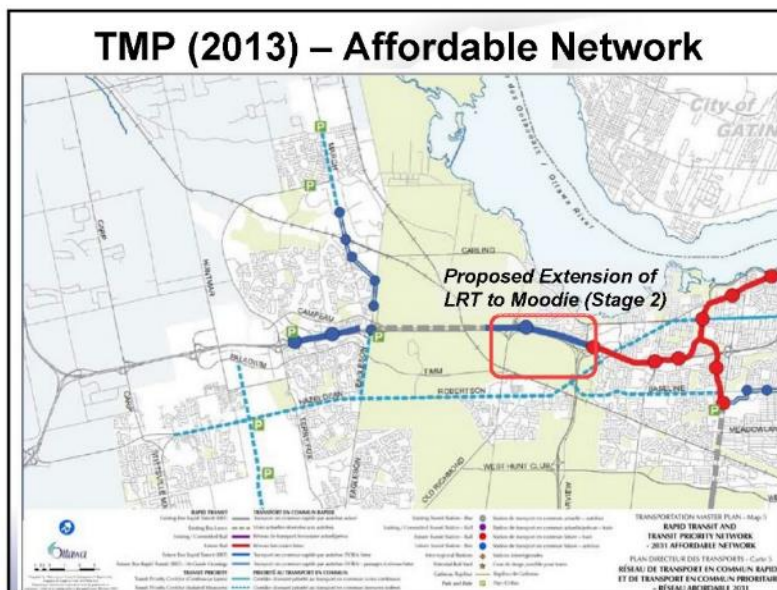
- Extension of Confederation Line.
  - Technology and geometric constraints set.
  - Completely grade separated.
- One corridor.
  - Insufficient ridership for multiple corridors.
  - Branching of the line will be challenging.


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29/06/2017



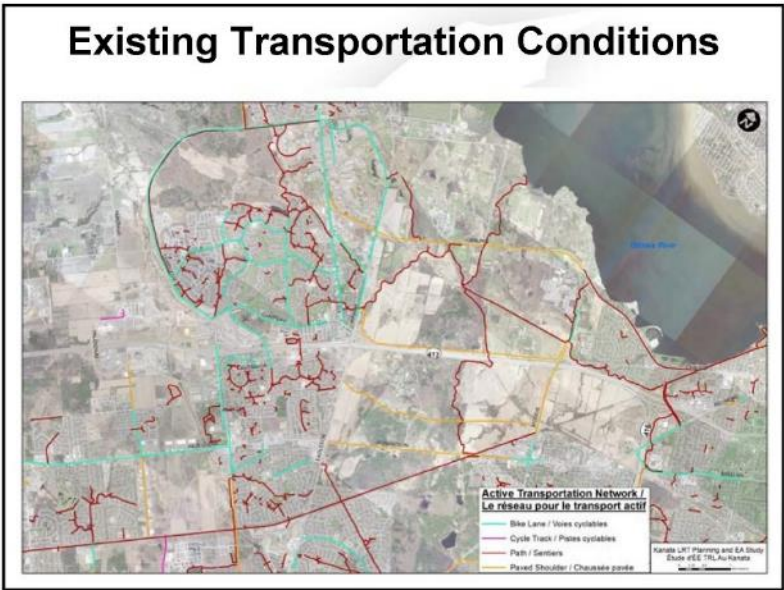
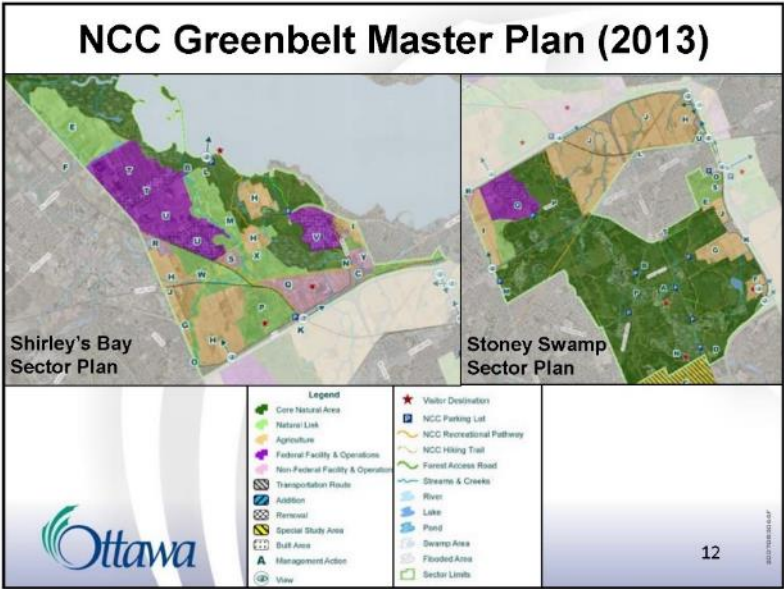
## Existing Conditions

- Collect existing information based on desktop exercise;
- Level of detail suitable for corridor evaluation; and,
- More detailed analysis of conditions will be documented for the preferred corridor.



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## Existing Transportation Conditions

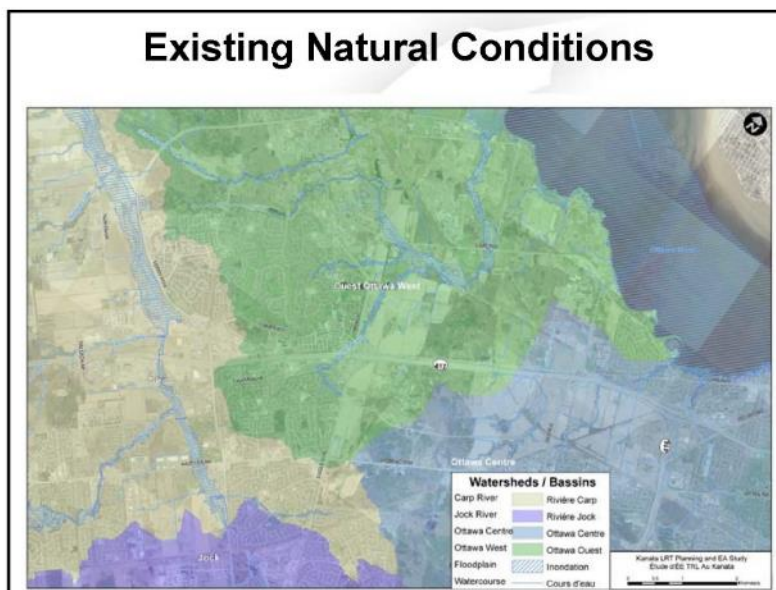
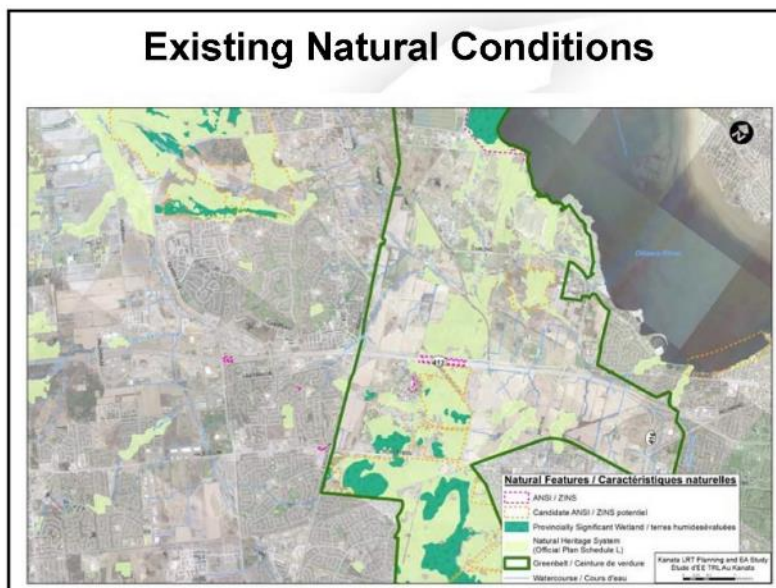


## OC Transpo Routes

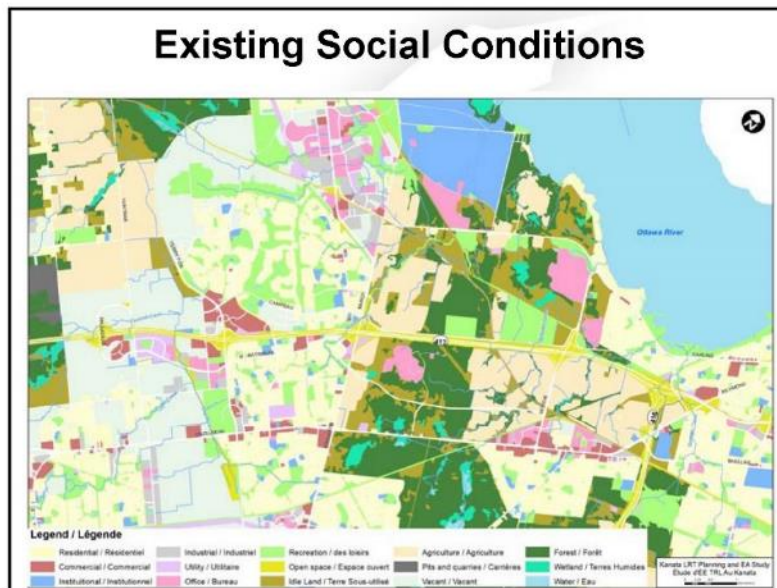




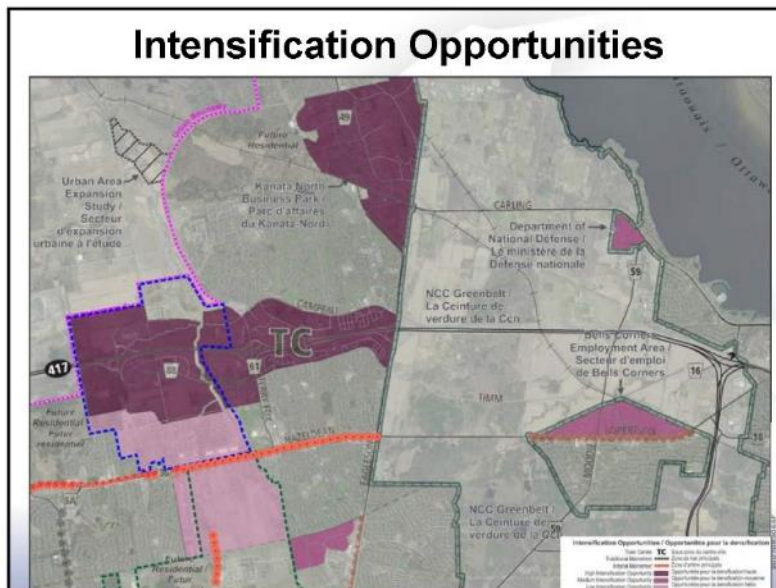
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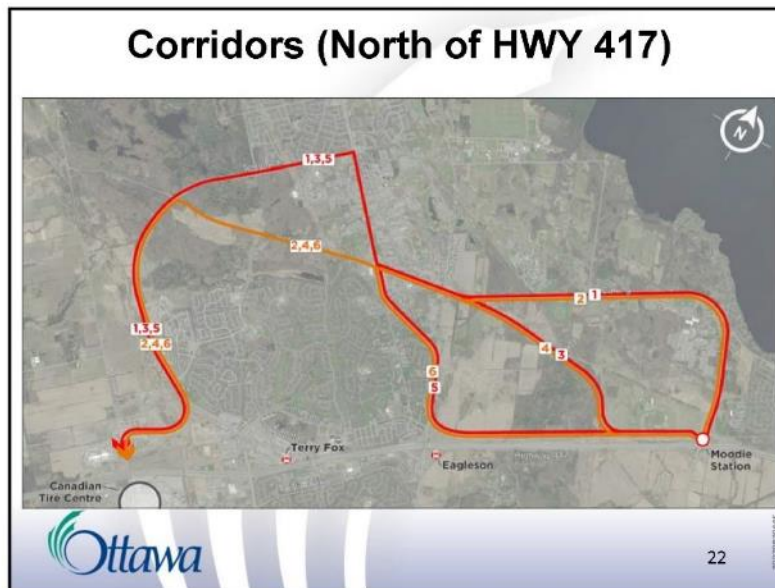
## Alternative Corridors

- 13 potential corridors identified.
  - North, South, and Central to Highway 417.
  - Palladium assumed as western terminus.
- All compatible with proposed extension of LRT to Moodie (Stage 2).



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29/06/2017

### Corridor Screening Methodology

- All 13 corridors subject to preliminary screening; and,
- Combination of quantitative, qualitative, and comparative assessment.


Least Preferred	←————→	Most Preferred
		
Limited positive effect Major impact Highest cost	Good positive effect Minor impact Moderate cost	Greatest positive effect Negligible impact Lowest cost



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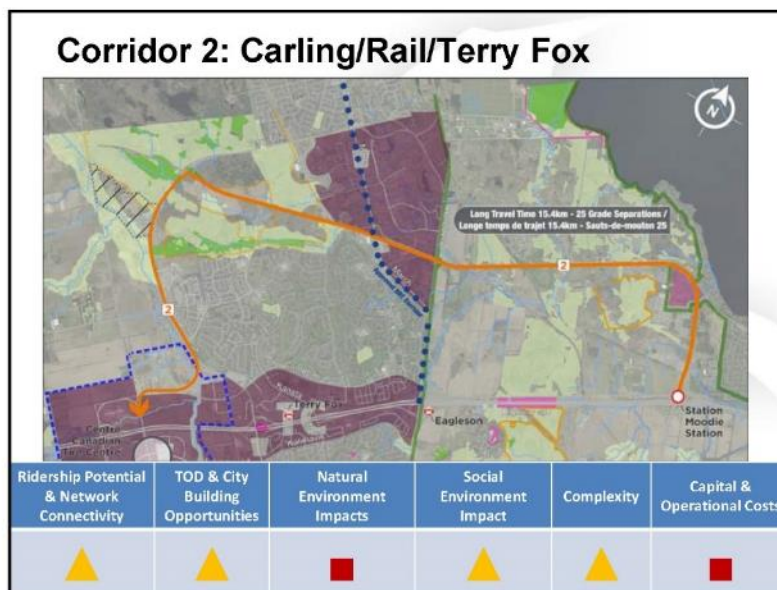
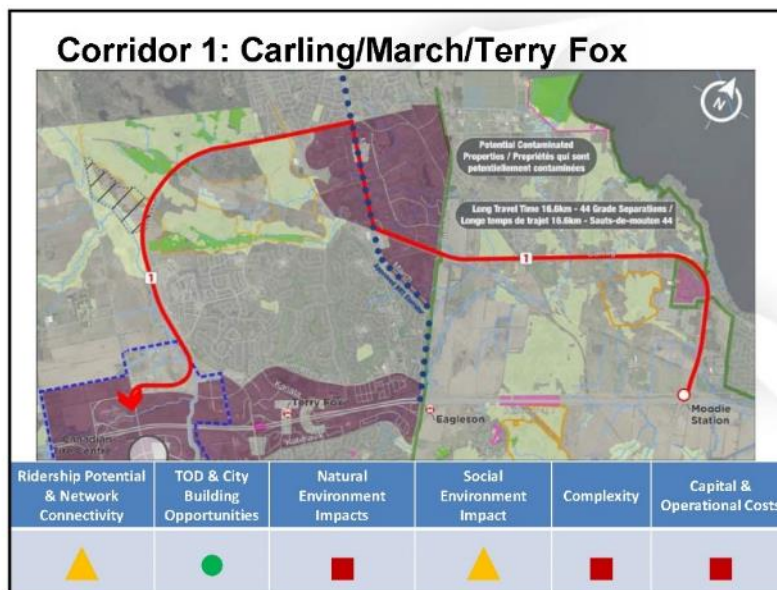
### Criteria Categories

1. Ridership Potential and Network Connectivity;
2. Transit Oriented Development & City Building;
3. Effect on Natural Environment;
4. Effect on Social Environment;
5. Complexity; and,
6. Capital and Operational Cost.

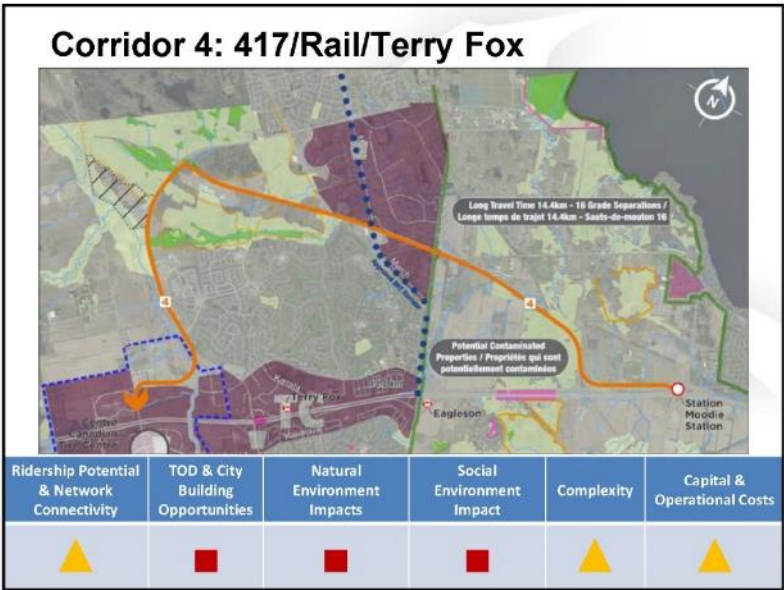
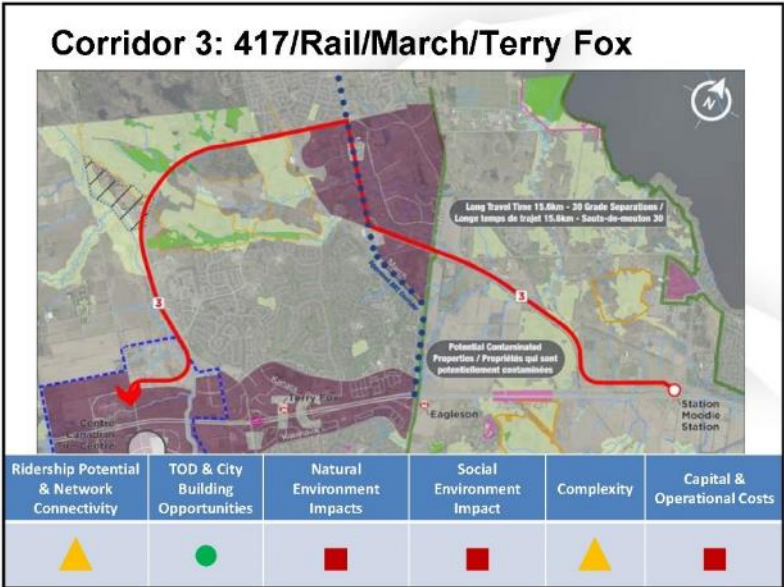


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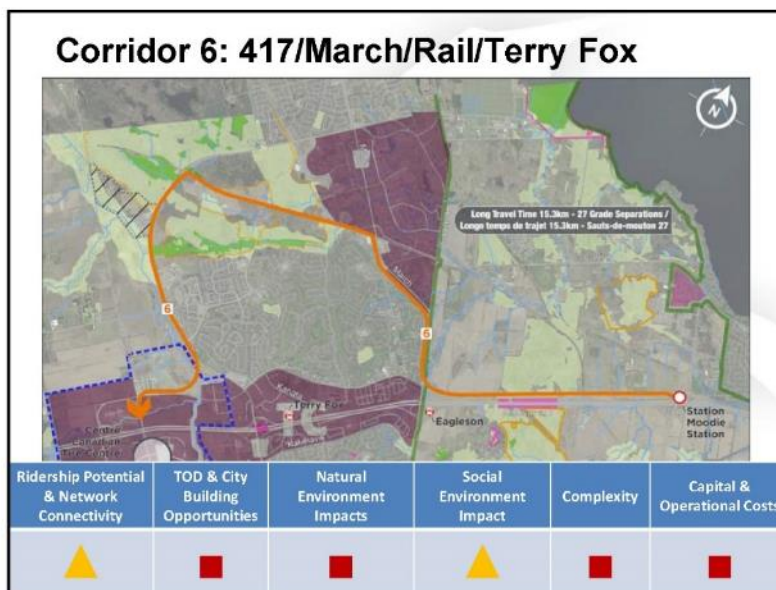
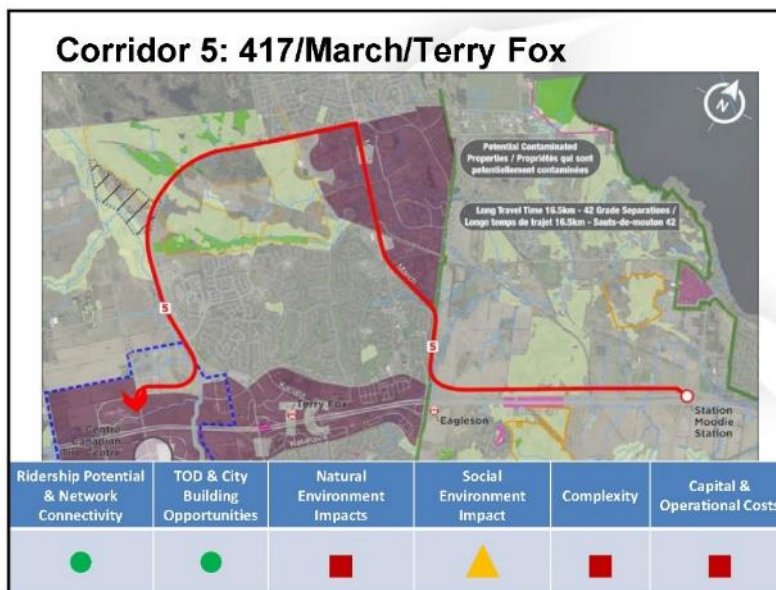
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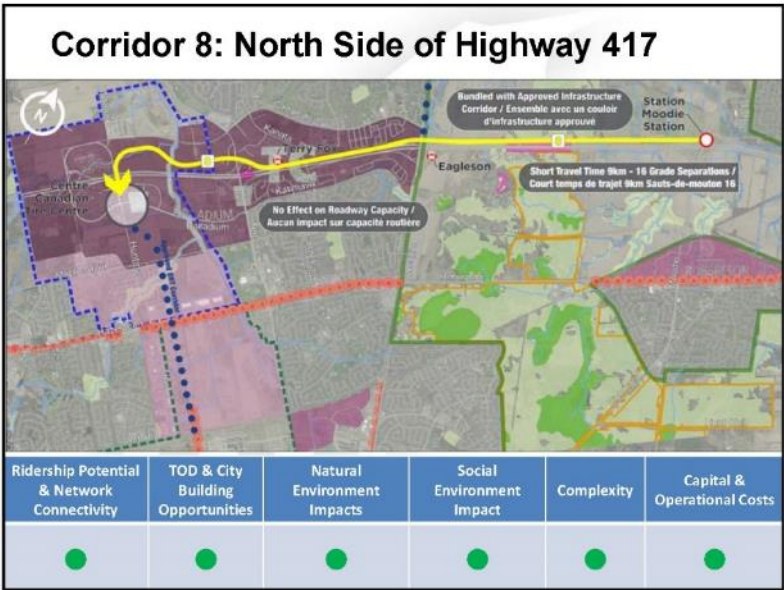
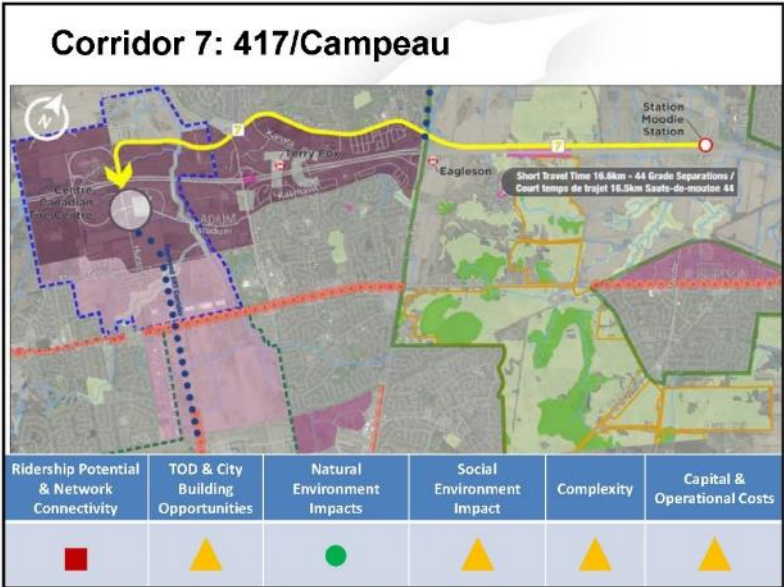


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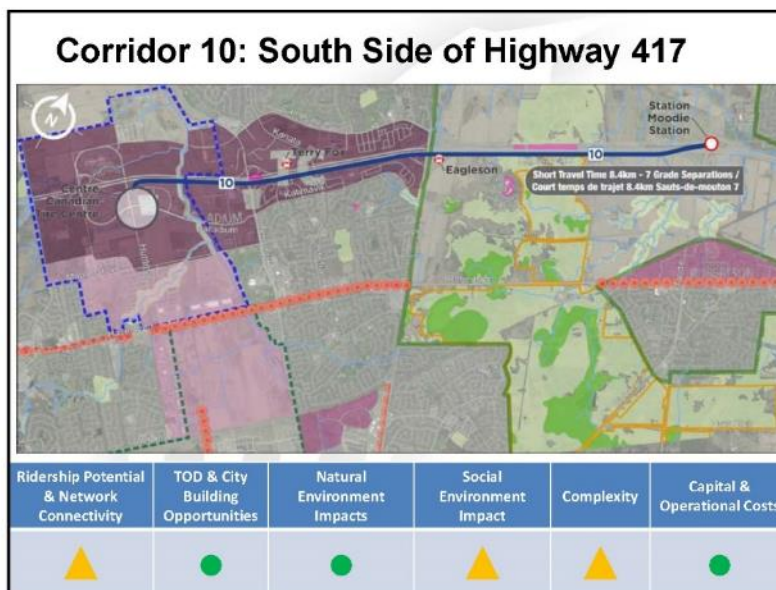
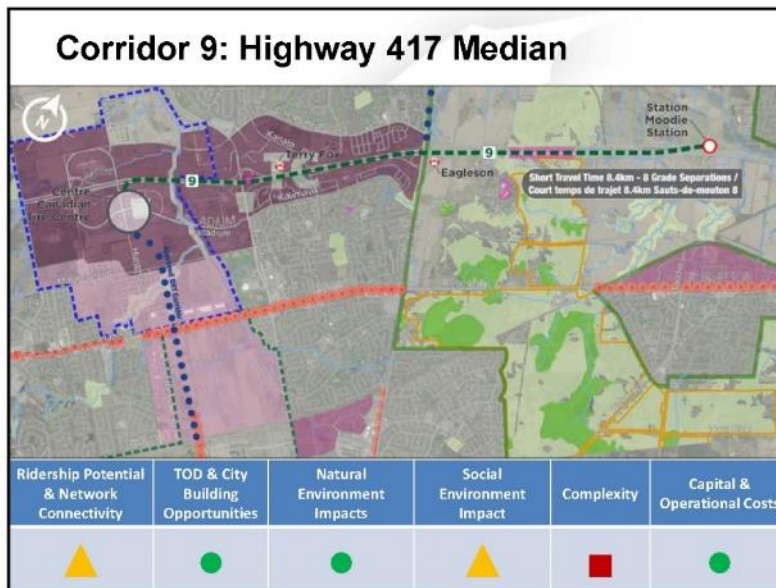




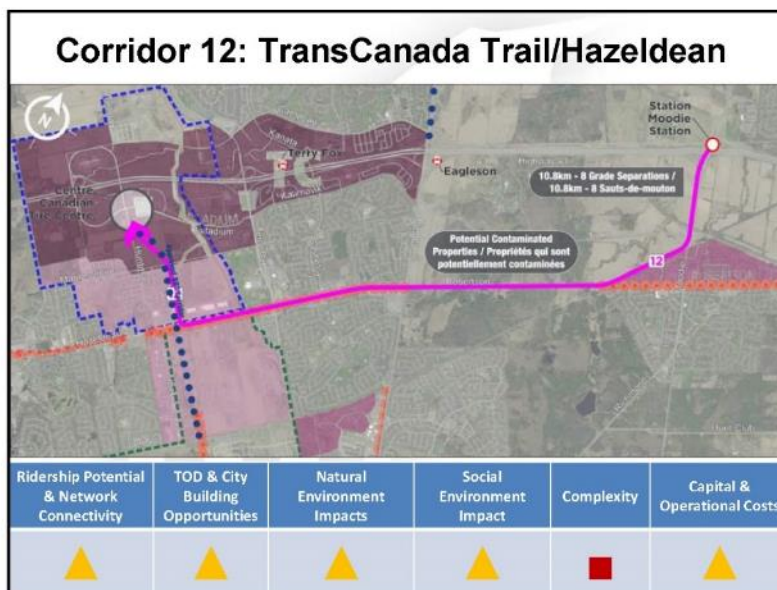
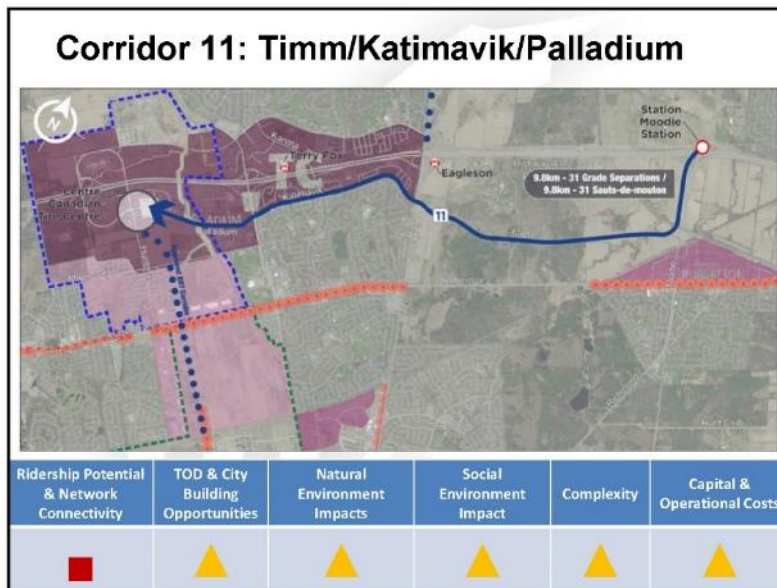
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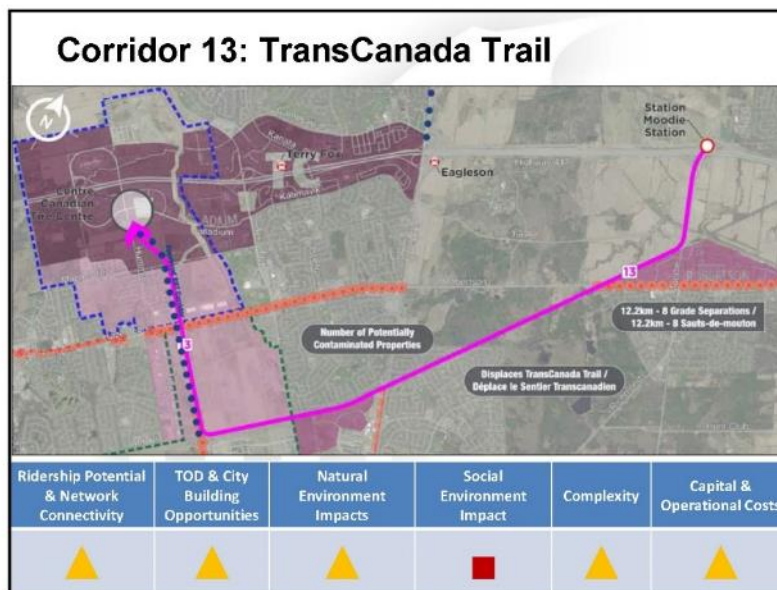


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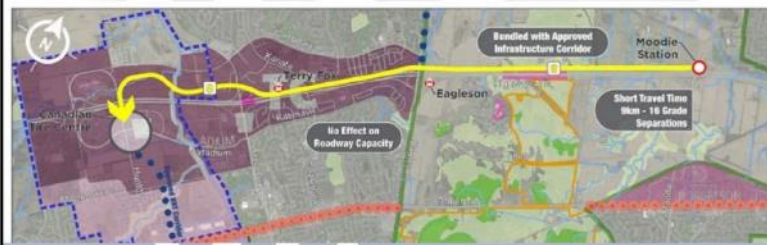
### Preliminary Preferred Corridor

	Alignments												
	1	2	3	4	5	6	7	8	9	10	11	12	13
1. Ridership Potential and Network Connectivity	▲	▲	▲	▲	●	▲	■	●	▲	▲	■	▲	▲
2. TOD & City Building Opportunities	●	▲	●	■	●	■	▲	●	●	●	▲	▲	▲
3. Natural Environment Impacts	■	■	■	■	■	■	●	●	●	●	▲	▲	▲
4. Social Environment Impacts	▲	▲	■	■	▲	▲	▲	●	▲	▲	▲	▲	■
5. Complexity	■	▲	▲	▲	■	■	▲	●	■	▲	▲	■	▲
6. Capital and Operational Costs	■	■	■	▲	■	■	▲	●	●	●	▲	▲	▲
SUMMARY	■	■	■	■	■	■	▲	●	▲	▲	■	■	■

29/06/2017

### Preliminary Preferred: Corridor 8

- Provides transit spine equally connecting all of Kanata
- Supports future March & Fernbank BRT Corridors
- No significant environmental or social impacts
- Supports development objectives along route
- Cost effective to build and operate



### Additional Analysis

- Based on feedback and ridership potential, further analyses is required for:
  - Corridors 5 and 13, alongside Corridor 8



29/06/2017

## Next Steps

- Based on feedback from consultation groups and public, project team will:
  - Further analysis of Corridors 5, 8, 13;
  - Confirm the preliminary preferred corridor;
  - Develop alternative designs; and,
  - Develop recommended plan.
- Public Open House #2 late 2017



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## QUESTIONS?

[www.Ottawa.ca/KanataLRT](http://www.Ottawa.ca/KanataLRT)

[www.Ottawa.ca/KanataTLR](http://www.Ottawa.ca/KanataTLR)

Contact: Angela Taylor  
(613)580-2424 Ext. 15210  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)



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## 4.2 Appendix B – Consultation Group Meeting Minutes

Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study



Agency Consultation Group Meeting #1

Page 1 of 3

DATE:	11 May, 2017	
TIME:	9:30 to 11:30	
LOCATION:	Honeywell Room, Ottawa City Hall	
STUDY TEAM MEMBERS IN ATTENDANCE:		
Angela Taylor	City of Ottawa – Project Manager	<a href="mailto:Angela.taylor@ottawa.ca">Angela.taylor@ottawa.ca</a>
David Hopper	Parsons	<a href="mailto:David.hopper@parsons.com">David.hopper@parsons.com</a>
Peter Steacy	Parsons	<a href="mailto:Peter.steacy@parsons.com">Peter.steacy@parsons.com</a>
Paul Croft	Morrison Hershfield	<a href="mailto:PCroft@morrisonhershfield.com">PCroft@morrisonhershfield.com</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.fitzpatrick@parsons.com">Stephen.fitzpatrick@parsons.com</a>
ACG MEMBERS IN ATTENDANCE		
Frank McKinney	City of Ottawa	<a href="mailto:Frank.mckinney@ottawa.ca">Frank.mckinney@ottawa.ca</a>
Eva Spal	City of Ottawa	<a href="mailto:Eva.spal@ottawa.ca">Eva.spal@ottawa.ca</a>
Eva Walrond	City of Ottawa	<a href="mailto:Eva.walrond@ottawa.ca">Eva.walrond@ottawa.ca</a>
Mary Dickinson	City of Ottawa	<a href="mailto:Mary.dickinson@ottawa.ca">Mary.dickinson@ottawa.ca</a>
Amy Macpherson	City of Ottawa	<a href="mailto:Amy.macpherson@ottawa.ca">Amy.macpherson@ottawa.ca</a>
Kornel Mucsi	City of Ottawa	<a href="mailto:Kornel.mucsi@ottawa.ca">Kornel.mucsi@ottawa.ca</a>
Jim Bowser	City of Ottawa	<a href="mailto:James.bowser@ottawa.ca">James.bowser@ottawa.ca</a>
Genya Stefanoff	OC Transpo	<a href="mailto:Genya.stefanoff@ottawa.ca">Genya.stefanoff@ottawa.ca</a>
Lauren Reeves	City of Ottawa	<a href="mailto:Lauren.reeves@ottawa.ca">Lauren.reeves@ottawa.ca</a>
Jillian Savage	City of Ottawa	<a href="mailto:Jillian.savage@ottawa.ca">Jillian.savage@ottawa.ca</a>
Rahmie Doueidar	City of Ottawa	<a href="mailto:Rahmie.doueidar@ottawa.ca">Rahmie.doueidar@ottawa.ca</a>
Marc Magierowicz	Stage 2 Office	<a href="mailto:Marc.magierowicz@ottawa.ca">Marc.magierowicz@ottawa.ca</a>
Eric Lalonde	RVCA	<a href="mailto:Eric.lalonde@RVCA.ca">Eric.lalonde@RVCA.ca</a>
Sylvie Lalonde	NCC	<a href="mailto:Sylvie.lalonde@ncc-ccn.ca">Sylvie.lalonde@ncc-ccn.ca</a>
Arto Keklikian	NCC	<a href="mailto:arto.keklikian@ncc-ccn.ca">arto.keklikian@ncc-ccn.ca</a>
Eva Katic	NCC	<a href="mailto:Eva.katic@ncc-ccn.ca">Eva.katic@ncc-ccn.ca</a>
Martin Barakengera	NCC	<a href="mailto:Martin.barakengera@ncc-ccn.ca">Martin.barakengera@ncc-ccn.ca</a>
Frank Vanderlaan	MTO	<a href="mailto:Frank.vanderlaan@ottawa.ca">Frank.vanderlaan@ottawa.ca</a>
Scott Ritchie	Hydro Ottawa	<a href="mailto:Scott.ritchie@hydroottawa.com">Scott.ritchie@hydroottawa.com</a>
Allan Evans	Ottawa Fire	<a href="mailto:Allan.evans@ottawa.ca">Allan.evans@ottawa.ca</a>
John Price (by phone)	MVCA	<a href="mailto:jprice@mvc.on.ca">jprice@mvc.on.ca</a>
Duncan McNaughten	Fire Services	<a href="mailto:Duncan.mcnaughten@ottawa.ca">Duncan.mcnaughten@ottawa.ca</a>
Claudia Dias (by phone)	Environment Climate Change Canada	<a href="mailto:claudia.dias@canada.ca">claudia.dias@canada.ca</a>
Karla Barboza (by phone)	MTCS	<a href="mailto:Karla.Barboza@ontario.ca">Karla.Barboza@ontario.ca</a>
Laura Hatcher (by phone)	MTCS	<a href="mailto:Laura.E.Hatcher@ontario.ca">Laura.E.Hatcher@ontario.ca</a>
David Jeanes	Transport Action	<a href="mailto:david@jeanes.ca">david@jeanes.ca</a>

**Presentation**

A formal presentation was given outlining the study objectives, the corridors being considered, the evaluation criteria and scoring, and the preliminary preferred corridor.

**Discussion**

**Ridership Potential**

1	Was Stittsville ridership taken into account?
	Yes, the ridership potential of Stittsville was considered in the evaluation of alternative corridors. The numbers suggest that for Corridors 12 and 13, turning north at NS arterial is the logical choice over continuing west.



Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study



Agency Consultation Group Meeting #1

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2	Is lots of parking a major indicator of ridership. Is ridership potential reduced if parking is not considered? <i>It depends on location, as it is very contextual. The modelling that will be done as part of this study will provide a range of anticipated demand for Park and Rides to consider.</i>
3	Looking at the route options, how much ridership is within Kanata, and how much is coming and going. Is there an opportunity for a loop? <i>In Kanata, there is a fair amount of internal travel, as half of Kanata residents work in Kanata. This Study must consider the wider transit network needs in as much as the LRT should act as the Community rapid transit spine, with supporting BRT corridors or general bus services branching off it as ribs. These BRT corridors will start to create a grid of high level transit service, from which local travel opportunities will be enhanced and developed. What we expect to see is an integrated network addressing both internal and local travel needs. Operating a loop would not accomplish the creation of an integrated, high level-of-service network.</i>
<b>General Questions or Comments</b>	
4	With regards to branching, the outcome of 12-minute service would be an improvement on what exists today. <i>This service interval would only be during peak periods, and would not be sufficient to generate the necessary ridership to support this investment.</i>
5	If we have comments, will they be rolled in prior to Open House? <i>Yes. If you have any significant changes proposed for the evaluation, please do provide them.</i>
6	From a power supply perspective, do you have preliminary station locations? <i>No. Once the corridor has been selected, we will determine where stations will be located.</i>
<b>Transit Oriented Development (TOD)</b>	
7	Regarding Corridor 8, the TOD potential along highways is typically low from what we have seen in other cities. <i>In the west end of Corridor 8, there is potential to shift the alignment north of the highway and centralize it into the community. With the existing pedestrian crossings and additional linkages examined in this study there is potential to draw across the highway. Post meeting: A workshop was held with City Staff on June 15 to discuss the future transit oriented development potential along 3 LRT corridor options: #5 to the north along March Road, #8 along the north side of Hwy 417, and #13 along the Trans Canada Trail.</i>
8	Try to emphasize pedestrian access to the stations. Highways act as a barrier and can be difficult to overcome with regards to fostering accessibility. <i>Noted.</i>
9	For the median highway option, were air right options considered for TOD? <i>No. While this may be considered in the longer term, the reality is that in the shorter term there is available land and space elsewhere in the community for intensification to defer this discussion.</i>
10	Will TOD and the provision of a Park and Ride be considered together? <i>Yes. The preferred corridor will consider TOD implication and structured parking to provide suitable development sites. Examples across Ontario will be considered.</i>
<b>Park and Ride</b>	
11	Will Eagleson Park and Ride be removed in the future? <i>No, Eagleson Park and Ride remains an important facility in the City's Ultimate Rapid Transit network.. Eagleson Station, in Corridor 8 for example, will be located north of the Highway, with a pedestrian bridge/connection to the existing Park and Ride on the south side.</i>
12	Please ensure consideration given to providing a Park and Ride at the terminus of the corridor, once selected. <i>The intention is that terminal, be it ultimate or interim, would have a robust bus terminal and parking provided. This will be examined after selecting the corridor.</i>
<b>Evaluation Questions</b>	
13	The agricultural role of the Greenbelt should be reflected in the evaluation. <i>Agreed. Only existing roads or rights of way through the Greenbelt are being considered to avoid the hardened barrier effect of a new corridor</i>

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14	How does Corridor 10 have a lower ridership score than northern routes, considering it connects to Eagleson Park and Ride?  <i>Corridor 10 does not connect to Terry Fox, and does not have as much land available for connections. It is also less able to support future development. One of the challenges is that the park and ride can be served by LRT, but it will not service the future BRT.</i>
15	Do you have an order of magnitude for cost of each of these corridors?  <i>No. For the costing criteria, the study team considered the length of corridor, number of grade separations, complexity of the separations, soil conditions, and potential contamination as a proxy for costs. It is a comparative evaluation.</i>
<b>Study Objectives</b>	
16	Will this study consider a location for an MSF?  <i>The current assumption is that the approved MSF at Woodroffe is large enough to support this extension. This study foresees no need for an additional MSF, and understands that Stage 2 is looking at relocating the Woodroffe facility to Moodie, which would serve LRT to Kanata as well. While consideration of an MSF was not in the initial scope of work for this study, and has not yet been considered, it appears that evaluation of MSF site alternatives may need to be included as part of this study. If this work proceeds, then additional consultation on this work will be forthcoming.</i>
17	Is grade separation necessary at all corridors? This would contribute to cost.  <i>Direction from management is full grade separation.</i>
<b>Closing Remarks</b>	
18	Next Milestones in EA Study Process:  Public Open House on June 5 (Preliminary Preferred Corridor will be presented)

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com).

Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study



Business Consultation Group Meeting #1

Page 1 of 2

DATE:	16 May, 2017	
TIME:	1:30 to 3:30	
LOCATION:	Beaverbrook Library, Room A	
STUDY TEAM MEMBERS IN ATTENDANCE:		
Angela Taylor	City of Ottawa – Project Manager	<a href="mailto:Angela.taylor@ottawa.ca">Angela.taylor@ottawa.ca</a>
David Hopper	Parsons	<a href="mailto:David.hopper@parsons.com">David.hopper@parsons.com</a>
Peter Steacy	Parsons	<a href="mailto:Peter.steacy@parsons.com">Peter.steacy@parsons.com</a>
Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.fitzpatrick@parsons.com">Stephen.fitzpatrick@parsons.com</a>
BCG MEMBERS IN ATTENDANCE		
Paul Devey	KNRP	<a href="mailto:deveyman@gmail.com">deveyman@gmail.com</a>
Graham Nicoll	Ericsson	<a href="mailto:graham.nicoll@ericsson.com">graham.nicoll@ericsson.com</a>
Janet MacDonald	OCDsB	<a href="mailto:Janet.Macdonald@ocdsb.ca">Janet.Macdonald@ocdsb.ca</a>
Martin Vanderwouw	KRP Properties	<a href="mailto:mvandewouw@krpproperties.com">mvandewouw@krpproperties.com</a>
Curtis Scarlett	Minto	<a href="mailto:CScarlett@minto.com">CScarlett@minto.com</a>
Sueling Ching	West Ottawa Board of Trade	<a href="mailto:sueling@westottawabot.com">sueling@westottawabot.com</a>
Jenna Sudds	Kanata North Business Association	<a href="mailto:Jenna.Sudds@kanatanorthbia.ca">Jenna.Sudds@kanatanorthbia.ca</a>
Eric Topolinsky	Riocan (Tanger)	<a href="mailto:etopolnisky@riocan.com">etopolnisky@riocan.com</a>
Andy Thompson	Nokia	<a href="mailto:andy.thompson@nokia.com">andy.thompson@nokia.com</a>
Adam Nadeau	Nokia	<a href="mailto:adam.nadeau.ext@nokia.com">adam.nadeau.ext@nokia.com</a>
Marcel Denomme	Urbandale	<a href="mailto:mdenomme@urbandale.com">mdenomme@urbandale.com</a>
Geoff Publow	Senators Sports & Entertainment	<a href="mailto:publowg@ottawasenators.com">publowg@ottawasenators.com</a>
Councillor Wilkinson	City Councillor	<a href="mailto:Marianne.wilkinson@ottawa.ca">Marianne.wilkinson@ottawa.ca</a>

**Presentation**

A formal presentation was given outlining the study objectives, the corridors being considered, the evaluation criteria and scoring, and the preliminary preferred corridor.

**Discussion**

**Corridor Questions**

1	It was noted that the Kanata North business community makes a substantial contribution to employment in the City of Ottawa, and the GDP of Canada as a whole. Recent announcements of investment in Kanata North by technology companies was also referenced in discussing the importance of this area. <i>The study team understands the importance of the Kanata North business community. Regardless of the ultimate corridor chosen for LRT, this study will examine how to best serve this community with reliable rapid transit.</i>
2	How do the northern alignments serve the park and ride and Eagleson? <i>The park and ride would be served with a pedestrian bridge to the station located on the north side of Highway 417.</i>
3	Do all 13 corridors you are considering end up at the Canadian Tire Centre? <i>Yes, for comparison purposes that is the anticipated terminus. The exact location of the terminus will be confirmed as part of this study.</i>
4	Are the indicators weighted equally? <i>Yes, they are considered equally.</i>
5	When Corridor 8 gets to Terry Fox it bends North – what is the purpose of this? <i>The intention is to move it far enough away from the highway to produce viable development land. Additionally, were the corridor to remain against the highway there would be inadequate space for both Feedmill Creek and development lands.</i>
6	The corridors to the north are being penalized because it needs to travel a long circuitous route to get to the CTC and biases the evaluation.



Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study



Business Consultation Group Meeting #1

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	Currently the Canadian Tire Centre is the planned terminus for LRT to Kanata. If the study team observes potential in a northern or southern route, it may be examined with a modified terminus to determine if this changes the outcome of the evaluation.
7	Post-meeting: Based on feedback received from the public, the study team is conducting a further review of ridership potential and development potential along 3 LRT corridor options: #5 to the north along March Road, #8 along the north side of Hwy 417, and #13 along the Trans Canada Trail.
<b>Study Questions</b>	
8	The Canadian Tire Centre is presumed to be there in the future? <i>It is presumed to be a sought-after destination, if not an arena it is identified as an area of intense development in the future. This will be explored in subsequent phases, to confirm that the terminus is in the correct location</i>
9	Does this study assume that the planned Bus Rapid Transit (BRT) facilities will be in place? <i>Yes, any infrastructure that is part of the affordable network in the TMP is assumed to be in place. In corridors where the alignments overlap with approved BRT corridors, it would take the place of BRT.</i>
10	Will you be determining station locations? <i>Yes, upon the selection of a preferred corridor.</i>
11	Will this study consider a location for an Maintenance and storage facility (MSF)? <i>The current assumption is that the approved MSF at Woodroffe is large enough to support this extension. This study foresees no need for an additional MSF, and understands that Stage 2 is looking at relocating the Woodroffe facility to Moodie which would serve LRT to Kanata as well. While consideration of an MSF was not in the initial scope of work for this study, and has not yet been considered, it appears that evaluation of MSF site alternatives may need to be included as part of this study. If this work proceeds, then additional consultation on this work will be forthcoming.</i>
12	Will bikes be able to be brought on? <i>Yes, with some peak period restrictions. There will also be sheltered bicycle facilities at stations</i>
<b>Park and Ride Questions</b>	
13	Will Eagleson Park and Ride be removed in the future? <i>No, Eagleson Park and Ride remains an important facility in the City's Ultimate Rapid Transit Network.. Eagleson Station, in Corridor 8 for example, will be located North of the Highway, with a pedestrian bridge/connection to the existing Park and Ride.</i>
14	Who are the users of the park and rides in Kanata today? <i>Eagleson is used mostly by people who live within the Kanata urban area. Terry Fox is used by people from the local urban area and points west. Canadian Tire Centre is mostly used by people further west, or in communities outside the urban boundary.</i>
A discussion was held regarding the impact of autonomous vehicles. It is not anticipated that autonomous vehicles will impact the selection of a corridor.	
<b>Closing Remarks</b>	
15	Next Milestones in EA Study Process: Public Open House on June 5 (Preliminary Preferred Corridor will be presented)

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com).

Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study



Public Consultation Group Meeting #1

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DATE:	16 May, 2017	
TIME:	6:30 to 8:30	
LOCATION:	Beaverbrook Library, Room A	
STUDY TEAM MEMBERS IN ATTENDANCE:		
Angela Taylor	City of Ottawa – Project Manager	<a href="mailto:Angela.taylor@ottawa.ca">Angela.taylor@ottawa.ca</a>
David Hopper	Parsons	<a href="mailto:David.hopper@parsons.com">David.hopper@parsons.com</a>
Peter Steacy	Parsons	<a href="mailto:Peter.steacy@parsons.com">Peter.steacy@parsons.com</a>
Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.fitzpatrick@parsons.com">Stephen.fitzpatrick@parsons.com</a>
PCG MEMBERS IN ATTENDANCE		
Rod MacLean	Katimavik Hazeldean CA	<a href="mailto:Rod4maclean1@nef.ca">Rod4maclean1@nef.ca</a>
Ronald Servant	Monahan Landing CA	<a href="mailto:rservant@gmail.com">rservant@gmail.com</a>
Benoit Duquette	CEPEO (French Public School Board)	<a href="mailto:Benoit.duquette@cepeo.on.ca">Benoit.duquette@cepeo.on.ca</a>
John Neale	TACK	<a href="mailto:John.L.Neale@gmail.com">John.L.Neale@gmail.com</a>
Neil Thomson	Kanata Beaverbrook CA	<a href="mailto:Neiljthomson@rogers.com">Neiljthomson@rogers.com</a>
Rick Nelson	Crystal Beach Lakeview CA	<a href="mailto:ricknelson@ncf.ca">ricknelson@ncf.ca</a>
Sefton Haisz	TACK	<a href="mailto:sefton@sympatico.ca">sefton@sympatico.ca</a>
Julie Gourley	TACK & Sustain Kanata North	<a href="mailto:Julie@jakeland.ca">Julie@jakeland.ca</a>
Jacques Rochon	TACK	<a href="mailto:Jrocc607@rogers.com">Jrocc607@rogers.com</a>
Karen Hawley	Healthy Transportation Coalition	<a href="mailto:karenhawley@gmail.com">karenhawley@gmail.com</a>
Councillor Wilkinson	City Councillor	<a href="mailto:Marianne.wilkinson@ottawa.ca">Marianne.wilkinson@ottawa.ca</a>

**Presentation**

A formal presentation was given outlining the study objectives, the corridors being considered, the evaluation criteria and scoring, and the preliminary preferred corridor.

**Discussion**

**Corridor Questions**

1	Significant investment is being made in Kanata North. These people need a viable transit alternative. <i>The study team understands the importance of the Kanata North business community. Regardless of the ultimate corridor chosen for LRT, this study will examine how to best serve this community with reliable rapid transit.</i>
2	Is expanding beyond the planned terminus a consideration? <i>Based on a preliminary review, it is anticipated that the terminus will be the Palladium area. This will be explored in subsequent phases, to confirm that the terminus is in the correct location</i>
3	I am unsure of Corridor 8 being given a green circle for natural environment impact. <i>Comparatively, it performs best alongside the other 12 options as it is bundled within an approved transportation corridor that is already disturbed</i>
4	Post-meeting: Based on feedback received from the public, the study team is conducting a further review of ridership potential and development potential along 3 LRT corridor options: #5 to the north along March Road, #8 along the north side of Hwy 417, and #13 along the Trans Canada Trail.

**Study Questions**

5	The Transit Project Assessment Process (TPAP) does not have adequate detail, and designs change following approval. <i>To support the TPAP process, an EA Recommended Plan is prepared within pre-planning phase which is comprised of a functional design developed to a suitable level of detail to identify the scope of the project, potential impacts and mitigation and project costs. As the project proceeds through future detail design following TPAP approval, it is inevitable that design changes or refinements will emerge, however no significant changes will be contemplated without additional provincial approval via an addendum to the EA.</i>
6	Should the Stage 2 office not proceed with their addendum for extending LRT from Bayshore to Moodie, will your



Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study



Public Consultation Group Meeting #1

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	study look at this portion? <i>The current scope of the study is westward from Moodie. Should the addendum not proceed, the City may consider extending this Study to incorporate the Bayshore to Moodie portion of the corridor.</i>
7	When is the LRT to Kanata predicted to be implemented? <i>The City's current Transportation Master Plan (TMP) identifies implementation sometime after 2031. Planning horizons may change as the TMP is updated in the coming years.</i>
8	What is the current employment in the Town Centre? <i>We do not have this data yet. This is a key employment centre, identified as a Mixed-Use centre in the City's Official Plan.</i>
9	Will Eagleson Park and Ride be removed in the future? <i>No, Eagleson Park and Ride remains an important facility in the City's Ultimate Rapid Transit Network. Eagleson Station, in Corridor 8 for example, will be located North of the Highway, with a pedestrian bridge/connection to the existing Park and Ride.</i>
10	What would the frequency of trains be? <i>During the peak period, trains could run up to 6 minutes apart. Similarly, the supporting bus transit network would be synchronized to run frequently enough to offer a high level of service so that users can rely on regular service. Free-body transfers at stations will also be sought to allow for all-door boarding and reduction of delays at transfer stations.</i>
11	How do you determine trade offs between efficiency of the line and the number of stops? <i>It is a balance. There should be enough stops to be useful and accessible, but not too many to effect speed and performance. We also need to serve major cross streets and major destinations. The number and location of stations will be reviewed to balance these needs as this study progresses.</i>
12	As the system evolves, will BRT alignments eventually transition to LRT? <i>All corridors are planned to protect for eventual conversion. Conversion will be determined by growth in population and the demand for transit service.</i>
13	Will this study consider a location for an Maintenance and storage facility (MSF)? <i>The current assumption is that the approved MSF at Woodroffe is large enough to support this extension. This study foresees no need for an additional MSF, and understands that Stage 2 is looking at relocating the Woodroffe facility to Moodie which would serve LRT to Kanata as well. While consideration of an MSF was not in the initial scope of work for this study, and has not yet been considered, it appears that evaluation of MSF site alternatives may need to be included as part of this study. If this work proceeds, then additional consultation on this work will be forthcoming.</i>
<b>Supporting Transit Network</b>	
14	Will the functional design look at the impact on feeder bus routes? <i>To some extent yes. The study will examine the potential to provide a balanced transit network around the LRT corridor, and how stations need to be designed to accommodate this.</i>
15	Current bus service is inadequate – if it continues most people will drive to stations. <i>The study will be looking at providing an LRT corridor that can anchor a high performing bus system, and encourage connections via active transportation modes.</i>
16	North south transit travel in Kanata is difficult. There should be additional service on Eagleson. <i>The current TMP identifies Eagleson Road as a transit priority corridor. The potential to upgrade the corridor to BRT will be examined in future updates to the TMP.</i>
<b>March Road BRT</b>	
17	Does the March Road BRT corridor remove general traffic lanes? <i>No, the existing number of vehicle lanes is maintained. Not reducing roadway capacity was a fundamental condition of the Kanata North BRT EA study. Additionally, the existing berm is not affected.</i>
18	When is the March Road BRT expected to be built? <i>It is part of the affordable network in the TMP as sometime prior to 2031.</i>
<b>A discussion was held regarding the impact of autonomous vehicles. It is not anticipated that autonomous vehicles will impact the selection of a corridor.</b>	

Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study



Public Consultation Group Meeting #1

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Closing Remarks

19	Next Milestones in EA Study Process: Public Open House on June 5 (Preliminary Preferred Corridor will be presented)
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Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com).

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## 4.3 Appendix C – Public Open House Exhibit Boards





Transportation Services Department • Direction générale des transports

# Kanata LRT Planning and EA Study

(Moodie Drive to Palladium Drive)

## Étude d'ÉE TRL Au Kanata Project

(de la promenade Moodie à la promenade Palladium)

Open House  
Monday June 5, 2017  
5:30 to 8:30 p.m.  
Kanata Recreation Complex, Hall A  
100 Charlie Rogers Place

Séance portes ouvertes  
Le lundi 5 juin 2017  
17h 30 à 20 h 30  
Complexe récréatif Kanata, salle A  
100, place Charlie-Rogers



Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Welcome

Tonight is an opportunity for you to learn more about the study and ask questions. We are seeking your comments on the work undertaken to date.

Please identify any issues and concerns that you would like to see addressed during the study. You are invited to fill out a Comment-Questionnaire Form. Leave it in the box provided, or return it to us by mail by June 23<sup>rd</sup>. Comments can also be submitted by email to [Angela.Taylor@Ottawa.ca](mailto:Angela.Taylor@Ottawa.ca)

Additional information on the project can be found on the City's website at: [www.ottawa.ca/kanataLRT](http://www.ottawa.ca/kanataLRT).

Your views and contributions are important to the success of this study!

### Bienvenue

Vous aurez l'occasion ce soir d'en apprendre davantage sur cette étude et de poser des questions. Nous voulons entendre vos commentaires sur le travail entrepris à ce jour et nous vous invitons à remplir le formulaire de commentaires et questionnaire. Déposez-le dans la boîte prévue à cet effet et retournez-le-nous par la poste d'ici le 23 juin prochain. Vous pouvez aussi nous transmettre vos commentaires par courriel à [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca).

Pour d'autres renseignements sur le projet, rendez-vous sur le site Web de la Ville à [www.ottawa.ca/kanataTLR](http://www.ottawa.ca/kanataTLR).

Votre opinion et votre apport à la discussion sont importants pour assurer le succès de cette étude!

## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

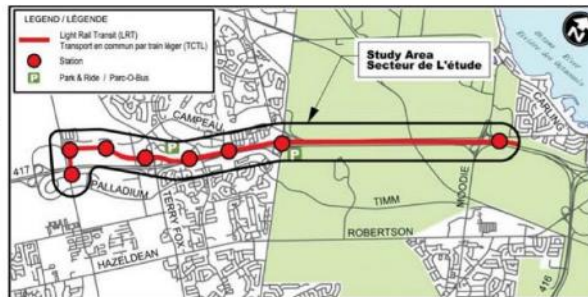
### Study Overview

Announced in June, 2016, an Environmental Assessment study has now commenced to determine how to extend the Confederation Line LRT into Kanata.

This project will define a corridor for the future expansion of the City's LRT network to Kanata. The extension of LRT to Kanata was previously identified in the Ultimate Network contained in the City's 2013 Transportation Master Plan (TMP). This EA will update the work done in the TMP, and examine corridors along Highway 417, but also to the north and south of the highway.

After reviewing a range of corridors, the objectives of this study are to determine the:

- Preferred corridor;
- Recommended Plan for LRT alignment and stations; and
- Project staging and implementation based on ridership and affordability.



### Aperçu de l'étude

Announced in June 2016, une étude d'évaluation environnementale vient de commencer pour déterminer comment prolonger jusqu'à Kanata la Ligne de la Confédération du TLR.

Le Réseau idéal décrit dans le Plan directeur des transports 2013 (PDT) de la Ville faisait état du prolongement vers Kanata du TLR. Cette ÉE actualise le travail accompli dans le cadre du PDT et examinera les couloirs possibles le long de l'autoroute 417, mais également au nord et au sud de l'autoroute.

Après avoir examiné les options possibles, les objectifs de l'étude sont de déterminer :

- le couloir privilégié;
- le plan recommandé pour le tracé du TLR et les stations;
- les étapes et la mise en œuvre du projet en fonction de l'achalandage et de l'abordabilité

## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Study Process

The study is following a two-phase process:

1. A Planning and Functional Design Phase (underway) to develop a Recommended Plan.
2. An Environmental Assessment Phase. The EA requirements will be addressed through Ontario's Transit Project Assessment Process (TPAP).

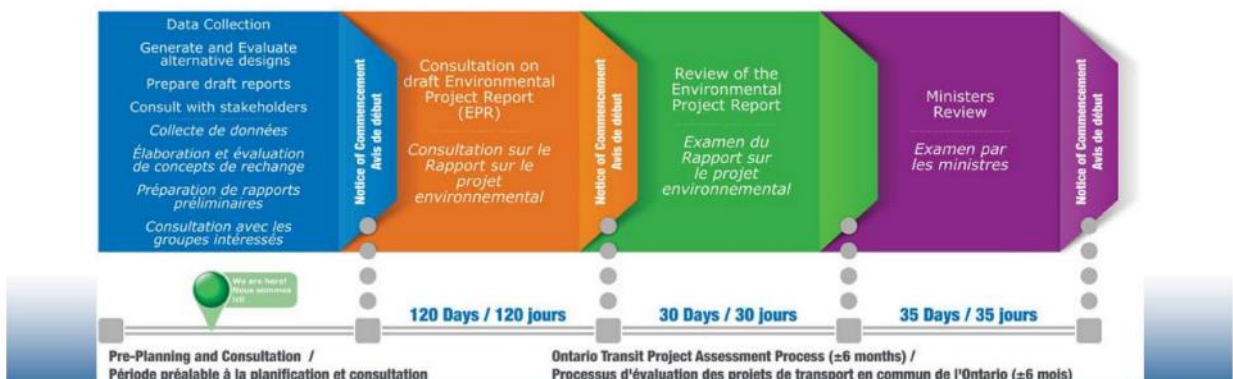
At the end of the first phase, the study findings will be presented to the City's Transportation Committee, and to City Council before the Environmental Assessment Phase is initiated with the posting of the Notice of Commencement.

### Aperçu de l'étude

L'étude suit un processus en deux phases:

1. La planification et la conception fonctionnelle (en cours) pour élaborer un plan recommandé.
2. L'évaluation environnementale. Les exigences en matière d'EE seront abordées lors du processus d'évaluation des projets de transport en commun de l'Ontario.

À la fin de la première phase, les conclusions de l'étude seront présentées au Comité des transports de la Ville et au Conseil municipal avant le lancement de la phase de l'évaluation environnementale par la publication d'une avis de commencement.





## Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Light Rail Transit - Overview

LRT is coming to Ottawa by 2018, via the Confederation Line currently under construction between Blair Station and Tunney's Pasture Station.

In 2016, future extensions of the Confederation Line were approved to the east (Blair Station to Trim Road), and to the west (Tunney's Pasture to Bayshore and Baseline Stations). The Stage 2 Office is also examining the possibility of extending the Confederation Line past Bayshore to Moodie.

### Train léger sur rail – aperçu

Le TLR arrivera à Ottawa en 2018 avec la mise en service de la Ligne de la Confédération, dont la construction est en cours entre les stations Blair et Tunney's Pasture.

En 2016, des prolongements futurs de la Ligne de la Confédération ont été approuvés vers l'est (de la station Blair au chemin Trim) et vers l'ouest (de la station Tunney's Pasture aux stations Bayshore et Baseline). Le Bureau de l'Étape 2 du TLR examine également la possibilité de prolonger la Ligne de la Confédération au-delà de la station Bayshore jusqu'à la promenade Moodie.



## Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

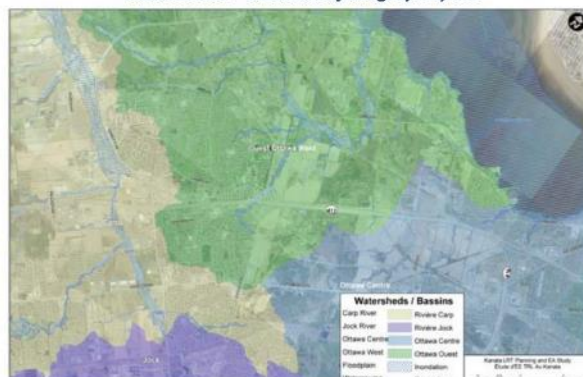
### Existing Conditions – Natural Environment

Natural Features - Caractéristiques naturelles



### Conditions actuelles – environnement naturel

Watersheds - Bassins hydrographiques



**Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata**

**Existing Conditions – Social Environment**

*Land Use – Utilisation du sol*



**Conditions actuelles – environnement social**

*Zoning - Zonage*



*NCC Greenbelt – Ceinture de verdure de la CCN*



**Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata**

**Existing Conditions – Transportation Environment**

*Active Transportation Network – Réseau de transport actif*



**Conditions actuelles – environnement du transport**

*Transportation Network – Réseau de transport*





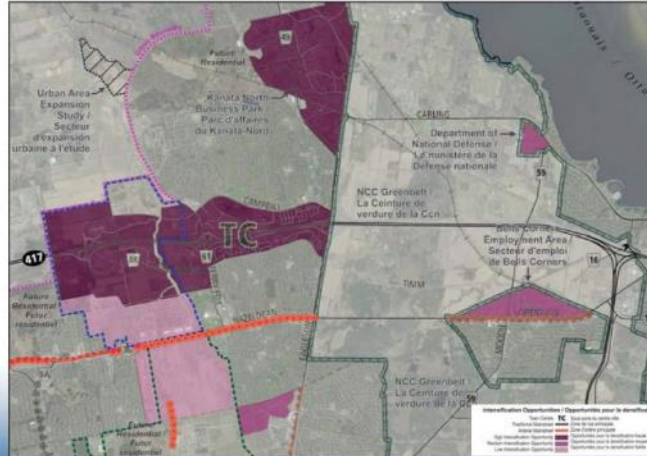


## Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Intensification Opportunities

There are areas in Kanata-Stittsville that provide opportunity for Transit Oriented Development (TOD) or intensification that would support a transit facility.

These areas include areas flagged in the Official Plan such as Mixed-Use Centres, Mainstreets, Employment areas, as well as future land uses as identified in Community Design Plans for the ongoing development areas.



### Possibilités de densification

Il existe des secteurs dans Kanata-Stittsville offrant des possibilités d'aménagement axé sur le transport en commun ou de densification, possibilités compatibles avec une installation de transport en commun.

Ces secteurs comprennent des secteurs définis dans le Plan officiel en tant que centres polyvalents, rues principales et zones d'emplois; ils comprennent aussi de futures utilisations du sol aux fins de projets d'aménagement définies dans les plans de conception communautaire.



## Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor Alternatives

An EA study requires the examination of corridor alternatives and 13 potential corridors have been identified, all of which are compatible with the proposed extension of LRT to Moodie Drive.

These corridors range from as far north as Terry Fox, to as far south as the TransCanada Trail. Each corridor has Palladium Drive as the assumed terminus and will be confirmed later in the study.

These corridors were subjected to an evaluation screening to determine the preliminary preferred corridor(s).

### Possibilités de couloirs

Une évaluation environnementale (ÉE) exige d'examiner différentes options de couloirs et, dans ce cas-ci, treize (13) couloirs possibles ont été définis, tous compatibles avec le prolongement proposé du TLR jusqu'à la promenade Moodie.

Ces couloirs sont situés aussi loin que la promenade Terry-Fox au nord et aussi loin que le sentier transcanadien au sud. Dans tous les cas, la promenade Palladium est la station terminale présumée, ce qui sera confirmé ultérieurement par l'étude.

Ces couloirs ont fait l'objet d'une évaluation afin de déterminer le ou les couloirs privilégiés provisoires.



## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor Screening - Methodology

The corridors will be subject to a screening process that considers the following criteria:

- Ridership Potential and Network Connectivity
- Transit Oriented Development and City Building Opportunities
- Effect on Natural Environment
- Effect on Social Environment
- Complexity
- Capital and Operational Cost

Each alignment will have its impact on the criteria above evaluated according to the table below using a combination of quantitative, qualitative, and comparative assessment.

### Évaluation des couloirs – méthodologie

Les couloirs feront l'objet d'une évaluation reposant sur les critères suivants:

- Potentiel d'achalandage et de réseau
- Possibilités d'aménagement axé sur le transport en commun et le développement de la ville
- Effets sur l'environnement naturel
- Effets sur l'environnement social
- Complexité
- Coûts de fonctionnement et d'immobilisations

Chaque tracé aura ses propres effets sur les critères susmentionnés qui seront évalués en fonction du tableau ci-après en fonction d'une évaluation tant quantitative que qualitative et comparative.

Least Preferred		Most Preferred
■	↔	●
Limited positive effect Major impact Highest cost	Good positive effect Minor impact Moderate cost	Greatest positive effect Negligible impact Lowest cost
Effet positif limité Répercussions importantes Coût le plus élevé	Effet positif Faibles répercussions Coût modéré	Effet positif maximal Répercussions minimales Coût le moins élevé

## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor 1 / Couloir 1



### Not Carried Forward / Non reporté

**Summary:** Serves the DND site and North Kanata but will put development pressure on the natural area in the northwest. Town Centre and South Kanata are not well served, requiring bus service to remain along Highway 417.

The long route would require conversion of part of the March Road BRT and would be complex and expensive to construct and operate.

**Résumé :** Dessert le site du ministère de la Défense nationale et Kanata Nord, mais exercera des pressions sur l'aménagement de la zone naturelle au nord-ouest. Le centre-ville de Kanata et Kanata South seraient mal desservis de sorte qu'il faudrait maintenir le service d'autobus le long de l'autoroute 417.

Ce long parcours exigerait de convertir une partie du TCRA sur le chemin March et s'avérerait complexe et cher à construire et à exploiter.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
▲	●	■	▲	■	■
<ul style="list-style-type: none"> <li>• Growing employment &amp; population centres</li> <li>• Limited transit connections</li> </ul>	<ul style="list-style-type: none"> <li>• Serves DND and Business Park very well</li> <li>• Dessert très bien le ministère de la Défense nationale et le parc industriel</li> </ul>	<ul style="list-style-type: none"> <li>• Natural habitat impacted</li> <li>• Répercussions sur l'habitat naturel</li> </ul>	<ul style="list-style-type: none"> <li>• Requires duplicate bus service across Greenbelt</li> <li>• Exige un service d'autobus parallèle traversant la Ceinture de verdure</li> </ul>	<ul style="list-style-type: none"> <li>• Complex to build and operate</li> <li>• Complexe à construire et exploiter</li> </ul>	<ul style="list-style-type: none"> <li>• Costly to build and operate</li> <li>• Coûte cher à construire et exploiter</li> </ul>
<ul style="list-style-type: none"> <li>• Pôles d'emploi et de population en croissance</li> <li>• Correspondances limitées</li> </ul>					



**Ottawa** Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

**Corridor 2 / Couloir 2**



**Not Carried Forward / Non reporté**

**Summary:** Serves the DND site and a portion of Kanata North as the existing rail corridor bypasses much of the development and will put pressure on the natural area in the northwest. Town Centre and South Kanata are not well served, requiring bus service to remain along Highway 417.

The long route would be expensive to construct and operate.

**Résumé :** Dessert le site du ministère de la Défense nationale et une partie de Kanata Nord puisque que l'actuel couloir ferroviaire contourne une bonne partie des zones déjà aménagées; il exercera des pressions sur la zone naturelle au nord-ouest. Le centre-ville de Kanata et Kanata Sud seraient mal desservis de sorte qu'il faudrait maintenir le service d'autobus le long de l'autoroute 417.

Ce long parcours coûterait cher à construire et à exploiter.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
▲	▲	■	▲	▲	■
• Limited transit connections	• Serves DND and a portion of Business Park	• Natural habitat impacted	• Requires duplicate bus service across Greenbelt	• Moderately complex to build	• Costly to build and operate
• Correspondances limitées	• Dessert le ministère de la Défense nationale et une partie du parc industriel	• Répercussions sur l'habitat naturel	• Exige un service d'autobus parallèle traversant la Ceinture de verdure	• Modérément complexe à construire	• Coûte cher à construire et à exploiter

**Ottawa** Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

**Corridor 3 / Couloir 3**



**Not Carried Forward / Non reporté**

**Summary:** Serves a portion of North Kanata but will put development pressure on the natural area in the northwest. Town Centre and South Kanata are not well served, requiring bus service to remain along Highway 417. The greenbelt is impacted with the upgrade of the existing rail corridor to support LRT.

The long route would require conversion of part of the March Road BRT and would be expensive to construct and operate.

**Résumé :** Dessert Kanata Nord, mais exercera des pressions sur l'aménagement de la zone naturelle au nord-ouest. Le centre-ville de Kanata et Kanata Sud seraient mal desservis de sorte qu'il faudrait maintenir le service d'autobus le long de l'autoroute 417. La réfection du couloir ferroviaire pour le TLR aurait des répercussions sur la Ceinture de verdure.

Ce long parcours exigerait de convertir une partie du TCRA du chemin March et coûterait cher à construire et à exploiter.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
▲	●	■	■	▲	■
• Growing employment & population centres	• Serves Business Park very well	• Natural habitat impacted	• Requires duplicate bus service across Greenbelt	• Moderately complex to build	• Costly to build and operate
• Limited transit connections	• Dessert très bien le parc industriel	• Répercussions sur l'habitat naturel	• New barrier in Greenbelt	• Modérément complexe à construire	• Coûte cher à construire et à exploiter
• Pôles d'emplois et de population en croissance			• Exige un service d'autobus parallèle traversant la Ceinture de verdure		
• Correspondances limitées			• Nouvel obstacle dans la Ceinture de verdure		



**Ottawa** Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

**Corridor 4 / Couloir 4**

**Not Carried Forward / Non reporté**



**Summary:** Serves a portion of North Kanata, but the existing rail corridor bypasses much of the development and will put pressure on the natural area in the northwest. Town Centre and South Kanata are not well served, requiring bus service to remain along Highway 417. The greenbelt is impacted, as the existing rail corridor would be fully fenced and impermeable.

The long route would be moderately expensive to construct and operate.

**Résumé :** Dessert une partie de Kanata Nord, mais l'actuel couloir ferroviaire contourne une bonne partie des zones déjà aménagées et exercera des pressions sur la zone naturelle au nord-ouest. Le centre-ville de Kanata et Kanata Sud seraient mal desservis de sorte qu'il faudrait maintenir le service d'autobus le long de l'autoroute 417. Il y aurait des répercussions sur la Ceinture de verdure, car l'actuel couloir ferroviaire devrait être entièrement clôturé et rendu impénétrable.

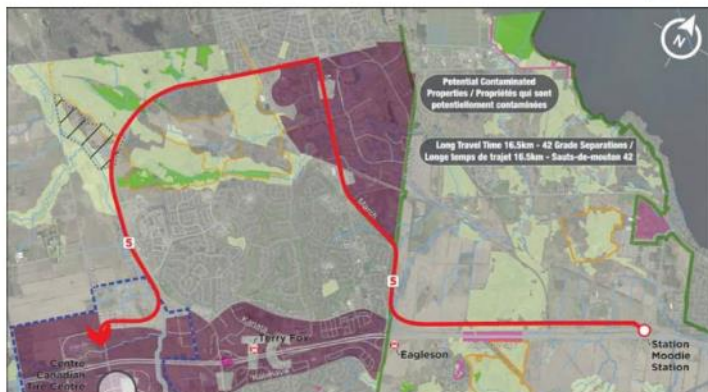
Ce long parcours coûterait modérément cher à construire et à exploiter.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
▲	■	■	■	▲	▲
<ul style="list-style-type: none"> <li>Limited transit connections</li> <li>Correspondances limitées</li> </ul>	<ul style="list-style-type: none"> <li>Serves a portion of the Business Park</li> <li>Dessert une partie du parc industriel</li> </ul>	<ul style="list-style-type: none"> <li>Natural habitat impacted</li> <li>Répercussions sur l'habitat naturel</li> </ul>	<ul style="list-style-type: none"> <li>Requires duplicate bus service across Greenbelt</li> <li>New barrier in Greenbelt</li> <li>Exige un service d'autobus parallèle traversant la Ceinture de verdure</li> <li>Nouvel obstacle dans la Ceinture de verdure</li> </ul>	<ul style="list-style-type: none"> <li>Moderately complex to build</li> <li>Modérément complexe à construire</li> </ul>	<ul style="list-style-type: none"> <li>Costly to build and operate</li> <li>Coûte cher à construire et à exploiter</li> </ul>

**Ottawa** Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

**Corridor 5 / Couloir 5**

**Additional Analysis Required / Autres analyses requises**



**Summary:** The LRT would replace the March Road BRT and serve North Kanata. A major transfer is needed at March/Eagleson for buses serving the Town Center and South Kanata. The LRT would be bundled with the highway across the greenbelt. The route would affect the natural areas in the northwest, putting development pressure on the area.

The long route is complex to construct and would be expensive to build and operate.

**Résumé :** Le TLR remplacerait le TCRA sur le chemin March et desservirait Kanata Nord. Les correspondances sont nombreuses à la hauteur des chemins March/Eagleson pour les autobus desservant le centre-ville de Kanata et Kanata Sud. Le TLR serait amalgamé à la route traversant la Ceinture de verdure. Le parcours aurait des répercussions sur les zones naturelles au nord-ouest, exerçant des pressions sur l'aménagement dans ce secteur.

Le long parcours est complexe à construire et il coûterait cher à construire et à exploiter.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
●	●	■	▲	■	■
<ul style="list-style-type: none"> <li>Growing employment &amp; population centres</li> <li>Moderate transit connections</li> <li>Pôles d'emplois et de population en croissance</li> <li>Correspondances modérées</li> </ul>	<ul style="list-style-type: none"> <li>Serves Business Park very well</li> <li>Dessert très bien le parc industriel</li> </ul>	<ul style="list-style-type: none"> <li>Natural habitat impacted</li> <li>Répercussions sur l'habitat naturel</li> </ul>	<ul style="list-style-type: none"> <li>Does not require duplicate bus service across Greenbelt</li> <li>N'exige pas de service d'autobus parallèle traversant la Ceinture de verdure</li> </ul>	<ul style="list-style-type: none"> <li>Complex to build and operate</li> <li>Complexe à construire et à exploiter</li> </ul>	<ul style="list-style-type: none"> <li>Costly to build and operate</li> <li>Coûte cher à construire et à exploiter</li> </ul>



## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor 6 / Couloir 6



### Not Carried Forward / Non reporté

**Summary:** The LRT would replace part of the March Road BRT and serve much of North Kanata. A major transfer is needed at March/Eagleson for buses serving the Town Center and South Kanata. The LRT would be bundled with the highway across the greenbelt. The route would affect the natural areas in the northwest, putting development pressure on the area.

The long route is complex to construct and would be expensive to build and operate.

**Résumé :** Le TLR remplacerait le TCRA sur le chemin March et desservirait une bonne partie de Kanata Nord. Les correspondances sont nombreuses à la hauteur des chemins March/Eagleson pour les autobus desservant le centre-ville de Kanata et Kanata Sud. Le TLR serait amalgamé à la route traversant la Ceinture de verdure. Le parcours aurait des répercussions sur les zones naturelles au nord-ouest, exerçant des pressions sur l'aménagement dans ce secteur.

Le long parcours est complexe à construire et il coûterait cher à construire et à exploiter.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
▲	■	■	▲	■	■
• Moderate transit connections	• Serves a portion of Business Park	• Natural habitat impacted	• Does not require duplicate bus service across Greenbelt	• Complex to build and operate	• Costly to build and operate
• Correspondances modérées	• Dessert une partie du parc industriel	• Répercussions sur l'habitat naturel	• N'exige pas de service d'autobus parallèle traversant la Ceinture de verdure	• Complexe à construire et à exploiter	• Coûte cher à construire et à exploiter

## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor 7 / Couloir 7



### Not Carried Forward / Non reporté

**Summary:** The Campeau Drive route would serve the Town Center and Palladium areas and allow for a bus network in Kanata, although creating good transfer stations will be a challenge. The LRT would be bundled with the highway across the greenbelt. Existing development along the corridor would be impacted.

The relatively short route has high capital costs to construct but low operating costs.

**Résumé :** Le parcours de la promenade Campeau desservirait le centre-ville Kanata et les secteurs autour de la promenade Palladium et il fournirait un réseau d'autobus à Kanata. Par contre, il serait difficile de créer des stations pour assurer des correspondances efficaces. Le TLR serait amalgamé à la route traversant la Ceinture de verdure. Il y aurait des répercussions sur l'aménagement actuel le long du couloir.

Les coûts d'immobilisations reliés à la construction de ce parcours relativement court sont élevés, mais les coûts de fonctionnement sont faibles.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
■	▲	●	▲	▲	▲
• Limited transit connections • Low employment and population growth	• Serves boundary of Town Centre and Mixed-Use Centre	• Minimal Natural habitat impacted	• Does not require duplicate bus service across Greenbelt	• Moderately complex to build	• Moderate cost to build and operate
• Correspondances limitées • Faible croissance d'emplois et de population	• Dessert le périmètre du centre-ville Kanata et le centre polyvalent	• Répercussions minimales sur l'habitat naturel	• N'exige pas de service d'autobus parallèle traversant la Ceinture de verdure	• Modérément complexe à construire	• Coûts de construction et de fonctionnement modérés



## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor 8 / Couloir 8



### Carried Forward / Reporté

**Summary:** This route follows the previously approved BRT corridor and would serve the Town Centre and Palladium areas and allow for an efficient transit network in Kanata. Bus transfer stations can be developed. The alignment has been protected through development areas west of Terry Fox, and has little impact on the natural or social environment.

The relatively short route would be straightforward to build with low capital and operating costs.

**Résumé :** Ce parcours suit le couloir du TCRA approuvé antérieurement et il desservirait le centre-ville de Kanata et les secteurs autour de la promenade Palladium. De plus, il fournirait à Kanata un réseau de transport en commun efficace. La création de stations pour les correspondances est possible. Le tracé traversant les secteurs aménagés à l'ouest de la promenade Terry-Fox a été protégé et il a peu de répercussions sur l'environnement naturel ou social.

Ce parcours relativement court serait facile à construire et les coûts d'immobilisations et de fonctionnement seraient faibles.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
●	●	●	●	●	●
<ul style="list-style-type: none"> <li>Good transit connections</li> <li>Balances needs of North and South</li> <li>Correspondances efficaces</li> <li>Concilie les besoins de Kanata Nord et Sud</li> </ul>	<ul style="list-style-type: none"> <li>Serves Town Centre and Mixed-Use Centre</li> <li>Dessert le centre-ville de Kanata et le centre polyvalent</li> </ul>	<ul style="list-style-type: none"> <li>Minimal Natural habitat impacted</li> <li>Répercussions minimales sur l'habitat naturel</li> </ul>	<ul style="list-style-type: none"> <li>Does not require duplicate bus service across Greenbelt</li> <li>N'exige pas de service d'autobus parallèle traversant la Ceinture de verdure</li> </ul>	<ul style="list-style-type: none"> <li>Minimally complex to build</li> <li>Peu complexe à construire</li> </ul>	<ul style="list-style-type: none"> <li>Cost effective to build and operate</li> <li>Construction et fonctionnement rentables financièrement</li> </ul>

## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor 9 / Couloir 9



### Not Carried Forward / Non reporté

**Summary:** This highway median route would be short and direct, but does not allow for good bus and pedestrian connections. The highway median would need to be widened, pushing travel lanes further out and impacting development on both sides of the highway. Complex structures would be needed to transition into and out of the median.

Capital and operating costs are relatively modest even with the complex transitions at either end.

**Résumé :** Ce parcours sur le terre-plein central de l'autoroute serait court et direct, mais il ne favorise pas les correspondances d'autobus ni les liens piétons. Il faudrait élargir le terre-plein central de l'autoroute, faisant déborder les voies de circulation des deux côtés de la route et touchant ainsi aux aménagements actuels. Il faudrait des structures de transition complexes pour permettre l'entrée et la sortie du terre-plein.

Les coûts d'immobilisations et de fonctionnement sont relativement modestes malgré les structures de transition complexes aux deux extrémités.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
▲	●	●	▲	■	●
<ul style="list-style-type: none"> <li>Good transit connections</li> <li>Balances needs of North and South</li> <li>Correspondances efficaces</li> <li>Concilie les besoins de Kanata Nord et Sud</li> </ul>	<ul style="list-style-type: none"> <li>Serves Town Centre and Mixed-Use Centre</li> <li>Dessert le centre-ville de la municipalité et le centre polyvalent</li> </ul>	<ul style="list-style-type: none"> <li>Minimal Natural habitat impacted</li> <li>Répercussions minimales sur l'habitat naturel</li> </ul>	<ul style="list-style-type: none"> <li>Does not require duplicate bus service across Greenbelt</li> <li>N'exige pas de service d'autobus parallèle traversant la Ceinture de verdure</li> </ul>	<ul style="list-style-type: none"> <li>Complex to build, disrupts HWY 417</li> <li>Complexe à construire; perturbe l'autoroute 417</li> </ul>	<ul style="list-style-type: none"> <li>Cost effective to build and operate</li> <li>Construction et fonctionnement rentables financièrement</li> </ul>



## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor 10 / Couloir 10



### Not Carried Forward / Non reporté

**Summary:** There is limited space along the south side of the highway for the LRT and supporting bus transfer stations. There would be significant impacts for the existing development. The LRT would cross the highway near Moodie, impacting the greenbelt.

This central route supports North and South Kanata, but not as well as Corridor #8. Capital and operating costs are modest, with a moderate level of complexity.

**Résumé :** L'espace est limité du côté sud de l'autoroute pour y faire passer le TLR et y aménager des stations de correspondances pour les autobus. Les répercussions seraient importantes sur les aménagements. Le TLR traverserait l'autoroute près de la promenade Moodie, ayant par conséquent des répercussions sur la Ceinture de verdure.

Ce parcours central favorise Kanata Nord et Sud, mais pas autant que le couloir 8. Les coûts d'immobilisations et de fonctionnement sont modestes et le niveau de complexité est modéré.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
▲	●	●	▲	▲	●
<ul style="list-style-type: none"> <li>Balances needs of North and South</li> <li>Constrained space on south side of Highway 417</li> <li>Concile des besoins de Kanata Nord et Sud</li> <li>Espace limité du côté sud de l'autoroute 417</li> </ul>	<ul style="list-style-type: none"> <li>Serves Town Centre and Mixed-Use Centre</li> <li>Dessert le centre-ville de la municipalité et le centre polyvalent</li> </ul>	<ul style="list-style-type: none"> <li>Minimal Natural habitat impacted</li> <li>Répercussions minimales sur l'habitat naturel</li> </ul>	<ul style="list-style-type: none"> <li>Does not require duplicate bus service across Greenbelt</li> <li>Crossing HWY 417 impacts Greenbelt</li> <li>N'exige pas de service d'autobus parallèle traversant la Ceinture de verdure</li> <li>Franchir l'autoroute 417 a des répercussions sur la Ceinture de verdure</li> </ul>	<ul style="list-style-type: none"> <li>Moderately complex to build</li> <li>Modérément complexe à construire</li> </ul>	<ul style="list-style-type: none"> <li>Cost effective to build and operate</li> <li>Construction et fonctionnement rentables financièrement</li> </ul>

## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor 11 / Couloir 11



### Not Carried Forward / Non reporté

**Summary:** The narrow right-of-way along Timm and Katimivik would make implementation challenging. Creating stations with good bus transfers would also be difficult in this developed corridor. The corridor borders the edge of the Town Centre and Palladium area. There are some natural and social environment impacts with the crossing of the greenbelt and impacts on the existing development along the route.

Capital and operating costs are modest, with a moderate level of complexity.

**Résumé :** En raison de l'étroitesse de l'emprise le long de Timm et Katimivik, il serait difficile d'y construire le tracé. Il serait également difficile de créer des stations pour des correspondances efficaces dans ce couloir aménagé. Le couloir serait en bordure du centre-ville et de la promenade Palladium. Franchir la Ceinture de verdure aurait des répercussions sur l'environnement social et naturel et sur les aménagements le long du parcours.

Les coûts d'immobilisations et de fonctionnement sont modestes et le niveau de complexité modéré.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
■	▲	▲	▲	▲	▲
<ul style="list-style-type: none"> <li>Limited transit connections</li> <li>Low employment and population growth</li> <li>Concile des besoins de Kanata Nord et Sud</li> <li>Espace limité du côté sud de l'autoroute 417</li> </ul>	<ul style="list-style-type: none"> <li>Serves boundary of Town Centre and Mixed-Use Centre</li> <li>Dessert le centre-ville de la municipalité et le centre polyvalent</li> </ul>	<ul style="list-style-type: none"> <li>Moderate Natural habitat impacted</li> <li>Répercussions minimales sur l'habitat naturel</li> </ul>	<ul style="list-style-type: none"> <li>Requires duplicate bus service across Greenbelt</li> <li>Crossing HWY 417 impacts Greenbelt</li> <li>N'exige pas de service d'autobus parallèle traversant la Ceinture de verdure</li> <li>Franchir l'autoroute 417 a des répercussions sur la Ceinture de verdure</li> </ul>	<ul style="list-style-type: none"> <li>Moderately complex to build</li> <li>Modérément complexe à construire</li> </ul>	<ul style="list-style-type: none"> <li>Moderate cost to build and operate</li> <li>Construction et fonctionnement rentables financièrement</li> </ul>



## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor 12 / Couloir 12



### Not Carried Forward / Non reporté

**Summary:** The route would serve South Kanata. Town Centre and South Kanata are not well served, requiring bus service to remain along Highway 417. The segment through the developed Hazeldean Main Street would be challenging, increasing capital and operating costs. The corridor would have a significant impact on existing development.

Capital and operating costs are modest even, however there is a high level of complexity in accommodating LRT in a developed corridor.

**Résumé :** Ce parcours desservirait Kanata Sud. Le centre-ville de Kanata et Kanata Nord ne seraient pas bien desservis, de sorte qu'il faudrait maintenir le service d'autobus le long de l'autoroute 417. La construction du tronçon traversant le secteur aménagé de la rue principale d'Hazeldean occasionnerait des problèmes, augmentant les coûts d'immobilisations et de fonctionnement. Le couloir aurait des répercussions importantes sur les aménagements actuels.

Les coûts d'immobilisations et de fonctionnement sont relativement modestes, mais l'aménagement d'un TLR dans un couloir déjà aménagé est très complexe.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
▲	▲	▲	▲	■	▲
<ul style="list-style-type: none"> <li>Limited transit connections</li> <li>Correspondances limitées</li> </ul>	<ul style="list-style-type: none"> <li>Serves Hazeldean Main Street</li> <li>Dessert la rue principale d'Hazeldean</li> </ul>	<ul style="list-style-type: none"> <li>Moderate Natural habitat impacted</li> <li>Répercussions modérées sur l'habitat naturel</li> </ul>	<ul style="list-style-type: none"> <li>Requires duplicate bus service across Greenbelt</li> <li>Crossing HWY 417 impacts Greenbelt</li> <li>Exige un service d'autobus parallèle traversant la Ceinture de verdure</li> <li>Franchir l'autoroute 417 a des répercussions sur la Ceinture de verdure</li> </ul>	<ul style="list-style-type: none"> <li>Complex to build along developed corridor</li> <li>La construction est complexe le long d'un couloir déjà aménagé</li> </ul>	<ul style="list-style-type: none"> <li>Moderate cost to build and operate</li> <li>Coûts de construction et de fonctionnement modérés</li> </ul>

## Ottawa Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor 13 / Couloir 13

### Additional Analysis Required / Autres analyses requises



**Summary:** This route would parallel the former rail corridor that contains the Trans-Canada Trail. It would have a significant impact on the Greenbelt. Town Centre and South Kanata are not well served, and bus service is required to remain along Highway 417. Challenge to accommodate bus transfer facilities.

There is some potential to shape the development in Southwest Kanata, although most of the plans are already approved. Capital and operating costs are modest, with a moderate level of complexity.

**Résumé :** Ce parcours serait parallèle à l'ancien couloir ferroviaire emprunté par le sentier transcanadien. Il aurait des répercussions importantes sur la Ceinture de verdure. Le centre-ville de Kanata et Kanata Sud seraient mal desservis de sorte qu'il faudrait maintenir le service d'autobus le long de l'autoroute 417. Difficile d'y aménager des stations pour les correspondances.

Il permettrait de façonner l'aménagement du secteur sud-ouest de Kanata, bien que la majorité des plans a déjà été approuvée. Les coûts d'immobilisation et de fonctionnement sont modestes le niveau de complexité est modéré.

Ridership & Network Potential / Achalandage possible et connectivité du réseau	City Building Opportunities / Possibilités d'AATC et de développement de la ville	Natural Environment / L'environnement naturel	Social Environment / L'environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisation et de fonctionnement
▲	▲	▲	■	▲	▲
<ul style="list-style-type: none"> <li>Growing employment &amp; population centres</li> <li>Limited transit connections</li> <li>Pôles d'emplois et de population en croissance</li> <li>Correspondances limitées</li> </ul>	<ul style="list-style-type: none"> <li>Connects to targeted areas for intensification</li> <li>Relié à des zones ciblées pour la densification</li> </ul>	<ul style="list-style-type: none"> <li>Moderate Natural habitat impacted</li> <li>Répercussions modérées sur l'habitat naturel</li> </ul>	<ul style="list-style-type: none"> <li>Requires duplicate bus service across Greenbelt</li> <li>New barrier in Greenbelt</li> <li>Exige un service d'autobus parallèle traversant la Ceinture de verdure</li> <li>Nouvel obstacle dans la Ceinture de verdure</li> </ul>	<ul style="list-style-type: none"> <li>Moderately complex to build</li> <li>Modérément complexe à construire</li> </ul>	<ul style="list-style-type: none"> <li>Moderate cost to build and operate</li> <li>Coûts de construction et de fonctionnement modérés</li> </ul>





## Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor Screening – Initial Results

Initial results of the screening indicate that **Corridor 8** is the preliminary preferred corridor for the following reasons:

- Provides transit spine equally supporting all of Kanata
- Supports future March & Fernbank Bus Rapid Transit Corridors
- No significant environmental or social impacts
- Supports development objectives along route
- Cost effective to build and operate

**Corridor 8** will now have in-depth existing conditions documented so to inform the development of the Recommended Plan, and the subsequent impact assessment.

### Évaluation des couloirs – premiers résultats

Les premiers résultats de l'évaluation indiquent que le **couloir 8** est le couloir privilégié provisoire pour les raisons suivantes :

- Fournit un axe de transport en commun reliant également Kanata en entier
- Vient en appui aux futurs couloirs de transport en commun rapide par autobus March et Fernbank
- Aucune répercussion importante sur le plan social ou environnemental
- Soutient des objectifs d'aménagement le long du parcours
- Rentable sur le plan de la construction et du fonctionnement

À présent, les conditions actuelles du **couloir 8** seront examinées en profondeur pour l'élaboration du plan recommandé et l'évaluation subséquente des répercussions.



## Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Corridor Screening – Further Analysis

Although Corridor 8 performs strongest across the board, the ridership and network potential of **Corridors 5 and 13** warrant further analysis.

This analysis will modify **Corridors 5 and 13** to an alternative terminal station, and assess their performance against the same criteria used in the initial evaluation.

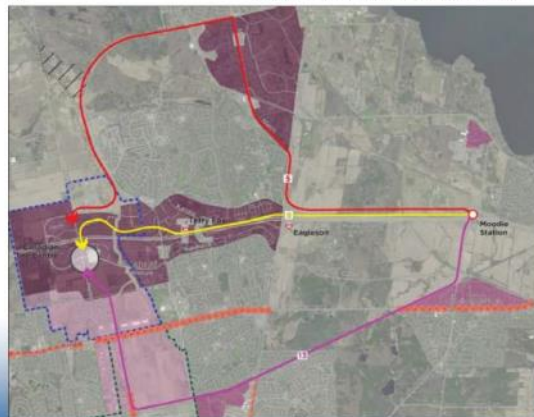
The results of this analysis will be used for comparison alongside **Corridor 8** to finalize the Preferred Corridor.

### Évaluation du couloir – autres analyses

Même si le rendement du couloir 8 est le plus élevé d'entre tous, l'achalandage et le potentiel réseau des **couloirs 5 et 13** méritent qu'on en fasse une analyse plus approfondie.

Pour cette analyse, les **couloirs 5 et 13** auront une station terminale différente; leur rendement sera par la suite évalué eu égard aux mêmes critères qui ont été utilisés pour l'évaluation initiale.

Les résultats de cette analyse seront utilisés pour comparer ces deux couloirs au couloir 8 et établir au final le couloir privilégié.





## Kanata LRT Planning and EA Study - Étude de planification et ÉE du TLR à Kanata

### Next Steps

In the coming months, there are several important next steps for this study. Based on feedback from consultation groups and public, project team will:

- Confirm the preferred corridor
- Develop alternative designs
- Develop recommended plan
- Conduct TPAP

The second Public Open House for this study will occur in the Fall, 2017.

Your views are important to the success of this study. Please identify any concerns that you would like addressed during the study. To be added to the mailing list, or to submit any comments or questions, please contact:

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)  
(613) 580-2424 x 15210

**Thank you!**

### Prochaines étapes

Plusieurs étapes importantes dans le cadre de cette étude se dérouleront dans les prochains mois. En fonction de la rétroaction des groupes consultatifs et du public, l'équipe affectée au projet :

- Confirmera le couloir privilégié
- Préparera des options de conception
- Élaborera un plan recommandé
- Entreprendra le processus d'évaluation du projet de transport en commun

La deuxième séance portes ouvertes de cette étude aura lieu à l'automne 2017.

Votre opinion est importante pour le succès de cette étude. Pour vous inscrire à la liste d'envoi ou pour soumettre vos commentaires ou questions, veuillez communiquer avec :

**Angela Taylor, ingénieure**

Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)  
613-580-2424, poste15210

**Merci!**

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#### 4.4 Appendix D – Comment Sheets – Public Open House



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### Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017

Kanata Recreation Complex, Hall A

Tell us what you think...

- 1) Looking at all options is a good thing. Well done.
- 2) Choosing option 8 is the best choice of all options.
- 3) LRT is a spine of an integrated transportation network. Like the spine of a body it provides support to the body. But ribs come off the spine to provide additional requirements. Having the high speed parts or some residential should be served by ribs, not transportation mode, not the spine. Point is stay with Corridor 8. Have buses or other solutions feed from the spine, corridor 8 to other needed areas.
- 4) Look at other transit solutions in Washington, Texas, Calgary etc. They all have straight spines with feeder roads that serve. Corridor 8 has consistency with the transit model of the other cities.
- 5) A corridor should be "rapid + high speed". Being with other option than 8 will make the trip much longer.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1

Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

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## Étude de planification et d'évaluation environnementale (ÉE) pour prolonger le train léger sur rail à Kanata

Le lundi 5 juin 2017  
Complexe récréatif Kanata, salle A

Dites-nous ce que vous pensez...

- 6) Look at your clients in the high test park. They have expensive funny cars. Are they LRT users? No! Many high test people need cars during the day. So using LRT is unlikely.
- 7) Stopper at Tony Fox has merit given CTC may not exist in the future. For study it, but Tony Fox could be the end of the line until CTC becomes feasible.
- 8) Watch out for land developer lobbyists who would want LRT out March Road. Their property value would rise & they profit.

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 vendredi 23 juin 2017, à l'attention de : Angela Taylor, Ville d'Ottawa, 110, av. Laurier O., Ottawa (Ontario) K1P 1J1, 613-580-2424, poste 15210, téléc. : 613-580-2578, courriel : [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

Optional information:

NOM:

COURRIEL :

ADRESS :

TÉL :

Les renseignements personnels sur cette feuille de présence sont recueillis en vertu des pouvoirs conférés par la Loi sur l'aménagement du territoire, L.R.O., 1990, C. P. 13 et peuvent être utilisés par la Ville d'Ottawa afin de communiquer avec les personnes présentes pour leur fournir d'autres informations sur l'étude de planification et d'évaluation environnementale (ÉE) pour prolonger le train léger sur rail à Kanata. Si vous avez des questions sur la cueillette et l'utilisation des renseignements personnels, veuillez communiquer avec Angela Taylor, Gestionnaire de projet, Planification des transports et Évaluations environnementales, Ville d'Ottawa, 110, av. Laurier O., Ottawa (Ontario) K1P 1J1, 613-580-2424, poste 15210, téléc. : 613-580-2578, courriel : [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

### Tell us what you think...

- In favour of Corridor 8 but it must go to Palladium! - BRT routes serve Shuttville and Kanata South. Also easier access for ridership commuting from outside the City limits.
- Increased density housing is currently being built both North + South of Palladium.
- Increased industry & commercial development already in progress just north of Palladium.
- Extension of 8 down to Hazeldean Road would dramatically increase ridership & serve a large commercial area.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

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5

## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

Tell us what you think...

CORRIDOR #8

PLEASE

PRESENTATION WAS GREAT

ALSO, WOULD BE GREAT TO

HAVE AUTONOMOUS BUSES

FOR COLLECTOR ROUTES

THANK YOU!!

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
 Kanata Recreation Complex, Hall A

Tell us what you think...

*Corridor F is clearly the best option. It should be extended to Hazeldean / Cornbank.*

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
 to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
 Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

Optional information:

NAME:

EMAIL :

ADDRESS :

PHONE :

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

Tell us what you think...

In favour of Route 8 → This will  
serve everyone, not just Kanata  
North business/employees.  
As a resident of Stittsville, I expect  
that construction must serve this  
growing community (or get as close to it as  
possible). I am in agreement w/  
the western terminus as CTC/or even  
closer to Stittsville (Hazeldean) \* ↑ density/house  
Also - I suggest a station at Tanger  
Bullets.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: angela.taylor@ottawa.ca

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

Tell us what you think...

1. *By-pass corridor & serves Kanata North & South  
At the same time, it does not go through  
of cut the residential area & minimum  
Impact on lower natural habitat*

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

Tell us what you think...

Corridor 8 is a good choice.

~~The people employed.~~

If you notice the traffic leaving the High Tech  
area today the cars go in all directions: West up the Valley  
South along Farkson South along 416, north up March.  
Some go east downtown & a few east of downtown.  
~~Most people~~ Even along Carling to get to Gatineau.  
Most people who work in Kanata will eventually move there.

The main passenger traffic will be Kanata to downtown.

Kudos for the work done so far  
-most impressive.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

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*Angela*

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

Tell us what you think...		
①	1st PREFERENCE - #10	LRT ALONG 417 SOUTH
	2nd PREFERENCE - #9	LRT ON 417 MEDIAN
	3rd PREFERENCE - #8	LRT <del>ON</del> ALONG 417 NORTH
	4th PREFERENCE - #11	LRT ON TRIM & KATIMAVIK
	5th PREFERENCE - #12	ALONG ROBERTSON & HAZELDEAN
	6th PREFERENCE - #5	ALONG <del>HAZELDEAN</del> AD. TOUCHES EGGLESON PARK & RIDE.
②	BENEFIT OF SPINE ROUTES -	
	OPPORTUNITY TO CONNECT HIGHLY NEEDED	
	<del>RAPID TRANSIT</del> CORRIDOR :- KAN	
	KANATA NORTH → KANATA SOUTH & STITTSVILLE	
	← BARRHAVEN & THEN CONNECT TO MOODIE LRT OR WOODBEE.	
③	DO NOT RIP OFF <del>KAN</del> EGGLESON PARK & RIDE EVEN IF A NEW ONE IS BUILT AT MOODIE.	
Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by <b>June 23, 2017</b> to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1 Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: angela.taylor@ottawa.ca		
Optional information:		

Pers

Ottawa to contact attendees for the purpose of providing further information about the Kanata Light Rail Transit Planning and Environmental Assessment Study. If you have any questions about the collection and use of your information, please contact Angela Taylor, Project Manager, Transportation Planning and Environmental Assessments, 110 Laurier Avenue West, Ottawa, Ontario K1P 1J1, 613-580-2424, ext. 15210, angela.taylor@ottawa.ca.

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Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

### Tell us what you think...

I hope that future expansion in Kanata has really been taken into account. This includes future light rail routes after the corridor that is currently being evaluated is complete. In the future, more development in Kanata may require a split or another line.

I think that it is important to consider technological advances that are happening now and technologies that will be available in the future.

How will autonomous vehicles impact the use of the light rail?

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: angela.taylor@ottawa.ca

Optional information:

NAME:

EMAIL :

ADDRESS :

PHONE :

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

Tell us what you think...

We support the Corridor 8 which provide transit spine  
equally supporting all of Kanata.

We hope this project to open as soon as possible!

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

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Monday, June 5, 2017  
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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

on Corridor 8

### Tell us what you think...

You will not achieve rapid transit if you have seven <sup>LRT</sup> stations between Eagleson & Palladium. At the moment, there are only three BRT stations in that same stretch/area. In order to achieve rapid transit, should ensure a maximum of only 3 or 4 stations in that area (including Eagleson & the station near the outlet mall & Cdn. Tire Centre).

There is no way that current population totals in Kanata would justify 7 stations.

North-South BRT should be added to Eagleson/March Rd. & to connect Kanata South with Kanata North north-south on Terry Fox, as well.

I fully support plans for Intensification along Corridor 8 (west of the Greenbelt) and I urge the City to prioritize affordable housing being built in close proximity (200-400 metres) of all Kanata LRT Stations.

Given that there are more than 11,000 people living in Kanata South, perhaps the stations would be better located south of Hwy. 417.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: angela.taylor@ottawa.ca

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

Tell us what you think...

My preferred option is number 8.

It is the most expedient with the highest ability for mixed growth  
along the path.

The implementation needs to be expedited in order for the  
west satellite to be serviced.

Bring the LRT as soon as possible.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

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## Kanata Light Rail Transit Planning and Environmental Assessment Study

Monday, June 5, 2017  
Kanata Recreation Complex, Hall A

### Tell us what you think...

- 1) Until the rating criteria are weighted, applying them equally will skew preferences
- 2) A clear definition of prospective ridership - e.g. from where to where; business, recreation, home location - is needed to know how to obtain optimum ridership
- 3) Operating costs - e.g. energy consumption on a steep grade should be factored in. Route 8 might for example require boring to be efficient to operate
- 4) Links to the high tech park could be accommodated by a dedicated bus route

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments by **June 23, 2017**  
to: Angela Taylor, City of Ottawa, 110 Laurier Ave. W, Ottawa, ON K1P 1J1  
Tel: 613-580-2424, ext. 15210, Fax: 613-580-2578, email: [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

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## 4.5 Appendix E – Email Comments

From: Taylor, Angela  
To: [redacted]  
Cc: RE: Kanata LRT feedback  
Subject: Monday, June 26, 2017 2:21:52 PM

Good Afternoon Mr. , thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy and look forward to your continued participation in this study.

You have certainly touched on some of the key issues posed for the LRT Corridor #13 option located within the Trans-Canada Trail that the study team has identified as negative impacts for this corridor. As a result, this corridor ranks low when compared to Corridor #8 running to the north of Highway 417. It should be noted that whichever corridor is selected as the preferred corridor, pedestrian and cycling linkages (such as overpasses) to LRT stations will be recommended.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x 15210

From: Sent: Friday, June 23, 2017 10:03 PM  
To: Taylor, Angela  
Subject: Kanata LRT feedback

Hi Angela Taylor,

My feedback for the proposed Kanata LRT:

Route 13 means a 2.0km run through the NCC greenbelt which is **not adjacent to any road** from Robertson overpass to Shetland Way. Any emergency situation such as power failure, fire, mechanical problem or derailment would be a logistical nightmare. How would emergency vehicles reach stranded and/or injured passengers? This would likely require acquisition of NCC greenbelt land to build a service road with year round maintenance/snow clearing. Has this cost been factored?

Proposed Route 13 corridor through Bridlewood bypasses existing Eagleson park-and-ride and Terry Fox park-and-ride, meaning city would need to operate buses between these facilities to the nearest train stop...in perpetuity.

Placing O-train on Route 13 through Bridlewood means elementary school children in Bridlewood would need to cross an active rail line on their way to/from school, and affects multiple school boards. Has the cost of pedestrian overpass been considered, or bus for affected children?

Route 13 proposal does not have any identified stops near Bridlewood or Glen-Cam, so running the O-Train through this route would be little benefit to people living in these communities.

The Trans-Canada Trail currently uses the Route 13 corridor through Bridlewood, and is designated a cross-town bikeway. This trail is heavily used by bicycle commuters and it's use will only increase with ONO moving to Carling Campus.

In the winter, the Trans-Canada Trail on proposed Route 13 is a heavily used cross-country ski trail and is a primary gateway to an expensive trail system in NCC greenbelt.

Running the O-Train along the preferred Route 8 freeway corridor encourages ridership; if you're stuck in a car in traffic on the freeway, watching a grade-separated/unimpeded O-Train pass you has psychological merit to encourage ridership.

Thanks

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From: Taylor, Angela  
To: RE: Recommendations for Kanata LRT planning process  
Subject: Monday, June 26, 2017 2:07:53 PM

Good Afternoon Mr. , thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy and look forward to your continued participation in this study.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x 15210

From: Sent: Friday, June 23, 2017 8:54 PM  
To: Taylor, Angela  
Subject: Recommendations for Kanata LRT planning process

Hello Angela,

I think the most direct route along highway 417 to Palladium for the light rail transit is the best option. Having the LRT at the Eagleson Park N Ride, Terry Fox Park N Ride and the Tanger Outlets would be a wise use of money being 3 big locations in Kanata. Also I suggest having rapid bus transit going to the farthest north and south Kanata including to Stittsville to get people efficiently to the LRT route.

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From: Taylor, Angela  
To: RE: SVA comments on environmental assessment for extension of LRT from Moodie Drive to the Western limit at Palladium Drive  
Subject: Monday, June 26, 2017 2:38:12 PM

Good Morning , thank you for your email and your words of support for the study. Comments from the Stittsville Village Association will be included in the study for consideration and as part of the public record. You have certainly touched on the key issues that the study has identified with the proposed LRT corridors to the north, south and along the central Highway 417. The study team will also be reviewing options to terminate the LRT based on ridership and affordability and had initially identified Palladium Drive as per the City's Transportation Master Plan. In addition, while we have met with a representative from the Ottawa Senators, we will be meeting with them further to discuss the future plans of the Canadian Tire Centre and parking options.

Please stay tuned while the study team completes the further review and selects the preferred corridor.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
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Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
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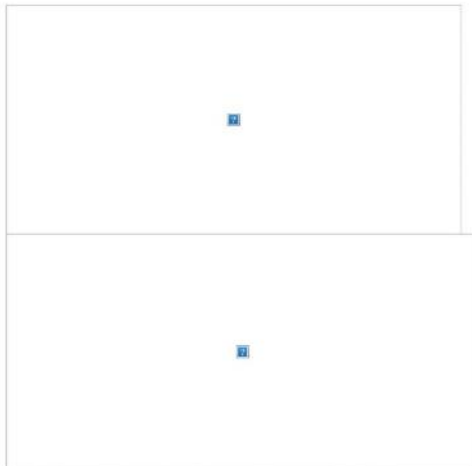
From: Sent: Friday, June 23, 2017 6:31 PM  
To: Subject: SVA comments on environmental assessment for extension of LRT from Moodie Drive to the Western limit at Palladium Drive

Angela I am sending the comments of the Stittsville Village Association which are posted to the message below as well as being attached as a work document. I hope you will find our suggestions useful and our basic support helpful.

Regards

Stittsville Village Association comments on environmental assessment

for extension of LRT from Moodie Drive to the Western limit at Palladium Drive



The Stittsville Village Association (SVA) supports the basic direction of the environmental assessment, however the SVA believes the EA area should be extended to Hazeldean Road, which will provide insight into any concerns that might arise in that area and also how much it will cost for this 1.75 km southern extension. If the environmental study is already underway it will not be expensive to add the 1.75 Km to the study area. It will provide a means of assessing the viability of this extension and help decide in what future year the extension would be affordable.

**The SVA will also support option 8, which goes along the north side of the Queensway.** This route is in the north-south centre of the Kanata community and we believe it is the most practical, cost effective, way of servicing communities to the west of Moodie Drive.

The LRT presentation in Kanata indicated there was also a commitment to further study options number 13 and 5. The objective of option 5 is to serve the Kanata North business Park, which seems appropriate, but the route is very long and goes through environmentally sensitive land which has few people near the line. It may be more practical to supply a Bus Rapid Transit (BRT) spur to serve the Kanata North Business

Park, which is an important employment hub in the Kanata- Stittsville community.

A similar concern could apply to route of option 13, which passes through the new high density area (35 units/ hectare) on the east side of Stittsville. The objective of serving this community is appropriate, but it comes at a great cost because of the length of the LRT route.

The laudable objective of serving the high density community east of Stittsville could be achieved more economically by simply extending the line set out in option 8, to the south by the 1.75 km, which is what we have recommended.

It would be appropriate to negotiate with the Canadian Tire Centre to obtain the use of the paved parking area already in place. On other projects we note that creating parking spaces cost about \$6500/parking spot. It would also be appropriate that the city of Ottawa planners facilitate this higher density development in the neighbourhood of the Palladium.

The extension of the LRT to the west is important, as citizens living in the west end of Ottawa do not believe that they have received a fair share of the allocation of funds for LRT. Transportation professionals believe people living in the west end do not use public transportation, and this justifies not expanding the services. Those who live in the west end indicate that public transportation is used so little because the service is so inadequate. For example, in order to get to the south end of Kanata from the north end of Kanata using public transportation, one must go via Bayshore or the Eagleson park-and-ride. The SVA believes efficient service to Kanata and the downtown core will result in a marked increase in western ridership.

From: Taylor, Angela  
To: Esquivel, Shafiq  
Cc: RE: Light Rail In Kanata  
Subject: Monday, June 26, 2017 8:50:32 AM

Good Morning, thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy and look forward to your continued participation in this study. You have certainly touched on the key issues that the study has identified with the LRT corridor along the Trans Canada Trail and are the reasons why this corridor ranks low on the evaluation. Please stay tuned while the study team completes the further review and selects the preferred corridor.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
angela.taylor@ottawa.ca  
(613) 580-2424 x15210

From: Sent: Friday, June 23, 2017 3:42 PM  
To: Taylor, Angela  
Subject: Light Rail In Kanata

Dear Angela,

With respect to the June 6th, 2017 article in the Kanata Courier, I would like to submit some comments on the third option to run the rail line along the Trans Canada Trail. As a resident who lives in very close proximity to the trail and uses it daily, I object to this option being considered for several reasons:

- my children and many others have to cross the Trans Canada Trail to get to school. Children cross it going south to get to W.O. Mitchell and St. James elementary schools from grades 1 to 8 and teenagers cross it going north to get to A. Y. Jackson Secondary School. The Ottawa Carleton District School Board finished a boundary adjustment in 2013 which added additional elementary school students to the numbers crossing the trail going south.

- thousands of residents use the Trans Canada Trail for leisure and as a bike and walking transportation route. School classes, running clubs, seniors, cross country skiers, nature enthusiasts and cyclists all use the trail year-round. The City of Ottawa was supposed to have

purchased "Strava Metro" data to track cycling and walking within the city. From personal use of the Strava app, I know that many, many cyclists use it along the Trans Canada Trail.

- there is a possibility of negative impacts on real estate bordering the trail. A quick look at Google Maps shows that between Eagleson Road and the end of Muttawa Crescent, more than 200 houses back directly onto the Trans Canada Trail. An additional 12 houses back onto Shetland Park, which is located directly beside the Trans Canada Trail. Millions of dollars in real estate value could be lost with the installation of a rail line behind these houses.

- there may be increased traffic on residential streets surrounding the Trans Canada Trail, as well as increased on street parking. In addition, there will be significant traffic disruptions on Eagleson Road during construction, possibly affecting the fire safety of residents, businesses and schools in Bridlewood South, since trucks from Ottawa Fire Station 41 would have to navigate through the construction to get to fires.

- disruption of the continuity of the Trans Canada Trail could lead to negative perceptions and will have environmental and ecological consequences. Between the end of Shet and Way and Bells Corners, the Trans Canada Trail traverses a large forested area inhabited by many wildlife species and it is bordered by wetlands as well.

The preferred option for the location of the light rail line would be to have it follow the 417, connected to both Kanata North and Kanata South by efficient north-south bus lines on major streets.

Yours truly,

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From: Taylor, Angela  
To: [Elizabeth, Shcherbak](#)  
Cc: RE: Feedback on Kanata LRT Planning  
Subject: Monday, June 26, 2017 8:23:38 AM

Hello, thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy and look forward to your continued participation in this study. You have certainly touched on the key issues that the study has identified with the LRT corridor along the Trans Canada Trail. Given the tradeoffs required for each LRT corridor option, the preliminary preferred corridor continues to be the corridor along the north side of Highway 417.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
(613) 582-2424 x15210

From: **Sent Friday, June 23, 2017 1:21 PM**  
To: Taylor, Angela  
Subject: Feedback on Kanata LRT Planning

Hi Angela,

With respect to the following article (<https://www.ottawacommunitynews.com/news-story/7356406-kanata-a-light-rail-future-taking-shape-ottawacommunitynews.com/>) and invitation to provide feedback, please find below some points for consideration.

- Points of concern with an LRT line along the "southern route" option along the Trans Canada Trail:
- there may be significant negative impacts on real estate in established neighbourhoods bordering on the trail;
  - there is high student and parent traffic back and forth between the Bridlewood neighbourhoods that would be split by a rail line -- school zones, student safety, and transportation would likely be adversely affected;
  - there may be negative impacts to a number of community groups that regularly use the existing trail AND adjoining parks, such as Steward Park, all year: senior groups, running clubs (public, professional, and school), cycling clubs, walking clubs, youth clubs (e.g., Scouting / Guiding), nature groups (hiking, bird watching, Geo caching, etc.), public soccer and other sports teams, public skating rink in winter, children's playground;
  - there may be negative perceptions (e.g., environmental, recreational) of infringing on the Trans Canada Trail;
  - there may be negative optics of poor city planning, evidenced by proposing rebuilding on a previously existing rail line that had been removed.

Preferred option: rail should follow the highway, with the implementation of efficient North-South bus routes on main arteries (e.g., Highway) to shuttle people to and from train stations.

Thank you very much for the opportunity to provide feedback. We would be happy to provide any clarification if needed.

Respectfully submitted,

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From: Taylor, Angela  
To: [Wilkinson, Marianne, Qadri, Shad, Espartero, Shaker](#)  
Cc: RE: LRT extension to Kanata  
Subject: Friday, June 23, 2017 9:42:32 AM

Good Morning, thank you for your email and comments that will be included in the study for consideration and as part of the public record. You certainly have touched on some of the key issues raised during the evaluation of the LRT corridor options and the impact to the Greenbelt for Corridors #5 and #13. During the evaluation of the options, the study has also supported good bus rapid transit connections to the LRT stations and transit oriented development as you noted. We look forward to your continued participation in this study.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
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Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
(613) 582-2424 x15210

From: **Sent Thursday, June 22, 2017 9:06 PM**  
To: Taylor, Angela  
Cc: Wilkinson, Marianne; Qadri, Shad  
Subject: Re: LRT extension to Kanata

Angela Taylor  
Senior Project Engineer, Transportation Planning

Thank you for the opportunity to comment on the location of the route for the proposed extension of the LRT to Kanata. We would like to register our strong support for the currently preferred option, Option #8. We believe that the negative impact of the LRT extension on greenspace ought to be concentrated in the 417 corridor. In our view, both options #5 and #13 present significantly higher risks for disrupting existing greenspace and on that basis alone should not be further considered.

We believe that providing access to the LRT for employment nodes in North Kanata and population concentrations in South Kanata and beyond should not to be taken into account as regards the location the LRT main line into Kanata. Rather, these factors should be considered in the context a fuller study of the optimal configuration of public transit within Kanata/Stittsville on the assumption that the main line has been extended to the central area of

Kanata and that the planned/expected densification of the area around this central LRT station has occurred.

Chair, Greenspace Alliance

Since 1997, the Greenspace Alliance has worked with community organizations and individuals to preserve and enhance natural areas in the National Capital area, including public and private green spaces, wetlands and waterways. We believe that urban greenness is essential for a community's quality of life, contributing to our personal, social, economic, cultural and spiritual well-being. It also connects us with the natural and cultural history of our region.

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From: Taylor, Angela  
To: RE: Contact List and Comments on Light Rail to Kanata  
Cc: Friday, June 23, 2017 9:34:13 AM  
Subject: mair0531@cs  
Date: Attachments

Good Morning , thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy and look forward to your continued participation in this study. We have heard many concerns on the impact of a proposed LRT corridor on the Trans Canada Trail and have taken note of this. We will also add you to our general distribution list.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
E: angela.taylor@ottawa.ca  
P: (613) 580-7474 x 15210

From: Sent: Thursday, June 22, 2017 10:34 AM  
To: Taylor, Angela  
Subject: Contact List and Comments on Light Rail to Kanata

Hello Ms. Taylor

My name is and I am a resident of Bridlewood in Kanata. I read the other day about the different options for light rail coming to Kanata which I am very excited about. I would love to be kept informed of future open houses. My home email is

As for some of the options that were mentioned in the article I wanted to express my concern regarding utilizing the old train bed (now part of the Trans Canada trail) running through Bridlewood for the light rail. I can understand the appeal of using the train bed as an option for costing etc. seeing as how the infrastructure exists. However, I and many of my neighbours, use that trail on a daily basis – especially school children, it is actually part of the "maintained path" used in the calculation for the walk zones for the school boards. If the train were to use this area many school children will no longer be able to walk to school – thus adding more busses into the system. I highly encourage the city to eliminate this option from the table.

I do like the idea of bringing the train or an express bus connection to Kanata North – I can see how the route could be heavily used in both directions in both morning and evening. Local residents going into the city to work and people from around the city going to the IT area.

From: Taylor, Angela  
To: RE: Kanata LRT corridors  
Cc: Thursday, June 22, 2017 9:32:34 AM  
Subject: mair0531@cs

Hello , thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy and look forward to your continued participation in this study. You are correct in that the LRT Corridor #8 running north of Highway 417 is the most cost effective out of the 13 corridor options.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
E: angela.taylor@ottawa.ca  
P: (613) 580-7474 x 15210

From: Sent: Wednesday, June 21, 2017 2:23 PM  
To: Taylor, Angela  
Subject: Kanata LRT corridors

Hello Angela

I have read with horror about the option called corridor 13. There would be huge impact on many homeowners if that option were to be chosen as well as significant impact on Green Belt trails. Let's pretend we're not all made of money and choose the most efficient route - corridor 8.

If there is a mailing list, please add me to it.  
Regards,

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From: Taylor, Angela  
To: RE: Bells corners LRT  
Cc: Thursday, June 22, 2017 9:27:32 AM  
Subject: mair0531@cs

Hello Mr. thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy and look forward to your continued participation in this study.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
E: angela.taylor@ottawa.ca  
P: (613) 580-7474 x 15210

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

From: Sent: Tuesday, June 20, 2017 10:10 AM  
To: Taylor, Angela  
Subject: Bells corners LRT

Good day,

I just saw the plan for the LRT to go through bells corners. I think this is a fantastic idea as there are many many people who use public transit in Bells Corners. I do have hope that a new dirt path would be created along this route in the green belt as many people use the existing path but I'm sure there is a safe way to put in another option for the trail system there.

Sent from my iPhone

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From: Taylor, Angela  
To: RE: Hubley, Allan, Fitzpatrick, Stephen  
Cc: Thursday, June 22, 2017 9:24:10 AM  
Subject: mair0531@cs

Hello Ms. thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. You have certainly touched on some issues that the study team will be reviewing as we move forward with the study. On the north side of Highway 417, there is actually space to fit LRT tracks and stations as the City has been protecting for a bus rapid transit along this corridor since the late 1990s. Furthermore, the transit infrastructure needed to support LRT at Terry Fox and Eagleson stations and park and rides already exist and this will provide good bus connections as well as reduce the cost to build these stations.

On the south side of Highway 417, there isn't enough space for LRT stations and supporting bus connections and private property will need to be purchased. Once the preferred corridor is confirmed, we will develop the LRT alignment and station designs and have a better understanding of the impacts on the environment (such as property) and a review of mitigation strategies will be carried out. I hope you continue to follow the progress of the study and come out to the next open house, anticipated in late 2017.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
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P: (613) 580-7474 x 15210

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

From: Sent: Tuesday, June 20, 2017 9:21 AM  
To: Taylor, Angela  
Cc: Hubley, Allan  
Subject: Rail Line West End extension

Good morning  
Unfortunately my husband and I were out of town and unable to attend the light rail meeting. I have read through the article in the Kourier and would like to voice my opinion. We live backing onto the 417 after Eagleson behind the water overflow. The most direct route stated in the paper running along the north side of the 417 is not the best route as agreed by Mr. Hubley. It may be the easiest for those that don't live here.

There are a number of houses on this side of the 417 that would be affected. Just after our house where the land narrows there are rocks that would have to be blown out, certainly at a cost to foundations. We had the same problem when the City was considering an extra bus lane. All this planning has left this area ignored. The entrance to the water overflow has been left muddy and the land unkempt. Think of the added frustration for residents, the added pollution on a daily basis and the drop in housing prices. The most direct route to me is on the south side of the 417 between Eagleson to Palladium which is on the south side. There are only businesses to contend with on that side and certainly enough space. Thank-you for your time.

Sent from my iPhone

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From: Taylor, Angela  
To: [Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)  
Cc: [Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)  
Subject: RE: LRT  
Date: Wednesday, June 21, 2017 2:58:14 PM  
Attachments: [image006.png](#)

[image006.png](#)

Thank you Councillor. We will add it to the public record.

Angela

From: Qadri, Shad  
Sent: Wednesday, June 21, 2017 10:47 AM  
To: Taylor, Angela  
Subject: FW: LRT

Hello Angela,

More LRT Comments below for your review.

Sincerely,



**Shad Qadri**  
Councillor, Serving the community of Stittsville within the City of Ottawa  
Chair, Ottawa Public Health  
Chair, Crime Prevention Ottawa

110 Laurier Avenue West  
Ottawa, ON K1P 1J1  
Tel: 613-580-2478; Fax: 613-580-2516  
Email: [Shad.Qadri@ottawa.ca](mailto:Shad.Qadri@ottawa.ca) / [Website.shadqadri.com](http://Website.shadqadri.com)  
 [ottawa.ca](http://ottawa.ca)     
 [facebook.com](https://www.facebook.com/shadqadri)  [twitter.com](https://twitter.com/shadqadri)



Please remember to sign up for our [ebnewletter@shadqadri.com](http://ebnewletter@shadqadri.com) and get the latest information

Sent: Wednesday, June 21, 2017 8:55 AM  
To: Qadri, Shad <[Shad.Qadri@ottawa.ca](mailto:Shad.Qadri@ottawa.ca)>  
Subject: LRT

Good Morning Shad,

First, Happy Summer!!!!

Second, regarding the LRT, my husband and I agree that the most direct route running just north of the 417 to Palladium (Corridor 8) is the best route. We DO NOT want the Trans Canada Trail to be used at all. Do you know how many people use that section or any section of trail everyday for biking, running, walking, strolling etc.? Lots!! We use it as much as we can and believe me I am always amazed at the amount. It would impact many people and would be a real shame to lose it. If my home was backing along the trail, I would be very upset if this is the route that is chosen. The property value would be greatly impacted and not in a good way.

One more thing. Do you know where I could get a Canada 150 flag and what is the cost? We have an annual flotilla on our lake every Canada Day where we decorate our boats, canoes etc. Afterwards, one of the cottagers or home owner host a get together where we all celebrate "the Day". Those who don't participate in the flotilla are down on their docks waving their flags and taking pictures. It's amazing!!

That is all for now. Have a great day!!

P.S - Still against the safe injection sites!!

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From: Taylor, Angela  
To: [Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)  
Cc: [Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)  
Subject: RE: Contact from marianne@wilkinson.com  
Date: Wednesday, June 21, 2017 2:47:35 PM

Thanks . We will add this comment to our records.

Angela

From: Turner, Karrie  
Sent: Tuesday, June 20, 2017 11:20 AM  
To: Taylor, Angela  
Cc: Turner, Karrie; Wilkinson, Marianne  
Subject: FW: Contact from marianne@wilkinson.com

Hi Angela,

PK

Karrie

From:  
Sent: Friday, June 09, 2017 11:27 PM

Name:

Address:

Phone:

Email:

Comment: Hi Marianne,

I read on the news about your apathy about the choice of Kanata light rail corridors. As the Councillor of Kanata North, I'd expect you to put your full weight behind the red route (5) although it is a bit longer and costs higher. While the choice of 8 may make sense in terms of its low cost, just getting the rail to Centrum will have almost no value to majority of the Kanata residents. Route 13 wouldn't serve much to Kanata South residents, either. On the other hand, route 5 could have big implications on March Rd. rush hour traffic considering that the car pile-up on 417 east-bound exit extends up to Boland Dr. and the road now hosts the busiest traffic in the city, especially in the afternoon rush hours. In morning rush hours, the traffic jams almost right after exiting HW 417 to March Rd. and turns it into a parking lot up to Terry Fox Dr. A reliable public transportation will certainly help a lot of drivers re-evaluate their preference of commute to work under the present conditions. Please reconsider your stance on this matter and support route 5 as the corridor of choice to let the LRT serve for what it is intended to.

Best Regards,

From: Taylor, Angela  
To: [Tara-Laine](#)  
Cc: [Christine G. Sheehan](#)  
Subject: RE: Input on LRT from Ian Perryman  
Date: Wednesday, June 21, 2017 2:40:40 PM

Thanks Karrie. We will add this comment to our records.

Angela

From: Turner, Karrie  
Sent: Monday, June 19, 2017 11:19 AM  
To: Taylor, Angela  
Cc: Wilkinson, Marianne  
Subject: FW: Input on LRT from Ian Perryman

Hi Angela,

PYL

Karrie  
K13222

From: Kanata North  
Sent: Monday, June 19, 2017 11:18 AM  
To: Wilkinson, Marianne  
Cc: Turner, Karrie  
Subject: Input on LRT from Ian Perryman

From:  
Sent: Sunday, June 18, 2017 2:00 PM  
To: Kanata North  
Subject: Re: Kanata North News June 2017

Hi Marianne,

Thanks for the newsletter!

As you can see I a little late in replying

Just my \$0.02 on LRT plans.

Ottawa is a East-West City, but Kanata is North-South. I think from a long term perspective, the Route along Queensway make most sense to connect to the East-West nature of Ottawa. However, I think we should be looking further out in time and thinking about a North south line in Kanata's future.

If we had infinite money I would suggest some kind of Kanata/Stittsville loop March Rd to

Terryfox then over to Huntmar past Cnd Tire Center south to Fernbank to Eagleson and down Eagleson back to March road.

that loop would intersect main line a Cnd Tire Center and Eagleson.

I think similar loops should be planned for North south in the city as well, Greenbank to Fallowfield or further south and back down on Woodruffe

Similar in downtown, And Orleans.

If we only had infinite money :-)

My point is that we should plan for future additions rather than making weird detours now.

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From: Taylor, Angela  
To: [Dak, Shad](#); [Franklin, Shad](#)  
Cc: [LRT Kanata Extension](#)  
Subject: RE: LRT Kanata Extension  
Date: Wednesday, June 21, 2017 2:07:47 PM

Hello Mr. , thank you for your email and support for this LRT project. Your positive words of encouragement was also appreciated. Your comments will be included in the study for consideration and as part of the public record, excluding your personal information. I hope you continue to follow the progress of the study and to attend the open house planned sometime in December 2017.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
(613) 580-2424 x15210

From: Qadri, Shad  
Sent: Sunday, June 18, 2017 11:21 PM  
To:  
Cc: Taylor, Angela  
Subject: Re: LRT Kanata Extension

Hello thank you for your email and your comments on the LRT west.

Reason why there is no mention of Stittsville is because the LRT route option 8, travels on the north side of 417 all in Kanata and it only comes to Canadian Tire Centre in Stittsville at Palladium Drive. That is if Route 8 is the preferred choice. I will and have been pushing to at least have it travel to Maple Grove Road where it should connect to Robert Grant Ave.

BRT Refers to Bus Rapid Transit, in the presentation. Initially Robert Grant Ave. will be constructed as a BRT route and then possible conversion to LRT.

Sincerely  
Shad

Sent from my iPad

On Jun 18, 2017, at 8:14 PM, Craig Barlow <[cmigobarlow@rogers.com](mailto:cmigobarlow@rogers.com)> wrote:

Dear Ms Taylor

I live in Stittsville which is not mentioned in the presentation, that I could

find. Nevertheless I support Corridor 8 but it should be extended further into Stittsville even though the Canadian Tire Center is located in Stittsville not Kanata.

By the way what does the abbreviation "BRT" stand for? I looked thru the presentation to find what BRT stood for but I must have missed it. I can guess but I do not think I should have to since I am not a transit expert. In future presentations you should have one page for all the abbreviations used in the presentation.

I enjoyed the presentation, very informative.

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From: Taylor, Angela  
To: [Redacted]  
Cc: RE: Kanata LRT  
Subject: Wednesday, June 21, 2017 12:30:04 PM  
Date:

Hello Ms. , thank you for your email and support for this LRT project. Your comments will be included in the study for consideration and as part of the public record, excluding your personal information. As for your question on house prices, this depends on where the LRT line and stations are located relative to the property, although I understand that property values generally increase in value if they are close to an LRT station. This can be better assessed once the preferred LRT corridor and station locations have been confirmed.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
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[613] 580-2424 x15210

[613] 580-2424 x15210

From: Sent: Sunday, June 18, 2017 3:00 PM  
To: Taylor, Angela  
Subject: Kanata LRT

I was at the meeting in Kanata for the extension of the LRT. I truly believe that the best plan for the whole of Kanata is to have the LRT extension run along the Queensway. It is the most direct route. If by chance the route chosen is the one that passes by Bells Corners and comes south along the Trans-Canada Trail how does that affect house prices which are close to that route. The passenger train was still running when we moved into our house and that was fine. But I am thinking ahead to when we would want to

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From: Taylor, Angela  
To: [Redacted]  
Cc: [Redacted]  
Subject: RE: LRT west corridors comments  
Date: Wednesday, June 21, 2017 12:31:10 PM

Hello Mr. , thank you for your email and support for this LRT project. Your comments will be included in the study for consideration and as part of the public record, excluding your personal information. If Corridor #8 is confirmed as the preferred corridor, a pedestrian and cycling overpass over Highway 417 will be recommended to provide convenient access to the LRT station on the north side of the highway. The overpass will be covered and to the same standard as other City overpasses such as at Blair Station, Place D'Orleans Station, and the Max Keeping overpass connecting to the Train Station.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
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angela.taylor@ottawa.ca  
[613] 580-2424 x15210

From: Sent: Tuesday, June 06, 2017 10:13 PM  
To: Taylor, Angela  
Cc: Qadri, Shad  
Subject: LRT west corridors comments

Hi Angela,

In response to my Councillor, Qadri's request, I am providing my comments on the recommended Corridor for the LRT route as it moves further west to serve Kanata and other western communities.

Though I understand Councillor Qadri's desire to have the LRT reach Stittsville, I do not see that as a financially viable extension in the foreseeable future. As a resident of Stittsville, I likely will not use it and do not wish to pay for this extra route.

Now to the corridors that were considered and recommended.

Of the choices presented I must agree with staff's recommended route #8. While it is certainly not perfect it appears to be the route that ticks most boxes in green rather than yellow or red. I understand that concerns have been raised about having the route on the north side of Highway 417 when the Eagleson Park and Ride is on the south side. While this is true it is also true that the Eagleson Park and Ride is at capacity now let alone when a LRT is in place. I suggest you alter Corridor 8 to show both a pedestrian bridge (covered, with motorized ramp) across the 417 to the

south side Park and Ride and a new north side Park and Ride near the station just east of Eagleson is the currently under used farm land.

I do not see any persuasive reasons to have the West LRT meander off to the south or north at great expense, environmental impact, and favouring one neighbourhood over another.

Thank you for receiving my comments.

Sincerely,

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From: Taylor, Angela  
To: [Redacted]  
Cc: [Redacted]  
Subject: RE: Comments: LRT Kanata Extension - Feedback Requested by June 23rd  
Date: Tuesday, June 20, 2017 12:51:00 PM

Hello Ms. , thank you once again for your comments. We will add this to the public record for consideration.

Regards,  
Angela

From: Sent: Sunday, June 17, 2017 11:06 AM  
To: Taylor, Angela  
Subject: Re: Comments: LRT Kanata Extension - Feedback Requested by June 23rd

Thank you for your follow up. I have one more comment. If either the north or south route is being considered, one must understand how long it takes to traverse by bus across Kanata/Stittsville. I commute downtown every day but I rarely take my neighbourhood bus. The reason for this is because taking the bus all the way downtown from home takes a very long time. Instead, my husband drops me off and picks me up at the Eagleson park and ride as it is on the way to his work. By doing this it saves me half an hour each way. This makes my commute a little more bearable.

On Jun 16, 2017, at 11:09 AM, Taylor, Angela <Angela.Taylor@ottawa.ca> wrote:

Hello Ms. , thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. I have provided a response to your comments as noted below.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
angela.taylor@ottawa.ca  
[613] 580-2424 x15210

Sent: Saturday, June 10, 2017 3:20 PM

To: Taylor, Angela

Cc: Qadri, Shad

Subject: Comments: LRT Kanata Extension - Feedback Requested by June 23rd

As I was out of town, I was not able to attend the Open House, however, I have some comments below.

**General:**

- whichever option goes ahead, it must link to the Eagleson park and ride.

Eagleson park and ride is a major transfer point not only for people who park there but for people who are dropped off there to catch a bus. Based on what I have observed, fewer riders actually park than are dropped off by someone.

Because it is just off the Queensway, it is the preferred transfer point for many people.

As the preliminary preferred plan is the LRT corridor north of Hwy 417, this corridor connects to all the park and rides (Eagleson, Terry Fox) along Hwy 417, although a pedestrian overpass will be recommended to connect the Eagleson park and ride.

- why does each proposal end at Canadian Tire Centre? The Ottawa Senators are in the process of moving downtown and no one believes an arena will remain on the CTC land. Even the outlet mall would be a better terminus.

The City's 2013 Transportation Master Plan (TMP) identifies the LRT terminus at the Canadian Tire Centre. At the time the TMP was developed, there was no plan for the Senators to relocate and the CTC made sense as a terminus. This planning and environmental assessment study will review the best location for the LRT terminus based on ridership and affordability.

- wherever the train ends, there needs to be a park and ride. A park and ride is planned at the recommended terminus of the LRT.

**Corridor 8 - North Side of Highway 417**

- It is really going to link to Eagleson Park and Ride? The train is running north of the 417 and the park and ride is south of the 417. Would there be underground access for riders to cross under the 417? As well, the distance between the Eagleson Park and Ride and "north of the 417" is not insignificant due to the many lanes of traffic, including 417 exit and entrance lanes. If this happens, a closed, heated overpass (or underpass) for pedestrians to safely cross the 417, and these many lanes of traffic, is necessary. The preliminary preferred corridor is on the north side of Hwy 417 and a pedestrian overpass will be recommended to connect to the Eagleson park and ride located on the south side of the highway. The pedestrian overpasses will be constructed to the same standards as the existing ones such as at Blair Station overpass and the Train station overpass, which are fully covered.

- Other than that, it is likely the best option to deliver service to the majority of Kanata-Stittville. This is the preliminary preferred corridor, although we are currently conducting detailed work on ridership with corridors 5, 8 and 13 to ensure the best corridor is selected.

**Corridor 5 - 417/March/Terry Fox**

- This is a great option for people who live in the east but work in Kanata North, but is next to useless for the majority of people living in Kanata-Stittville, serving only the far north-east corner of Kanata. It also completely misses the Eagleson park and ride. I agree that this LRT corridor running north along March Road provides direct service to Kanata North residents but does not serve residents from Kanata South. Kanata South residents will be served by busses connecting to LRT at Eagleson. This route does connect to the Eagleson park and ride via the north side of Hwy 417 and a pedestrian overpass is proposed if selected as the preferred corridor.

**Corridor 6 - TransCanada Trail**

- I would love to see this route chosen as it comes closest to Stittville (where I live), however, it is not likely central enough.

- I have no issue with rail returning to what has become the TransCanada Trail. The trail would be more useful if it was at least paved for bike use (currently seems to be used as a dog park).

Corridor #13 is the most southern corridor along the TransCanada Trail and is wide enough to accommodate both the LRT and a multi-use pathway if selected as the preferred corridor. I would also agree that this corridor directly serves the Kanata South and Stittville residents and does not serve the Kanata North residents. Kanata North residents will be served by busses that will connect to the LRT.

Regards,

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From: Taylor, Angela

To:

Cc: Qadri, Shad

Subject: RE: Kanata Light Rail Transit presentation

Date: Tuesday, June 20, 2017 12:09:47 PM

Hello Mr., thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. If Corridor #8 is the preferred corridor, a pedestrian and cycling overpass will be recommended to provide access to the LRT station on the north side of Highway 417. The overpass will be covered and to the same standard as other City overpasses such as at Blair Station, Place D'Orleans Station, and the Max Keeping overpass connecting to the Train Station.

Regards,  
Angela

Angela Taylor, P.Eng.

Senior Project Engineer | Gestionnaire principale de projet

Transportation Planning | Planification des transports

Transportation Services Department | Service des transports

City of Ottawa | Ville d'Ottawa

angela.taylor@ottawa.ca

(613) 580-2424 x15210

From:

Sent: Friday, June 16, 2017 5:51 PM

To: Taylor, Angela

Subject: Kanata Light Rail Transit presentation

I have reviewed all of the options that were made available and do consider that "Corridor 8" does appear to be the best. I would have possibly preferred using the 417 median though, and possibly a routing to the south side of the Queensway to better service the Eagleson Park and Ride lot.

Please advise me of how users of the Eagleson Park and ride (which is presently too small, and will probably become considerably worse when the train line is in service) are expected to get to the close-by train station? Will there be a covered (and heated) pedestrian bridge from the park and ride lot to the station, and due to the length will there also be a mechanical passenger transporter (such as used in airport terminals)?

Thanking you in advance

From: Taylor, Angela

To:

Cc: Qadri, Shad

Subject: RE: Kanata LRT POH #1 supplemental info

Date: Tuesday, June 20, 2017 12:21:06 PM

Attachments: LRT POH #1 POH.doc

Hello, thank you for your email. For further project information, I have attached the high level summary of the evaluation of the 13 LRT corridor options and the rankings by the 6 broad criteria. This evaluation formed the basis of the evaluation presented during the Open House. The capital and operating costs is one out of the 6 criteria in the evaluation and in order to rank the 13 corridors against each other, the information was based on a high level qualitative review of runningway lengths, # of grade separations, and # of potential stations for each corridor.

Actual cost estimates are conducted once the functional design has been completed. The attached also includes data on 2031 population and employment within 800 metres of each LRT corridor option. This data is also being used as a proxy to ridership although the study team is currently working on the ridership review of the 3 options (#5, #8, and #13) and will be presented at the next round of consultations along with the preferred corridor. Please let me know if you require anything further.

Regards,  
Angela

Angela Taylor, P.Eng.

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angela.taylor@ottawa.ca

(613) 580-2424 x15210

From: Sent: Friday, June 16, 2017 11:04 AM

To: Taylor, Angela

Subject: Kanata LRT POH #1 supplemental info

Hi Angela...I've looked over the display boards from this 1st POH as posted on the KanataLRT website and was wondering if any other documentation was available at this stage with a next level analysis detail such as current & projected ridership numbers / rough cost estimates / travel time estimates, etc.

Thanks, This e-mail originates from the City of Ottawa e-mail system. Any distribution, use or copying of this e-mail or the information it contains by other than the intended recipient(s) is unauthorized. Thank you.

Le présent courriel a été expédié par le système de courriels de la Ville d'Ottawa. Toute

From: Taylor, Angela

To:

Cc:

Subject:

Re: LRT Kanata Extension - Feedback Requested by June 23rd

Attachments:

Hello, thank you and you have certainly touched on many issues that the study team will be reviewing. Once we have selected the preferred LRT corridor, we will be designing the LRT alignment based on LRT design standards and this will involve looking at design options to ensure we minimize the corridor footprint and the environmental impacts such as Watt's Creek and the OPP lands.

Regards,  
Angela

From: Taylor, Angela

Sent: Friday, June 16, 2017 11:02 AM

To: Taylor, Angela

Cc:

Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Angela

Thank you for your response to my comments. The turn on Terry Fox which I was referring to is the turn for the rail line to go south to Terry Fox, not the turn at March Road, which I had considered under the general comment about the 90 degree turns.

I have also checked the 1996 Class EA where the Kanata Town Centre corridor was to go south of the OPP Station and Village Green and there appeared to be space for the corridor. The recent H417 works impacted Watt's Creek and the 5 Sep 2016 Google Earth map shows that there is very little room between the channel and the OPP lands. It looks like a considerable amount of the OPP parking lot would need to be removed in order for the LRT to connect.

I have also added Councillor Wilkinson to this thread.

From: "Taylor, Angela" <Angela.Taylor@ottawa.ca>

Sent: Thursday, June 15, 2017 10:19 AM

Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Hello, thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. I have provided a response to each of your comments below.

Regards,

Angela

Angela Taylor, P.Eng.

Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
angela.taylor@ottawa.ca  
(613) 580-2424 x 15210

From:

Sent: Friday, June 09, 2017 9:48 AM

To: Taylor, Angela

Cc: Qadri, Shad; Paul Renaud; Erwin Dressen; Stephen Fitzpatrick@parsons.com; Joharis

Subject: Fw: LRT Kanata Extension - Feedback Requested by June 23rd

Angela

has cc'd me on your response below.

You have referred to the "former CN rail corridor to the north". This rail line is an active line and will be until the factory in the Amprior area, which ships supplies to and from the US, has closed. The line goes over the bridge east of Bels Corners and there is a split west of it for another line which goes up through Kanata North which has been deactivated. The KNL plans also indicated that the line was inactive through their lands. City - Yes the study team is aware that the rail line is an active line with a private train running once a week every Wednesday as I understand it. It was however formerly owned and operated by CN Rail.

The only alternative would be if the LRT ran parallel to the existing railway, but KNL's West Shirley's Brook Tributary (WSBT) will be on the south side and KNL has draft approval for the north side. It would also eliminate part of the north side Blandings habitat which is being constructed on the former Terry Fox SWM land, there is no stormwater land as the habitat removed it, and the Walden crossing would be problematic immediately adjacent to 2 lines. It also can't be done on the north side because it would have to cross the existing tracks to turn south.

City - At this stage of the study, the high level review of alternative rail corridors consisted of identifying existing transportation corridors (road and rail) that could potentially connect from Moodie Drive to Palladium and a desktop review of the existing conditions and land use around these corridors. While development plans and the natural environment was considered during this review, there are impacts associated with each LRT corridor identified. All the northern options scored a red indicating significant negative impact on the environment. This environmental assessment study is conducted to ensure the impact on the environment is identified and mitigation measures addressed where required.

The LRT would need space to turn down Terry Fox and this might impact the south side SMH lands west of Terry Fox. It couldn't be done east of Terry Fox due to the rock knoll, WSBT and the south side Blandings habitat.

City - It is recognized that the steep turn from March Road to Terry Fox will be challenging given the constraints and the impact on the natural environment such as the SMH. As such, LRT options #1, 3, and 5 ranked low for construction complexity and cost due to this.

constraint.

The consultants obviously weren't aware of these issues.

One of the problems I saw with the routes is that a lot of them have 90 degree turns which are not feasible for LRT trains - BRT can do the turns but not LRT. The LRT tracks also need sidetracks for passing and/or switching tracks.

City - Yes I agree that the LRT corridor options showed 90 degree turns, which was only shown as a concept route although geometry of the rail line is a consideration in the evaluation. Where there are potentially sharp turns as is the case from March Road to Terry Fox Drive, this geometry is more challenging and scored low in the ranking. Once the preferred LRT corridor has been selected, design options will be reviewed. This includes identifying the LRT alignment and footprint, based on current design standards, to avoid or minimize surrounding environmental impacts.

It makes one wonder if there was an engineer with LRT experience involved in the selection of the alternatives.

Please consider this email as my official public comment.

From: Taylor, Angela [mailto:Angela.Taylor@ottawa.ca]

Sent: June 9, 2017 8:44 AM

To: Qadri, Shad <Shad.Qadri@ottawa.ca>

Cc: Fitzpatrick, Stephen <Stephen.Fitzpatrick@parsons.com>

Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Hello, thank you for your comments that will be included in the study for consideration and as part of the public record. A Planning and Environmental Assessment study requires the review of technically feasible LRT corridor options as a principle of good planning. This review ensures that a thorough look at the environmental impacts of each of the options has been assessed and documented to better inform the decision making process.

While I fully agree that impacts on the South March Highlands Wetlands (SMHW) should be avoided, this is mitigated by looking at options along existing and already disturbed transportation corridors such as the former CN rail corridor to the north. Our evaluation indicates that all routes adjacent to the SMHW have a very negative impact on the natural environment. Similarly, we have identified an LRT corridor option #13 along the former CP rail corridor to the south that also has a very negative impact on the social environment due to the recreational use. These impacts have all been documented in the evaluation summary that was presented at the Open House. Please let me know if you need further clarification.

Regards,  
Angela

Angela Taylor, P.Eng.

Senior Project Engineer | Gestionnaire principale de projet

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Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
angela.taylor@ottawa.ca  
(613) 580-2424 x 15210

From: Qadri, Shad

Sent: Wednesday, June 07, 2017 12:00 PM

Cc: Taylor, Angela

Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Thank you for your comments.

I have copied Angela on this email for her attention.

Sincerely,



Shad Qadri

Councillor Serving the community of Stittsville within the City of Ottawa  
Chair, Ottawa Public Health  
Chair, Crime Prevention Ottawa

110 Laurier Avenue West

Ottawa, ON K1P 1J1

Tel: 613-500-2476; Fax: 613-580-2516

Email: Shad.Qadri@ottawa.ca / WebSite/shadqadri.com

ottawa.ca 10th anniversary 10 years of excellence crimepreventionottawa.ca ottawac2017.ca

(facebook.com) (twitter.com)



Please remember to sign up for our eNewsletter (shadqadri.com) and get the latest information



Sent: Wednesday, June 07, 2017 9:53 AM  
To: Qadri, Shad <Shad.Qadri@ottawa.ca>  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Options 5 and 13 are ridiculous. Putting a rail line thru the so-called SMH Conservation Forest is a travesty and the TC Trail is heavily used already – creating a political nightmare for Council. These options are not credible and it is a mystery why Council continues to entertain the incompetence in the Planning Department.

Why did the planners not look at taking advantage of existing rail right of ways? Possibly because they have already chosen incompatible technology for LRT? If so another illustration of incompetence.

With fortitude,

From: Qadri, Shad [mailto:Shad.Qadri@ottawa.ca]  
Sent: June 6, 2017 5:30 PM  
To: Qadri, Shad <Shad.Qadri@ottawa.ca>  
Subject: LRT Kanata Extension - Feedback Requested by June 23rd



Dear Residents,

From: Taylor, Angela  
To: Qadri, Shad  
Cc: Fitzpatrick, Stephen  
Subject: RE: Kanata Light Rail Transit Planning and Environmental Assessment Study  
Date: Friday, June 16, 2017 11:02:10 AM

Thank you again for your email and insightful comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
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City of Ottawa | Ville d'Ottawa  
E: angela.taylor@ottawa.ca  
P: (613) 580-2424 x15210

From: Taylor, Angela  
Sent: Tuesday, June 13, 2017 9:07 PM  
To: Taylor, Angela  
Cc: Fitzpatrick, Stephen  
Subject: Re: Kanata Light Rail Transit Planning and Environmental Assessment Study

Thank you for including me in the distribution list and thank you for the Open House presentation.

The following are my opinions related to the project:

The purpose of the Light Rail Transit should be "moving mass people to their destinations fast in the most economical way". Here I am trying to say that Light Rail Transit should not be "moving some people fast to their destinations in the most convenient way".

2031 is a long way off. I hope by choosing a simple economic and cost effective route to Kanata, that will convince all levels of government to advance the completion of this LRT portion.

To reduce traffic from out of town users and Kanata residents using HW 417, there should be secure large "park and ride" parking lots at the HW 417 stations.

The following are my comments related to the project:

- 1) I totally agree with the current proposed route, i.e., number 8, just north of the HW 417.
- 2) Some Kanata residents and workers (people working in Kanata) may say this proposed route does not serve them well as this route does not go to north and south of Kanata. To me

this is irrelevant, as frequent local buses should be used to bring people to and from the LRT.

3) Consider that the current HW 417 congestion is not just caused by Kanata residents, therefore, this LRT proposal should mention and address this issue, i.e., with suggestions and solutions to those out-of-town drivers to use this LRT.

Best regards,

On Jun 1, 2017, at 12:38 PM, Taylor, Angela <Angela.Taylor@ottawa.ca> wrote:

Hi. Thank you for your email and we have included you on our distribution list. We hope to see you at the Open House Monday June 5th in the evening with details available on the project website at [www.ottawa.ca/kanatallr/ottawa.ca](http://www.ottawa.ca/kanatallr/ottawa.ca).

Best regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
E: angela.taylor@ottawa.ca  
P: (613) 580-2424 x15210

From: Taylor, Angela  
Sent: Thursday, June 01, 2017 9:28 AM  
To: Taylor, Angela  
Subject: Kanata Light Rail Transit Planning and Environmental Assessment Study

Angela,

If that is possible, please add my name to the study mailing list.

Many thanks,

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From: Taylor, Angela  
To: Qadri, Shad  
Cc: Fitzpatrick, Stephen  
Subject: RE: Comments: LRT Kanata Extension - Feedback Requested by June 23rd  
Date: Friday, June 16, 2017 11:02:10 AM

Hello Ms. Thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. I have provided a response to your comments as noted below.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
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E: angela.taylor@ottawa.ca  
P: (613) 580-2424 x15210

From: Taylor, Angela  
Sent: Saturday, June 10, 2017 3:20 PM  
To: Taylor, Angela  
Cc: Qadri, Shad  
Subject: Comments: LRT Kanata Extension - Feedback Requested by June 23rd

As I was out of town, I was not able to attend the Open House, however, I have some comments below.

General:

- whichever option goes ahead, it must link to the Eagleson park and ride. Eagleson park and ride is a major transfer point not only for people who park there but for people who are dropped off there to catch a bus. Based on what I have observed, fewer riders actually park than are dropped off by someone. Because it is just off the queensway, it is the preferred transfer point for many people.

As the preliminary preferred plan is the LRT corridor north of Hwy 417, this corridor connects to all the park and rides (Eagleson, Terry Fox) along Hwy 417, although a pedestrian overpass will be recommended to connect the Eagleson park and ride.

- why does each proposal end at Canadian Tire Centre? The Ottawa Senators are in the process of moving downtown and no one believes an arena will remain on the CTC land. Even the outlet mall would be a better terminus.  
The City's 2013 Transportation Master Plan (TMP) identifies the LRT terminus at the Canadian Tire Centre. At the time the TMP was developed, there was no plan for the Senators to relocate and the CTC made sense as a terminus. This planning and environmental assessment study will review the best location for the LRT terminus based on ridership and affordability.



- wherever the train ends, there needs to be a park and ride. A park and ride is planned at the recommended terminus of the LRT.

#### Corridor 8 - North Side of Highway 417

- It is really going to link to Eagleson Park and Ride? The train is running north of the 417 and the park and ride is south of the 417. Would there be underground access for riders to cross under the 417? As well, the distance between the Eagleson Park and Ride and "north of the 417" is not insignificant due to the many lanes of traffic, including 417 exit and entrance lanes. If this happens, a closed, heated overpass (or underpass) for pedestrians to safely cross the 417, and these many lanes of traffic, is necessary. The preliminary preferred corridor is on the north side of Hwy 417 and a pedestrian overpass will be recommended to connect to the Eagleson park and ride located on the south side of the highway. The pedestrian overpasses will be constructed to the same standards as the existing ones such as at Blair Station overpass and the Train station overpass, which are fully covered.

- Other than that, it is likely the best option to deliver service to the majority of Kanata-Stittsville. This is the preliminary preferred corridor, although we are currently conducting detailed work on ridership with corridors 5, 8 and 13 to ensure the best corridor is selected.

#### Corridor 5 - 417/March/Terry Fox

- This is a great option for people who live in the east but work in Kanata North, but is next to useless for the majority of people living in Kanata-Stittsville, serving only the far north-east corner of Kanata. It also completely misses the Eagleson park and ride. I agree that this LRT corridor running north along March Road provides direct service to Kanata North residents but does not serve residents from Kanata South. Kanata South residents will be served by busses connecting to LRT at Eagleson. This route does connect to the Eagleson park and ride via the north side of Hwy 417 and a pedestrian overpass is proposed if selected as the preferred corridor.

#### Corridor 6 - TransCanada Trail

- I would love to see this route chosen as it comes closest to Stittsville (where I live), however, it is not likely central enough.

- I have no issue with rail returning to what has become the Trans Canada Trail. The trail would be more useful if it was at least paved for bike use (currently seems to be used as a dog park).

Corridor #13 is the most southern corridor along the TransCanada Trail and is wide enough to accommodate both the LRT and a multi-use pathway if selected as the preferred corridor. I would also agree that this corridor directly serves the Kanata South and Stittsville residents and does not serve the Kanata North residents. Kanata North residents will be served by busses that will connect to the LRT.

Regards,

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From: Taylor, Angela  
To: [Unrecognized: Stephen; Paul Craft; Steacy, Peter; Hanger, David]  
Cc: [Unrecognized: Stephen; Paul Craft; Steacy, Peter; Hanger, David]  
Subject: RE: A few notes from the Kanata LRT meeting last night  
Date: Friday, June 16, 2017 8:05:39 AM  
Attachments: [Unrecognized: Stephen]

Hello, as promised we are responding to your comments and you have clearly touched on some of the issues the study team is considering when evaluating and developing a preferred corridor and alignment.

With respect to extending beyond Palladium, we are looking at issues around extending the line south/west of Palladium, and there was certainly a lot of support voiced to look at that option. At this time the only route we are considering for extension beyond Palladium would use the rapid transit corridor identified in the City's Transportation Master Plan, which continues south from Palladium Drive along the future North-South Arterial roadway located east of Huntmar. This corridor continues all the way to Fembank Road, and serves the planned Fembank community. Bus Rapid Transit or priority measures would continue south of the LRT terminal and provide high quality service to the nearest LRT station.

Regarding the corridor option you have identified, it has some merit in that it does provide a station in the vicinity of the Kanata North Business Park while also serving through travel between Kanata and downtown. However, a single station on the edge of the business park may be of limited value in encouraging redevelopment and intensification, and the extra distance for through trips will need to be balanced off between travel time, capital/operational costs and the ridership potential stopping in Kanata North may generate.

The grades along Highway 417 between Moodie and Eagleson are well within the capabilities of electric LRT. The operational cost in terms of additional energy consumption to climb the grade would likely be less than the ongoing costs of maintaining a longer alignment via Kanata North. Use of the former rail right-of-way between Moodie Drive and the existing city-owned rail corridor (Renfrew Spur) is problematic in that this corridor is owned by the National Capital Commission and is currently used as a multi-use pathway (Watt's Creek Pathway). There is also a significant sanitary sewer located in this corridor which could be difficult to co-locate with LRT. When the study team looked at crossings of the Greenbelt we only considered existing active corridors to minimize impacts and reduce the potential for fragmentation. The former rail corridor identified in your plan is no longer active and was not considered a candidate.

With respect to phasing, implementation staging will form part of our study and it is quite likely that the line would be built to an interim terminal. This decision will be based on a number of factors, including affordability and ridership potential. However we will prepare a Recommended Plan and undertake an environmental assessment for the entire corridor so that it is protected for its ultimate length.

In closing, thank you again for your comments. I hope you stay engaged throughout the study and provide additional input as we develop a Recommended Plan.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
E: angela.taylor@ottawa.ca  
M: (613) 580-2424 x15210

From: Taylor, Angela  
Sent: Friday, June 09, 2017 10:09 AM  
To: [Unrecognized: Stephen; Steacy, Peter; Paul Craft; [Unrecognized: Stephen; Hanger, David]]  
Cc: [Unrecognized: Stephen; Steacy, Peter; Paul Craft; [Unrecognized: Stephen; Hanger, David]]  
Subject: RE: A few notes from the Kanata LRT meeting last night

Hello, thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. While the study indicates a terminus at the Canadian Tire Centre as shown in the City's Transportation Master Plan, the study will be reviewing the best location to terminate the LRT based on ridership and affordability.

I will have the study team review your LRT corridor option and provide you with a response next week.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
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City of Ottawa | Ville d'Ottawa  
E: angela.taylor@ottawa.ca  
M: (613) 580-2424 x15210

From: Taylor, Angela  
Sent: Tuesday, June 06, 2017 1:39 PM  
To: Taylor, Angela  
Subject: A few notes from the Kanata LRT meeting last night

Hello,

Thank you for the event last night, I learned a lot and I had a few thoughts I would like to share with you and your team.

First and foremost I would like to echo many of the comments from last night about choosing the Canadian Tire Centre as the terminus, Hazeldean would definitely be a better, more forward looking option.

Secondly, there was a route that was not studied that I feel would be very strong option.

I plotted what it might look like, roughly, below.



With the Exception of the extension to Hazeldean (which I have not put much thought into), all these routes were looked at in some form in your study presented last night.

I suggest avoiding the Kanata hill by using existing municipal train tracks through the green belt to the North. This allows for a stop in the Kanata North High Tech Sector and would service many resident living around March Road. Many people in Kanata work in this area, as well, making the route optimal for not only downtown work commuters, but commuters within Kanata, as well. No doubt the March Road Eagleson station/hub would pose a challenge, but then this station poses a challenge in all proposed routes.

Finally I would suggest that the construction be done in a phased approach, similar to the current LRT construction downtown. This should keep costs down and help connect Kanata into the future LRT system ASAP.

Thank you for this opportunity to provide feedback, it is greatly appreciated.

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From: Taylor, Angela  
To: [REDACTED], [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Moodie to Kanata LRT  
Date: Thursday, June 15, 2017 10:52:08 AM

Hello, thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x15210

From: [REDACTED]  
Sent: Monday, June 12, 2017 1:21 PM  
To: Taylor, Angela  
Subject: Moodie to Kanata LRT

Hello,

My husband and I were not able to make it to the open house at the Richcraft Centre earlier in June. We would like to lend our support to line 6 of the three options on the table. It makes sense to service both the workers of DND at Moodie Drive and high tech centres of Kanata North. LRT is a city-wide project and as such, should benefit not only the members of one community but those from across the city who need to access that community daily for work.

Thank you.

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From: Taylor, Angela  
To: [REDACTED], [REDACTED]  
Cc: [REDACTED]  
Subject: RE: LRT Kanata Extension  
Date: Thursday, June 15, 2017 10:52:08 AM

Hello Ms., thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x15210

From: [REDACTED]  
Sent: Sunday, June 11, 2017 3:34 PM  
To: Taylor, Angela  
Subject: LRT Kanata Extension

I support Corridor 8: North Side of Highway 417

Thank you.

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From: Taylor, Angela  
To: [REDACTED], [REDACTED]  
Cc: [REDACTED]  
Subject: RE: LRT corridor  
Date: Thursday, June 15, 2017 10:52:08 AM

Hello Mr., thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. At this stage of the study, we are reviewing LRT corridor options at a very high level using existing transportation corridors. I noticed that your property at 217 Penfield Drive is directly adjacent and south of March Road and the LRT corridor option along March Road will follow the 2012 Council approved March Road Planning and Environmental Assessment Study for bus rapid transit (BRT) along this corridor. Your property is not affected by this BRT or a future LRT corridor along March Road.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x15210

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

From: [REDACTED]  
Sent: Saturday, June 10, 2017 4:14 PM  
To: Taylor, Angela  
Subject: LRT corridor

I live on Penfield Drive in Kanata. I have been looking at the material for plans A, B, and C of the LRT corridor. The problem of all that I have seen is there is not enough detail on the maps for me to see my street. I would suggest you could host all these maps on Google Earth, which has very fine detail probably as recent as last summer, including a street view of my house. If the right contacts are made, Google Maps might want to work with the city to convert all existing maps of Ottawa.

Please let me know the best way to see this detail.

Thank you.

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From: Taylor, Angela  
To: [REDACTED], [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Light rail to Kanata  
Date: Thursday, June 15, 2017 10:33:11 AM

Hello, thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. In fact, the preliminary preferred corridor #8 running north of Highway 417 will connect to the Terry Fox Station that will provide a direct link to Kanata Centrum.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x15210

From: [REDACTED]  
Sent: Saturday, June 10, 2017 10:41 AM  
To: Taylor, Angela  
Subject: Light rail to Kanata

Hello,

I would like to make a suggestion that a light rail stop be put at the Kanata Centrum in Kanata. There's already a park n ride there and plenty of available parking. With all the shops and restaurants it's already a hub of the town with lots of people working and visiting there so would be a great spot for the rail.

Thanks,

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From: Taylor, Angela  
To: [Shad Qadri, Councillor](#)  
Cc: [Shad Qadri, Councillor](#)  
Subject: RE: Councillor's Newsletter - Keeping You Informed June 9th, 2017  
Date: Thursday, June 15, 2017 10:26:12 AM

Hello, we will include you on our general mailing list for project updates and consultation events.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
(613) 580-2424 x15210

From:  
Sent: Saturday, June 10, 2017 12:41 PM  
To: Qadri, Shad  
Cc: Taylor, Angela  
Subject: RE: Councillor's Newsletter - Keeping You Informed June 9th, 2017

Thanks for reply.  
I would like to be kept informed on this project development.

On Jun 10, 2017 10:50 AM, "Qadri, Shad" <[Shad.Qadri@ottawa.ca](mailto:Shad.Qadri@ottawa.ca)> wrote:

Hello,

Thank you for your email.

If the LRT is extended down to Maple Grove it probably would come down through the currently protected rapid transit corridor along Robert Grant Ave.

The routes outlined in this article were designed by the City's Transportation Department. I have copied the Senior Project Manager, Angela Taylor, on this email to respond to any feedback or inquiries you might have regarding the project.

Sincerely,



**Shad Qadri**  
Councillor, Serving the community of Stittsville within the City of Ottawa  
City of Ottawa  
110 Laurier Avenue West  
Ottawa, ON K1P 1J1  
Tel: 613-580-2478; Fax: 613-580-2516  
Email: [Shad.Qadri@ottawa.ca](mailto:Shad.Qadri@ottawa.ca)  
Web: [www.shadqadri.com/shadqadri.com](http://www.shadqadri.com/shadqadri.com)

From: Peter Higgins ([peter.higgins@bell.net](mailto:peter.higgins@bell.net))  
Sent: Friday, June 09, 2017 7:18 PM  
To: Qadri, Shad <[Shad.Qadri@ottawa.ca](mailto:Shad.Qadri@ottawa.ca)>  
Subject: Re: Councillor's Newsletter - Keeping You Informed June 9th, 2017

Hi Shad

Your ideal about nearby Maple Grove location for LRT is interesting. What route are you thinking about?

From: Taylor, Angela  
To: [Shad Qadri, Councillor](#)  
Cc: [Shad Qadri, Councillor](#)  
Subject: RE: LRT Extension west  
Date: Thursday, June 15, 2017 10:26:12 AM

Hello Ms., thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
(613) 580-2424 x15210

From:  
Sent: Friday, June 09, 2017 9:30 PM  
To: Taylor, Angela  
Subject: LRT Extension west  
To: Angela Taylor

I support Corridor 8 and think the terminus should be south of Palladium to provide a greater connection to Stittsville.

Thank you

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From: Taylor, Angela  
To: [Shad Qadri, Councillor](#)  
Cc: [Shad Qadri, Councillor](#)  
Subject: RE: LRT Kanata Extension  
Date: Thursday, June 15, 2017 10:21:50 AM

Hello Mr. and Ms. thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
(613) 580-2424 x15210

From:  
Sent: Friday, June 09, 2017 4:05 PM  
To: Taylor, Angela  
Subject: LRT Kanata Extension

Angela

Just to indicate our total support for the Corridor 8 North Side Hwy 417 for the future extension of the LRT.

Thank you

Stittsville.

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From: Taylor, Angela  
To: [Shad Qadri](#)  
Cc: [Angela Taylor](#)  
Subject: RE: Kanata Light Rail Transit Planning and Environmental Assessment Study  
Date: Thursday, June 15, 2017 8:52:43 AM

Hello Mr., thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. Although the CTC was identified in the City's Transportation Master Plan as the western terminus for the Kanata LRT, the study will be reviewing the best location based on ridership and affordability.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
(613) 580-2474 x15210

From: **Sent: Friday, June 09, 2017 9:31 AM**  
To: Taylor, Angela  
Subject: RE: Kanata Light Rail Transit Planning and Environmental Assessment Study

As a Kanata resident I thought I'd forward my opinion on the three main LRT routes under consideration.

The route going from Moodie Drive to the CTC that follows the 417 makes the most sense although with the future move of the Seno to Lebreton I'm not sure the CTC is a typical destination any more. The other 2 main routes under consideration - Kanata North Corridor and Kanata South option - are less ideal. The Kanata North corridor would serve the business park well but misses the Centrium shopping area and the existing transit infrastructure already in place there. If the Kanata North route AND the central route down the 417 were combined I think there could be a benefit. The Kanata South option doesn't appear to serve anything. It passes a small business park but otherwise seems like a train to nowhere, through nowhere. In addition, as a regular user of the Trans Canada Trail, it would be a travesty to lose this well-used path for.

If you're counting votes, I cast mine for the 417 route.

Thanks,

From: Taylor, Angela  
To: **Sent: Thursday, June 15, 2017 8:19 AM**  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd  
Cc: Qadri, Shad  
Date: Thursday, June 15, 2017 8:43:15 AM

Stephen, forgot to copy you.

From: Taylor, Angela  
Sent: Thursday, June 15, 2017 8:19 AM  
To: Taylor, Angela  
Cc: Qadri, Shad  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Hello Mr., as promised, the study team has provided a response to your comments and are noted below.

Regards,  
Angela

From: **Sent: Tuesday, June 06, 2017 6:46 PM**  
To: Taylor, Angela  
Cc: Qadri, Shad  
Subject: Fw: LRT Kanata Extension - Feedback Requested by June 23rd

Good evening Angela,

I'm sure you'll be receiving many comments on the email below, so let me be as clear/concise as possible with the questions I have.

- 1) Option-S is the only viable option below due to the concentration of the population along the Highway and provides the best overall return. I presume the Taylson park and ride will be relocated on the north side of the highway to accommodate the line? If so does the city already own that land along with the remaining proposed corridor? Will the parking lot be increased to accommodate more cars?  
City - The approved 2012 Kanata North Bus Rapid Transit Planning and EA Study determined that an overhead walkway connection between a rapid transit station on the north side of the highway and the existing park and ride on the south side of the highway was the preferred design. Although this study will investigate the option of relocating the park and ride to the north side of highway 417, it will very likely remain in its current location due to a number of issues, including access and property impacts. There are limited opportunities to increase the size of the existing park and ride lot, however extension of LRT will include additional park and ride lots at other stations, increasing the overall number of park and ride spaces in Kanata.
- 2) If the first/last stop will become Palladium, will this site have a significantly larger park/ride facility and combine the nearby Carpool lot? Having a parking ticket for having parked at a park/ride because there were no spots left is an embarrassment to the city and quite frustrating for someone already paying \$114/month and of course trying to do good for the environment. The city needs to monitor the use of these spaces and increase the lot as demand increases instead of imposing fines. More parking spots means more monthly passes sold and monitoring can be as

simple as implementing a sensor at the entrance to count cars entering the lot like other City of Ottawa downtown lots already have.

City - Part of our work in developing the Recommended Plan for the LRT extension will be determining appropriate size and location of park and ride lots, based on ridership forecasting. It is too early to suggest whether the Carpool Road Park and Ride would be closed if LRT is extended to Kanata but the impact to that lot, and others, will be considered as part of our work. OC Transpo conducts regular monitoring to determine Park and Ride lot utilization rates across the City, which informs future planning requirements.

- 3) I'm sure many people are asking this, but when is this planned to happen? It seems like this should be started now to plan for future growth and lower the cars on the road but everything seems to take too long to have something that is a reasonable for being funded on all 3 levels of government. The liberals even are for investing in infrastructure projects like this one so why not leverage this and reduce the time it takes for implementing these type of projects.  
City - While the funding for this planning and environmental assessment study was provided by the provincial and federal governments, the City's Transportation Master Plan identifies this LRT extension as being constructed after 2031 based on what the City can currently afford to build. However, if additional federal and provincial funding is made available, implementation could be advanced.
- 4) Are there any plans to provide a frozen fare for the next few years to encourage ridership?  
Montreal has a much more advanced metro system and yet only charges \$83/month for its pass (Quebec City charges \$5.60/month for similar population size). Is the city planning on conducting a cost cutting measure on how it could lower the overall cost of OC Transpo so the fare can be lowered to reflect realities. The price was once hiked due to fuel prices and yet now that the fuel prices have gone down the monthly passes have only gone up.  
City - This is a City policy question and beyond the scope of this study. I will refer you to my colleagues at OC Transpo to respond to this question.
- 5) The zoning for the Stittsville Main St was set to be capped at 3 stories. Now that this corridor has been (or soon will be) approved, will the zoning be risen to densely the areas readily near the stations and leave the suburbs alone at 3 stories max?  
City - Once the Kanata LRT Extension is approved by Council, the City may undertake additional land use planning studies to identify future zoning changes in the vicinity of LRT stations and determine if further intensification and/or changes in land use designation are appropriate.

From: Qadri, Shad <[Shad.Qadri@ottawa.ca](mailto:Shad.Qadri@ottawa.ca)>  
Sent: June 8, 2017 5:29 PM  
To: Qadri, Shad  
Subject: LRT Kanata Extension - Feedback Requested by June 23rd

From: Taylor, Angela  
To: **Sent: Friday, June 09, 2017 11:59 AM**  
Subject: Re: Light rail route Kanata  
Cc: Taylor, Angela  
Date: Friday, June 09, 2017 12:00:21 PM

Thank you for the clarification and we will include this for the public record.

Regards,  
Angela

From: **Sent: Friday, June 09, 2017 11:59 AM**  
To: Taylor, Angela  
Subject: Re: Light rail route Kanata

No. 8

Sent from my iPad

On Jun 9, 2017, at 10:18 AM, Taylor, Angela <[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)> wrote:

Hello Mr. and Ms thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. For clarification, would you please confirm which of corridors #5, 8 or 13 you prefer? It is shown below for reference.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

(613) 580-2474 x15210

-----Original Message-----  
From: **Sent: Thursday, June 08, 2017 4:24 PM**  
To: Taylor, Angela  
Subject: Light rail route Kanata

Angela,



After looking at the three options for the LRT route, the first option makes the Most sense economically, logistically and environmentally. It is also close to the Park and rides. To us, this is the only option that makes any sense.

Sent from my iPad

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From: Taylor, Angela  
To: MARRIEN, Marianne  
Subject: FW: LRT Comment from your website  
Date: June 09, 2017, 10:23:00 AM

Councillor, I have provided a response to these comments if you wish to forward it on to the resident.

Dear Ms. , thank you for your email and insightful comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy.

This Planning and Environmental Assessment study requires the review of technically feasible LRT corridor options as a principle of good planning. This review ensures that a thorough look at the environmental impacts of each of the options has been assessed and documented to better inform the decision making process. The study team agrees with your thoughts on the Trans Canada Trail (TCT) and there is no question that the impact of an LRT corridor along the TCT would be significant and this was documented for the evaluation, showing a red square. The LRT terminus will also be reviewed during the study to determine the best location based on ridership and affordability.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
angela.taylor@ottawa.ca  
(613) 580-2424 x.15210

From: MARRIEN, Marianne  
Sent: Thursday, June 08, 2017 4:48 PM

Subject: FW: LRT Comment from your website

Hi Angela,

Below is a comment sent by a resident who saw the info on my website.

Marianne

Marianne Wilkinson  
Councillor, Kanata North  
City of Ottawa  
613-580-2474  
www.mariannewilkinson.com/mariannewilkinson.com

www.mariannewilkinson.com/mariannewilkinson.com

[Facebook](#) [Twitter](#) [Subscribe to my e-newsletter <http://canadacomm9000.blogspot.com/>](#)

From:  
Sent: Thursday, June 08, 2017 11:01 AM  
Subject: Contact from marianne.wilkinson.com

Name:

Address:

Phone:

Email:

Comment: I have just read with GREAT DISMAY that the Trans Canada Trail (TCT) from Bells Corners to Huntmar is being considered for an LRT route. This trail is heavily used by cyclists, walkers and skiers and it is the only safe route upon which to take a long cycle. Have you ever tried cycling on the streets: this is a death wish! Also to consider is the TCT culture. This trail is so special and beloved by many, many Canadians and many of us donated time and money to make it a reality. And what link would you propose to replace this section of the trail? Or would we cyclists just hop back into our car which of course would be miles from the beginning of the proposed Bells Corners LRT to disgor around that section of the LRT? Or will you build an alternate route of the TCT? Choosing the cheapest option is very often not the correct decision, and in this instance given what would be sacrificed and would be the least efficient it seems absurd. Another thing to consider: It seems getting to the palladium is a paramount concern, but the majority of the population does not use the palladium. Also, the palladium is aging and a new centre is being considered for LeBreton Flats, which over time may replace the huge functions that are now held in the palladium. The palladium is a short term facility. The TCT is not. And over time the TCT can and should be maintained and with little effort and cost and will not self destruct. Also eco-tourism is very strong and an extensive bike route is a large attraction. Look what Montreal has accomplished in a short period of time. And what about the Petite Train de Nord running north from Montreal. Montreal population is also expanding rapidly, but they are not considering closing their open routes. All these types of facilities are being expanded and enhanced throughout the country, so why are we even CONSIDERING defiling part of our natural pedestrian areas. PLEASE DO NOT let the TCT option happen for the LRT route.

Time: June 8, 2017 at 11:01 am  
IP Address: 174.95.142.46  
Contact Form URL: <https://marianne.wilkinson.com/contact/>  
Sent by an unverified visitor to your site.

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From: Taylor, Angela  
To: MARRIEN, Marianne  
Subject: FW: LRT Comment from your website  
Date: June 09, 2017, 10:23:00 AM

Thank you Mr. and appreciate taking the time to add further details. We will add this to the public record.

Have a great weekend,

On Jun 09, 2017, at 09:39 AM, "Taylor, Angela" <Angela.Taylor@ottawa.ca> wrote:

Thank you Mr. and appreciate taking the time to add further details. We will add this to the public record.

Regards,  
Angela

From: Sent: Thursday, June 08, 2017 9:30 AM  
To: Taylor, Angela  
Cc: CARR, Shon, "Stephen"  
Subject: FW: LRT Kanata Extension - Feedback Requested by June 29th

Thank you Angela.

Corridor 8 is the strongest option due to the following reasons:

- It uses the existing park and ride locations (Palladium, Terry Fox, Englemore)
- It runs parallel to the 417, which limits its impact on both the environment and residents
- The capital and operational costs are lower due to its route location/length of track

On Jun 08, 2017, at 09:05 AM, "Taylor, Angela" <Angela.Taylor@ottawa.ca> wrote:

Hello Mr. , thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality. We would like to hear more about why Corridor 8 is the strongest option and please provide further details.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
angela.taylor@ottawa.ca  
(613) 580-2424 x.15210

From: Sent: Wednesday, June 07, 2017 7:22 AM  
To: Taylor, Angela  
Cc: Carr, Shon  
Subject: FW: LRT Kanata Extension - Feedback Requested by June 29th

Hi Angela,

I am pleased to back Corridor 8 as my recommended option going forward with the LRT Kanata Extension. I believe the choice is rather easy one.

If you would like more information on why I believe this is the strongest option moving forward, I am more than happy to provide additional details.

Thank you,

Begin forwarded message:

From: "Quik, Shad" <Shad.Quik@ottawa.ca>  
Date: June 06, 2017 4:32:23 PM  
To: "Quik, Shad" <Shad.Quik@ottawa.ca>  
Subject: LRT Kanata Extension - Feedback Requested by June 23rd



Dear Residents,

Last night, June 5th, I had the pleasure of attending the Light Rail Transit (LRT) Kanata Extension Environmental Assessment Open House.

The event was well attended with over 100 participants from within the west-end communities and it was great to see residents so engaged and asking questions for such an important topic to the future of Stittsville.

The meeting discussed potential options regarding the future of the LRT extension from Moodie to Palladium through Kanata and requested feedback from community members on their thoughts.

A total of 13 potential corridors were identified, including locations

From: Taylor, Angela  
To: "Quik, Shad"  
Subject: RE: LRT Kanata Extension - support of corridor 8  
Date: Friday, June 09, 2017 9:37:57 AM

Hello Mr. , thank you for your email and your kind words of encouragement is very much appreciated. Your comments will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
angela.taylor@ottawa.ca  
(613) 580-2424 x15210

From:  
Sent: Thursday, June 08, 2017 7:59 AM  
To: Taylor, Angela  
Subject: LRT Kanata Extension - support of corridor 8

Good morning Angela,

I'm writing to inform you of my support for corridor 8 following the presentation of options for the LRT extension.

I do not support corridor 5 as it misses key existing park and ride points and has negative impacts to the natural environment.

I am very against corridor 13 due to the natural environmental impacts. My family and friends use the TransCanada Trail regularly in lieu of motor vehicles and it would be a huge detriment to our community to have the trail impacted for LRT purposes.

Thank you for your work on such an important initiative for Ottawa and its surrounding areas.

Kind regards,

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Le présent courriel a été expédié par le système de courriels de la Ville d'Ottawa. Toute

From: Taylor, Angela  
To: "Quik, Shad"  
Subject: RE: Kanata LRT extension  
Date: Friday, June 09, 2017 9:34:04 AM

Hello Mr. , thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy. While the study indicates a terminus at the Canadian Tire Centre as shown in the City's Transportation Master Plan, the study will be reviewing the best location to terminate the LRT based on ridership and affordability. I agree there is uncertainty around the future of the Canadian Tire Centre but this will actually present opportunities for future development to support an LRT in the vicinity should it become the terminus.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
angela.taylor@ottawa.ca  
(613) 580-2424 x15210

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

From:  
Sent: Wednesday, June 07, 2017 9:33 PM  
To: Taylor, Angela  
Subject: Kanata LRT extension

Hi Angela,

Just wanted to provide some feedback on the corridor decision for the Kanata LRT extension.

Firstly, I am not sure why all emphasis is being placed on the Canadian Tire Centre being the end of line location. After the Senators relocate to Lebreton Flats, will this spot be a "destination" any further? I am not so sure.

With that said I support corridor 13 for the extension with the potential to extend the line to the growing area of Stittsville. Corridor 13 also uses an existing rail bed from which further extension could easily be made (e.g. to Carleton Place).

I don't think it makes sense to use corridor 8, as this corridor already supports a major transportation system, namely the 417. I think it makes more sense to spread the major transportation systems across the city, rather than focus them all in one narrow corridor.

Thank you for considering my views,

From: Taylor, Angela  
To: "Quik, Shad"  
Subject: RE: Comments on LRT Extension  
Date: Friday, June 09, 2017 9:33:21 AM

Hello Mr. , thank you for your email and your insightful comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
angela.taylor@ottawa.ca  
(613) 580-2424 x15210

From:  
Sent: Wednesday, June 07, 2017 3:04 PM  
To: Taylor, Angela  
Subject: Comments on LRT Extension

Hello,

I am writing to provide my comments on the proposed routes for the LRT extension and would like to state a strong preference for option 8 as the most straight forward option.

Option 5 to me is a non starter because of the damage to natural areas and the unnecessary costs that all tax payers will pay for but that only some Kanata residents may benefit from. Taking March Road and Terry Fox also adds a jog in the route that extends the amount of time for the train to reach its primary endpoint destinations. Option 13 is also a poor option given the removal of natural area access and the encroachment on natural areas. It also makes the route longer than it need be to reach its endpoint destinations.

Option 8 makes sense in terms of reusing an existing access route and the existing Park and Rides. It also has the biggest chance to increase ridership because every commuter stuck in traffic will see the train passing them that could be getting them home faster were they on it. It can also help delay further widening of the main highway and the associated costs.

Thanks,

From: Talyo, Angela  
To: [redacted]  
Cc: [redacted]  
Subject: RE: LRT Kanata  
Date: Friday, June 06, 2017 9:10:46 AM

Hello Ms., thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[redacted]  
[redacted] (613) 580-2424 x15210

From: [redacted]  
Sent: Wednesday, June 07, 2017 12:18 PM  
To: Taylor, Angela  
Subject: LRT Kanata

Good afternoon Ms Taylor,

I am a Stittsville Resident. On review of the three LRT options being considered for Kanata/Stittsville, all my support would be behind the Corridor Option 8. This provides excellent, centralized service with minimal impact to the environment and surrounding homes.

I would have significant reservations about use of the Trans Canada Trail (Corridor Option 13) for its ecological impact (plants, animal life) and negative influence on active transportation (walking, biking, skiing) among residents of this area.

Many thanks,

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From: [redacted]  
To: [redacted]  
Cc: [redacted]  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd  
Date: Friday, June 06, 2017 9:20:03 AM  
Attachments: [redacted]  
[redacted]  
[redacted]  
[redacted]  
[redacted]  
[redacted]

Hello, thank you for your comments and positive support for this project. Although the City's Transportation Master Plan identifies implementation of the Kanata LRT beyond 2031, the study is being completed with a recommended plan and a functional design that will be needed should federal and provincial funding become available.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
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[redacted] (613) 580-2424 x15210

From: Shad, Shad  
Sent: Wednesday, June 07, 2017 11:59 AM  
To: [redacted]  
Cc: Taylor, Angela  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Hello,

Thank you for your comments. I have copied Angela on this email for her review and response.

Many thanks,

Sincerely,



Shad Qadri  
Councillor, Serving the community of Stittsville within the City of Ottawa  
Chair, Ottawa Public Health  
Chair, Crime Prevention Ottawa

110 Laurier Avenue West  
Ottawa, ON K1P 1J1  
Tel: 613-580-2424 Fax: 613-580-2516  
Email: [redacted] / [redacted]



Please remember to sign up for our eNewsletter ([redacted]) and get the latest information

From: Monika Boudo [mailto:Monika.Boudo@seco-search.com]  
Sent: Wednesday, June 07, 2017 8:52 AM  
To: Gadi, Shad <[redacted]>  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Hi Gadi - this is great news! What is the expected timeline for construction of the LRT up to Palladium?

From: "Gadi, Shad" <[redacted]>  
To: "Monika Boudo" <[redacted]>  
Date: 06/06/2017 5:30 PM  
Subject: LRT Kanata Extension - Feedback Requested by June 23rd

From: [redacted]  
To: [redacted]  
Cc: [redacted]  
Subject: RE: Kanata Light Rail - alignment question  
Date: Thursday, June 06, 2017 4:18:29 PM  
Attachments: [redacted]  
[redacted]  
[redacted]  
[redacted]  
[redacted]

Hi, thanks for your email. Yes Corridor 8 scenario is the approved bus rapid transit corridor as identified in the 1996 West Urban Community Transit Integration Study and Environmental Assessment and the more recent 2012 West Transitway Connection - Terry Fox to Fembank Environmental Project Report (EPR). Your attachment appears to be consistent with the EPR. This corridor follows the curve of the westbound Hwy 417 off ramp at Terry Fox Drive, then passes under Terry Fox Drive before reaching Didsbury Road. Hope this helps but if you have further questions, please let me know.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[redacted]  
[redacted] (613) 580-2424 x15210

From: [redacted]  
Sent: Tuesday, June 06, 2017 10:05 AM  
To: Taylor, Angela  
Subject: Kanata Light Rail - alignment question

Hi Angela,

I have a follow-up question to last night's open house.

Recognizing that this study is still very much at the "rough markers" stage and that detailed design is yet to come, do we have any understanding of how the LRT right-of-way will get across Terry Fox in the Corridor 8 scenario? Is there any expectation that this crossing would deviate from the previously-missioned BRT alignment shown in my attachment?

Totally fine if these things haven't been considered yet - just monitoring for potential changes that would impact the lands at Terry Fox & the 417.

Thanks!



From: [Angela Taylor](#)  
To: [Frederick, Shadi](#)  
Cc: [RE: LRT to Kanata](#)  
Subject: [RE: LRT to Kanata](#)  
Date: [Thursday, June 07, 2017 9:07:32 AM](#)

Hello, thank you for your email and your thoughtful comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality. The study will be reviewing station locations based on ridership potential and will be providing convenient pedestrian and cycling routes such as bridge structures crossing Highway 417, and the proposed line to the communities. Where the LRT corridor will also be reviewed for an station and bus access points.

Regards,

Angela

Angela Taylor, P.Eng.

Senior Project Engineer | Gestionnaire principale de projet

Transportation Planning | Planification des transports

Transportation Services Department | Service des transports

City of Ottawa | Ville d'Ottawa

[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

(613) 580-2424 x15210

From: [Frederick, Shadi](#)  
Sent: Wednesday, June 07, 2017 12:37 AM  
To: Taylor, Angela  
Subject: Official feedback for Kanata Light Rail Transit Planning and Study

Here are my comments, in no particular order:

- Using the existing BRT line plan for the new LRT makes the most sense: keeping the line along the north of the 417 (Option B).
- The location (frequency) of stops as compared to the BRT needs to be reviewed. Either some stops need to be optional (optional stops) or the number of stops need to be reduced. Recommend removing all stops between March/Eagleson and Terry Fox station. Keep the stations closer to 2km apart rather than 1km apart.
  - This stops at March/Eagleson (west side), existing Terry Fox Station, Hannon/Tanger (east side of Hannon).
  - This is particularly important if the line is going to go very far south... imagine all those people commuting from south through Kanata having to stop at lots of stops. If the line is meant to terminate in Kanata, then more stops are more acceptable, although improving for those who just want to get to the last stop.
  - Consider if autonomous vehicle network can do the gap for those who cannot walk long distances (eg from apartment towers in Kanata North) to the LRT.
- Terry Fox station should have park and ride reserved. Move the park and ride to the terminus of the line (or the last stop along the 417) should the line swing south. Use the freed up space for high density office/commercial use.
  - The park and ride should be adjacent to the station north side of 417 (within the existing Eagleson/PAR on the south side of 417). The existing empty field in the area of Hannon/Campus would make a good spot.
- There should be provision to allow for future stop at the existing train crossing in the corridor.
- From a construction timing point of view, there should be option to build the line just as far as Tanger (Hannon Rd, north of the 417). Building it further south needs to be option for future phases of it will go south.
- The stop at March/Eagleson should be on the west side of March/Eagleson (near OPP). There should be a pedestrian covered bridge to get you over the 417 to the park and ride.
- The stop at March/Eagleson needs to have provision for new mode of technology ("smart bus") for BRT to Kanata business park. Similar for Shady side to DND (North) Campus. Do not assume we need to build the station like the existing Terry Fox station. (Can buses arrive on demand or the station is that less space is needed?).
- Keep options open should we want to create "open" lines from Manotick and/or March/Eagleson to Kanata North business park in the future.
- Keep options open should the frequency of trains need to be increased. If trains are every 3 minutes downtown and 1/2 the time to the busline station, then service in Kanata is at most every 6 minutes. Is there a way to run some trains only between Manotick and Kanata to get closer to the 3 minute timing (every other train goes downtown). Presumably some people living in Kanata will want to travel to DND (North) or Algonquin College or other places not downtown.
- The planning of the LRT just turning south near the Palladium area needs more thought. I have no input here as I am unfamiliar with the plans for development in this area. Do not slow down progress bringing LRT to Kanata to address this area. Priority to get LRT to Terry Fox (ideally to Hannon) ASAP.
- I am assuming there are 2 parallel tracks for this entire line. If there are to be "lots" of stations, then extra tracks may be

needed to allow trains to pass slower trains (express train vs local train).

red = LRT stop blue = BRT



From: [Taylor, Angela](#)  
To: [Frederick, Shadi](#)  
Cc: [RE: LRT to Kanata](#)  
Subject: [RE: LRT to Kanata](#)  
Date: [Thursday, June 08, 2017 9:07:32 AM](#)

Hello, thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,

Angela

Angela Taylor, P.Eng.

Senior Project Engineer | Gestionnaire principale de projet

Transportation Planning | Planification des transports

Transportation Services Department | Service des transports

City of Ottawa | Ville d'Ottawa

[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

(613) 580-2424 x15210

-----Original Message-----  
From:  
Sent: Wednesday, June 07, 2017 8:49 AM  
To: Taylor, Angela  
Subject: LRT to Kanata

Hello,  
Please add me to your email list for light rail project to Kanata.  
I would like to add my comments. I've been pushing for light rail to Kanata for years.  
First even though I live in Kanata North I think what makes most sense is for LRT to run along the high way instead of North or South route. But I don't agree with all the stops - it's like a milk run. You need stops at the 2 park and rides in Kanata (March/Eagleson and Terry Fox). Those 2 stations should be the highest priority and built and completed first. No other station should begin construction until these 2 stations are fully operational. Why? Because you have 2 park and rides, and a place already designed for pick up and drop offs. Next the City should focus on building more stations only at locations it can secure land for additional park and rides - so if you can get something close to (and just east of) Kanata Ave that would be great. And then another park and ride near Palladium/Vines, and one more at Carp Road.  
Between Carp Rd and March/Eagleson all you need is 5 stations - 2 at existing park and rides, and 3 at locations the City can build additional park and rides. A Carp Rd station must be in the plan, and those other extra stations in the plan should be removed. Make sure there is enough distance between stations and not a mere 2 to 3 Kms otherwise you're going to have highly under utilized stations and too many stops. Additional stations can be added when there is significant demand and the 5 stations become too busy.  
Also, the city should focus on getting a new line up from Eagleson/March to run North along March Rd and extend all the way to March and Terry Fox into the High Zeeb area that

employees thousands of people. This line would be busy in both directions every day. Getting people to the high tech office and getting people who live in Kanata North to work downtown.  
Thank you.

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From: Taylor, Angela  
To: [Quadrin, Shadi]  
Cc: [Quadrin, Shadi]  
Subject: RE: LRT to Stittsville  
Date: Thursday, June 08, 2017 9:05:41 AM

Hello Ms. , thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x15210

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

From: [Quadrin, Shadi]  
Sent: Wednesday, June 07, 2017 7:55 AM  
To: Taylor, Angela  
Cc: Quadrin, Shadi  
Subject: LRT to Stittsville

Stittsville is a grown community that requires the best daily transportation especially LRT for daily commuters.  
Don't forget us!!!

daily 262 bus rider and long time resident of Stittsville

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From: Taylor, Angela  
To: [Quadrin, Shadi]  
Cc: [Quadrin, Shadi]  
Subject: RE: LRT to Canadian Tire Center  
Date: Thursday, June 08, 2017 9:05:41 AM

Hello Ms. , thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x15210

From: [Quadrin, Shadi]  
Sent: Wednesday, June 07, 2017 7:57 AM  
To: Taylor, Angela  
Subject: LRT to Canadian Tire Center

Definitely Canadian Tire Center as the main hub with a route to accommodate not only Kanata but includes Stittsville and those travelling in from Carp, Almonte, Cataraugus Place, even as far as Amsterville. A lot of people are relying on those small forms and travelling in daily for work. Time to think long-term. Corridor 8 works well it seems from this plan but consideration for Shadi's idea of getting closer to Maple Grove to accommodate Stittsville would be a great idea to consider would like to see the impact statement on that route. Thanks,

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From: Taylor, Angela  
To: [Quadrin, Shadi]  
Cc: [Quadrin, Shadi]  
Subject: RE: Please add me to Kanata LRT Study List  
Date: Thursday, June 08, 2017 8:59:36 AM

Hello Mr. , thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality. We will however add your name to the general mailing list for future updates.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x15210

From: [Quadrin, Shadi]  
Sent: Wednesday, June 07, 2017 7:39 AM  
To: Taylor, Angela  
Subject: Please add me to Kanata LRT Study List

Good Morning,

Please can you add my name to the Kanata LRT Study list, so that I may receive updates?

I use the Trans Canada Trail throughout the year and am concerned that there is consideration for the LRT to use this land-- it is a central hub for our community to enjoy recreation, meet neighbours, and enjoy the diverse plant and animal life in the area.

Thank You,

--

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From: Taylor, Angela  
To: [Quadrin, Shadi]  
Cc: [Quadrin, Shadi]  
Subject: RE: LRT Kanata Extension  
Date: Thursday, June 08, 2017 8:54:29 AM

Hello Mr. , thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ angela.taylor@ottawa.ca  
☎ (613) 580-2424 x15210

From: [Quadrin, Shadi]  
Sent: Wednesday, June 07, 2017 7:06 AM  
To: Taylor, Angela  
Cc: Quadrin, Shadi  
Subject: LRT Kanata Extension

I live in Stittsville and Corridor 8 is the best option. The sooner the better

A absolute no is Corridor 13 which effects the Trans-Canada Trail

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From: Taylor, Angela  
To: Fitzpatrick, Stephen  
Cc: RE: Kanata Light Rail Transit Planning and Environmental Assessment Study  
Date: Thursday, June 08, 2017 8:50:40 AM  
Attachments: [LRT Evaluation FEVL.doc](#)

Hi, my apologies that I did not have a chance to say hi and hope the family is well. Attached is a copy of the display boards as well as the high level evaluation summary to support the boards. Feel free to contact me if you have questions or concerns.

Regards,  
Angela

From: Sent: Tuesday, June 06, 2017 1:59 PM  
To: Taylor, Angela  
Subject: RE: Kanata Light Rail Transit Planning and Environmental Assessment Study

Good afternoon Angela,  
Nice to see a good turnout at last evening's meeting.  
Can you provide me with the background report and a copy of the slide presentation please.  
Thanks,  
Tim

[jrichards@cityofottawa.ca](mailto:jrichards@cityofottawa.ca)

From: Taylor, Angela [<mailto:Angela.Taylor@ottawa.ca>]  
Sent: May 25, 2017 11:46 AM

Subject: RE: Kanata Light Rail Transit Planning and Environmental Assessment Study

Hi, thanks for your email and we will happily include you on our contact list. If you have business interest, we will include you on our Business Consultation Group list, otherwise you will be included on the general distribution list. Please clarify your interest.

Thanks,  
Angela

To: Taylor, Angela  
Subject: Kanata Light Rail Transit Planning and Environmental Assessment Study

Good morning Angela,  
Can you add me to your contact list for this project please.  
Thanks,

From: Taylor, Angela  
To: Taylor, Angela; "Dena Saito"  
Cc: RE: Feedback - Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study: Invitation to Business Consultation Group  
Date: Thursday, June 08, 2017 9:29:33 AM  
Attachments: [img001.jpg](#)  
[LRT-Feedback-response.doc](#)  
[LRT-Evaluation-FEVL.doc](#)

Hi, it was great to see you at the open house and as well and again my apologies for the lateness of this reply. Attached is our response to your questions noted below and for ease, I reproduced each question on the attached and provided a response directly. Also attached is the high level evaluation summary as requested. Feel free to forward the attached onwards or to anyone I have missed. Please let me know if you have any further questions or concerns or if you wish to meet to discuss this further.

Regards,  
Angela

From: Taylor, Angela  
Sent: Thursday, May 18, 2017 12:38 PM  
To: Fitzpatrick, Stephen  
Subject: RE: Feedback - Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study: Invitation to Business Consultation Group

Hi, I just wanted to touch base to say thank you once again for attending the meeting and for your comments. As an initial response to your comments and based on your feedback and feedback that we heard from the 2 other consultation meetings, we will be undertaking a more comprehensive review of some of the corridor alignments including one to the Kanata North Business Park. I can understand your concern in that our presentation appears as if the conclusions have already been established, however, I can reassure you that your comments are taken seriously and any recommendations the study team presents to the public is preliminary. I will however provide a full response to all your comments early next week. Feel free to contact me for further questions or concerns.

Best regards,  
Angela

From: Sent: Wednesday, May 17, 2017 9:05 AM  
To: Taylor, Angela; Fitzpatrick, Stephen  
Subject: Feedback - Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study: Invitation to Business Consultation Group

Good morning Angela, Stephen and the team.

Thank you for the very thorough presentation yesterday and for ensuring that critical

stakeholders were invited. Greatly appreciated.

You did a great job of sharing a lot of information in a very short amount of time. Given the timing I felt it was very thorough and I appreciate that you took that time to review each of the 13 route options. I can appreciate that it is a challenge to determine how to best share all these details in a productive way. My one criticism would be that it was a very one sided conversation. I thought this was a consultation in that you wanted feedback from these stakeholders. I think you do - but the format wasn't conducive to true discussion.

Some other comments and questions:

1. First of all I look forward to receiving the slides. I would also like to see the quantitative data used in the rankings. Is this possible? Admittedly I'm a data geek but I'd like to understand this aspect. Qualitative and comparative are much more subjective - but it's hard to argue with data. Anything you can share will better equip me to deal with any issues that arise from this business community.
2. I do have questions around the funding model. It wasn't discussed yesterday. I understand this Stage 3 is not funded however would the funding model not factor into the analysis. i.e. if there were other sources of funding (as with the airport model) would this not factor into the route analysis?
3. Were the TOD locations measured quantitatively? I ask as it appears to me that me TOD areas around CTC and the Kanata North Tech Park are equally weighted - and I would question this.
4. Have City wide impacts of employment in Kanata North been considered? i.e. The 21,000 jobs in the Kanata North Tech Park are well paying jobs that have a ripple affect across the entire City. This employment node contributed \$7.8 billion to Canada's GDP last year. This includes \$3 billion tax revenue for all 3 levels of government and \$120.3 million directly to the City of Ottawa. With talent being the #1 issue for this community ensuring easy access equates to continued growth which benefits the entire City.
5. Lastly remind me how economic development and employment support are included in the ranking criteria? I think I missed this.

Thanks in advance for your time and dedication to such a critical project for our City.  
Many thanks,

From: Taylor, Angela  
To: [Redacted]  
Cc: [Redacted]  
Subject: RE: LRT Kanata Extension  
Date: Wednesday, June 07, 2017 10:42:14 AM

Hello Mr., thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
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City of Ottawa | Ville d'Ottawa  
\* angela.taylor@ottawa.ca  
(613) 580-2424 x 15210

From: [Redacted]  
Sent: Tuesday, June 06, 2017 10:12 PM  
To: Taylor, Angela  
Cc: Qadri, Shad  
Subject: Kanata LRT Extension

As a resident of the Fairwinds Community in Stittsville, I am overwhelmingly in favour of Corridor S, along the 417. It appears to offer the least disruption to built up residential and business areas. As well, it would seem to present the lesser threat to areas of nature, such as the Trans Canada Trail.

Regards,

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From: Taylor, Angela  
To: [Redacted]  
Cc: [Redacted]  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd  
Date: Wednesday, June 07, 2017 10:42:14 AM

Hello Mr., thank you for your email and your words of encouragement. Note that the blue dotted line indicates the limits for the Community Design Plan that was completed for Kanata West and is not a proposed LRT corridor. Your comments will be included in the study for consideration and as part of the public record and we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
\* angela.taylor@ottawa.ca  
(613) 580-2424 x 15210

From: [Redacted]  
Sent: Tuesday, June 06, 2017 9:50 PM  
To: Taylor, Angela  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Hi Angela,

As a Stittsville resident I support the preferred option, Corridor S as it has the best features of all with very little impacts. If we can assume that the blue dotted line will eventually be a light rail connection from the Canadian Tire Centre to Hazeldean near Huntmar, then I fully support that option too. Some of the largest communities around the Stittsville - Kanata border will be located near the Huntmar - Hazeldean intersection such as Poole Creek, Fernbank Crossing, Eden Wyde, Mutamy and Blindstone.

So this is an excellent choice for a future light rail connection to the CTC then direct from there down the 417.

Anyway, thanks for doing this great work. Corridor S is the logical choice and I fully support you and Shad.

From: Taylor, Angela  
To: [Redacted]  
Cc: [Redacted]  
Subject: RE: Light rail  
Date: Wednesday, June 07, 2017 10:42:14 AM

Hello, thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
\* angela.taylor@ottawa.ca  
(613) 580-2424 x 15210

From: [Redacted]  
Sent: Tuesday, June 06, 2017 7:14 PM  
To: Taylor, Angela  
Subject: Light rail

Hi, I prefer route B as it is the most direct and uses Terry Fox station.

Sent from Mts [go.microsoft.com] for Windows 10

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From: Taylor, Angela  
To: [Redacted]  
Cc: [Redacted]  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd  
Date: Wednesday, June 07, 2017 10:42:14 AM

Hello, thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
\* angela.taylor@ottawa.ca  
(613) 580-2424 x 15210

From: [Redacted]  
Sent: Tuesday, June 06, 2017 7:13 PM  
To: Qadri, Shad  
Cc: Taylor, Angela  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd

Yes I support Option B because this could be the cheapest and quickest way to build and serves the most riders now and in future. So this should be the western main line. Other route can be served by buses where there are good existing road network. Down the road, technology will advance and we will have different kinds of environment assessment to address. Thanks very much.

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From: Taylor, Angela  
To: [Figueroa-Lacheta](#)  
Cc: RE: LRT Kanata Extension  
Subject: Wednesday, June 07, 2017 10:21:35 AM

Hello Mr., thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x15210

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

From:  
Sent: Tuesday, June 06, 2017 6:49 PM  
To: Taylor, Angela  
Subject: LRT Kanata Extension

Good day,

Please note that, of the options under study - Corridors 8, 5 and 13 - I favour Corridor 8.

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From: Taylor, Angela  
To: [Figueroa-Lacheta](#)  
Cc: RE: LRT Proposals for Kanata/Stittsville  
Subject: Wednesday, June 07, 2017 10:59:56 AM

Hello, thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x15210

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

From:  
Sent: Tuesday, June 06, 2017 6:48 PM  
To: Taylor, Angela  
Subject: LRT Proposals for Kanata/Stittsville

Angela,

We would support proposals 8 and 13. In our view the benefit of using the Trans Canada Trail for LRT use greatly outweighs the current use of the TCT. The projected growth of the population in Stittsville requires better access to the future LRT system.

Sent from my iPhone

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From: Taylor, Angela  
To: [Figueroa-Lacheta](#)  
Cc: RE: Preferred Western LRT Extension: Corridor 8  
Subject: Wednesday, June 07, 2017 10:17:24M

Hello Mr., thank you for your email and your comments that will be included in the study for consideration and as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x15210

From:  
Sent: Tuesday, June 06, 2017 5:59 PM  
To: Taylor, Angela  
Subject: Preferred Western LRT extension: Corridor 8

Ms. Taylor,

Having looked at the options for the LRT I concur with Councillor Qadri that Corridor 8, along the 417 is the best choice overall to serve Kanata-Stittsville. That said, pushing a stop west of Palladium, to Carp Rd, would be even better even if the main station remains at the CTC (or whatever it becomes).

Regards,

Sent from my BlackBerry 10 smartphone on the Rogers network.

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From: Taylor, Angela  
To: [Figueroa-Lacheta](#)  
Cc: RE: LRT Kanata extension-my voice  
Subject: Wednesday, June 07, 2017 10:53:46 AM

Hello, thank you for your email and your comments that will be included in the study as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
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City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x15210

From:  
Sent: Tuesday, June 06, 2017 5:50 PM  
To: Taylor, Angela  
Subject: LRT Kanata extension-my voice

Hello Angela,

As a resident in fairwind west, stittsville, can we provide our voice for the LRT Kanata extension options?

Our family support Corridor 8, and think the terminus should be south of Palladium to maple grove, which would be great for stittsville people.

thank you for listening to our voice.

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From: Taylor, Angela  
To: Qadri, Shad  
Cc: Qadri, Shad, Thompson, Stephen  
Subject: RE: LRT Kanata Extension - Feedback Requested by June 23rd  
Date: Wednesday, June 07, 2017 12:12:49 PM

Hello Mr. , thank you for your email and your comments that will be included in the study as part of the public record. Note that we will exclude all personal information to ensure confidentiality.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
E: angela.taylor@ottawa.ca  
M: (613) 580-2424 x 15210

From: Sent: Tuesday, June 06, 2017 5:41 PM  
To: Taylor, Angela  
Cc: Qadri, Shad  
Subject: FW: LRT Kanata Extension - Feedback Requested by June 23rd

I agree with Councillor Gadi below that Corridor 8 is the best option. Here that I used to live in Stittsville but now live in North Kanata. I believe Councillor Gadi's comments below are applicable to the residents of Kanata.

I also suspect the cost of corridor 8 will be lower than the other options, and therefore more likely to be completed sooner than later. A rail link to the Kanata-Stittsville region is important given the population of the area.

From: Taylor, Angela  
To: Thompson, Stephen  
Cc: RE: Kanata LRT  
Date: Wednesday, June 07, 2017 9:10:17 AM

Hello , thank you for your email and your comments. I also really appreciate your words of encouragement and I am disheartened to hear about the tragic loss. As part of this study, we will be reviewing pedestrian crossings to ensure safe passage to and from the LRT.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
E: angela.taylor@ottawa.ca  
M: (613) 580-2424 x 15210

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

From: Sent: Tuesday, June 06, 2017 8:51 AM  
To: Taylor, Angela  
Subject: Kanata LRT

Good morning Ms. Taylor,

Thank you for your hard work for Kanata LRT project! I attended the town hall in KRC last night. Based on your team members' analysis, corridor 8 is the best choice. It serves as a spine for public transportation and benefits both north and south of Kanata. I wish LRT can come to Kanata as early as 2023 if there are some extra funds.

When you consider the detailed plan for Eagleson Station, could you please consider to have a pedestrian path for both west and east side of Eagleson Park & Ride to catch the train? A girl in my neighbourhood who was a student of Ottawa U was hit by a truck and died when she crossed the street on Eagleson Dr. to catch the bus at Eagleson Park & Ride. There were several terrible accidents happened in the past at that intersection. Too many people (both local residents and Park & Ride people) need to cross the street and too many traffic going fast through that intersection. If a LRT Eagleson station will be built on the other side of highway, more people and traffic will be there. For safety reasons, could you please consider a pedestrian over path to connect both sides of Eagleson Park & Ride and going cross the highway to LRT station?

The tragedy should not happen again. Therefore I write you this message for your consideration. Thank you!

From: Taylor, Angela  
To: Thompson, Stephen  
Cc: RE: Tonight's LRT EA meeting  
Date: Wednesday, June 07, 2017 9:00:43 AM

Hello Mr. , thank you for your email and your comments. Copies of the display boards will be available later this week on the project webpage at [www.ottawa.ca/kanatalrt/ottawa.ca/](http://www.ottawa.ca/kanatalrt/ottawa.ca/).

Regards,  
Angela

From: Sent: Monday, June 05, 2017 8:54 PM  
To: Taylor, Angela  
Subject: Tonight's LRT EA meeting

Angela, I was at tonight's meeting - a good presentation, thank you. Will a copy of the slides and panels be available via email or online?

P.S. It's a minor thing, but I'd like to see the study referred to as the "Stittsville LRT EA" or "Kanata-Stittsville LRT EA", given that the current end-point is in Stittsville ward.

Thanks,

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From: Taylor, Angela  
To: Thompson, Stephen  
Cc: RE: Kanata LRT Public Open House  
Date: Tuesday, June 06, 2017 12:07:45 AM

Good Morning, thank you for your email and interest in this study. We will add you name to the mailing list and note that the open house information will be posted on the City's project website later this week at the link noted below. I will also pass your message on to Councillor Wilkinson.

[www.ottawa.ca/kanatalrt/ottawa.ca/](http://www.ottawa.ca/kanatalrt/ottawa.ca/)

Regards,  
Angela

From: Sent: Monday, June 05, 2017 8:34 PM  
To: Taylor, Angela  
Subject: Kanata LRT Public Open House

Angela

I would like to obtain copies of the Presentation Boards for the 5 June 2017 Public Open House

I had asked Jabbar Siddique to be placed on the distribution list for this project when I requested the presentation board used for the 8 June 2017 news announcement. He arranged for Ron Cross to provide it, but I didn't receive notification of the open house. Could you please ensure I am on the list for future?

Also, if you are having future open houses in Kanata North, could you ask Marianne Wilkinson if you could broadcast it using her Facebook page? She does this for her Town Hall meetings and it helps people like myself who have mobility and transportation problems to hear what was said.

Thanks

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Page 100

From: Taylor, Angela  
To: Richard, Adam RE: Kanata LRT project mailing list  
Cc: Tuesday, June 27, 2017 10:56:03 AM  
Subject:  
Date:

Good Morning Mr. , thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy and look forward to your continued participation in this study. We will also add your contact information to the general distribution list to keep you informed of project updates and events.

You have certainly touched on some of the issues that the study team has identified if a proposed LRT line is located within the Trans Canada Trail corridor. This is one of the reasons why this corridor ranks low when compared to the other corridors on the evaluation.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
SO angela.taylor@ottawa.ca  
(613) 580-2424 x.15210

From:  
Sent: Saturday, June 24, 2017 8:15 PM  
To: Taylor, Angela  
Cc:  
Subject: Kanata LRT project mailing list

Angela,

I am a resident of Kanata and our home backs directly onto the Trans Can Trail.

We bought because we wanted to be close to the TCT, as we are avid cyclists and we also cross country ski.

We are opposed to the line going south and would like to be aware of any information and all communication related to the assessment and the project.

Please add this e-mail address:

Please included my wife and children in the cc please.

Thanks and good luck on the assessment.

Regards,

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From: Taylor, Angela  
To: Hubley, Allan  
Cc: Richard, Adam  
Subject: RE: Kanata Light-Rail Transit Planning Process - Corridor 13  
Date: Tuesday, June 27, 2017 9:40:57 AM

Good Morning Michael and Pam, thank you for your email and comments that will be included in the study for consideration and as part of the public record. We will exclude your personal information to ensure your privacy and look forward to your continued participation in this study.

You have certainly touched on key issues that the study team has identified with a proposed LRT corridor along the Trans Canada Trail. These issues were some of the reasons why this corridor ranks lower when compared to the other corridors on the evaluation. Please stay tuned while the study team completes the further review and selects the preferred corridor.

Regards,  
Angela

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
SO angela.taylor@ottawa.ca  
(613) 580-2424 x.15210

From: Hubley, Allan  
Sent: Saturday, June 24, 2017 7:39 AM  
To: Taylor, Angela;  
Cc: Hubley, Allan  
Subject: Re: Kanata Light-Rail Transit Planning Process - Corridor 13

Thank you for your comments and be assured that I share your concerns with this option.

Respectfully,  
Allan Hubley  
Councilor Kanata South

From:  
Sent: June 23, 2017 10:51 PM  
To: Angela.Taylor@ottawa.ca; Allan.Hubley@ottawa.ca  
Subject: Kanata Light-Rail Transit Planning Process - Corridor 13

Dear Ms. Taylor and Mr. Hubley,

We have recently been made aware that the city was studying thirteen options for light rail in Kanata. We were surprised, and dismayed to hear that the city did not immediately rule out the Corridor 13 option during the first review stage of this process.

In our opinion, Corridor 13 should not be considered for light rail through Kanata for a number of reasons:

First and foremost, a large portion of this corridor is currently part of the Trans Canada Trail. It would be difficult, if not impossible, to find another path to connect the Trail from Bells Corners out to Stittsville as there is no other path of such significance in the area.

The Trans Canada Trail portion of Corridor 13 is a heavily used trail by many in the community for a wide variety of reasons. It is used as a safe daily commuting path for many bicyclists. It is also heavily used for a variety of physical activities by many members of the community – of particular importance, it allows people with special needs and senior citizens a safe place to get out, get some exercise and get some fresh air without being forced along busy roads. It is also the main dog walking path for the Bridlewood Community.

Furthermore, it is a corridor heavily transected by school children throughout the entire year, not just for access to their schools but also for access to sports events and other activities. Closing off access to this path would mean the children that currently transect the path on a daily basis would go from having a 7 minute walk commute to school to a 40 minute walk along busy roads (Time based on travel time from our house to W.D. Mitchell Elementary School).

Corridor 13 also cuts through the Stony Swamp Conservation Area – an ecologically diverse protected area, classified as a provincially significant wetland and home to 17 at risk species. We are concerned about the impact light rail would have on the varied and abundant wildlife in the area. As an example there are dozens of deer trails transecting the Trans Canada Trail allowing the herds to move from one side of the trail to the other, which they do on a daily basis.

We feel strongly that Corridor 13 should be immediately removed from consideration.

Respectfully,

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# KANATA LIGHT RAIL TRANSIT PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY

## CONSULTATION SUMMARY REPORT #2

CONSULTATION GROUP MEETINGS (November 21 and 23, 2017)  
PUBLIC OPEN HOUSE #2 (December 7, 2017)

*Prepared for:*



City of Ottawa  
110 Laurier Avenue West  
Ottawa ON K1P 1J1

*Prepared by:*



Parsons Inc.  
100-1223 Michael Street  
Ottawa ON K1J 7T2

29 May 2018

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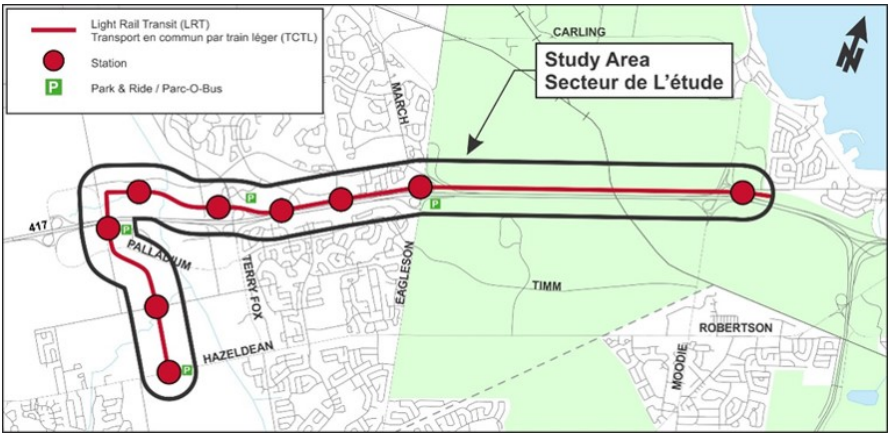
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1.0 INTRODUCTION

The City of Ottawa has initiated this Planning and Environmental Assessment (EA) Study to develop a Recommended Plan to extend Light Rail Transit (LRT) from Moodie Drive to Kanata.

Figure 1: Study Area



In support of the study, a comprehensive public and stakeholder consultation program was initiated. This report provides a summary of consultation group meetings, and public consultation activities undertaken as part of the second round of consultation.

2.0 CONSULTATION GROUP MEETINGS

The third Study Consultation Group meetings were held on November 21 and November 23, 2017 as detailed below. Consultation Group participants were notified via email prior to the consultation group meetings. A reminder email was sent a one week prior to each meeting date.

At these meetings, participants were presented with the information and opportunity to comment on what was to be communicated at the Public Open House. A formal presentation was given outlining the work done to date, including the additional evaluation of corridors, finalizing the preferred corridor, the evaluation of preliminary designs along the preferred corridor and Light Maintenance and Storage Facility sites, and the preliminary Recommended Plan.

Members of the Study Team, including City of Ottawa staff and consultants, were available to discuss the information and answer questions in a round table format following a formal presentation (see Appendix A). Below are summaries of the discussions held at each Consultation Group meeting. For a full record of these discussions, consult the minutes in Appendix B.

2.2.1 Agency Consultation Group

The Agency Consultation Group (ACG) meeting was held between 9:30 and 11:30 at Ottawa City Hall on November 21, 2017. Twenty-five (25) members of the ACG were in attendance representing the varied interests of the City of Ottawa and other review agencies, including the National Capital Commission (NCC), Department of National Defence (DND) and the Rideau Valley Conservation Authority (RVCA). The following is a summary of the items discussed at the meeting.

Table 1: Agency Consultation Group Discussion Summary

Discussion	
Alignment to DND	
1	It was noted that the DND employment projections have not yet been made public.



2	It was noted that the vision of DND is that riders transferring at Moodie will step right onto an OC Transpo bus from the train for an efficient and quick transfer. <i>The objective will be to have a smooth transition onto a bus. Service will be based on demand.</i>
3	Is a spur line to Carling Campus an option should growth surpass the estimates today? <i>The footprint may be able to be protected, however operationally it is very challenging to accommodate.</i>
<b>Timing</b>	
4	What is the next step now that the corridor has been selected? <i>There is currently no funding in place, and the TMP identifies the project for implementation beyond 2031. The corridor will be protected for as development occurs, and be ready for future TMP updates or availability of funding.</i>
<b>March - Eagleson</b>	
5	The preferred option still has impact to the OPP site. <i>Yes. We will continue to work with the OPP and Infrastructure Ontario on mitigating impacts to the site.</i>
6	Have you considered any advantage to moving the station west? <i>Yes. There is no possibility to move further west due to creek constraints.</i>
7	Concern over the proximity of two signalized intersections along Campeau? <i>Preliminary analysis shows it will work, but there will certainly be challenges operationally.</i>
<b>Terry Fox to Palladium</b>	
8	Is there an operational difference with the 6 options and the tightness of turns? <i>There are some minor differences from a rider comfort perspective. They all provide acceptable geometry for construction and operation however Option #2 has more generous curves than several of the other options.</i>
9	Consider the elevation constraints along this area for costing <i>We have engaged experts, and will continue to do so.</i>
10	Why does alternative two not do better on cost? <i>They are all very much similar when compared to each other. Option six is the cheapest due to the lack of a station, and the shortest amount of guideway.</i>
11	The Feedmill Creek Corridor is defined in Kanata West implementation. The actual width of the corridor is not physically defined though. It is just in words at this point. <i>It was agreed that the study team will continue to meet with City Staff, MVC, and local developers to firm up the location of the Feedmill Creek corridor.</i>
12	It was noted that Feedmill Creek rehabilitation is planned to be ongoing in the coming years. <i>Mitigation will likely be required to protect the installed rehabilitation and should be flagged in this EA.</i>
<b>LMSF</b>	
13	It was noted that although there is a cost to cleaning up contaminated soil for site 6, it is also an opportunity to remediate the area.
14	The NCC expressed concern over the Ultimate Moodie LMSF footprint and the evaluation results. It was agreed the study team would continue to work with the NCC to ensure that what is being shown is consistent with the work to date completed by the City's Stage 2 office.
<b>Alignment and Stations</b>	

15	Does the Terry Fox catchment area extend across 417? <i>The Study Team will review the connectivity for this station and assess if a pedestrian bridge is required.</i>
16	People will connect via buses to these stations – which ones will be prioritized? <i>March Road with the BRT connection, Terry Fox is expected to accommodate a large number of transfers, and Hazeldean as a terminus station.</i>
17	Is there a requirement for park and rides considering the rise of autonomous vehicles? <i>In the future, parking may be converted to drop-off/pick up to accommodate this technology. This will depend on trends closer to implementation.</i>
18	Will the design work for the Earl Grey crossing have to change? <i>The separation is sufficient to accommodate both crossings. It is not thought that the Earl Gray work will be impacted.</i>

### 2.2.1 Business Consultation Group

The Business Consultation Group (BCG) meeting was held between 2:30 and 4:30 at the Beaverbrook Library on November 23, 2017. Nine (9) members of the BCG were in attendance representing the varied interests in the study area, including local land owners and the Kanata Central BIA. The following is a summary of the items discussed at the meeting.

Table 2: Business Consultation Group Discussion Summary

Discussion	
<b>Alignment to DND</b>	
1	Is a spur line to Carling Campus an option should growth surpass the estimates today? <i>The footprint may be able to be protected, however operationally it is very challenging to accommodate.</i>
<b>Timing</b>	
2	Will you be looking at phasing and implementation? <i>Yes. This information will be available in the report to Transportation Committee and Council.</i>
3	What is the next step now that the corridor has been selected? <i>There is currently no funding in place, and the TMP identifies the project for implementation beyond 2031. The corridor will be protected for as development occurs, and be ready for future TMP updates or availability of funding.</i>
<b>March - Eagleson</b>	
4	From an accessibility viewpoint, the transfer from the Park and Ride will be difficult. <i>The distance here is challenging. Any pathways or connections will be level and accessible, and will feature redundant elevators and other accessible features. This station will be fully accessible; including drop off spots for Para Transpo and accessible vehicles.</i>
<b>Terry Fox to Palladium</b>	
5	It was noted that Minto and Broccolini will be submitting a formal review of the design evaluation.
6	Was an alignment west of Huntmar considered? <i>This was previously considered and eliminated in the Kanata West BRT EA Study as it is close to the edge of the urban boundary so it is not a real contributor to ridership.</i>
7	The criteria 'Maximize ridership potential' assumes what development?

	<i>At this level it comes down to catchment potential. Down against the highway greatly reduces the ability to maximize ridership potential.</i>
8	Is no further adjustment made for densities within catchment? <i>No, because once stations are confirmed to be built, the City undertakes studies on TOD. These studies look favourably on large single owner parcels, and envisions what the community will be in 20-30 years upon transit network maturation.</i>
9	It was suggested that the difference in cost has to be considered in more detail. <i>This may be done at a parametric level.</i>
10	Were options weighted? <i>No</i>
11	The Feedmill Creek Corridor floodplain is not well defined. <i>The study team will continue to meet with City Staff, MVC, and local developers to firm up the extent of the Feedmill Creek floodplain and associated development implications.</i>
<b>LMSF</b>	
12	What would be the alternate site if Moodie falls through? <i>Council has approved the site and the city is confident that this will proceed.</i>
13	Is there a preferred distance from the two MSF sites being built for the network? <i>There will be a facility at Belfast to the east, so naturally the second facility should be west. Moodie is a good balance in its location and operationally.</i>
<b>Alignment and Stations</b>	
14	Any thought to going underground instead of elevated guideway? <i>It is much more expensive – and the soil conditions are not favourable.</i>
15	Many stations are against highway, and we're swinging it up at Arcadia. Why is it acceptable for other stations to be located at the highway? <i>We inherit work done in the 90's, which is not reflective of contemporary transit planning principles. We know the highway is a detriment to ridership, so when we get beyond constrained area, we shoot higher. This alignment, where possible, shows the evolution of thinking. Furthermore, stations along the highway minimize impact to already existing and well established communities.</i>
16	Have you started to look at express service on the rail? <i>No, it is not warranted on the Ottawa network.</i>
17	What is the travel time from Hazeldean to March Road. <i>About 30 km an hour – similar to a 90 series Transitway route. The benefits lie in gains in resiliency, reliability, user experience, and capacity.</i>
18	Terry Fox has significant parking today. What will happen to the volume of cars coming into park, and what will be done? <i>There is some park and ride at Palladium which we hope to increase, and at Hazeldean as well. Today Eagleson is over subscribed. As we get more service many lots will fill up. Solutions for sites will be further developed when the station is closer to implementation, in consultation with adjacent business and property owners.</i>

### 2.2.1 Public Consultation Group

The Public Consultation Group (PCG) meeting was held between 6:30 and 8:30 at the Beaverbrook Library on November 23, 2017. Two (2) members of the PCG were in attendance; a member of the Technical Advisory Committee of Kanata, and a local

City Councillor. The following is a summary of the items discussed at the meeting.

Table 3: Public Consultation Group Discussion Summary

Discussion	
<b>Alignment to DND</b>	
1	What is the difference between DND employment projections and the City's? <i>Approximately 40%.</i>
2	What is the Ridership difference between corridors 8 and 8a? <i>The ridership numbers are similar, but 8A offers a higher quality of trip, and a better, more cost-effective means of carrying people.</i>
<b>Timing</b>	
3	Will you be looking at phasing and implementation? <i>Yes. This information will be available before council.</i>
4	What is the next step now that the corridor has been selected? <i>There is currently no funding in place, and the TMP identifies the project for implementation beyond 2031. The corridor will be protected for as development occurs, and be ready for future TMP updates or availability of funding.</i>
<b>March - Eagleson</b>	
5	The new station is north of the highway at Eagleson, away from the Park and Ride? <i>Yes. The study team will be looking at the ideal connection to the existing Park and Ride.</i>
6	What is the distance between the park and ride and proposed station? <i>About 400 metres</i>
<b>Terry Fox to Palladium</b>	
7	Can Feedmill Creek be realigned? <i>There is not a viable alternative for realignment. This segment of the creek is very naturalized, and difficult to find a suitable alternative alignment.</i>
8	It was noted that alternative 5 did not provide a very useful station location.
9	Consider moving the station as far west as possible to benefit Arcadia. <i>This will be examined.</i>
<b>LMSF</b>	
10	Could the City Works Yard continue to operate, and provide LMSF service? <i>This would be very challenging from an operational and space perspective.</i>
<b>Alignment and Stations</b>	
11	What is the noise level near elevated guideways? <i>Noise below guideway will be quieter. Development in this area would be office or commercial, with residential buffered by it.</i>
12	Is below grade always a tunnel? <i>No, typically a trench.</i>
13	What impact do the rises and falls in elevation have on the system, and the efficiency of the network? <i>It can actually be ideal when approaching or departing stations. None of the grades we are proposing are excessive, and are not expected to impact the performance of the network.</i>



### 3.0 PUBLIC OPEN HOUSE #2

Public Open House #2 was held on Thursday, December 7, 2017 at the Kanata Recreation Complex, Hall A, from 5:30 to 8:30 pm. The Open House included a series of display boards (see Appendix C) presenting to the public the work completed to date. The material presented on the display boards at the Public Open House included information on:

- Welcome
- Study Overview
- Study Process
- Study Progress To-date
- Corridor Screening – Further Analysis
- Findings – Corridors 5 and 5A
- Findings – Corridors 8 and 8A
- Findings – Corridors 13 and 13A
- Preferred Corridor
- March Road Design Alternatives
- Terry Fox – Palladium – Overview
- Terry Fox – Palladium – Preferred Alternative
- Light Maintenance and Storage Facility – Overview
- Light Maintenance and Storage Facility – Evaluation Process
- Light Maintenance and Storage Facility – Alternative Sites
- Light Maintenance and Storage Facility – Preliminary Preferred Alternative
- Preliminary Recommended Plan
- March Station
- Kanata Town Centre Station
- Terry Fox Station
- Didsbury Station
- Riverchase Station
- Palladium Station
- Maple Grove Station
- Hazeldean Station
- Climate Change Considerations
- Next Steps

Study team members were present to answer questions in an informal setting. A presentation was given to the public at 6:30 pm followed by a question and answer period, which concluded at approximately 8:30.

A resource table was provided which included copies of the City of Ottawa Official Plan, Transportation Master Plan, the Ontario Environmental Assessment Act, the Pedestrian and Cycling Plan, a guide to the *Transit Projects Assessment Process*, and the Provincial Policy Statement.

To further assist in obtaining feedback from attendees, a Comment-Questionnaire was distributed at the Public Open House. Members of the public were encouraged to provide written comments via the Comment-Questionnaire and submit them either before leaving the Open House or by fax, email or regular mail by December 21, 2017, although submissions were accepted past this date. The comment-questionnaire posed a single, open ended query of “*Tell us what you think...*”

All display boards, resource materials and handouts were provided in both French and English. A complete list and copies of the exhibit boards are provided on the City of Ottawa Kanata LRT project web-site at [www.Ottawa.ca/KanataLRT](http://www.Ottawa.ca/KanataLRT).

#### 3.1 Notification

Notification of the Open House occurred through advertisements in daily citywide newspapers on the following dates:

- EMC News, Thursday, November 23 and 30, 2017
- Le Droit, Friday, November 24 and December 1, 2017

An email notification was sent on Wednesday, November 29, 2017 to all persons on the study's master mailing list and included members of the ACG, BCG, PCG, Aboriginal communities, stakeholders that had previously expressed an interest in the study, and was also posted on the project website.

### 3.2 Presentation Questions/Comments

As noted a formal presentation was made by the Study Team from 6:30 to 7:30pm and included a question and answer period. The questions and comments and associated responses given by the study team (*in italics*) are recorded below:

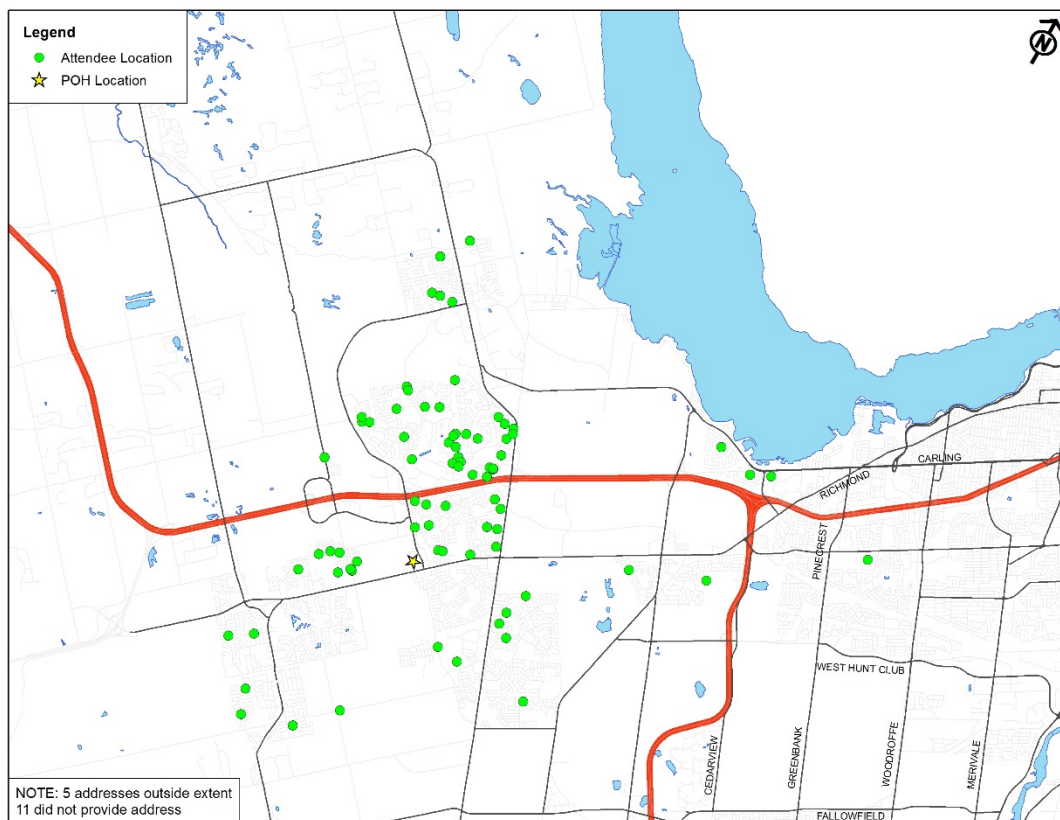
- Will the March/Eagleson Bus transfer be at the park and ride? *No it will be at the station, north of the highway. Pedestrians would connect from the park and ride using a pedestrian bridge.*
- Will the pedestrian bridge be covered? *Yes. It would also be fully accessible with redundant elevators.*
- Will there be escalators at stations? *At some of the busier stations there will be provisions for escalators.*
- Aren't the soil conditions in the vicinity of March/Eagleson Station very challenging? *Yes there are challenges. We do know there is a sinkhole, and we do believe that there is a way to build in here. This option put forward tonight is viable*
- What is my access as a cyclist to March/Eagleson Station? *Using the road network, or the pedestrian bridge.*
- Can I take my bike on the LRT? *On off-peak hours, but likely not during rush hour. We are also looking at providing bicycle parking at these stations that is secure.*
- How will Kanata North be served? *The LRT will transfer directly onto buses at March/Eagleson, which will use the approved median bus facility along March Road*
- Why does the alignment serve Canadian Tire Centre at all, when it may not be there soon? *These lands are extremely valuable for development, both current and future. The owners have indicated that if the arena would disappear, it is a prime location for transit oriented development. The Official Plan designates this area as a Mixed-Use Centre, which warrants transit service.*
- Why not run the alignment right out to Stittsville instead of serving Canadian Tire Centre and the lands to the north? *The time for this journey will be substantially shorter than bus routes today. Serving these areas provides opportunity to provide transit service for future employment uses – instead of only focusing on getting people downtown. We are trying to serve everything all along the route to diversify. We do not speculate, it is guided by city policy and planning. By creating more diverse opportunities along the route, we take advantage of the asset as best possible. This opportunity will increase this ridership for internal trips, and take pressure off the road network.*
- Will there be a walking path from the Arcadia Community to the Campeau Station? *Development plans being put forward will connect the community into the station.*
- What will happen to the current Huntmar Bridge, with no pedestrian provisions? *We are looking at pathway connectivity – possibly a separate pedestrian bridge, or connecting a pedestrian facility.*
- Why are two (Moodie and Belfast) MSF sites required? *From the perspective of the entire network, having two sites is a good thing. Trains can be stored at both ends of the line and feed into service faster.*
- Is the initial Moodie Drive site is approved? *It is in the approval process now and should be complete within two months.*
- If Terry Fox was the interim terminus, would the LMSF have to expanded on day one? *It would likely work for a number of years, but eventually it would require expansion.*
- What is the need for the special events platform at Wesley Clover Park? *The City always seeks to work with adjacent stakeholders, and it was a way to serve the facility. This will provide a transit option for major events there.*
- What is the estimated travel time from Hazeldean to March/Eagleson? *The speed of the LRT is essentially the same speed as the transitway. Approximately 15 minutes.*
- Can the sound barrier between March Road and Kanata Town Centre be repaired? *This study will be completing a noise impact assessment. This will be confirmed as part of that study.*
- Will you put pedestrian and cycling facilities parallel to the tracks? *Yes, or at least close by on adjacent or parallel streets.*
- Why not have a spur to Kanata North? *At peak hour, due to splitting at the other end of the line, service could only be offered every 12 minutes. This would impact the ability to attract riders. The bus connection is a higher quality option for servicing this area.*
- Is there consideration for people in Stittsville to get to Kanata North? *By building this LRT spine, we will be putting in ribs – including March Road. It becomes a grid to serve the whole of Kanata and Stittsville. More opportunity for interchange, and more frequent service. The intention is that the bus service is frequent enough that passengers will not need to worry about making a connection, rather the transfers will happen fluidly.*

- Are express trains being considered? *These are not foreseen in the network as it is envisioned.*
- Will cost estimates be developed? *Yes, a Class D estimate will be completed in the Spring.*
- Have you considered the honour system instead of fare paid zones? *No, we are guided by the operational policies of OC Transpo to provide space for Fare Paid Zones.*
- The March Road/Campeau intersection is very busy today. Will the station add to the challenges here? *Although challenging, the team is confident it will work well. The solution to the congestion issues here is to reduce automobile use, which this project will do.*
- Will the City consider BRT service south along Eagleson? *Not currently, but may form part of the next TMP review.*
- Will the project consider implementation? *Yes, phasing and implementation will be part of this study.*

### 3.3 Summary of Open House Participant Comments

Attendees were asked to sign-in upon entering the Public Open House. A total of 104 people signed-in over the course of the evening. Based on the information provided, most Public Open House attendees identified addresses located within the study area (Figure 2). A total of 15 Comment-Questionnaires were returned during or following the Open House. All of the comments received are listed in Appendix D. Following the consultation events, a total of 8 emails were received from the general public following the Public Open House. These emails are transcribed in Appendix E. **Together, a total of 23 comments were received from this Public Open House.**

Figure 2: Open House Attendees



All comment-questionnaires and emails were examined and tabulated to record feedback received and to better understand the opinion of those who had reviewed the materials presented. The following are the most frequently discussed issues or concerns from the comment-questionnaires and emails, in order:

- Support for preliminary recommended plan (13)
- Build Kanata LRT sooner than proposed (9)
- Concern with station locations/travel time between Campeau and Palladium (3)
- Park and Ride locations/size (2)
- Accommodate future commuter rail connections (2)
- Add spur to serve Kanata North (2)
- Eagleson Station design (2)

**Table 4: Comment-Questionnaire/Email Tabulation**

No.	Comment	Frequency
<b>1. Corridor Preference</b>		
1.1	Support for preliminary recommended plan	13
1.2	Build Kanata LRT as soon as possible	9
1.3	Concern with station locations/travel time between Campeau and Palladium	3
1.4	Park and Ride locations/size	2
1.5	Accommodate future commuter rail connections	2
1.6	Add spur to serve Kanata North	2
1.7	Eagleson Station design	2
1.8	Safety of elevated guideway	1
1.9	Ensure view protection along Highway 417 in vicinity of the LMSF	1
1.10	LMSF location/design	1
1.11	Preserve mature trees wherever possible	1
1.12	Provide measures to prevent street parking nearby stations	1
1.13	Provide noise mitigation where required	1
1.14	Ensure Canadian Tire Centre warrants a station in the future	1
1.15	Concern over congestion along March Road	1
1.16	Provide for Transit Oriented Development opportunities	1
1.17	Supports the number of stations	1
1.18	Consider honour system instead of fare regulation	1



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## 4.0 APPENDICES

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## 4.1 [Appendix A – Presentation](#)

# **Kanata Light Rail Transit Planning and Environmental Assessment Study**

**Public Open House #2**

**Transportation Services Department**



December 7, 2017

2017083064F

## **Agenda**

- Review study progress
- Confirm the Preferred Corridor
- Design Alternatives
- Light Maintenance and Storage Facility
- Preliminary Recommended Plan
- Next Steps



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## Context for the Study

- Confederation Line nearing completion (2018)
- Stage 2 Extension of Confederation Line West to Moodie and Baseline Stations is proceeding (2023)
- Strategic opportunity to review possibility of Stage 3 to extend service further west

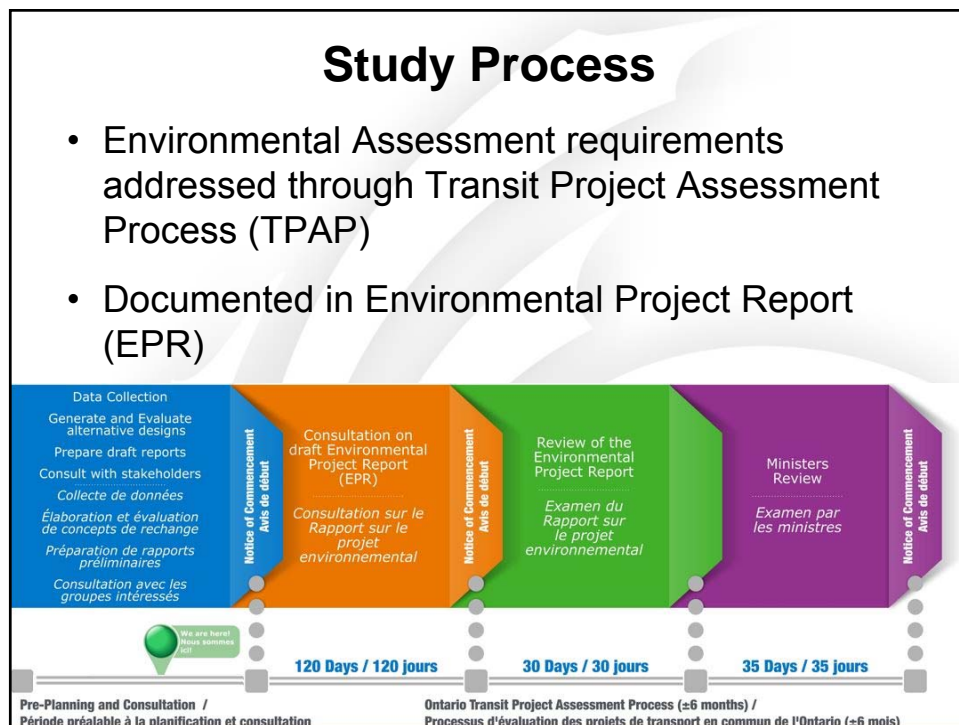
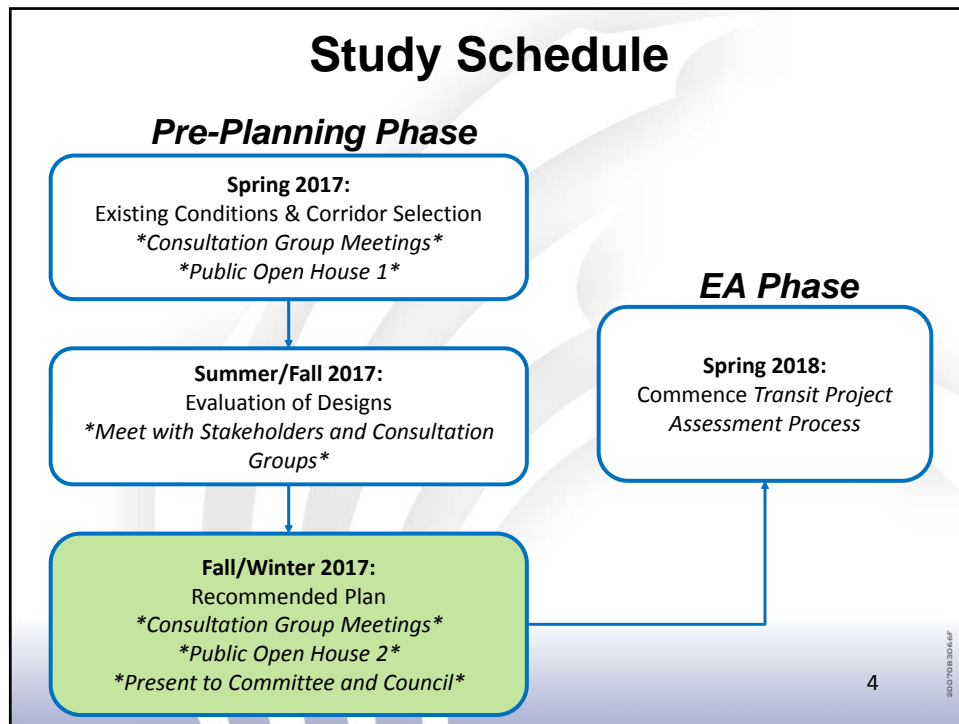


## Study Goals

- Determine the Preferred Corridor;
- Determine the Recommended Plan for LRT alignment and stations; and
- Determine project staging and implementation based on future ridership and affordability.







## What We Heard

- Expressed support for Corridor 8
- Do not support Corridor 13
- Consider how to provide a supporting transit network to better serve Kanata & Stittsville
- Extend corridor 8 beyond Canadian Tire Centre, towards Hazeldean
- How to cross Highway 417
- Connectivity to stations
- Transit-Oriented Development potential
- Future ridership numbers



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## Confirm the Preferred Corridor



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## Additional Corridor Evaluation

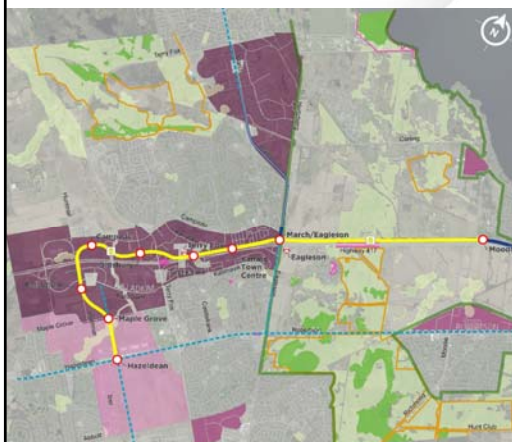
- Further assessment of Corridors 1, 5, 8, 13 was undertaken
  - Terminus modified in each corridor
- Evaluated new scenarios against same criteria used in initial evaluation
- Used ridership projections from City Transportation model
- All scenarios provide increased transit ridership versus the Transportation Master Plan Base Scenario (2031 Affordable Network)



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## Preferred Corridor - 8A



- Provides rapid transit spine, supports approved transit corridors, development patterns
- Good connection to Kanata North should be provided to enhance network
- Extension to Hazeldean further increases ridership, improves network connectivity and provides additional transit-oriented development opportunities

Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
● +	● +	●	●	●	▲

## Alternative Design Evaluation



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## Alternative Designs

- Generally, the LRT will follow the same alignment as previously approved Transitway EA's
- Alternative designs have been developed and evaluated for:
  - March/Eagleson Station
  - Terry Fox Station to Palladium segment

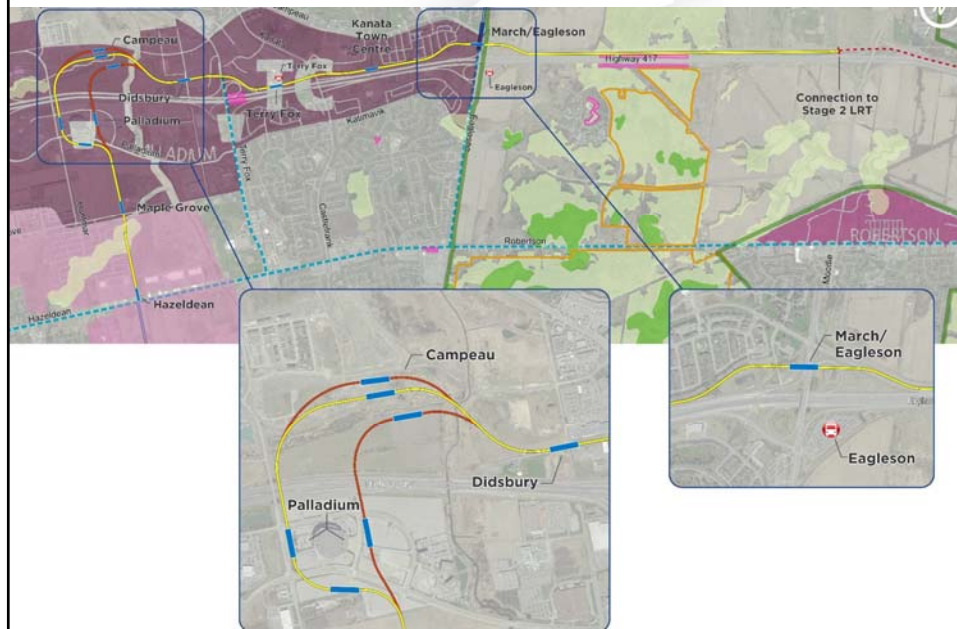


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## Alternative Designs



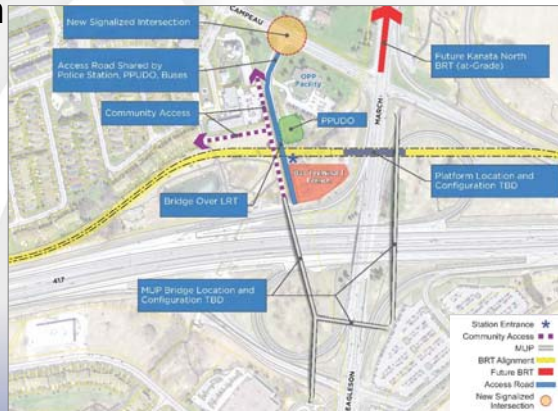
## March/Eagleson Station

- LRT will follow previously studied and approved BRT alignment
- Main considerations in developing a preferred design at this location include:
  - Station connectivity
  - Transit/traffic operations
  - Land use compatibility
  - Cost



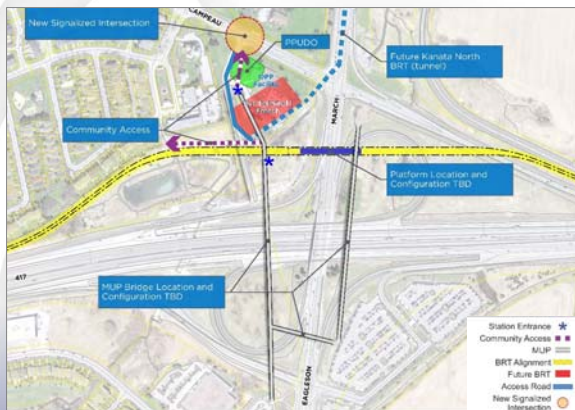
## March/Eagleson Station– Alternative 1

- Limited impact to Ontario Provincial Police (OPP) facility
- Bus terminal / Passenger pick-up and drop-off adjacent to station
- Supports good station connectivity and access
- Impact to BRT connection



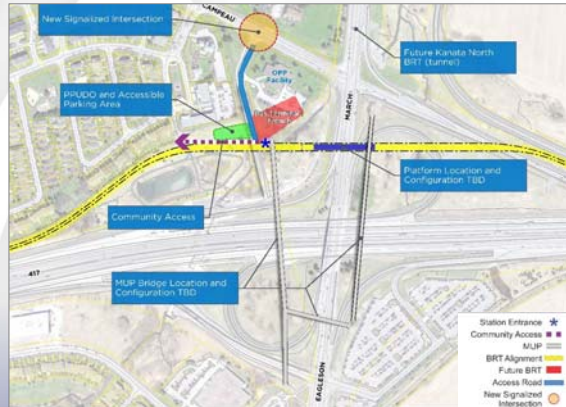
## March/Eagleson Station– Alternative 2

- Maintains BRT connection
- Requires relocation of OPP facility
- Bus terminal is complex, and removed from LRT platforms



## March/Eagleson Station– Alternative 3

- Impact to BRT connection
- Impacts OPP facility but may not require relocation
- Bus terminal further away from LRT platforms



## March/Eagleson Station Preferred: Alternative 1

- Minimizes impact on the OPP facility, Watt's Creek and adjacent lands
- Provides for a bus terminal immediately adjacent to the station
- Supports good station connectivity and access



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## March/Eagleson Station Preferred Alternative – Next Steps

Additional work will be undertaken as part of station planning to consider:

- Station connectivity
- Traffic analysis / intersection design
- The location and design of a new pedestrian/ cycling bridge over Highway 417 to the existing Park and Ride.



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## Terry Fox to Palladium

- 6 Alternatives identified based on stakeholder feedback
- Considers changes to Campeau Road and Feedmill Creek
- Opportunities to address impacts on land development / property
- Integration with future road network



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## Terry Fox to Palladium

- Alternatives evaluated based on multiple criteria within the following categories
  - Transportation System Compatibility
  - Maximize Ridership Potential
  - Compatibility with Planned/Existing Communities
  - Social Environment
  - Natural Environment
  - Cost



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## Terry Fox to Palladium – Alternative 1



- Station location provides good coverage of existing/ proposed land uses
- Best opportunity for city building and station integration with public realm
- Good alignment geometry, with larger radius horizontal curves
- Proximity to adjacent residential community across Campeau an issue due to elevated guideway and station
- Blocks development frontage along Campeau

Transportation System Compatibility	Maximize Ridership Potential	Compatibility with Planned/Existing Communities	Social Environment	Natural Environment	Cost
●	●	▲	▲	▲	▲

## Terry Fox to Palladium – Alternative 2



- Station location provides good coverage of existing/ proposed land uses
- Good opportunity for city building and station integration with public realm
- Good alignment geometry, with larger radius horizontal curves
- Guideway further away from adjacent residential community
- Allows for development frontage along Campeau

Transportation System Compatibility	Maximize Ridership Potential	Compatibility with Planned/Existing Communities	Social Environment	Natural Environment	Cost
●	●	●	●	▲	▲

## Terry Fox to Palladium – Alternative 3



- Impact to development on adjacent lands as alignment bisects property
- Station on east side of Canadian Tire Centre more difficult to integrate with existing and future development opportunities
- Guideway further away from adjacent residential community
- Alters previously identified and approved Carp River crossing

Transportation System Compatibility	Maximize Ridership Potential	Compatibility with Planned/Existing Communities	Social Environment	Natural Environment	Cost
▲	▲	▲	●	▲	▲

## Terry Fox to Palladium – Alternative 4



- Significant impact to development and access on adjacent lands
- Station would be challenging to connect into future road network
- Guideway further away from adjacent residential community
- Alters previously identified and approved Carp River crossing

Transportation System Compatibility	Maximize Ridership Potential	Compatibility with Planned/Existing Communities	Social Environment	Natural Environment	Cost
▲	▲	▲	●	▲	▲

## Terry Fox to Palladium – Alternative 5



- Minimizes impact to development lands by placing alignment along south edge of property, adjacent to Highway 417
- Station would be challenging to connect into future road network
- Reduced catchment area of station with Highway 417 barrier
- Minimal natural environment impacts
- Skewed crossing of Highway 417 will be challenging

Transportation System Compatibility	Maximize Ridership Potential	Compatibility with Planned/Existing Communities	Social Environment	Natural Environment	Cost
▲	▲	▲	▲	●	▲

## Terry Fox to Palladium – Alternative 6



- No station north of Highway 417
- Does not serve development lands or existing communities
- Station on east side of Canadian Tire Centre more difficult to integrate with existing and future development opportunities.
- Minimal natural environment impacts

Transportation System Compatibility	Maximize Ridership Potential	Compatibility with Planned/Existing Communities	Social Environment	Natural Environment	Cost
■	■	■	▲	●	●

## Terry Fox to Palladium – Summary

	Options					
	1	2	3	4	5	6
Transportation System Compatibility	●	●	▲	▲	▲	■
Maximize Ridership Potential	●	●	▲	▲	▲	■
Compatibility with Planned/Existing Communities	▲	●	▲	▲	▲	■
Social Environment	▲	●	●	●	▲	▲
Natural Environment	▲	▲	▲	▲	●	●
Costs	▲	▲	▲	▲	▲	●
<b>SUMMARY</b>	▲	●	▲	▲	▲	■



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## Terry Fox to Palladium Preferred: Alternative 2

- Makes best use of the previously approved rapid transit corridor and lands;
- Places Campeau Station far enough north to serve the area effectively;
- Provides for good access and visibility of rapid transit to the surrounding community;
- Can be integrated along south edge of planned development;
- Provides for a tangent/ 90 degree crossing of Highway 417.



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## Light Maintenance and Storage Facility



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## LMSF Activities

- Heavy maintenance activities will be concentrated at Belfast MSF
- LMSF activities include:
  - Interior/exterior cleaning
  - Minor repairs (seats, windows, doors)
  - Daily inspection and servicing
  - Operator hand-off/hand-over
  - Overnight storage of trains



## Light Maintenance and Storage Facility

- Extension of LRT to Kanata requires additional analysis of LMSF options
  - Expansion of Moodie LMSF
  - Additional LMSF further west
  - Additional storage further west



## LMSF Site Evaluation

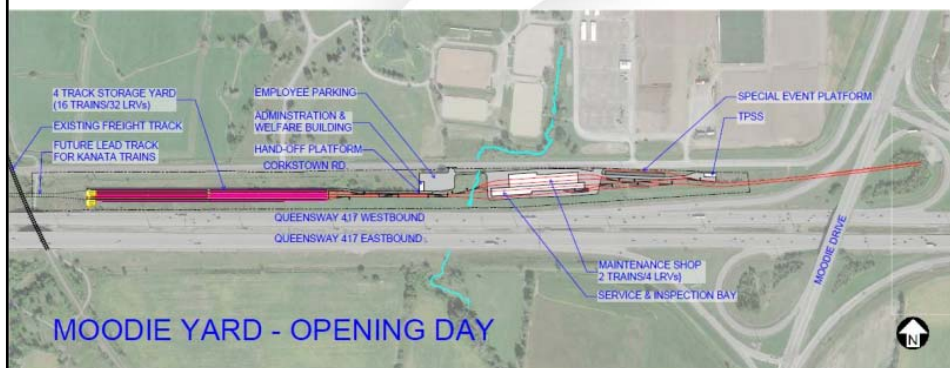
- 9 potential sites identified
- Potential sites must be:
  - Close to mainline (<500-750 m ideal)
  - Large (12-16 ha), regular-shaped site ideal
  - A continuous parcel (not assembled group of parcels)
- Process similar to previous evaluation for Belfast, Woodroffe, Moodie



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## Moodie LMSF



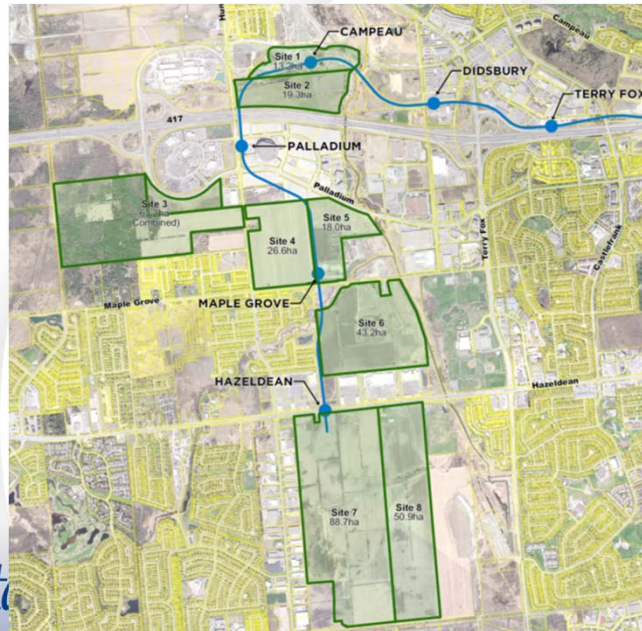
MOODIE YARD - OPENING DAY



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## Additional LMSF Potential Sites



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## LMSF Site Evaluation

Sites evaluated on a range of criteria:

- Social Environment
  - Effects to local residents
  - Site safety
  - Transportation network
  - Land uses
  - Heritage / Culture
- Facility Operations
  - LMSF site servicing
  - LRT operations
- Economics
  - Property
- Biophysical Environment
  - Soil types
  - Contaminated materials
  - Key natural features
  - Greenbelt
  - Flood plains



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LMSF Evaluation Results									
Site	Moodie	1	2	3	4	5	6	7	8
Effects to local residents	●	■	●	●	■	■	■	■	■
Site safety	●	▲	●	●	▲	●	▲	▲	▲
Transportation Network	●	▲	▲	■	▲	●	▲	●	▲
Land uses	▲	■	●	■	■	●	■	■	■
Heritage / Culture	●	●	■	●	●	●	●	●	▲
Soil types	●	▲	▲	▲	▲	▲	▲	●	●
Contaminated Materials	●	●	●	●	●	■	●	●	●
Key Natural Features	▲	▲	●	●	●	●	●	●	●
Greenbelt	■	●	●	●	●	●	●	●	●
Floodplains	●	▲	▲	●	●	●	●	●	●
MSF site Servicing	●	●	▲	●	●	●	●	●	●
Property	●	●	●	▲	●	●	●	●	●
LRT Operations	●	▲	▲	■	▲	▲	▲	▲	▲

## Preliminary Preferred LMSF Alternative

- The preliminary preferred LMSF alternative is to expand the Moodie Drive site previously identified by Stage 2. Discussions with the NCC are ongoing.
- Requires some NCC property
- Requires realignment of Corkstown Road



## Preliminary Recommended Plan



38

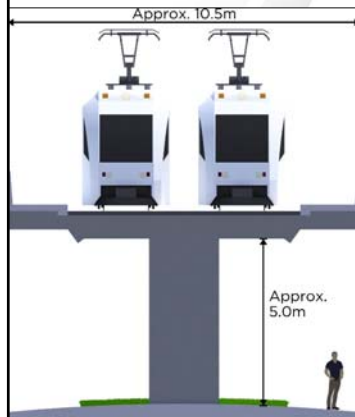
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## Preliminary Recommended Plan



## Elevated Guideway

- Allows for flow of vehicles and traffic underneath
- Provides visibility
- Successful in other cities



40

2007083064F

## Concept Station Designs

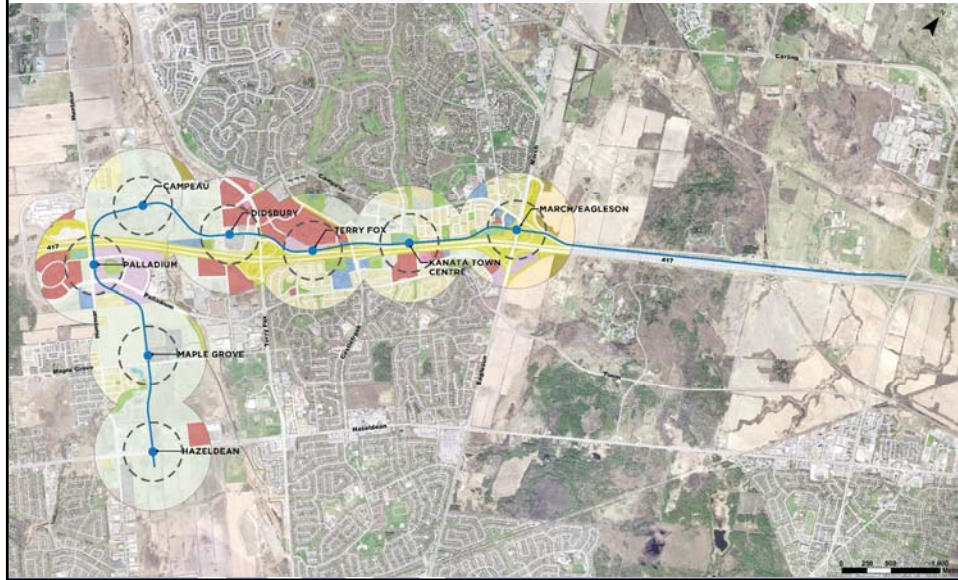
- Being developed for each station
- Consistent with design vision along Confederation Line and fully accessible



41

2007083064F

## Preliminary Recommended Plan



## Next Steps

- Based on feedback from consultation groups and public, project team will:
  - Confirm and refine the recommended plan
  - Confirm the preferred LMSF location
  - Undertake environmental impact assessment
  - Present recommendations to City Transportation Committee and Council (March/April, 2018)
  - Issue Notice of Commencement (TPAP)



## QUESTIONS?

[www.Ottawa.ca/KanataLRT](http://www.Ottawa.ca/KanataLRT)

Contact: Angela Taylor  
(613)580-2424 Ext. 15210  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)



---

## 4.2 Appendix B – Consultation Group Meeting Minutes

<b>DATE:</b>	21 November, 2017	
<b>TIME:</b>	9:30 to 11:30	
<b>LOCATION:</b>	Honeywell Room, Ottawa City Hall	
<b>STUDY TEAM MEMBERS IN ATTENDANCE:</b>		
Angela Taylor	City of Ottawa – Project Manager	<a href="mailto:Angela.taylor@ottawa.ca">Angela.taylor@ottawa.ca</a>
David Hopper	Parsons	<a href="mailto:David.hopper@parsons.com">David.hopper@parsons.com</a>
Peter Steacy	Parsons	<a href="mailto:Peter.steacy@parsons.com">Peter.steacy@parsons.com</a>
Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.fitzpatrick@parsons.com">Stephen.fitzpatrick@parsons.com</a>
<b>ACG MEMBERS IN ATTENDANCE</b>		
Frank McKinney	City of Ottawa	<a href="mailto:Frank.mckinney@ottawa.ca">Frank.mckinney@ottawa.ca</a>
Eva Walrond	City of Ottawa	<a href="mailto:Eva.walrond@ottawa.ca">Eva.walrond@ottawa.ca</a>
Mark Young	City of Ottawa	<a href="mailto:Mark.Young@ottawa.ca">Mark.Young@ottawa.ca</a>
Jaime Yeung Miller	City of Ottawa	<a href="mailto:Jamie.yeungmiller@ottawa.ca">Jamie.yeungmiller@ottawa.ca</a>
Laurent Jolliet	City of Ottawa	<a href="mailto:Laurent.Jolliet@ottawa.ca">Laurent.Jolliet@ottawa.ca</a>
Lauren Reeves	City of Ottawa	<a href="mailto:Lauren.reeves@ottawa.ca">Lauren.reeves@ottawa.ca</a>
Ryan Polkinghorne	City of Ottawa	<a href="mailto:Ryan.Polkinghorne@ottawa.ca">Ryan.Polkinghorne@ottawa.ca</a>
Amy Macpherson	City of Ottawa	<a href="mailto:Amy.Macpherson@ottawa.ca">Amy.Macpherson@ottawa.ca</a>
Marc Magierowicz	City of Ottawa	<a href="mailto:Marc.Magierowicz@ottawa.ca">Marc.Magierowicz@ottawa.ca</a>
Genya Stefanoff	OC Transpo	<a href="mailto:Genya.stefanoff@ottawa.ca">Genya.stefanoff@ottawa.ca</a>
Eric Lalande	RVCA	<a href="mailto:Eric.lalande@RVCA.ca">Eric.lalande@RVCA.ca</a>
Arto Keklikian	NCC	<a href="mailto:arto.keklikian@ncc-ccn.ca">arto.keklikian@ncc-ccn.ca</a>
Binitha Chakraborty	NCC	<a href="mailto:Binitha.Chakraborty@ncc-ccn.ca">Binitha.Chakraborty@ncc-ccn.ca</a>
Natalie Ognibene	NCC	<a href="mailto:Natalie.ognibene@ncc-ccn.ca">Natalie.ognibene@ncc-ccn.ca</a>
Vance Bedore	PSPC	<a href="mailto:vance.bedore@tpsgc-pwgsc.gc.ca">vance.bedore@tpsgc-pwgsc.gc.ca</a>
Rosie-Anne Thibodeau	DND	<a href="mailto:Rosie-anne.thibodeau@forces.gc.ca">Rosie-anne.thibodeau@forces.gc.ca</a>
Robert McIntosh	DND	<a href="mailto:Robert.mcintosh2@forces.gc.ca">Robert.mcintosh2@forces.gc.ca</a>
Frank Vanderlaan	MTO	<a href="mailto:Frank.Vanderlaan@Ontario.ca">Frank.Vanderlaan@Ontario.ca</a>
John Price	MVCA	<a href="mailto:jprice@mvc.on.ca">jprice@mvc.on.ca</a>
Nick Osburn	OPP	<a href="mailto:Nick.Osburn@opp.ca">Nick.Osburn@opp.ca</a>
Timothy Oommen	Hydro Ottawa	<a href="mailto:Timothy.Oommen@hydroottawa.ca">Timothy.Oommen@hydroottawa.ca</a>
David Jeanes	Transport Action	<a href="mailto:David@jeanes.ca">David@jeanes.ca</a>
Jeff Elkow (by phone)	MTCS	<a href="mailto:Jeff.Elkow@Ontario.ca">Jeff.Elkow@Ontario.ca</a>
Brent Walker (by phone)	Infrastructure Ontario	<a href="mailto:Brent.Walker@infrastructureontario.ca">Brent.Walker@infrastructureontario.ca</a>
Claudia Dias (by phone)	Environment Climate Change Canada	<a href="mailto:claudia.dias@canada.ca">claudia.dias@canada.ca</a>

## Presentation

A formal presentation was given outlining the work done to date, including additional evaluation of corridors, finalizing the preferred corridor, the evaluation of preliminary designs along the preferred corridor and Light Maintenance and Storage Facility sites, and the preliminary Recommended Plan. A copy of the presentation is attached.

## Discussion

### Alignment to DND

1	It was noted that the DND employment numbers discussed are confidential, and should only be discussed internally.
2	It was noted that the vision of DND is that riders transferring at Moodie will step right onto an OC

	<p>Transpo bus from the train for an efficient and quick transfer.</p> <p><i>The objective will be to have a smooth transition onto a bus. Service will be based on demand.</i></p>
3	<p>Is a spur line to Carling Campus an option should growth surpass the estimates today?</p> <p><i>The footprint may be able to be protected, however operationally it is very challenging to accommodate.</i></p>
<b>Timing</b>	
4	<p>What is the next step now that the corridor has been selected?</p> <p><i>There is currently no funding in place, and the TMP identifies the project for implementation beyond 2031. The corridor will be protected for as development occurs, and be ready for future TMP updates or availability of funding.</i></p>
<b>March - Eagleson</b>	
5	<p>The preferred option still has impact to the OPP site.</p> <p><i>Yes. We will continue to work with the OPP and Infrastructure Ontario on mitigating impacts to the site.</i></p>
6	<p>Have you considered any advantage to moving the station west?</p> <p><i>Yes. There is no possibility to move further west due to creek constraints.</i></p>
7	<p>Concern over the proximity of two signalized intersections along Campeau?</p> <p><i>Preliminary analysis shows it will work, but there will certainly be challenges operationally.</i></p>
<b>Terry Fox to Palladium</b>	
8	<p>Is there an operational difference with the 6 options and the tightness of turns?</p> <p><i>There are some minor differences from a rider comfort perspective. They all provide acceptable geometry for construction and operation however Option #2 has more generous curves than several of the other options.</i></p>
9	<p>Consider the elevation constraints along this area for costing</p> <p><i>We have engaged experts, and will continue to do so.</i></p>
10	<p>Why does alternative two not do better on cost?</p> <p><i>They are all very much similar when compared to each other. Option six is the cheapest due to the lack of a station, and the shortest amount of guideway.</i></p>
11	<p>The Feedmill Creek Corridor is defined in Kanata west implementation. The actual width of the corridor is not physically defined though. It is just in words at this point.</p> <p><i>It was agreed that the study team will continue to meet with City Staff, MVCA, and local developers to firm up the location of the Feedmill Creek corridor.</i></p>
12	<p>It was noted that Feedmill creek rehabilitation is planned to be ongoing in the coming years. Mitigation will likely be required to protect the installed rehabilitation and should be flagged in the EA.</p>
<b>LMSF</b>	
13	<p>It was noted that although there is a cost to cleaning up contaminated soil for site 6, it is also an opportunity to remediate the area.</p>
14	<p>The NCC expressed concern over the Ultimate Moodie LMSF footprint and the evaluation results. It was agreed the study team would continue to work with the NCC to ensure that what is being shown is consistent with the work to date completed by the Stage 2 office.</p>
<b>Alignment and Stations</b>	
15	<p>Does the Terry Fox catchment area extend across 417</p> <p><i>The Study Team will review the connectivity for this station and assess if a pedestrian bridge is required.</i></p>
16	<p>People will connect via buses to these stations – which ones will be prioritized?</p> <p><i>March Road with the BRT connection, Terry Fox is expected to accommodate a large number of transfers, and Hazeldean as a terminus station.</i></p>
17	<p>Is there a requirement for park and rides considering the rise of autonomous vehicles?</p> <p><i>In the future, parking may be converted to drop-off to accommodate this technology. This will depend</i></p>



	<i>on trends closer to implementation.</i>
18	<p>Will the design work for the Earl Grey crossing have to change?</p> <p><i>The separation is sufficient to accommodate both crossings. It is not thought that the Earl Gray work will be impacted.</i></p>
<b>Closing Remarks</b>	
19	<p>Next Milestones in EA Study Process:</p> <p>Public Open House in early December, Transportation Committee/Council in March or April, 2018.</p>

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com),

DATE:	23 November 2017	
TIME:	2:30 to 4:30	
LOCATION:	Beaverbrook Public Library	
STUDY TEAM MEMBERS IN ATTENDANCE:		
Angela Taylor	City of Ottawa – Project Manager	<a href="mailto:Angela.taylor@ottawa.ca">Angela.taylor@ottawa.ca</a>
David Hopper	Parsons	<a href="mailto:David.hopper@parsons.com">David.hopper@parsons.com</a>
Peter Steacy	Parsons	<a href="mailto:Peter.steacy@parsons.com">Peter.steacy@parsons.com</a>
Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.fitzpatrick@parsons.com">Stephen.fitzpatrick@parsons.com</a>
BCG MEMBERS IN ATTENDANCE		
Don Patterson	Accessibility Advisory Committee	<a href="mailto:Don.Patterson@Rogers.com">Don.Patterson@Rogers.com</a>
Susan Murphy	Minto Communities	<a href="mailto:smurphy@minto.com">smurphy@minto.com</a>
Curtis Scarlett	Minto Communities	<a href="mailto:cscarlett@minto.com">cscarlett@minto.com</a>
Jeff Nadeau	Fotenn – for Richcraft	<a href="mailto:nadeau@fotenn.com">nadeau@fotenn.com</a>
Adam Stuart	Kanata Central BIA	<a href="mailto:Adam.stuart.457@thetire.ca">Adam.stuart.457@thetire.ca</a>
James Beach	Broccolini	<a href="mailto:Russell.hearl@broccolini.ca">Russell.hearl@broccolini.ca</a>
Russell Beach	Broccolini	<a href="mailto:James@broccolini.ca">James@broccolini.ca</a>
Kristin Small	KCBIA	<a href="mailto:KanataCentralBIA@gmail.com">KanataCentralBIA@gmail.com</a>
Janet MacDonald	OCDSB	<a href="mailto:Janet.macdonald@ocdsb.ca">Janet.macdonald@ocdsb.ca</a>

## Presentation

A formal presentation was given outlining the work done to date, including additional evaluation of corridors, finalizing the preferred corridor, the evaluation of preliminary designs along the preferred corridor and Light Maintenance and Storage Facility sites, and the preliminary Recommended Plan. A copy of the presentation is attached.

## Discussion

### Alignment to DND

1	Is a spur line to Carling Campus an option should growth surpass the estimates today? <i>The footprint may be able to be protected, however operationally it is very challenging to accommodate.</i>
---	---

### Timing

2	Will you be looking at phasing and implementation? <i>Yes. This information will be available in the report to Transportation Committee and Council.</i>
3	What is the next step now that the corridor has been selected? <i>There is currently no funding in place, and the TMP identifies the project for implementation beyond 2031. The corridor will be protected for as development occurs, and be ready for future TMP updates or availability of funding.</i>

### March - Eagleson

4	From an accessibility viewpoint, the transfer from the Park and Ride will be difficult. <i>The distance here is challenging. Any pathways or connections will be level and accessible, and will feature redundant elevators and other accessible features. This station will be fully accessible; including drop off spots for Para Transpo and accessible vehicles.</i>
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### Terry Fox to Palladium

5	It was noted that Minto and Broccolini will be submitting a formal review of the design evaluation.
6	Was an alignment west of Huntmar considered? <i>This was previously considered and eliminated in the Kanata West BRT EA Study as it is close to the edge of the urban boundary so it is not a real contributor to ridership.</i>
7	The criteria 'Maximize ridership potential' assumes what development? <i>At this level it comes down to catchment potential. Down against the highway greatly reduces the</i>

	<i>ability to maximize ridership potential.</i>
8	Is no further adjustment made for densities within catchment? <i>No, because once stations are confirmed to be built, the City undertakes studies on TOD. These studies look favourably on large single owner parcels, and envisions what the community will be in 20-30 years upon transit network maturation.</i>
9	It was suggested that the difference in cost has to be considered in more detail. <i>This may be done at a parametric level.</i>
10	Were options weighted? <i>No</i>
11	The Feedmill Creek Corridor floodplain is not well defined. <i>The study team will continue to meet with City Staff, MVCA, and local developers to firm up the extent of the Feedmill Creek floodplain and associated development implications.</i>
<b>LMSF</b>	
12	What would be the alternate site if Moodie falls through? <i>Council has approved the site and the city is confident that this will proceed.</i>
13	Is there a preferred distance from the two MSF sites being built for the network? <i>There will be a facility at Belfast to the east, so naturally the second facility should be west. Moodie is a good balance in its location and operationally.</i>
<b>Alignment and Stations</b>	
14	Any thought to going underground instead of elevated guideway? <i>It is much more expensive – and the soil conditions are not favourable.</i>
15	Many stations are against highway, and we're swinging it up at Arcadia. Why is it acceptable for other stations to be located at the highway? <i>We inherit work done in the 90's, which is not reflective of contemporary transit planning principles. We know the highway is a detriment to ridership, so when we get beyond constrained area, we shoot higher. This alignment, where possible, shows the evolution of thinking. Furthermore, stations along the highway minimize impact to already existing and well established communities.</i>
16	Have you started to look at express service on the rail? <i>No, it is not warranted on the Ottawa network.</i>
17	What is the travel time from Hazeldean to March Road. <i>About 30 km an hour – similar to a 90 series Transitway route. The benefits lie in gains in resiliency, reliability, user experience, and capacity.</i>
18	Terry Fox has significant parking today. What will happen to the volume of cars coming into park, and what will be done? <i>There is some park and ride at Palladium which we hope to increase, and at Hazeldean as well. Today Eagleson is over subscribed. As we get more service many lots will fill up. Solutions for sites will be further developed when the station is closer to implementation, in consultation with adjacent business and property owners.</i>
<b>Closing Remarks</b>	
19	Next Milestones in EA Study Process: Public Open House in early December, Transportation Committee/Council in March or April, 2018.

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com),

DATE:	23 November,2017	
TIME:	6:30 to 8:30	
LOCATION:	Beaverbrook Library Branch	
STUDY TEAM MEMBERS IN ATTENDANCE:		
Angela Taylor	City of Ottawa – Project Manager	<a href="mailto:Angela.taylor@ottawa.ca">Angela.taylor@ottawa.ca</a>
David Hopper	Parsons	<a href="mailto:David.hopper@parsons.com">David.hopper@parsons.com</a>
Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.fitzpatrick@parsons.com">Stephen.fitzpatrick@parsons.com</a>
PCG MEMBERS IN ATTENDANCE		
Sefton Haisz	TACK	<a href="mailto:sefton@sympatico.ca">sefton@sympatico.ca</a>
Counc. Shad Kadri	City of Ottawa	<a href="mailto:Shad.Kadri@ottawa.ca">Shad.Kadri@ottawa.ca</a>

## Presentation

A formal presentation was given outlining the work done to date, including additional evaluation of corridors, finalizing the preferred corridor, the evaluation of preliminary designs along the preferred corridor and Light Maintenance and Storage Facility sites, and the preliminary Recommended Plan. A copy of the presentation is attached.

## Discussion

### Alignment to DND

1	What is the difference between DND employment projections and the City's? <i>Approximately 40%.</i>
2	What is the Ridership difference between corridors 8 and 8a? <i>It is a similar number of ridership, but 8A offers a higher quality of trip, and a better, more cost effective means of carrying people.</i>

### Timing

3	Will you be looking at phasing and implementation? <i>Yes. This information will be available before council.</i>
4	What is the next step now that the corridor has been selected? <i>There is currently no funding in place, and the TMP identifies the project for implementation beyond 2031. The corridor will be protected for as development occurs, and be ready for future TMP updates or availability of funding.</i>

### March - Eagleson

5	The new station is north of the highway at Eagleson, away from the Park and Ride? <i>Yes. The study team will be looking at the ideal connection to the existing Park and Ride.</i>
6	What is the distance between the park and ride and proposed station? <i>About 400 metres</i>

### Terry Fox to Palladium

7	Can Feedmill creek be realigned? <i>The development blocks are fairly equal – what is shown is pretty much the best spot. There is not a viable alternative for realignment. This segment of the creek is very naturalized, and difficult to find a suitable alternative alignment.</i>
8	It was noted that alternative 5 did not provide a very useful station location.
9	Consider moving the station as far west as possible to benefit Arcadia. <i>This will be examined.</i>

### LMSF

10	Could the City works yard continue to operate, and provide LMSF service? <i>This would be very challenging from an operational and space perspective.</i>
----	--

### Alignment and Stations

11	What is the noise level near elevated guideways?
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	<i>Noise below guideway will be quieter. Development in this area would be office or commercial, with residential buffered by it.</i>
12	Is below grade always a tunnel? <i>No, typically a trench.</i>
13	What impact do the rises and falls in elevation have on the system, and the efficiency of the network? <i>It can actually be ideal when approaching or departing stations. None of the grades we are proposing are excessive, and are not expected to impact the performance of the network.</i>
<b>Closing Remarks</b>	
14	Next Milestones in EA Study Process: Public Open House in early December, Transportation Committee/Council in March or April, 2018.

Please report any errors or omission to [Stephen.fitzpatrick@parsons.com](mailto:Stephen.fitzpatrick@parsons.com).

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## 4.3 Appendix C – Public Open House Exhibit Boards

# Kanata LRT Planning and EA Study

(Moodie Drive to Hazeldean Road)

## Étude de planification et ÉE du TRL à Kanata

(de la promenade Moodie au chemin Hazeldean)

Open House  
Thursday December 7, 2017  
5:30 to 8:30 p.m.  
Kanata Recreation Complex, Hall A  
100 Charlie Rogers Place

Séance portes ouvertes  
Le jeudi 7 décembre 2017  
17h 30 à 20 h 30  
Complexe récréatif Kanata, salle A  
100, place Charlie-Rogers

### Welcome

Tonight is an opportunity for you to learn more about the study and ask questions. We are seeking your comments on the work undertaken to date.

Please identify any issues and concerns that you would like to see addressed during the study. You are invited to fill out a Comment-Questionnaire Form. Leave it in the box provided, or return it to us by mail by December 21<sup>st</sup>. Comments can also be submitted by email to [Angela.Taylor@Ottawa.ca](mailto:Angela.Taylor@Ottawa.ca)

Additional information on the project can be found on the City's website at: [www.ottawa.ca/kanataLRT](http://www.ottawa.ca/kanataLRT).

Your views and contributions are important to the success of this study!

### Bienvenue

Vous aurez l'occasion ce soir d'en apprendre davantage sur cette étude et de poser des questions. Nous voulons entendre vos commentaires sur le travail entrepris à ce jour et nous vous invitons à remplir le formulaire de commentaires et questionnaire. Déposez-le dans la boîte prévue à cet effet et retournez-le-nous par la poste d'ici le 21 décembre prochain. Vous pouvez aussi nous transmettre vos commentaires par courriel à [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca).

Pour d'autres renseignements sur le projet, rendez-vous sur le site Web de la Ville à [www.ottawa.ca/kanataTLR](http://www.ottawa.ca/kanataTLR).

Votre opinion et votre apport à la discussion sont importants pour assurer le succès de cette étude!



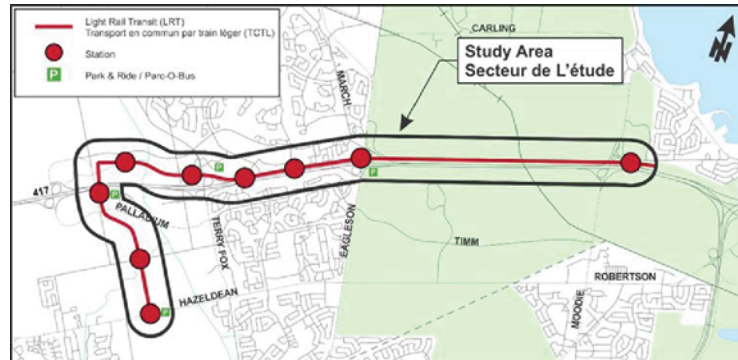
## Study Overview

An Environmental Assessment study is currently underway to determine how to extend the Confederation Line LRT into Kanata.

This project will define a corridor for the future expansion of the City's LRT network to Kanata. The extension of LRT to Kanata was identified in the Ultimate Network contained in the City's 2013 Transportation Master Plan (TMP). This EA will update the work done in the TMP, and examine corridors along Highway 417, but also to the north and south of the highway.

The objectives of this study are to determine the:

- Preferred corridor;
- Recommended Plan for LRT alignment and stations; and
- Project staging and implementation based on ridership and affordability.



## Aperçu de l'étude

Annoncée en juin 2016, une étude d'évaluation environnementale vient de commencer pour déterminer comment prolonger jusqu'à Kanata la Ligne de la Confédération du TLR.

Ce projet permettra de définir un couloir pour l'agrandissement futur du réseau de train léger de la Ville jusqu'à Kanata. Le prolongement du train léger est présenté dans le réseau ultime du Plan directeur des transports (PDT) de 2013. L'évaluation environnementale (EE) actualisera le travail réalisé dans le PDT et examinera les couloirs le long de l'autoroute 417, mais aussi au nord et au sud de l'autoroute.

Les objectifs de l'étude sont de déterminer :

- le couloir privilégié;
- le plan recommandé pour le tracé du TLR et les stations;
- les étapes et la mise en œuvre du projet en fonction de l'achalandage et de l'abordabilité

## Study Process

The study is following a two-phase process:

1. A Planning and Functional Design Phase (underway) to develop a Recommended Plan.
2. An Environmental Assessment Phase. The EA requirements will be addressed through Ontario's Transit Project Assessment Process (TPAP).

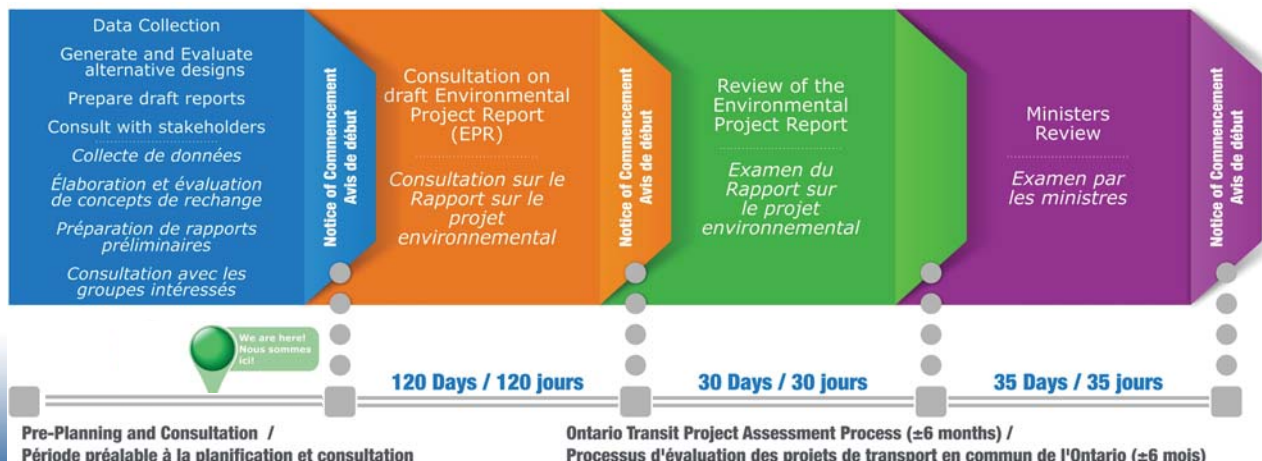
At the end of the first phase, the study findings will be presented to the City's Transportation Committee, and to City Council before the Environmental Assessment Phase is initiated with the posting of the Notice of Commencement.

## Aperçu de l'étude

L'étude suit un processus en deux phases:

1. La planification et la conception fonctionnelle (en cours) pour élaborer un plan recommandé.
2. L'évaluation environnementale. Les exigences en matière d'EE seront abordées lors du processus d'évaluation des projets de transport en commun de l'Ontario.

À la fin de la première phase, les conclusions de l'étude seront présentées au Comité des transports de la Ville et au Conseil municipal avant le lancement de la phase de l'évaluation environnementale par la publication d'une avis de commencement.





## Study Progress To-date

### To-date the study team has:

- Compiled Existing Conditions information for the Study Area
- Evaluated 13 alternative corridors
- Presented preliminary findings at first Public Open House June 5, 2017
- Undertaken additional analysis of the top corridor alternatives
- Met with stakeholders to discuss specific project issues
- Identified a preferred corridor
- Evaluated and identified preliminary preferred alignment and station designs

### What We've Heard So Far:

- Support for preliminary preferred Corridor 8 along the north side of Highway 417
- Support for extending Corridor 8 to Hazeldean Road
- Desirability of serving all of north and south Kanata, as well as Stittsville with a balanced transit network
- Location of park and ride facilities and LRT terminus



## État d'avancement de l'étude

### Jusqu'à maintenant, l'équipe chargée de l'étude a :

- compilé des données sur les conditions actuelles du secteur à l'étude;
- évalué 13 options de tracés du couloir;
- présenté ses conclusions préliminaires lors de la première séance portes ouvertes du 5 juin 2017;
- réanalysé les principales options de tracés du couloir;
- rencontré des intervenants pour discuter de questions propres au projet;
- déterminé le couloir privilégié;
- évalué et déterminé les plans préliminaires privilégiés pour le tracé et les stations.

### Ce qu'on nous a dit jusqu'à maintenant :

- appui au tracé préliminaire privilégié du couloir 8 le long du côté nord de l'autoroute 417;
- appui au prolongement du couloir 8 jusqu'au chemin Hazeldean;
- intérêt de desservir Kanata-Nord, Kanata-Sud et Stittsville grâce à un réseau de transport en commun équilibré;
- emplacement des parcs-o-bus et du terminus du train léger.

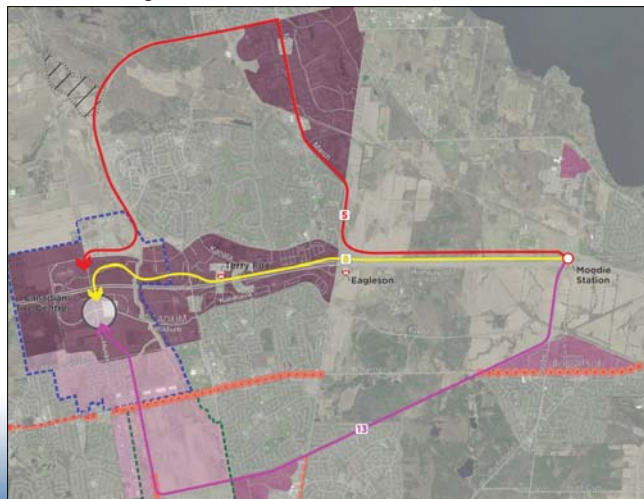


## Corridor Screening – Further Analysis

Corridor 8 performed strongest in the initial analysis, however questions about the ridership and network potential of **Corridors 5 and 13** warranted further analysis.

Alternative terminus station locations were identified for each corridor option, (Corridors 5A, 8A, and 13A) and their performance was assessed against the same criteria used in the initial evaluation.

The results of this analysis are presented on the following boards.



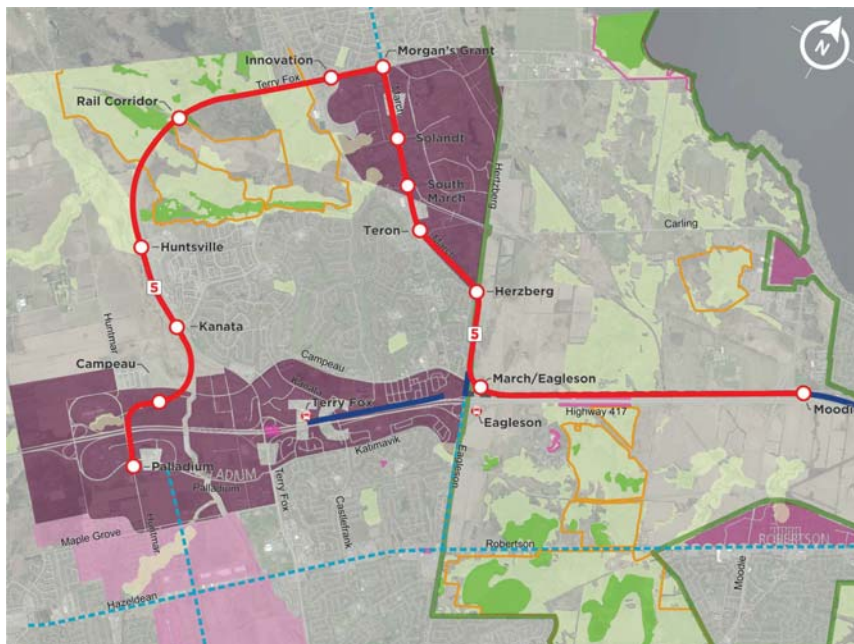
## Évaluation des couloirs – Analyse détaillée

Le couloir 8 a obtenu le plus de points dans l'analyse initiale. Toutefois, des questions au sujet du potentiel d'achalandage et de réseau des **couloirs 5 et 13** nécessitaient une analyse détaillée.

Des emplacements différents pour le terminus ont été proposées pour chaque option (couloirs 5A, 8A et 13A), et ils ont été évalués en fonction des mêmes critères que dans l'évaluation initiale.

Les résultats de cette analyse sont présentés aux diapositives suivantes.

## Corridor 5 / Couloir 5



## Not Preferred / Non privilégié

**Summary:** The LRT would replace the March Road BRT and serve North Kanata. A major transfer is needed at March/Eagleson for buses serving the Town Center and South Kanata.

The LRT would be bundled with the highway across the greenbelt. The route would affect the natural areas in the northwest, putting development pressure on the area.

The long route is complex to construct and would be expensive to build and operate.

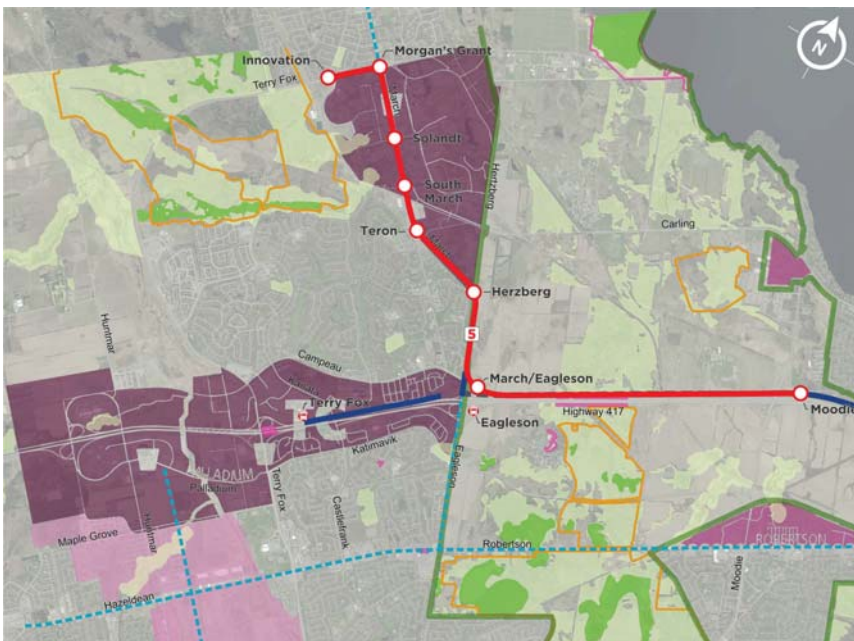
**Résumé :** Le TLR remplacerait le TCRA sur le chemin March et desservirait Kanata Nord. Les correspondances sont nombreuses à la hauteur des chemins March/Eagleson pour les autobus desservant le centre-ville de Kanata et Kanata Sud.

Le TLR serait amalgamé à la route traversant la Ceinture de verdure. Le parcours aurait des répercussions sur les zones naturelles au nord-ouest, exerçant des pressions sur l'aménagement dans ce secteur.

Le long parcours est complexe à construire et il coûterait cher à construire et à exploiter.

Ridership & Network Potential / Potentiel d'achalandage et de réseau	City Building Opportunities / Occasions d'aménagement urbain	Natural Environment / Environnement naturel	Social Environment / Environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisations et de fonctionnement
●	●	■	▲	■	■

## Corridor 5A / Couloir 5A



## Not Preferred / Non privilégié

**Summary:** The LRT would replace the March Road BRT and serve North Kanata, terminating at Innovation Park and Ride.

A major transfer is needed at March/Eagleson for buses serving Kanata Town Centre and South Kanata. The LRT would be bundled with the highway across the greenbelt.

The reduced length compared to Corridor 5 would be cheaper to build but would not serve riders as efficiently, requiring more transfers and supporting bus service.

**Résumé:** Le train léger remplacerait le TCRA sur le chemin March et desservirait Kanata-Nord jusqu'au parc-o-bus Innovation.

Un point de correspondance important s'impose à l'intersection des chemins March et Eagleson pour les autobus desservant le centre-ville de Kanata et Kanata-Sud. Le train léger serait amalgamé à l'autoroute traversant la Ceinture de verdure.

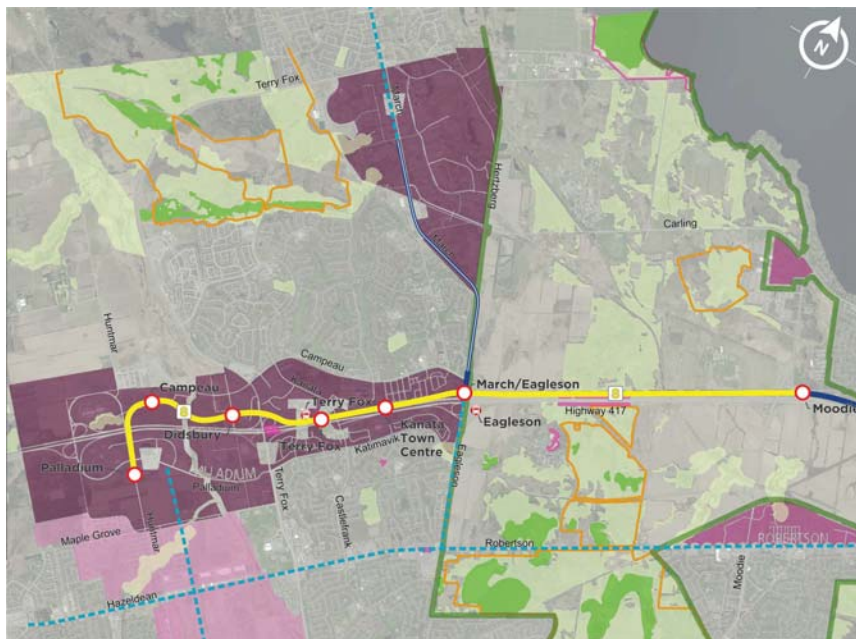
Le tracé, plus court comparativement au couloir 5, serait plus économique à construire, mais n'offrirait pas un service aussi efficace aux usagers, car il impliquerait davantage de correspondances et s'appuierait sur le service d'autobus.

Ridership & Network Potential / Potentiel d'achalandage et de réseau	City Building Opportunities / Occasions d'aménagement urbain	Natural Environment / Environnement naturel	Social Environment / Environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisations et de fonctionnement
▲	▲	●	●	▲	▲



## Corridor 8 / Couloir 8

## Initially Preferred / Privilégié au départ



**Summary:** This route follows the previously approved BRT corridor and would serve the Town Center and Palladium areas and allow for an efficient transit network in Kanata.

Bus transfer stations can be developed. The alignment has been protected through development areas west of Terry Fox, and has little impact on the natural or social environment.

The relatively short route would be straightforward to build with low capital and operating costs.

**Résumé:** Ce parcours suit le couloir du TCRA déjà approuvé et desservirait le centre-ville de Kanata et les secteurs de la promenade Palladium. De plus, il fournirait à Kanata un réseau de transport en commun efficace.

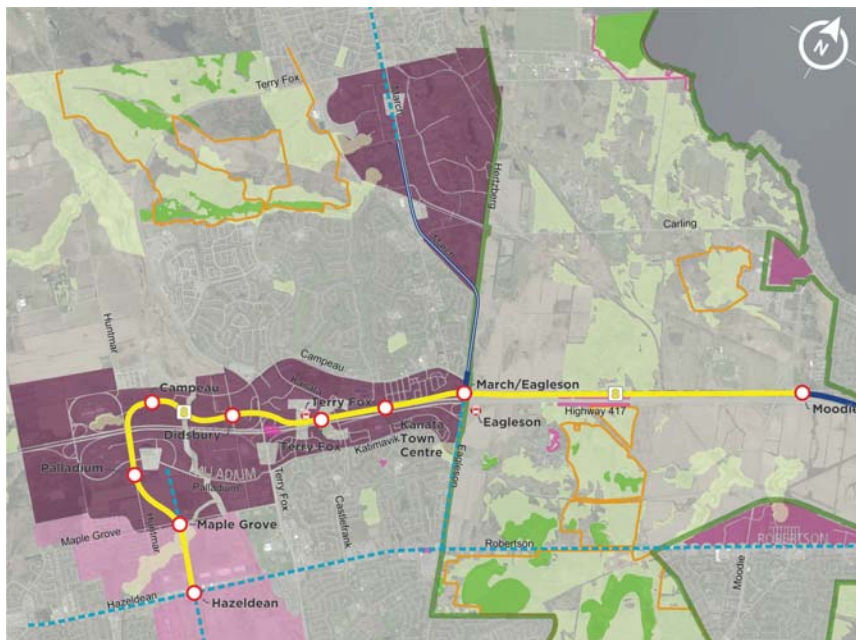
Des stations de correspondance pourraient être aménagées. Le tracé traversant les secteurs d'aménagement à l'ouest de la promenade Terry-Fox a été protégé, et il a peu de répercussions sur l'environnement naturel ou social.

Ce parcours relativement court serait facile à construire, et les coûts d'immobilisations et de fonctionnement seraient faibles.

Ridership & Network Potential / Potentiel d'achalandage et de réseau	City Building Opportunities / Occasions d'aménagement urbain	Natural Environment / Environnement naturel	Social Environment / Environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisations et de fonctionnement
●	●	●	●	●	●

## Corridor 8A / Couloir 8A

## Preferred / Privilégié



**Summary:** This route follows the previously approved BRT corridor and would serve the Town Centre and Palladium area with an extension to Hazeldean that increases connections to provide an efficient transit network in Kanata.

Bus transfer stations can be developed at key locations. The alignment has been protected through development areas west of Terry Fox to Hazeldean Road, and has little impact on the natural or social environment.

Extending the route would increase capital and operating costs but still be straightforward to build

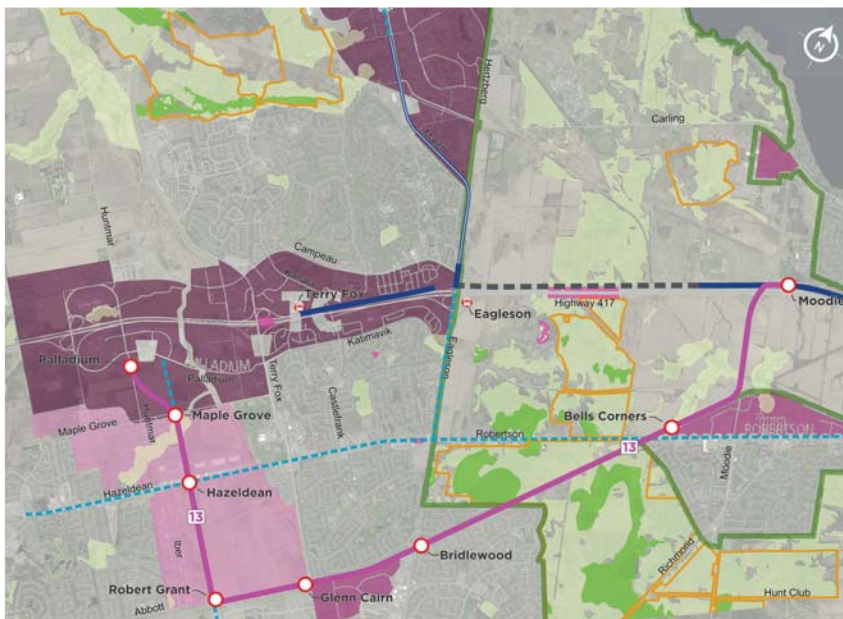
**Résumé:** Ce parcours suit le couloir du TCRA déjà approuvé et desservirait le centre-ville de Kanata et les secteurs de la promenade Palladium. De plus, grâce au prolongement jusqu'au chemin Hazeldean qui augmenterait les correspondances, il fournirait à Kanata un réseau de transport en commun efficace.

Des stations de correspondance pourraient être aménagées à des endroits clés. Le tracé traversant les secteurs d'aménagement à l'ouest de la promenade Terry-Fox jusqu'au chemin Hazeldean a été protégé, et il a peu de répercussions sur l'environnement naturel ou social.

Le prolongement augmenterait les coûts d'immobilisations et de fonctionnement, mais le parcours demeurerait facile à construire

Ridership & Network Potential / Potentiel d'achalandage et de réseau	City Building Opportunities / Occasions d'aménagement urbain	Natural Environment / Environnement naturel	Social Environment / Environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisations et de fonctionnement
●+	●+	●	●	●	▲

## Corridor 13 / Couloir 13



## Not Preferred / Non privilégié

**Summary:** This route would parallel the former rail corridor that contains the Trans-Canada Trail. It would have a significant impact on the Greenbelt. Town Centre and North Kanata are not well served, and bus service is required to remain along Highway 417. Accommodating bus transfer facilities would be challenging.

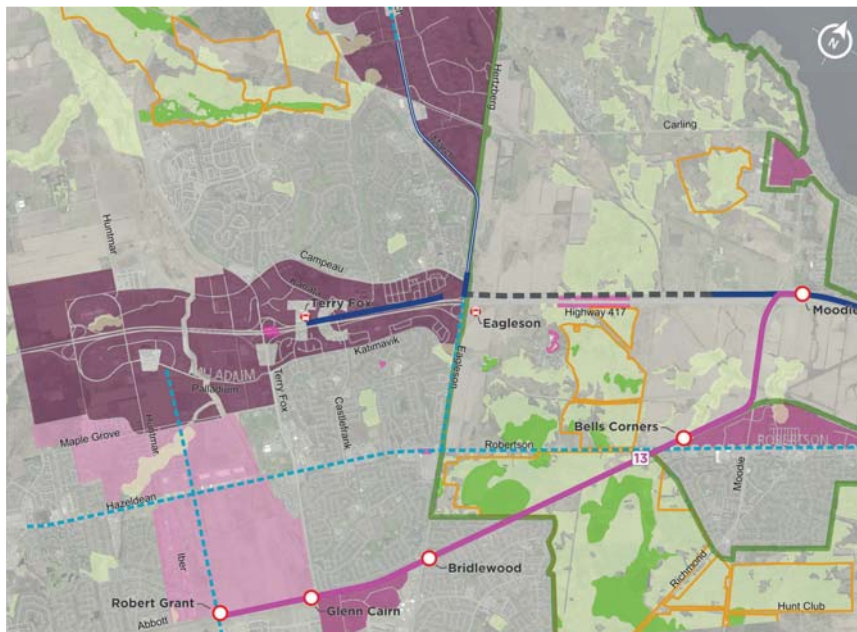
There is some potential to shape the development in Southwest Kanata, although most of the plans are already approved. Capital and operating costs are modest, with a moderate level of complexity.

**Résumé:** Ce parcours longerait l'ancien couloir ferroviaire emprunté par le Sentier Transcanadien. Il aurait des répercussions importantes sur la Ceinture de verdure. Le centre-ville de Kanata et Kanata-Sud seraient mal desservis de sorte qu'il faudrait maintenir le service d'autobus le long de l'autoroute 417. Il serait difficile d'y aménager des installations de correspondance.

Il pourrait être possible de façonner l'aménagement du secteur sud-ouest de Kanata, mais la majorité des plans a déjà été approuvée. Les coûts d'immobilisations et de fonctionnement sont modestes, et le niveau de complexité, modéré.

Ridership & Network Potential / Potentiel d'achalandage et de réseau	City Building Opportunities / Occasions d'aménagement urbain	Natural Environment / Environnement naturel	Social Environment / Environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisations et de fonctionnement
▲	▲	▲	■	▲	▲

## Corridor 13A / Couloir 13A



## Not Preferred / Non privilégié

**Summary:** This route would parallel the former rail corridor that contains the Trans-Canada Trail, with a terminus at Robert Grant/Abbott. It would still have a significant impact on the Greenbelt. Kanata Town Centre and North Kanata are not well served, and bus service is required to remain along Highway 417.

There is some potential to shape the development in Southwest Kanata, although most of the plans are already approved. Capital and operating costs for LRT are modest, with a moderate level of complexity but the requirement for parallel bus service will increase overall transit capital and operating costs for only a modest increase in ridership.

**Résumé:** Ce parcours longerait l'ancien couloir ferroviaire emprunté par le Sentier Transcanadien et comprendrait un terminus à l'intersection de l'avenue Robert Grant et de la rue Abbott. Il aurait tout de même des répercussions importantes sur la Ceinture de verdure. Le centre-ville de Kanata et Kanata-Sud seraient mal desservis de sorte qu'il faudrait maintenir le service d'autobus le long de l'autoroute 417.

Il pourrait être possible de façonner l'aménagement du secteur sud-ouest de Kanata, mais la majorité des plans a déjà été approuvée. Les coûts d'immobilisations et de fonctionnement du train léger sont modestes, et le niveau de complexité, modéré, mais le service d'autobus parallèle requis augmenterait les coûts généraux d'immobilisations et de fonctionnement du transport en commun, sans augmenter de beaucoup l'achalandage.

Ridership & Network Potential / Potentiel d'achalandage et de réseau	City Building Opportunities / Occasions d'aménagement urbain	Natural Environment / Environnement naturel	Social Environment / Environnement social	Complexity / Complexité	Capital & Operating Costs / Coûts d'immobilisations et de fonctionnement
▲	■	▲	■	▲	●



## Preferred Corridor

Further analysis indicates that **Corridor 8A** is preferred for the following reasons:

- Provides rapid transit spine equally supporting all of Kanata
- Supports approved transit corridors and development patterns
- No significant environmental or social impacts
- Extension to Hazeldean further increases ridership, improves network connectivity and provides additional transit-oriented development opportunities

Additional work will be undertaken to consider the alignment and station locations and develop a preliminary Recommended Plan.

## Couloir privilégié

L'analyse détaillée indique que le **couloir 8A** est à privilégier pour les raisons suivantes :

- Il servirait d'épine dorsale du transport en commun rapide pour l'ensemble de Kanata.
- Il s'intègre aux couloirs de transport en commun et aux formes d'aménagement approuvés.
- Il n'a pas de répercussions environnementales ou sociales importantes.
- Le prolongement jusqu'au chemin Hazeldean augmente l'achalandage, améliore la connectivité du réseau et favorise les aménagements axés sur le transport en commun.

Un travail supplémentaire sera entrepris pour étudier le tracé et l'emplacement des stations et élaborer un plan préliminaire recommandé.

	Corridor / Couloir					
	5	5A	8	8A	13	13A
Ridership Potential and Network Connectivity / Potentiel d'achalandage et connectivité du réseau	●	▲	●	●+	▲	▲
TOD & City Building Opportunities / Aménagements axés sur le transport en commun et occasions d'aménagement urbain	●	▲	●	●+	▲	■
Natural Environment Impacts / Répercussions sur l'environnement naturel	■	●	●	●	▲	▲
Social Environment Impacts / Répercussions sur l'environnement social	▲	●	●	●	■	■
Complexity / Complexité	■	▲	●	●	▲	▲
Capital and Operational Costs / Coûts d'immobilisations et de fonctionnement	■	▲	●	▲	▲	●
<b>SUMMARY / SOMMAIRE</b>	■	▲	●	●+	■	■

## March Station Design Alternatives

The LRT will follow the same alignment previously studied and approved between Moodie Drive and Terry Fox Station.

At March Station, three design alternatives have been developed to address the change in technology from bus to light rail, including connection to the future March Road/Kanata North BRT and locating a bus terminal and Passenger Pick-up and Drop-off (PPUDO) facility to serve this station.

Main considerations in developing a preferred design at this location include:

- Station connectivity
- Transit/traffic operations
- Land use compatibility
- Cost

## Options de conception de la station March

Le train léger suivra le même tracé qui avait été étudié et approuvé entre la promenade Moodie et la station Terry Fox.

À la station March, trois options de conception ont été élaborées pour permettre la transition de l'autobus au train léger, notamment un lien avec le futur TCRA du chemin March (Kanata-Nord) et l'aménagement d'un terminus d'autobus et d'une aire de débarquement à la station.

Facteurs clés à considérer dans l'aménagement du concept privilégié à cet endroit :

- connectivité de la station;
- transport en commun et circulation routière;
- compatibilité des utilisations du sol;
- coût.



## March Station Design Alternatives



### Alternative 1: Preferred

- Limited impact to OPP facility
- Bus terminal / PPUDO adjacent to station
- Supports good station connectivity and access
- Impact to BRT connection

### Option 1 : Privilégiée

- Effets restreints sur les bureaux de la Police provinciale de l'Ontario (OPP)
- Terminus d'autobus et aire de débarquement à proximité
- Connectivité et accessibilité de la station
- Effets sur la connectivité au TCRA



### Alternative 2: Not Preferred

- Maintains BRT connection
- Requires relocation of OPP facility
- Bus terminal is complex, and removed from LRT platforms

### Option 2 : Non privilégiée

- Connectivité au TCRA
- Déménagement des bureaux de l'OPP
- Terminus d'autobus complexe, loin des plateformes de train léger



### Alternative 3: Not Preferred

- Impact to BRT connection
- Impacts OPP facility but may not require relocation
- Bus terminal further away from LRT platforms

### Option 3 : Non privilégiée

- Effets sur la connectivité au TCRA
- Effets sur les bureaux de l'OPP, mais sans nécessairement exiger de déménagement
- Terminus d'autobus plus loin des plateformes de train léger

## Options de conception de la station March

### Summary

Alternative 1 is preferred as it:

- Minimizes impact on the OPP facility, Watt's Creek and adjacent lands.
- Provides for a bus terminal immediately adjacent to the station to provide for efficient transfers to BRT service.
- Supports good station connectivity and access to the surrounding community.

Additional work will be undertaken as part of station planning to consider station connectivity, including the location and design of a new pedestrian/cycling bridge over Highway 417 to the existing Park and Ride.

### Résumé

L'option 1 est à privilégier :

- Elle réduit les répercussions sur les bureaux de l'OPP, le ruisseau Watts et les terrains adjacents.
- Elle prévoit un terminus d'autobus immédiatement à côté de la station pour permettre des correspondances efficaces avec le service de TCRA;
- Elle favorise la connectivité et l'accessibilité de la station.

Un travail supplémentaire sera entrepris dans le cadre de la planification de la station pour étudier la connectivité de la station, notamment l'emplacement et la conception d'une nouvelle passerelle pour piétons et cyclistes au-dessus de l'autoroute 417 jusqu'au parc-o-bus actuel.

## Terry Fox to Palladium Station

Based on stakeholder feedback, a review of six alternative alignments was undertaken in this area

Key considerations in identifying a preferred alignment include:

- Compatibility with existing and future transportation networks
- Connectivity and multi-modal integration
- Ridership potential
- Compatibility with existing and planned communities
- Effects on social and natural environments
- Capital cost
- Land acquisition

Each alternative was evaluated on multiple criteria within the following categories:

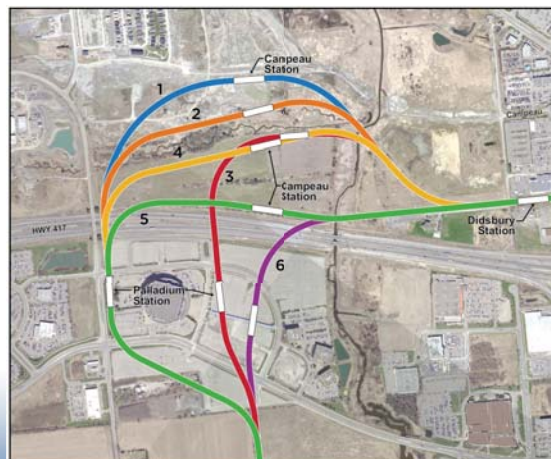
- Transportation System Compatibility
- Maximize Ridership Potential
- Compatibility with Planned/Existing Communities
- Social Environment
- Natural Environment
- Cost

## De Terry Fox à Palladium

En fonction des commentaires des intervenants, six options de tracé ont été étudiées pour ce secteur.

Principaux aspects à considérer dans la sélection du tracé privilégié :

- compatibilité avec les réseaux de transport actuels et futurs;
- connectivité et intégration intermodale;
- potentiel d'achalandage;
- compatibilité avec les quartiers existants et prévus;
- effets sur l'environnement social et naturel;
- coût d'immobilisations;
- acquisition de terrains.



Chaque option a été évaluée selon plusieurs critères de différentes catégories :

- compatibilité avec le réseau de transport;
- maximisation du potentiel d'achalandage;
- compatibilité avec les quartiers existants et prévus;
- environnement social;
- environnement naturel;
- coût.

## Terry Fox to Palladium Station: Preferred Alternative

	Options					
	1	2	3	4	5	6
Transportation System Compatibility / Compatibilité avec le réseau de transport	●	●	▲	▲	▲	■
Maximize Ridership Potential / Maximisation du potentiel d'achalandage	●	●	▲	▲	▲	■
Compatibility with Planned/Existing Communities / Compatibilité avec les quartiers existants et prévus	▲	●	▲	▲	▲	■
Social Environment / Environnement social	▲	●	●	●	▲	▲
Natural Environment / Environnement naturel	▲	▲	▲	▲	●	●
Costs / Coût	▲	▲	▲	▲	▲	●
SUMMARY / SOMMAIRE	▲	●	▲	▲	▲	■



## De Terry Fox à Palladium: Option privilégiée

### Summary:

Alternative 2 is preferred as it:

- Makes best use of the previously approved rapid transit corridor and lands which the City is protecting
- Campeau Station at this location provides good access to existing and proposed residential and employment/commercial lands north of Highway 417
- A station close to Campeau Drive provides for good access and visibility to the surrounding community
- Can be integrated along south edge of planned development
- Provides for a tangent/90 degree crossing of Highway 417, reducing construction complexity

### Résumé:

L'option 2 est à privilégier.

- Elle tire le meilleur parti du couloir de transport en commun rapide approuvé antérieurement et des terrains que la Ville protège.
- La station Campeau à cet endroit offre un bon accès aux terrains résidentiels, professionnels ou commerciaux existants et projetés au nord de l'autoroute 417.
- Une station près de la promenade Campeau offre un bon accès au quartier avoisinant et lui donne de la visibilité.
- Elle peut s'intégrer à l'extrémité sud de l'aménagement prévu.
- Elle prévoit une traverse à angle droit (90°) de l'autoroute 417, ce qui réduit la complexité de la construction.

## Light Maintenance and Storage Facility

Belfast Maintenance and Storage Facility (MSF) is being constructed as part of Confederation Line LRT. To support Stage 2 LRT City Council has also approved a Light Maintenance and Storage Facility (LMSF) site west of Moodie Drive.

The Moodie LMSF is capable of future expansion to support Kanata LRT, but extending LRT to Kanata requires analyzing additional LMSF options to determine the optimal site to serve the full network. Typical LMSF activities include:

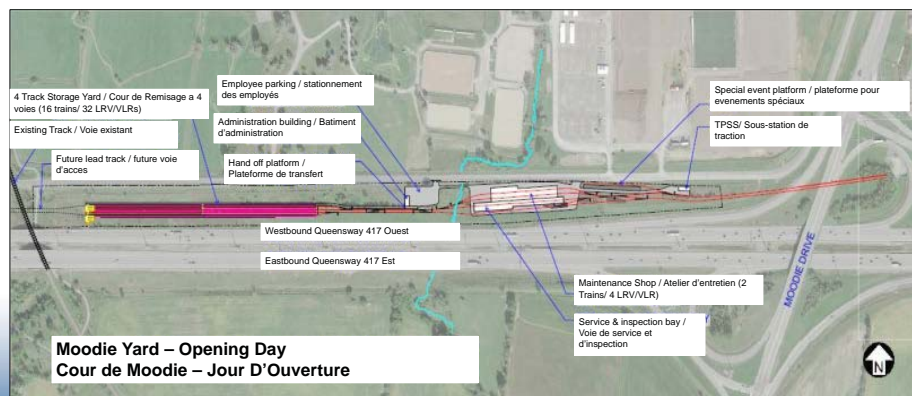
- Interior/exterior cleaning
- Minor repairs (seats, windows, doors)
- Daily inspection and servicing
- Operator hand-off/hand-over
- Overnight storage of trains

## Installation de remisage et d'entretien

L'installation de remisage et d'entretien (IRE) du chemin Belfast est en construction dans le cadre du projet de la Ligne de la Confédération du train léger. Pour soutenir l'Étape 2 du train léger, le Conseil municipal a aussi approuvé une IRE à l'ouest de la promenade Moodie.

L'IRE de la promenade Moodie peut être agrandie pour répondre aux besoins du train léger de Kanata, mais le prolongement du train léger jusqu'à Kanata nécessite l'analyse d'autres options d'IRE afin de déterminer l'emplacement optimal pour desservir tout le réseau. Les travaux types de l'IRE comprennent :

- le nettoyage intérieur et extérieur;
- les petites réparations (sièges, fenêtres, portes);
- l'inspection et l'entretien quotidiens;
- le changement du conducteur;
- l'entreposage des trains pendant la nuit.



**Moodie Yard – Opening Day  
Cour de Moodie – Jour D'Ouverture**



## Light Maintenance and Storage Facility

In addition to the Council approved Moodie LMSF, eight other alternative locations were identified and evaluated using the same criteria applied in previous studies, including the West LRT and Stage 2 LMSF. These criteria are:

## Installation de remisage et d'entretien

En plus de l'IRE de la promenade Moodie approuvée par le Conseil, huit autres emplacements ont été proposés et évalués en fonction des mêmes critères que les pour études précédentes, notamment sur le prolongement du train léger vers l'ouest et l'IRE de l'Étape 2. Voici les critères :

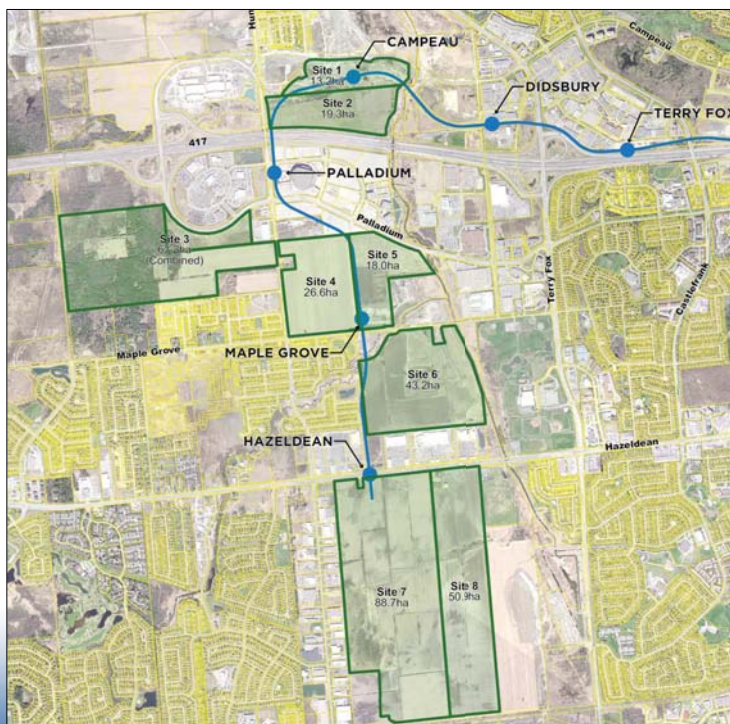
	Criteria / critères	Indicator/ la mesure
<b>Social Environmental Characteristics / Environnement social</b>	Effects to local residents / Effets sur les résidents	Minimizes effects on visual intrusion, noise air quality, vibration / Minimise les effets sur l'intrusion visuelle, la qualité de l'air et les vibrations
	Site safety / Sécurité du site	Ability to restrict/control access to the LMSF / Possibilité de restreindre / contrôler l'accès au site d'installation d'entretien et de remisage légère
	Transportation network / Réseau de transport	Minimizes effects on existing and future transportation network. / Minimise les effets sur le réseau de transport existant et futur
	Land uses / Utilisations du sol	Minimizes effects on existing and planned land uses / Minimise les effets sur les utilisations des terrains existants et prévus
	Heritage & Culture / Culture et Patrimoine	Minimizes effects on areas identified or having potential for archaeological or cultural significance / Minimise les effets sur les zones identifiées ou ayant un potentiel d'importance archéologique ou culturelle
<b>Bio-Physical Environmental Characteristics / Environnement naturel</b>	Soil types / Types de sols	Geotechnical characteristics to support a facility of this type / Caractéristiques géotechniques pour supporter une installation de ce type
	Contaminated Materials / Matériaux abîmés	Minimizes potential to encounter contaminated materials / Minimise le risque de rencontrer des matériaux contaminés
	Key natural features / Caractéristiques naturelles	Minimizes effects on key terrestrial/aquatic systems and features, including SAR / Minimise les effets sur les principaux systèmes et caractéristiques terrestres et aquatiques, y compris les espèces en péril (EEP)
	Greenbelt / Ceinture de Verdre	Minimizes effects on Greenbelt (core natural areas, linkages, views and vistas, lighting)/ Minimise les effets sur la ceinture de verdure (zones naturelles principales, liens, vues et perspectives, éclairage)
	Floodplains / Zone inondables	Lowest proximity to floodplains and the possibility of flooding / La plus faible proximité des plaines d'inondation et la possibilité d'inondation
<b>Facility Operations / Opérations d'installation</b>	LMSF Site Servicing / Entretien	Availability and ease of providing site services (hydro, water, gas, sewer) to the LMSF site. / Disponibilité et facilité de fournir des services sur site (hydro, eau, gaz, égouts) au site d'IERL
	LRT Operations / Fonctionnement du TLR	Provides operational flexibility, minimizes deadhead time / Fournit une flexibilité opérationnelle, minimise le voyage à vide
<b>Economics / coûts</b>	Property Ownership and Acquisition / Propriété et acquisition	Minimizes costs based on land use types and number of property owners / Minimise les coûts en fonction des types d'utilisation des terrains et du nombre de propriétaires

## Light Maintenance and Storage Facility

In addition to the Council approved Moodie LMSF, eight other alternative locations were identified. These are:

## Installation de remisage et d'entretien

En plus de l'IRE de la promenade Moodie approuvée par le Conseil, huit autres emplacements ont été proposés. Voici les sites





## Light Maintenance and Storage Facility Site Evaluation

The evaluation results below show **the Council approved Moodie LMSF is the preliminary preferred site** when considering its ultimate footprint. Discussions with the NCC are ongoing as Federal land is required. Key features of the Moodie LMSF include:

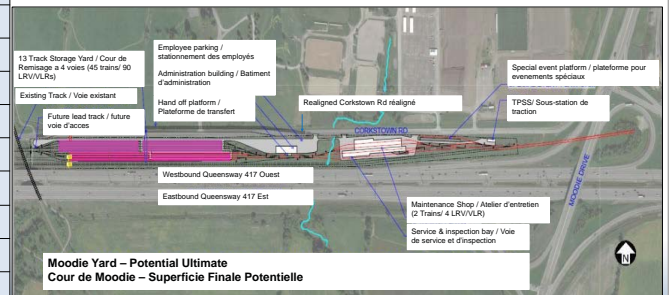
- No impact to local residents
- No impact to the transportation network, or any planned or existing land uses
- No significant site constraint such as impacted soil, heritage features, or floodplain
- Close to the LRT line
- Requires some NCC property
- Requires realignment of Corkstown Road

## Évaluation du site de l'installation de remisage et d'entretien

Les résultats de l'évaluation ci-dessous indiquent que **le Conseil a approuvé l'IRE de la promenade Moodie comme site privilégié préliminaire** à la lumière de sa superficie finale. Les discussions avec la CCN se poursuivent, parce-que des terres fédérales sont requises. Voici ses principales caractéristiques:

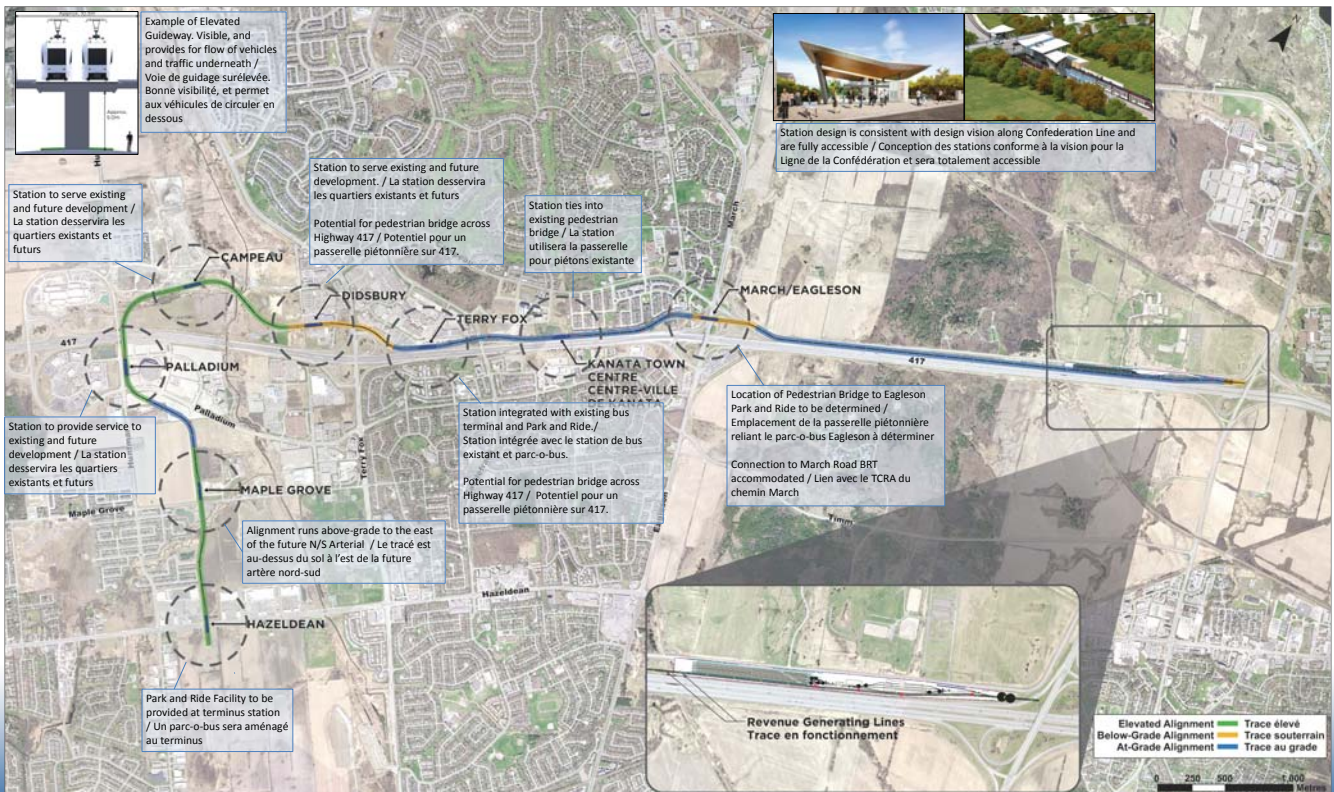
- aucune incidence sur les résidents du secteur;
- aucune incidence sur le réseau de transport ou les utilisations du sol existantes ou prévues;
- aucune contrainte importante comme des sols contaminés, des éléments du patrimoine ou des zones inondables;
- proximité de la ligne du train léger;
- aménagement de certains terrains de la CCN;
- modification du tracé du chemin Corkstown.

Site Number / Site	Moodie	1	2	3	4	5	6	7	8
Effects to local residents / Effets sur les résidents	●	■	●	●	■	■	■	■	■
Site safety / Sécurité du site	●	▲	●	●	▲	●	▲	▲	▲
Transportation Network / Réseau de transport	●	▲	▲	■	▲	●	▲	●	▲
Land uses / Utilisations du sol	▲	■	●	■	■	●	■	■	■
Heritage & Culture / Culture et Patrimoine	●	●	■	●	●	●	●	●	▲
Soil types / Types de sols	●	▲	▲	▲	▲	▲	▲	●	●
Contaminated Materials / Matériaux abîmés	●	●	●	●	●	■	●	●	●
Key Natural Features / Caractéristiques naturelles	▲	▲	●	●	●	■	●	●	●
Greenbelt / Ceinture de Verdere	■	●	●	●	●	●	●	●	●
Floodplains / Zone inondables	●	▲	▲	●	●	●	●	●	●
LMSF site Servicing / Entretien	●	●	▲	●	●	●	●	●	●
Property / Propriété	●	●	●	▲	●	●	●	●	●
LRT Operations / Fonctionnement du TLR	●	▲	▲	■	▲	▲	▲	▲	▲



## Preliminary Recommended Plan

## Plan préliminaire recommandé





## March/ Eagleson Station

### Design Opportunities and Objectives

- Serves adjacent residential communities and the existing Eagleson Park and Ride
- Requires pedestrian/cycling bridge over Highway 417 to connect with the Park and Ride and communities to the south
- Improves pedestrian and cycling connections between the proposed station and adjacent communities
- Requires Passenger Pick-up and Drop-off facility adjacent to the station
- Provides a bus terminal and transit access for feeder bus routes



Station design is consistent with design vision along Confederation Line / Conception des stations conforme à la vision pour la Ligne de la Confédération

## Station March/ Eagleson

### Possibilités et objectifs de conception

- Desserte des quartiers résidentiels adjacents et de l'actuel parc-o-bus Eagleson
- Passerelle pour piétons et cyclistes surplombant l'autoroute 417 et reliant le parc-o-bus et les quartiers au sud
- Amélioration des accès piétonniers et cyclistes entre la station proposée et les quartiers adjacents

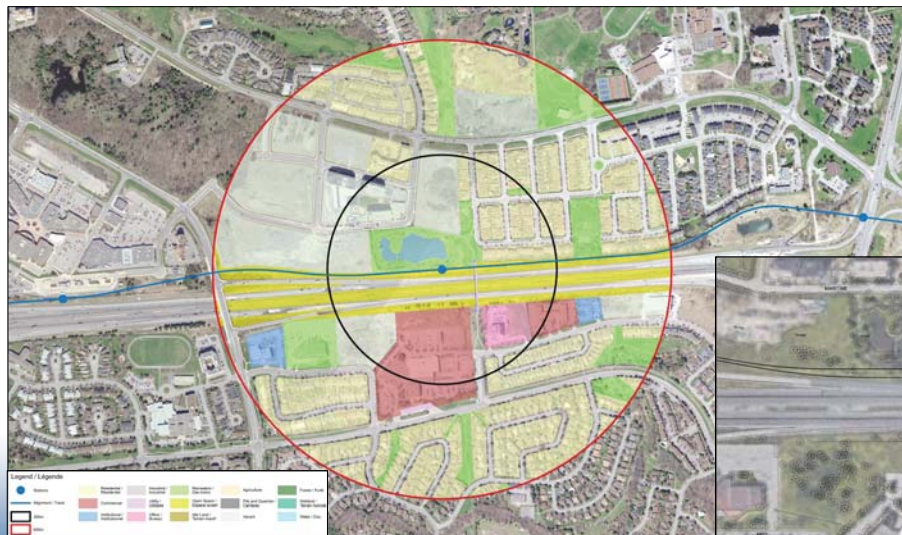
- Aire de débarquement de passagers à côté de la station
- Terminus d'autobus et accès de transport en commun pour les circuits de rabattement



## Kanata Town Centre Station

### Design Opportunities and Objectives

- Serves adjacent communities north and south of Highway 417
- Improves pedestrian and cycling connections between the proposed station and adjacent communities
- Provides informal, curbside Passenger Pick-up and Drop-off facilities adjacent to the station and the south side of the pedestrian/cycling overpass to serve local demand
- Supports opportunities to redevelop Kanata Town Centre into a transit-oriented mixed-use community



## Station du centre-ville de Kanata

### Possibilités et objectifs de conception

- Desserte des quartiers adjacents au nord et au sud de l'autoroute 417
- Amélioration des accès piétonniers et cyclistes entre la station proposée et les quartiers adjacents
- Aire informelle de débarquement en bordure de rue à côté de la station et du côté sud de la passerelle pour piétons et cyclistes pour répondre à la demande locale

- Possibilités de réaménager le centre-ville de Kanata pour en faire un secteur polyvalent axé sur le transport en commun

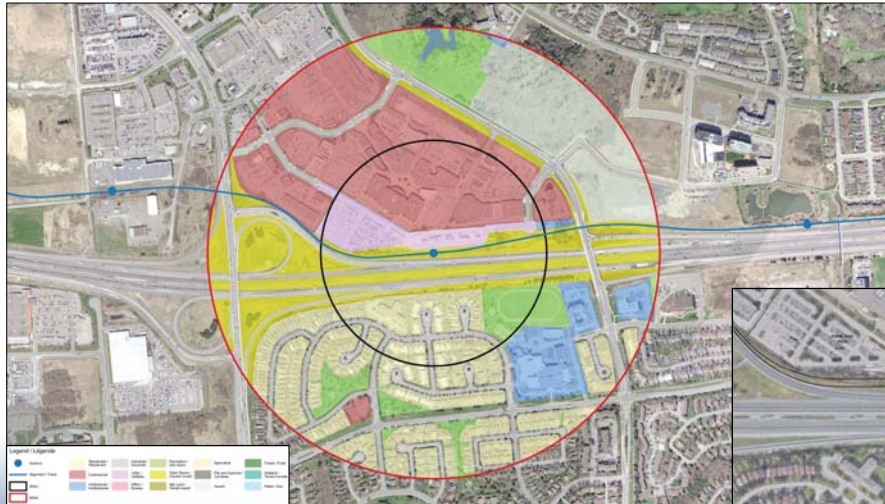




## Terry Fox Station

### Design Opportunities and Objectives

- Serves adjacent commercial development and the existing Park and Ride
- Provides an opportunity for a new pedestrian/cycling bridge over Highway 417 to connect to communities to the south
- Improves pedestrian and cycling connections between the proposed station and adjacent communities
- Provides efficient connections to the existing bus terminal and maintains transit access for local bus routes
- Supports redevelopment of the adjacent commercial development into a strong transit-oriented, mixed-use community



## Station Terry Fox

### Possibilités et objectifs de conception

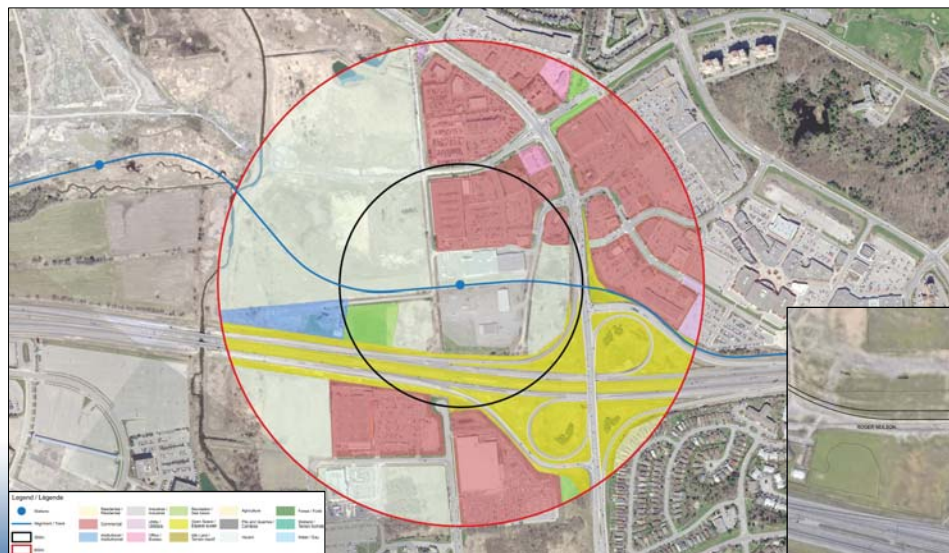
- Desserte du secteur commercial adjacent et de l'actuel parc-o-bus
- Possibilité d'aménager la nouvelle passerelle pour piétons et cyclistes au-dessus de l'autoroute 417 pour relier les secteurs au sud
- Amélioration des accès piétonniers et cyclistes entre la station proposée et les quartiers adjacents
- Liens efficaces vers l'actuel terminus d'autobus et maintien de l'accès du transport en commun pour les circuits d'autobus locaux
- Réaménagement du secteur commercial adjacent pour en faire un secteur polyvalent dynamique axé sur le transport en commun



## Didsbury Station

### Design Opportunities and Objectives

- Serves existing and future development adjacent to the station
- Improves pedestrian and cycling connections between the proposed station and adjacent communities
- Provides a Passenger Pick-up and Drop-off facility adjacent to the station
- Supports redevelopment of the adjacent commercial development into a strong transit-oriented, mixed-use community



## Station Didsbury

### Possibilités et objectifs de conception

- Desserte des aménagements existants et à venir à côté de la station
- Amélioration des accès piétonniers et cyclistes entre la station proposée et les quartiers adjacents
- Aire de débarquement à côté de la station
- Réaménagement du secteur commercial adjacent pour en faire un secteur polyvalent dynamique axé sur le transport en commun





## Campeau Station

### Design Opportunities and Objectives

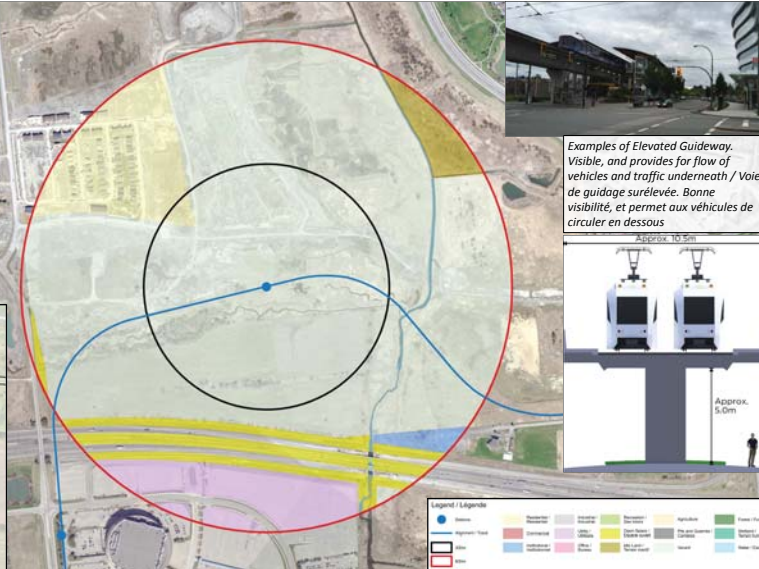
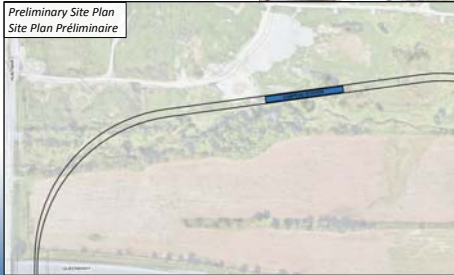
- Serves adjacent residential communities and commercial development
- Protects for pedestrian and cycling connections between the proposed station and adjacent communities
- Provides Passenger Pick-up and Drop-off facility adjacent to the station to serve local demand
- Protects for opportunities to redevelop adjacent lands in the longer-term to support strong transit-oriented, mixed-use communities

## Station Campeau

### Possibilités et objectifs de conception

- Desserte des quartiers résidentiels et du secteur commercial adjacents
- Accès piétonniers et cyclistes entre la station proposée et les secteurs adjacents
- Aire de débarquement à côté de la station pour répondre à la demande locale
- Possibilité de réaménager les terrains adjacents à long terme pour favoriser des secteurs polyvalents dynamiques axés sur le transport en commun

Preliminary Site Plan  
Site Plan Préliminaire



## Palladium Station

### Design Opportunities and Objectives

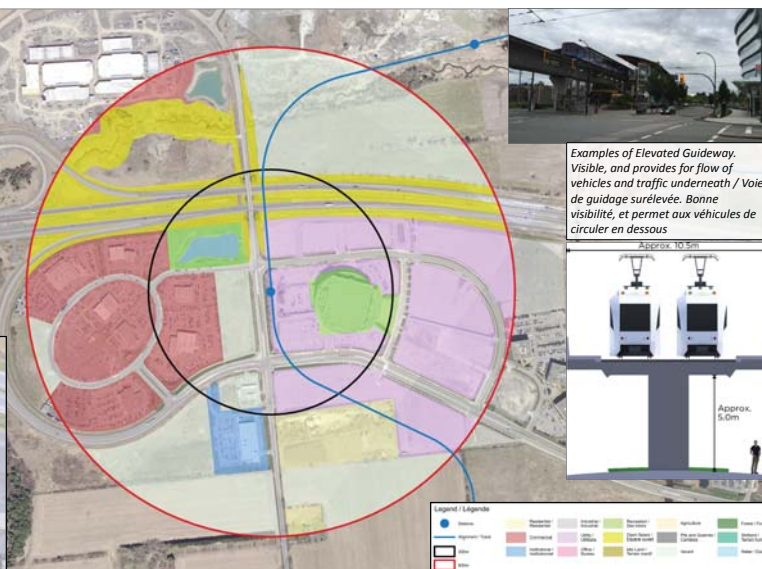
- Serves the Canadian Tire Centre and adjacent commercial development
- Protects for a Park and Ride lot, bus terminal and Passenger Pick-up and Drop-off facility adjacent to the planned station
- Improves pedestrian and cycling connections between the proposed station and adjacent communities
- Protects for opportunities to redevelop adjacent lands in the longer-term to support strong transit-oriented, mixed-use communities

## Station Palladium

### Possibilités et objectifs de conception

- Desserte du Centre Canadian Tire et du secteur commercial adjacent
- Aménagement d'un parc-o-bus, d'un terminus d'autobus et d'une aire de débarquement à côté de la station prévue
- Amélioration des accès piétonniers et cyclistes entre la station proposée et les quartiers adjacents
- Possibilités de réaménager les terrains adjacents à long terme pour favoriser des secteurs polyvalents dynamiques axés sur le transport en commun

Preliminary Site Plan  
Site Plan Préliminaire





## Maple Grove Station

### Design Opportunities and Objectives

- Serves existing and future development adjacent to the station
- Improves pedestrian and cycling connections between the proposed station and adjacent communities
- Provides a Passenger Pick-up and Drop-off facility adjacent to the station
- Supports development of adjacent lands into a strong transit-oriented, mixed-use community

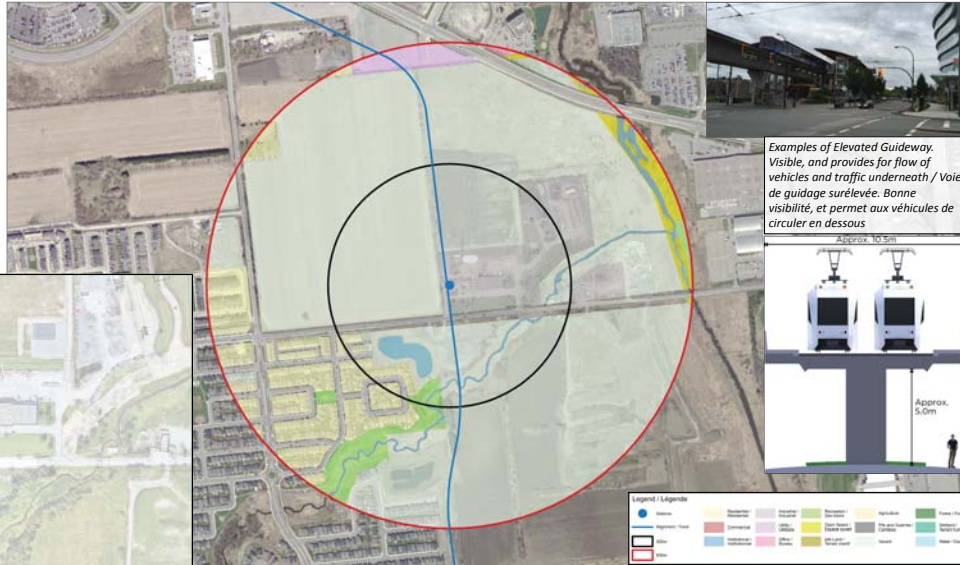
Preliminary Site Plan  
Site Plan Préliminaire



## Station Maple Grove

### Possibilités et objectifs de conception

- Desserte des aménagements existants et à venir à côté de la station
- Amélioration des accès piétonniers et cyclistes entre la station proposée et les quartiers adjacents
- Aire de débarquement à côté de la station
- Réaménagement du secteur commercial adjacent pour en faire un secteur polyvalent dynamique axé sur le transport en commun



## Hazeldean Station

### Design Opportunities and Objectives

- Provides a new rapid transit station to serve adjacent residential communities and commercial development
- Protects for a Park and Ride lot, bus terminal and Passenger Pick-up and Drop-off facility adjacent to the planned station
- Improves pedestrian and cycling connections between the proposed station and adjacent communities
- Provides for opportunities to develop adjacent lands in the longer-term to support strong transit-oriented, mixed-use communities
- Accommodates connections to local bus routes and a future BRT corridor
- Provides for public washroom facilities
- Provides for a tail track beyond the station

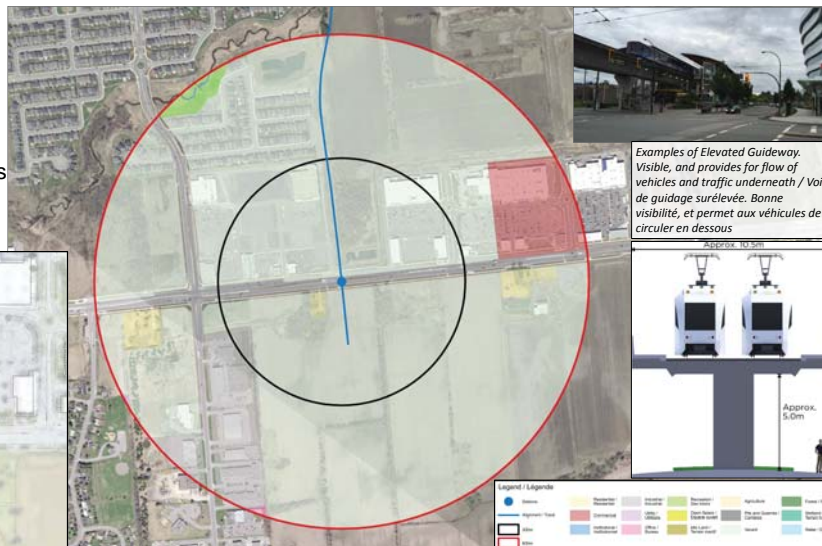
Preliminary Site Plan  
Site Plan Préliminaire



## Station Hazeldean

### Possibilités et objectifs de conception

- Nouvelle station de transport en commun rapide pour desservir les quartiers résidentiels et le secteur commercial adjacents
- Aménagement d'un parc-o-bus, d'un terminus d'autobus et aire de débarquement à côté de la station prévue
- Amélioration des accès piétonniers et cyclistes entre la station proposée et les quartiers adjacents
- Possibilité d'aménager les terrains adjacents à long terme pour favoriser des secteurs polyvalents dynamiques axés sur le transport en commun
- Correspondances avec les circuits d'autobus locaux et un futur couloir de transport en commun rapide par autobus
- Toilettes publiques
- Voie auxiliaire après la station



## Climate Change Considerations

A new MOECC Guide advises project proponents on approaches for the consideration of:

- the effects of a project on climate change;
- the effects of climate change on a project; and
- various means of identifying and minimizing negative effects during project design.

### Work done to date:

- Review of previous climate change studies in the Ottawa area
- Identification of historical trends and climate projections for selected climate event variables (such as temperature and rainfall) through modeled climate change projections for two time horizons – 2050 and 2080
- Comparison projected future conditions to baseline conditions for selected climate event variables

### Next Steps:

- Identify the interaction, relationship or direct dependency between the selected infrastructure components and various climate conditions
- Develop infrastructure response and interaction considerations and risk tolerance thresholds
- Complete a Risk Matrix Evaluation.



## Prochaines étapes

Le nouveau guide du ministère de l'Environnement et de l'Action en matière de changement climatique offre aux promoteurs de projet des conseils sur la prise en compte :

- des effets que peut avoir un projet sur le changement climatique;
- des effets que peut avoir le changement climatique sur un projet;
- des différentes façons de cerner et de réduire les effets négatifs à l'étape de la conception du projet.

### Travail effectué à ce jour:

- examen des études précédentes sur le changement climatique dans la région d'Ottawa;
- détermination des tendances historiques et des projections climatiques pour les variables climatiques sélectionnées (comme les températures et chutes de pluie) à partir de projections modélisées liées au changement climatique sur deux horizons : 2050 et 2080;

- comparaison des futures conditions projetées et des conditions de référence pour les variables climatiques sélectionnées.

### Prochaines étapes:

- définir l'interaction, le lien ou la dépendance directe entre les composantes de l'infrastructure sélectionnées et diverses conditions climatiques;
- élaborer les réactions de l'infrastructure, de même que les considérations liées aux interactions et les seuils de tolérance au risque;
- réaliser une évaluation selon la matrice des risques.

## Next Steps

Based on feedback from consultation groups and the public, over the coming months the project team will:

- Confirm and refine the recommended plan
- Confirm the preferred LMSF location
- Undertake preliminary impact assessment
- Present recommendations to City Transportation Committee and Council (March/April, 2018)
- Conduct Transit Project Assessment Process

Your views are important to the success of this study. To be added to the mailing list, or to submit any comments or questions, please contact:

### Angela Taylor, P.Eng.

Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)

(613) 580-2424 x 15210

**Thank you!**

## Prochaines étapes

Au cours des prochains mois, en fonction de la rétroaction des groupes de consultation et du public, l'équipe de projet :

- approuvera et peaufinera le plan recommandé;
- confirmera l'emplacement privilégié de l'installation de remisage et d'entretien;
- entreprendra l'évaluation préliminaire des répercussions;
- présentera les recommandations au Comité des transports et au Conseil (mars ou avril 2018);
- réalisera le processus d'évaluation des projets de transport en commun.

Vos commentaires sont importants pour la réussite de cette étude. Pour vous inscrire à la liste d'envoi ou pour formuler des commentaires ou des questions, veuillez communiquer avec :

### Angela Taylor, ing.

Senior Project Engineer | Gestionnaire principale de projet  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)

613-580-2424, poste 15210

**Merci!**

#### 4.4 Appendix D – Comment Sheets – Public Open House

1.
  - a. I will most likely have more to say later, but the points that jump out right now:
  - b. Eagleson Station very difficult. My main concern is the need for a good footbridge over the Queensway at Eagleson. One that you can ride a bike on and that the kids (near Kakulu & Pickford houses) can get to Earl of March Highschool/ Don't cut the kids off from their school even more.
  - c. The large loop past Terry Fox is totally unnecessary and pretty offensive actually. Just for the Canadian Tire Place & land developers. Should be straighter line out to Stittsville. Rip off!!
2. Fully support the Corridor 8A, hopefully to get it done ASAP!!!
3.
  - a. Terry Fox to Palladium Drive: Agree that Option 2 is best.
  - b. Eagleson Station: Prefer walkway across 417 on the west side of Eagleson.
  - c. Eagleson Station: Too much up & down and hence escalators are required. Elevators cannot handle the traffic and scaling more than 10-12 stairs up is too much. To save costs, escalators going up and stairs for coming down.
  - d. LMSF: Agree that expanding Moodie site is preferable
  - e. Preliminary Recommended Plan: EXCELLENT
  - f. LRT to Kanata should be Phase 2A not Phase 3
4. While travelling eastward on Hwy 417 down "Kanata Hill" between Eagleson and Moodie there is currently a fantastic viewpoint looking north of the Gatineau Hills. Has there been any consideration given to protecting this natural viewpoint? Can the LRT end at Eagleson or Terry Fox without heading south?  
Has any consideration been given to the LMSF Facility serving as both a LMSF and a parking structure for the Canadian Tire Centre/Park and Ride. A mixed-use facility with a parking structure built directly above the LMSF.  
The Corkstown/Moodie LMSF will be quite visible from the 417 while entering the city, will extra attention be given to architectural styling of this facility?
5. The Campeau Station should be moved closer to Tanger Outlet where there are many shoppers. Please consider this fact! Thanks
6. accept the recommended March/Egleson proposal Option 1. I also accept the Terry Fox/Palladium recommendation that is to the south of Tangers I fully support this plan
7. Looks good. The sooner the better. Thanks.
8. The plan looks reasonable. The sooner the better.
9. There does not appear to be enough park and ride spots. This phase of LRT reminds me of the GO network in Toronto, these stations – Pickering, Oakville, etc. have multi-story garages for commuters.
10. 8A Best option. More seniors in town who can't drive/or need to go downtown to doctors/hospitals  
I avoid downtown events because of driving limited parking  
I have a presto card got for bad weather drives.
11. support the preferred route, but it needs to be expediated. Further development in North Kanata should be delayed until infrastructure is in place to support the additional population.
12. Why are the rails on pylons? I understand that it is advantages at road crossings but doesn't it raise maintenance cost and increase chances for bodily hard in case of accidents or sabotage?  
Why bother putting a station at the CTC? On the timeline of this plan the CTC will likely be a pile of rubble and buried. I don't see that an option with a secondary line into the Kanata North Business Park was explored (during rush every second train to go these Morning) or arrive from there (evening). This plan does nothing to address the needs of high tech workers as many of them will likely not use the system as the still used to change at March Road into a bus. Very short sighted, particularly in light of new developments in self driving cars needs will come to fruition as the same timeline as the LRT #3 and have its appeal even farther.

- 
13. I'm 71 years old. I will be dead by 2023 if this is the anticipated timeline for this project (LRT). Could you please speed it up?
  14. The stations should also be designed to accommodate connections to regional commuter rail in future.
  15. The plan looks good. My concern is the large park and ride at Eagleson. That seems to run counter to the stated goal of transit oriented development at LRT stations. It could also harm future Hazeldean Street life. It would be better to have dense development there as a compromise, parking should be away from fronting on Hazeldean. Staging first to Terry Fox in the interest of getting something done sooner would be good.



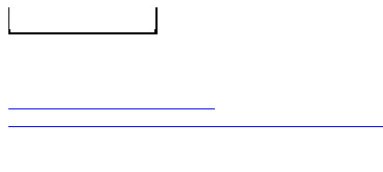
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## 4.5 Appendix E – Email Comments

terminus of the line (or the last stop at along the 417 should the line swing south). Use the freed up space for high density office/commercial use.

- The park and ride should be adjacent to the station (north side of 417) unlike the existing Eagleson P&R on the south side of 417. The existing empty field in the area of Huntmar/Campeau would make a good spot.
- There should be provisions to allow for future stop at the existing train crossing in the greenbelt.
- From a construction timing point of view, there should be option to build the line just as far as Tanger (Huntmar dr, north of the 417). Building it further south needs to be option for future phases (if it will go south)
- The stop at March/Eagleson should be on the west side of March/Eagleson (near OPP). There should be a pedestrian covered bridge to get you over the 417 to the park and ride.
- The stop at March/Eagleson needs to have provisions for new sorts of technology ("smart bus") for BRT to Kanata business park. Similar for Moodie station to DND (Nortel) Campus. Do not assume we need to build the station like the existing Terry Fox station. (Can buses arrive on demand at the station so that less space is needed?)
- Keep options open should we want to create "spur" lines from Moodie and or March/Eagleson to Kanata North business park in the future.
- Keep options open should the frequency of trains need to be increased. If trains are every 3 minutes downtown and 1/2 the trains go to Baseline station, then service in Kanata is at most every 6 minutes. Is there a way to run some trains only between Lincoln Fields and Kanata to get closer to the 3 minute timing. (every other train goes downtown). Presumably some people living in Kanata will want to travel to DND (Nortel) or Algonquin College or other places not downtown.
- The planning of the LRT past turning south near the Palladium area needs much more thought. I have no input here as I am unfamiliar with the plans for development in this area. Do not slow up progress bringing LRT to Kanata to address this area. Priority to get LRT to Terry Fox (ideally to Huntmar) ASAP.
- I am assuming there are 2 parallel tracks for this entire line. If there are to be "lots" of stations, then extra tracks may be needed to allow trains to pass slower trains. (express train vs local train).

red = LRT stop; blue = P&R



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From:  
To: [Fitzpatrick, Stephen](#)  
Cc: RE: Kanata Light Rail Transit Planning Feedback  
Subject: Wednesday, December 13, 2017 7:52:21 AM  
Date:

---

Hello . , thank you for your email and comments, which will be included in the study for consideration and as part of the public record.

Best regards,  
Angela

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

☎ (613) 580-2424 x 15210

Hello,

I wish to thank the city for hosting this information session on December 7th; it was informative indeed. I am a big fan of this project and cannot wait to see it to completion. Hearing that Phase 2 would go all the way to Moodie was some excellent news. Now hearing tonight that the central corridor will be selected for Kanata is more great news.

My feedback is the following:

- Station Count
  - Please don't cancel stations!
  - The current plan looks great but often when things get finalized some stations get dropped out.
  - 20 years after this network is built, that missing station is going to be a big regret. Let's keep all of the proposed stations!
- Honour System for Fares
  - Have you considered saving money by adopting the honour system for fares, like the one in Vancouver?
  - It seems to me like a lot of planning is going into building infrastructure to support fare-paid zones and buses that can unload passengers without requiring

them to swipe their cards again. This is, to me, a colossal waste of money and takes time out of people's day as they get stuck in line at a turnstile twice a day.

- I already swipe my card when I board the bus from the back doors, why can't I swipe my card in the train as well?
- Date of Completion
  - Is there really no reason why this can't happen in my lifetime? Planning for 2031 is like a big joke for many of the residents who could benefit from this system.
  - Why can't this happen for 2023? Many great things in history have happened in 5 years or less, why can't we extend the light rail in 5 years?
  - We're talking about FIVE YEARS. This is a long, long time.
  - Also, this is Canada's capital. When we hear that a few kilometers of rail will be built in 13 years, it reflects poorly on our administration.
- Money
  - Let's invest more in light rail and less on roads.
  - Everybody is always talking about the money required to build light rail.
  - Every dollar spent on light rail is going to save many dollars on road maintenance.
  - Roads are prohibitively expensive, more expensive than anybody is willing to admit, yet we're building new roads all the time without really thinking of how we're going to maintain them. Nobody bats an eye when you build a new 4-lane artery in Kanata South yet this will cost much more to maintain than light rail in the long run.

Thank you for taking my feedback.

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,



From:  
To: [Fitzpatrick, Stephen](#)  
Cc: RE: Tonight's LRT presentation Wednesday,  
Subject: December 13, 2017 7:49:41 AM  
Date:

---

Hello , thank you for your email and note that the display boards for the Kanata LRT Planning and EA study have been posted on the project [website\[ottawa.ca\]](http://website[ottawa.ca]). If you need further clarification, please feel free to contact me.

Best regards,  
Angela

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x 15210

**To:** Taylor, Angela <Angela.Taylor@ottawa.ca>  
**Subject:** Tonight's LRT presentation

Hi Angela.

Can you email me a PDF copy of the slides & panels that were presented tonight?

Thank you,

,

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,

From:  
To:  
Cc:  
Subject:  
Date:

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To clarify, yes the ground will need to be cleared and leveled to allow construction of the LRT tracks, however the impacts associated with this are far less than if significant excavation was required to construct the LRT. As part of the ongoing study, we will undertake high level assessment of potential impacts during construction and operation. As the project proceeds through more detailed design and construction, additional work will be undertaken to identify specific construction methods, issues and mitigation requirements. If identified as a sensitive area, pre-construction surveys would be completed, with monitoring undertaken during construction to guard against damage to surrounding properties.

The display boards from the Open House will be posted to the City's website as soon as possible.

Regards,

PC

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

Sent: Monday, December 11, 2017 12:12 PM  
To: Croft, Paul <Paul.Croft@parsons.com>  
Cc: Taylor, Angela <Angela.Taylor@ottawa.ca>; Hopper, David <David.Hopper@parsons.com>; Fitzpatrick, Stephen <Stephen.Fitzpatrick@parsons.com>  
Subject: RE: Kanata Light Rail Transit Planning and Environmental Assessment Study

Where can I find the most detailed plans about the project? If no such plans are available, where can I find the detailed plans of the previously approved bus rapid transit corridor.

> As the LRT tracks will be located at existing grade through this  
> segment, construction should not have any impact on the existing  
> houses. As part of our impact assessment of the project we will review  
> this issue more thoroughly, and identify any mitigation measures  
> needed during construction and operation of the LRT.

I'm not sure I fully understand the meaning of "the LRT tracks will be located at existing grade through this segment". I'm under the impression that the ground over which the track is going to be built would require levelling, compacting and etc. I'm concerned about potential damages to the structure of surrounding houses and who would cover for these should they occur.

Given that I was out of town and could not attend last week open house session, was this topic covered?

Quoting "Croft, Paul" <Paul.Croft@parsons.com>:

> Hello Mr. , >

> Angela Taylor (City Project Manager for the Kanata LRT) has asked me  
> to respond directly to you regarding your questions sent by email on  
> Wednesday December 6, 2017.  
>  
> West of March/Eagleson Station the closest LRT track will be located  
> approximately 7-10 m south of the existing property line, and about  
> 20-25 m away from the houses themselves. As the LRT tracks will be  
> located at existing grade through this segment, construction should  
> not have any impact on the existing houses. As part of our impact  
> assessment of the project we will review this issue more thoroughly,  
> and identify any mitigation measures needed during construction and  
> operation of the LRT.  
>  
> Please let Angela or myself know if you have any further questions or  
> comments on the project.  
>  
> Regards,  
>  
> PC  
>  
>  
> Paul Croft, MCIP, RPP  
> Project Planner  
> 100-1223 Michael Street, Ottawa ON K1J 7T2  
> paul.croft@parsons.com<<mailto:paul.croft@parsons.com>> - P: +1  
> 613.691.1542 M: +1 613.608.0273  
> PARSONS - Envision More  
> www.parsons.com<<http://www.parsons.com/>> |  
> LinkedIn<[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.link](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.link)  
> edin.com\_company\_parsons&d=BQMfaQ&c=Nwf-pp4xtYRe0sCRVM8\_LWH54joYF7EKmr  
> YIdfxIq10&r=iZNlh6dnFYPIlyq\_2-DmjpFMBmIHuB7rIGd\_TCe7N6M&m=98igw8OxyFTt  
> GS3BUxvV0OBEGOU\_4VdnJFCmNS3GWsE&s=XhjSw-ZCxfOKj0wsh9wUKhkzNvFiYZoTizi-  
> a3CdqXU&e=> |  
> Twitter<[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_twitter.c](https://urldefense.proofpoint.com/v2/url?u=https-3A__twitter.c)  
> om\_ParsonsCorp&d=BQMfaQ&c=Nwf-pp4xtYRe0sCRVM8\_LWH54joYF7EKmrYIdfxIq10&  
> r=iZNlh6dnFYPIlyq\_2-DmjpFMBmIHuB7rIGd\_TCe7N6M&m=98igw8OxyFTtGS3BUxvV0O  
> BEGOU\_4VdnJFCmNS3GWsE&s=ZA0eWpLHALG5opp15afwjhIriBrfKZFLrGZqU0si4k0&e=  
> > |  
> Facebook<[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_www.face](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.face)  
> book.com\_parsonscorporation&d=BQMfaQ&c=Nwf-pp4xtYRe0sCRVM8\_LWH54joYF7E  
> KmrYIdfxIq10&r=iZNlh6dnFYPIlyq\_2-DmjpFMBmIHuB7rIGd\_TCe7N6M&m=98igw8Oxy  
> FTtGS3BUxvV0OBEGOU\_4VdnJFCmNS3GWsE&s=UcmPD4yGVpnWpnEfr5XfqTV8qgTS6IKit  
> qeqcVbnxHw&e=> [email-tagline-envision-more-black.png]  
>  
>  
>  
>  
>  
> From: Taylor, Angela [<mailto:Angela.Taylor@ottawa.ca>]  
> Sent: Friday, December 08, 2017 9:34 AM  
> To: Hopper, David <[David.Hopper@parsons.com](mailto:David.Hopper@parsons.com)>; Croft, Paul  
> <[Paul.Croft@parsons.com](mailto:Paul.Croft@parsons.com)>; Fitzpatrick, Stephen  
> <[Stephen.Fitzpatrick@parsons.com](mailto:Stephen.Fitzpatrick@parsons.com)>  
> Subject: FW: Kanata Light Rail Transit Planning and Environmental  
> Assessment Study

>  
> Please respond directly to the resident on the concern highlighted in  
> yellow and copy me. Thanks  
>  
> -----Original Message-----  
> To: Taylor, Angela  
> <Angela.Taylor@ottawa.ca<<mailto:Angela.Taylor@ottawa.ca>>>  
> Cc: 'Fitzpatrick, Stephen'  
> <Stephen.Fitzpatrick@parsons.com<<mailto:Stephen.Fitzpatrick@parsons.com>>  
> m>>  
> Subject: RE: Kanata Light Rail Transit Planning and Environmental  
> Assessment Study  
>  
  
> Dear Angela,  
>  
> The area that I'm mostly interested about is the one on the left of  
> the March/Eagleson exit on the map you attached (behind the OPP police  
> station).  
>  
>> I'm not certain where the Village Green area is located but the study  
>> is recommending the Kanata LRT track will be located along Highway  
>> 417 on the north side and primarily within the previously approved  
>> bus rapid transit corridor.  
>  
> Where can I find detailed plans of this previously approved bus rapid  
> transit corridor? I would like to better understand how close to the  
> houses the train would potentially run.  
>  
>> If you want more information, please join us at the open house  
>> tomorrow night from 5:30 to 8:30 at the Kanata Recreation Complex.  
>> Initial project details are also available at  
>> [https://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.ottawa.ca\\_kanatalrt-5Bottawa.ca-5D&d=DwIDA&c=Nwf-pp4xtYRe0sCRVM8\\_LWH54joYF7EKmrYIdfxIq10&r=GQZxJ0TVI5ADamEzTjT8vFvtmUzhUmB-696ah2CAoIA&m=QAv21vtJdsb\\_IpzSpYyiO7ZPFjbN32OPTxndsFwjKQo&s=SecXos\\_LWd1EVms-J6Qb8FIZQyIEixtkHnJKIwtDeQ&e=http://urldefense.proofpoint.com/v2/url?u=http-3A\\_\\_www.ottawa.ca\\_kanatalrt&d=DwMF-g&c=Nwf-pp4xtYRe0sCRVM8\\_LWH54joYF7EKmrYIdfxIq10&r=GQZxJ0TVI5ADamEzTjT8vFvtmUzhUmB-696ah2CAoIA&m=JF13BY9NAaT8AePof\\_8OFGGpB2D7jaLQsq3UoWfbRXg&s=utufRrXP8LRKQ17DFjxnmKGLfMPW0kkIbaKhUohTEQ&e=>](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.ottawa.ca_kanatalrt-5Bottawa.ca-5D&d=DwIDA&c=Nwf-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYIdfxIq10&r=GQZxJ0TVI5ADamEzTjT8vFvtmUzhUmB-696ah2CAoIA&m=QAv21vtJdsb_IpzSpYyiO7ZPFjbN32OPTxndsFwjKQo&s=SecXos_LWd1EVms-J6Qb8FIZQyIEixtkHnJKIwtDeQ&e=http://urldefense.proofpoint.com/v2/url?u=http-3A__www.ottawa.ca_kanatalrt&d=DwMF-g&c=Nwf-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYIdfxIq10&r=GQZxJ0TVI5ADamEzTjT8vFvtmUzhUmB-696ah2CAoIA&m=JF13BY9NAaT8AePof_8OFGGpB2D7jaLQsq3UoWfbRXg&s=utufRrXP8LRKQ17DFjxnmKGLfMPW0kkIbaKhUohTEQ&e=>)  
>> Note that this final open house information will be posted to the  
>> website early next week.  
>  
> I'm unfortunately out of town tomorrow and cannot attend. One thing I  
> would like to better understand is what are the risks the creation of  
> the track would cause damages to the structure of existing houses  
> nearby it.  
>  
>  
  
> Quoting "Taylor, Angela"  
> <Angela.Taylor@ottawa.ca<<mailto:Angela.Taylor@ottawa.ca>>>:  
>



> Good Afternoon Mr. , thank you for your email and your interest  
> in this study. I'm not certain where the Village Green area is  
> located but the study is recommending the Kanata LRT track will be  
> located along Highway 417 on the north side and primarily within the  
> previously approved bus rapid transit corridor. Attached is the full  
> alignment of the proposed Kanata LRT from Moodie Drive Hazeldean Road.  
> If you want more information, please join us at the open house  
> tomorrow night from 5:30 to 8:30 at the Kanata Recreation Complex.  
> Initial project details are also available at  
> [https://urldefense.proofpoint.com/v2/url?  
u=http-3A\\_\\_www.ottawa.ca\\_kanatalrt-5Bottawa.ca-5D&d=DwIDA&c=Nwf-  
pp4xtYRe0sCRVM8\\_LWH54joYF7EKmrYIdfxIq10&r=GQZxJ0TVI5ADamEzTjT8vFvtnUzhUmB-  
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3A\\_\\_www.ottawa.ca\\_kanatalrt&d=DwMF-g&c=Nwf-  
pp4xtYRe0sCRVM8\\_LWH54joYF7EKmrYIdfxIq10&r=GQZxJ0TVI5ADamEzTjT8vFvtnUzhUmB-  
696ah2CAoIA&m=JF13BY9NAaT8AePof\\_8OFGGpB2D7jaLQsq3UoWfbRXg&s=-  
utufRrXP8LRKQ17DFjxnmKGLfMPW0kklbaKhUohTEQ&e=>](https://urldefense.proofpoint.com/v2/url?u=http-3A__www.ottawa.ca_kanatalrt-5Bottawa.ca-5D&d=DwIDA&c=Nwf-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYIdfxIq10&r=GQZxJ0TVI5ADamEzTjT8vFvtnUzhUmB-696ah2CAoIA&m=QAv21vtJdsb_IpzSpYyiO7ZPFjbN32OPTxndsFwjKQo&s=SecXos_LWd1EVtns-J6Qb8FIZQyIEixtkHnJKIwtDeQ&e=<https://urldefense.proofpoint.com/v2/url?u=http-3A__www.ottawa.ca_kanatalrt&d=DwMF-g&c=Nwf-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYIdfxIq10&r=GQZxJ0TVI5ADamEzTjT8vFvtnUzhUmB-696ah2CAoIA&m=JF13BY9NAaT8AePof_8OFGGpB2D7jaLQsq3UoWfbRXg&s=-utufRrXP8LRKQ17DFjxnmKGLfMPW0kklbaKhUohTEQ&e=>)  
> Note that this final open house information will be posted to the  
> website early next week.  
>>  
> Regards,  
> Angela  
>>  
>>To: Taylor, Angela  
> <Angela.Taylor@ottawa.ca<<mailto:Angela.Taylor@ottawa.ca>>>  
> Subject: Kanata Light Rail Transit Planning and Environmental  
> Assessment Study  
>>  
> Dear Angela, \_\_\_\_\_  
>>  
> I would like to have an idea of where exactly the train could run.  
> Especially where it would run around the Village Green area.  
>>  
> Where can I find the most detailed plans of the project? Are they  
> based on previous transitway plans. If yes, where can I find the  
> latter?  
>>  
> Regards,  
>>  
>  
>>  
>>  
> ,  
>>  
> This e-mail originates from the City of Ottawa e-mail system. Any  
> distribution, use or copying of this e-mail or the information it  
> contains by other than the intended recipient(s) is unauthorized.  
> Thank you.  
>>  
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> Ville d'Ottawa. Toute distribution, utilisation ou reproduction du  
> courriel ou des renseignements qui s'y trouvent par une personne

From:  
To:  
Cc:  
Subject:  
Date:

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Good Afternoon Mr.                      thank you for your email. As requested, attached is the presentation from last night's Open House. Note that the display boards will be posted on the City's project [webpage\[ottawa.ca\]](http://webpage[ottawa.ca]) next week. Feel free to contact me if you require anything further.

Thanks,  
Angela

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x 15210

---

Good afternoon Angela,

I had been planning to attend the open house this evening, but my schedule has become rather cluttered. Would you be able to send me a pdf of the presentation slides as well as the display boards?

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,

---

Morning Angela,

I really appreciate you taking the time to look into some responses for me.

I understand the timeframe for this "second phase" of the LRT is still a number of years off, but with a project this big that is potentially going to affect the long term value of my home it's never too early to get informed with plans, and maybe have some impact on some of the decision making processes.

I look forward to reading this information once you are able to get some answers together.

I hope you and your family have an enjoyable holiday season!

Cheers,

[geodigital.com](http://geodigital.com)[\[geodigital.com\]](http://geodigital.com)



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th

Good Morning , thank you for your email and support for this project. We are currently working on responses to your questions and would like to note that the City's Transportation Master Plan identifies construction of this project beyond 2031.

Best regards,  
Angela

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

☎ (613) 580-2424 x 15210

Good afternoon Angela & all,

I'd like to preface all of my questions with the comment that I am strongly in favor of the LRT, and I believe this is a great step forward for the City of Ottawa. I'm not trying to be one of those NIMBY people, rather I'm just trying to be as informed as possible about a significant engineering effort in the immediate vicinity of my home.

After reviewing the documents from the open house I have a couple of questions regarding the routing of the LRT line near the March/Eagleson proposed site.

As I've stated, I'm particularly invested in this, as my home is located at 56 Birkendale Drive (I believe it is survey block 23) and my property backs immediately onto the open land area (survey block 30) where the proposed LRT line will run. On the open hall slide #23 that I have looked at, it shows that the currently proposed/preferred routing (plan #8) of the LRT will have the line running in the open space between the end of my property (sound barrier wall) and the rainwater run-off pond in the open area behind us.

I have a couple concerns & questions, and would like some more information about a few items (see below).

1. The distance between my home & fence line is about 20m. The distance between my fence line and the pond is roughly 25m. This means the maximum distance from my home that these new rail lines will be is approx. 30m. I'm concerned about the extreme proximity to my home that this new rail line will be installed.
  - a. What kind of footprint will these new rail lines have, and what kind of time frame can I be expecting for installation of these lines?
  - b. What kind of construction will be taking place in this area? I assume that there will be a significant engineering effort to provide a level ground, proper drainage, etc, etc.



- c. What types of assurances will the city be providing that there will be no damage to my property from daily vibrations of these trains running within 20m of my home?
2. Currently, we are very fortunate to have mature trees on the highway side of the sound barrier wall to aid with the sound mitigation from the 417 highway. I'm worried with a new construction that these trees will be torn down or replaced with immature trees. Besides the excellent sound mitigation, the aesthetic of these mature trees is also quite favorable.
  - a. What steps will the city be taking to ensure the mitigation of sound for home owners who will now have trains running within 30m of their homes?
  - b. What steps will the city be taking to ensure the privacy of home owners who will have their homes very visible from this new rail line?
3. In reviewing the plans, there is currently no parking planned on the north side of the 417 near the station. The streets in our quiet, traffic-calm neighborhood (Village Green) have recently shown an uptick in street parking usage. It seems that many people who live in the multi-story condos on Edenvale Dr. & Elsinore Ln. do not have sufficient parking at their residences and have been opting for regular street parking instead. I'm concerned that due to the lack of parking options on the north side of the station, that our streets will become overrun with LRT users parking on our quiet neighborhood streets, and that the calm nature of our neighborhood will be disrupted.
  - a. Will the city be planning on any type of street parking reviews for these areas around the new station?
    - i. I believe that either a permitted parking system for neighborhood residents only, or a "no street parking" by-law would be most effective to discourage people from parking on our quiet streets & encourage use of the park n' ride on the south side of the highway.
  - b. What routing will be used for access to the Pick Up/Drop Off area near the new station? Will this be routed on Teron Road (south of Campeau near the OPP station?)
4. Westbound traffic coming off the 417 and continuing west on Campeau is quite hazardous, as the signage related to lane usage is quite poor. There are two lanes that run straight through the intersection, however the right lane is not only a bus stop almost immediately after the intersection (100m), but it is also a right turn only (onto Teron North) only. There have been frequent close calls of people trying to merge from the right lane into the middle lane.

Almost at the same point where the bus stops in the right lane, a third lane (turning lane) into the OPP station opens up on the left (75m after intersection). I suspect this will become a new entry way for the LRT station. This small traffic corridor will become extremely busy if this is the plan, and will potentially become a very hazardous area with a large increase of traffic merging from right to left across two lanes in a very short span.

- a. What plan does the city have to mitigate the risk of a significant increase in traffic flow in this very small corridor (250m)?
- b. Will there be any changes to the routing of bus traffic in this area? It shows a planned bus depot at the new LRT station as well, which in my mind would be an even larger increase in bus traffic to this area, which would further exacerbate the traffic issue.
- c. What changes will be made to the signage in this area to improve the understanding of citizens unfamiliar with the area to ensure that the risk of traffic accidents will be mitigated?

I think I'll leave my questions there for now.

I really appreciate you taking the time to look into these questions for me, and I look forward to hearing back from you.

Cheers,

Good Morning , thank you for your email and note that the display boards from the open house have been posted on the project [website\[ottawa.ca\]](http://website[ottawa.ca]). If you require anything further, please let me know.

Best regards,  
Angela

**Angela Taylor, P.Eng.**  
Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x 15210

Hello Ms. Taylor,

I'm writing to you as I am a resident of Village Green in Kanata, and my home backs onto one of the corridors where the LRT is proposed to pass through. I was unfortunately out of town for business on Dec. 7 and was unable to attend the open house that was held here in Kanata.

I am interested in seeing some higher quality maps of the proposed corridor of the LRT as it passes along the Kanata sections. I have only seen some of the very small low-res images that Councilor Wilkinson has provided on her Twitter.

Would you be able to provide me with any additional higher quality maps or information that was presented at the open house? I work in the survey/geomatics industry so I do have software capable of handling shapefiles or other formats of geospatial data if you have that available.

I appreciate your time in reading this, and await your response.

Cheers,

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From:  
To:  
Cc:  
Subject:  
Date:

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Good Morning [REDACTED], thank you for your email and as requested, we have included you on our mailing list.

Best regards,  
Angela

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

☎ (613) 580-2424 x 15210

---

Good Afternoon Ms. Taylor,

Could you please be kind enough to ensure I am on the mailing list for the Kanata/Stittsville Light Rail Transit Planning Project.

Greatly Appreciated,

,  
This e-mail originates from the City of Ottawa e-mail system. Any distribution, use or copying of this e-mail or the information it contains by other than the intended recipient(s) is unauthorized. Thank you.

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thank you for your email and I was happy to hear your positive comments. Subject to the comments received, we will be refining the alignment and preparing the functional design. As you heard during the presentation, more efficient bus routes will be designed to support the LRT and increase transit ridership, which in turn should reduce the demand for driving.

Best regards,  
Angela

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

☎ (613) 580-2424 x 15210

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Angela,

I just wanted to express my thanks for the presentation on the Kanata LRT progress last week. The speaker was excellent. I felt he had a very good comprehension on the Kanata-Stittsville area. I am sure there will be small changes made to the plan but it totally makes sense to me to have the line run along the Queensway and then come south in the Huntmar Road area. I was also happy to hear we may have better local bus service to get us to the LRT stations. That would definitely make getting around the city on public transit more efficient. On a day like this, less of us would have to use cars and therefore traffic could run more smoothly. One can hope.

Thank you again.

---

Good Morning ....., thank you for your email and words of encouragement, which will be included in the study as part of the public record.

Best regards,  
Angela

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

☎ (613) 580-2424 x 15210

Hello Ms. Taylor,

I'm writing to show my support of the Kanata LRT plan as it was presented at the Town Hall meeting last Thursday. Both my girlfriend and I were in attendance and we thought that Mr. Hopper did a wonderful job presenting and defending the design. We agree that the bus "rib" routes will likely serve the Kanata North business park much better than any LRT station could at this point.

As residents of the Village Green neighbourhood, we're very much looking forward to the construction of the March/Eagleson station, associated pathways, and the improvement of the sound barrier along the highway. Today we try to avoid driving downtown simply because of all of the one way streets, designated bus lanes, "no right turn" signs, etc. We're thrilled with the idea of being able to take the train right from our neighbourhood to downtown and back.

Hopefully the stations at Terry Fox and Palladium will help to breath new life into those areas. I believe that the commitment from the City in the form of those stations will prove interesting enough to business owners to move back into the Centrum, and into whatever form the Palladium takes on next.

I'm looking forward to following along with the planning as it develops.

---

Good Morning ....., thank you for your email and comments. I have copied the consultants for a response to your concerns.

Best regards,  
Angela

**From:** Marek Buchler [mailto:mbuchler@gmail.com]  
**Sent:** Monday, December 11, 2017 9:35 PM  
**To:** Taylor, Angela <Angela.Taylor@ottawa.ca>  
**Subject:** Kanata LRT Assessment

Hi,

I attended last week's meeting on the Kanata LRT proposal and have a question and a concern:

1. I live in Village Green (between Campeau and Highway 417) and there is already significant noise from the highway. Adding rail to the mix will only make this worse. What kind of sound abatement barriers are planned for the currently-proposed route along the Queensway to mitigate noise added by the trains?

2. I find it puzzling that the LRT will not service the Kanata North business park. The added hassle of getting off the LRT at March/Campeau, then waiting for a bus and then sitting on a bus will keep most people in their cars. After all, this is the current transitway model, and most people choose to drive.

It's even more puzzling given that the LRT is being routed to the soon-to-be-empty Canadian Tire Centre on the assumption that office buildings will rise in that location. The proposal is servicing speculative demand in an empty location in favor of existing businesses where many thousands of people work and commute to every day.

March Rd is already very congested during rush hour. The proposal to have southbound buses in the March Rd median cross over March Rd to get to the proposed LRT station will disrupt traffic on March Rd, and will increase congestion, further inconveniencing people working in the Kanata North business park..

Thanks,

,

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From:  
To: RE: LRT Service to Kanata North  
Cc: Wednesday, December 13, 2017 8:06:23 AM  
Subject:  
Date:

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Good Morning , as always, it was great speaking with you at the open house and thank you for your comments. Just recently, the study team has been requested to examine another LRT corridor option to serve DND and the Kanata North Business Park. Please stay tuned for the results of this analysis and note that the display boards have been posted on the project [website\[ottawa.ca\]](http://website[ottawa.ca]).

Best regards,  
Angela

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**Subject:** LRT Service to Kanata North

Good Morning Angela,

The more I think of the solution for service to the Kanata North Business Park, the more I wonder why it could not be done.

What crosses my mind is service originating at the Hazeldean Road end of the proposed LRT line and continuing on to the Kanata North Business Park after a say five (5) minute stop at the Eagleson LRT transfer station before it proceeds to the Kanata North Business Park?.

That five minute pause should allow passengers coming from the East end of the City to change trains and walk over to the Kanata North Business Park trains.

Many of the 21,000 passengers going to the Kanata North Business Park live in the Stittsville-Kanata Area.

This expects that there would be an additional cost of building the Eagleson transfer station and the LRT line on March Road to the Innivation Park & Ride. This solution would attract passengers and provide LRT service within Stittsville-Kanata that reflects the living area of the Kanata North Business Park

Kindest Regards,

From:  
To: [Fitzpatrick, Stephen](#)  
Cc: RE: Official feedback for Kanata Light Rail Transit Planning and EA study  
Subject: Wednesday, December 13, 2017 7:59:06 AM  
Date: [image001.png](#)  
Attachments:

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Hello Mr , thank you for your email and your positive comments, which will be included in the study for consideration and as part of the public record.

Best regards,  
Angela

**Angela Taylor, P.Eng.**  
Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
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**To:** Taylor, Angela <[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)>  
**Subject:** Re: Official feedback for Kanata Light Rail Transit Planning and EA study

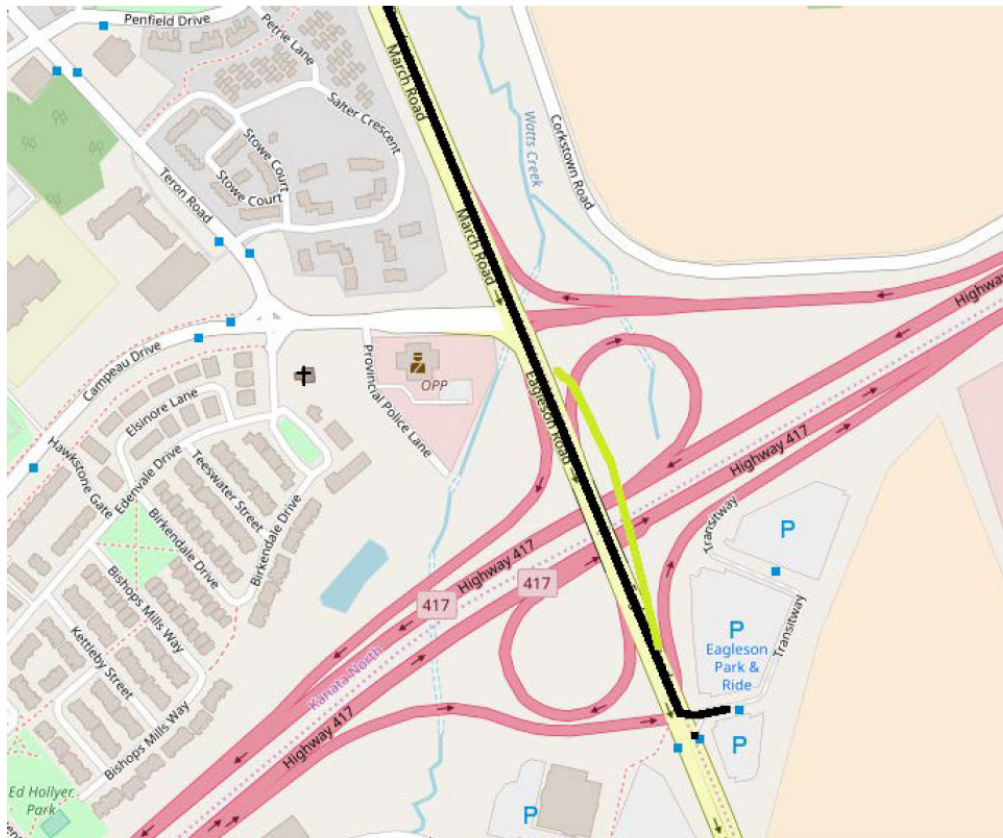
Hello,

Thanks for the great work your team has done on the planning for this project.

A few comments I want to get into the design on top of what I previously sent:

- The chosen route looks good.
- I support expanding the LRT service building at Moodie (and using the NCC land) rather than building yet another facility somewhere else. The boundaries of the greenbelt should not be fixed in stone.
- Please make sure there is capability to run "Kanata local trains". Since one of the stated goals is to get people using the LRT when not going downtown, we need to be able to have trains that don't go downtown. So we should be able to run service in part (or all) of the section that starts at Lincoln Fields. ie during morning peak period run trains from Palladium (potentially big park and ride) to Moodie (DND) or Stittsville to March/Eagleson. The start/from would depend on demand and cannot not be determined now... so keep all the options open. In the presentation Q+A it was said this is possible, I am writing the comment here to make sure it is recorded. :-)
- This project should be implemented in at least 2 parts. Getting from Moodie station to Terry Fox station is most important.
- Is the zoning in place to build higher density at Terry Fox station? A few office towers there and LOTS of development around the station would be good. Build something with a building and the station integrated (same at Palladium... since it was mentioned during the presentation that Palladium has huge development potential). It looks to me that other than those 2 stations, all the other stations would not have so much integration potential,

- but then we didn't see the proposed detailed designs for the stations.
- Bus routes organized in "spines" that hook into the LRT is a good design.
  - The plan for bus connections to March/Eagleson needs A LOT OF WORK. I understood from the presentation that there are some challenges with that location, but having the "spine" buses have to go through a bus depot near OPP is illogical to getting people where they need to go as fast as possible. Please consider having the North/South buses on March/Eagleson stop on the road above (near as possible to) the LRT line that is going under the road. Similar to Pimisi station. Make the commute from Kanata South to the Kanata North business park as fast as possible. (Note: local buses can go into the depot you have planned) Having to verify your payment again when you go down to the LRT is acceptable alternative than spending an extra 5 minutes getting in and out of the depot.
    - Since there is proposed to be a dedicated busway on March road, this busway should continue across the bridge all the way to the existing park and ride (black line in the diagram below).
    - Since the bridge over the 417 might is probably not wide enough for those extra lanes, then create another parallel bridge (100m eastwards) and move the Northbound traffic onto it (light green line).
    - If above is not feasible in initial implementation, then allow for it to be built in the future without having to redesign the LRT station.
    - If ambitious you could make the busway "fly over" the March/Campeau intersection all together and have it run on the new bridge over the 417 and arrive directly in the existing park and ride. This would give the best service on the busway and would be re-used in the distant future where the busway was converted to another North-South LRT line. (Quite frankly I would prefer building LRT lines on March road instead of dedicated busway from the getgo, but that's outside the realm of this project)



Here are my comments, in no particular order:

- Using the existing BRT base plan for the new LRT makes the most sense: keeping the line along the north of the 417 (option 8)
- The location (frequency) of stops as compared to the BRT needs to be reviewed. Either some stops need to be optional (alternate trains) or the number of stops need to be reduced. Recommend removing all stops between March/Eagleson and Terry Fox station. Keep the stations closer to 2km apart rather than 1km apart.
  - Thus stops at: March/Eagleson (west side), existing Terry Fox Station, Huntmar/Tanger (east side of Huntmar).
  - This is particularly important if the line is going to go very far south.... imagine all those people commuting from south through Kanata having to stop at lots of stops. If the line meant to terminate in Kanata, then more stops is more acceptable, although annoying for those who just want to get to the last stop.
  - Consider if autonomous vehicle network can close the gap for those who cannot walk long distances (eg from apartment towers in Kanata North shuttle to the LRT).
- Terry Fox station should have park and ride removed. Move the park and ride to the



### III. STAKEHOLDER MEETINGS

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**City of Ottawa  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

**Project No. 476274**

**Developer Meeting Summary: Broccolini**

**Date:** Tuesday, July 18, 2017  
**Time:** 11:00 am  
**Location:** Ottawa City Hall  
Room 5106E

**ATTENDEES:**

Angela Taylor	City of Ottawa	<a href="mailto:Angela.Taylor@ottawa.ca">Angela.Taylor@ottawa.ca</a>
Stephen Fitzpatrick	Parsons	<a href="mailto:Stephen.Fitzpatrick@parsons.com">Stephen.Fitzpatrick@parsons.com</a>
Peter Steacy	Parsons	<a href="mailto:Peter.Steacy@parsons.com">Peter.Steacy@parsons.com</a>
Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Paul Croft	Morrison Hershfield	<a href="mailto:PCroft@morrisonhershfield.com">PCroft@morrisonhershfield.com</a>
James Beach	Broccolini	<a href="mailto:james@broccolini.com">james@broccolini.com</a>

Meeting Summary		
ITEM	TOPICS	ACTION
1.1	<b>Kanata LRT Study Progress</b> <i>Study Team provided overview of study progress to date, including corridor evaluation.</i>	INFO
1.2	<b>Broccolini Site Update</b> <i>James Beach provided overview of ownership history of their 52-acre parcel in question, and development outlook. Generally described as reactive rather than proactive, given the challenges/constraints with the site (current zoning, Feedmill Creek, access to site, heavy servicing investment required).</i>	INFO
1.16	<b>Meeting Notes</b> <ul style="list-style-type: none"> <li>Broccolini understands and supports City's preliminary preferred corridor alternative (Corridor 8);</li> <li>Broccolini indicated they are aware of Minto's preference to shift the previously approved rapid transit alignment further south;</li> <li>Broccolini notes that the existing access provided under the approved BRT plan makes marketability of the site undesirable to possible tenants thereby limiting development potential;</li> <li>Broccolini noted that they would be opposed to any further compromise to the development of the site, i.e. an alignment that would bisect the property, or a lack of station access. Further to this point, Broccolini</li> </ul>	INFO

Meeting Summary		
ITEM	TOPICS	ACTION
	<p>indicated that should such a scenario be put forward, they would expect the acquisition of the property in its entirety.</p> <ul style="list-style-type: none"><li>• The Study Team made note that there may be options to improve the access or visibility of the lands given that the LRT alignment will likely need to be elevated to avoid at-grade crossings of the line, and that these options will be explored;</li><li>• Broccolini indicated that an alignment using their lands could have potential, provided there was a station provided to service their site.</li><li>• Broccolini indicated that access from Huntmar is important in potentially developing the site, and will seek City/MTO approval for this.</li></ul>	

The Study Team and Broccolini agreed to maintain communications as the study progresses, and that the Study Team will extend an invitation to all subsequent Business Consultation Group meetings.

Errors and omissions in these notes must be provided to Paul Croft, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.

**City of Ottawa  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

**Project No. 476274**

**Developer Meeting Summary: Minto**

**Date:** Thursday, June 29, 2017  
**Time:** 9:00am  
**Location:** Ottawa City Hall  
Room 4106E

**ATTENDEES:**

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Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Paul Croft	Morrison Hershfield	<a href="mailto:PCroft@morrisonhershfield.com">PCroft@morrisonhershfield.com</a>
Curtis Scarlett	Minto	<a href="mailto:cscarlett@minto.com">cscarlett@minto.com</a>
Sue Murphy	Minto	<a href="mailto:smurphy@minto.com">smurphy@minto.com</a>

Meeting Summary		
ITEM	TOPICS	ACTION
1.1	<b>Kanata LRT Study Progress</b> <i>Study Team provided overview of study progress to date, including corridor evaluation.</i>	INFO
1.2	<b>Minto Site Update</b> <i>Sue Murphy provided overview of Minto Lands north and south of Campeau Drive east of Huntmar, and development outlook.</i>	INFO
1.16	<b>Meeting Notes</b> <ul style="list-style-type: none"> <li>• Ultimate residential uses will total 1100 units (north of Campeau), with commercial retail proposed along south side of Campeau.</li> <li>• Draft Plan of Subdivision for lands at SW corner of Huntmar/Campeau is approved (commercial retail), with lands for rapid transit (BRT) dedicated to City. There is provision for Minto to re-acquire lands if the rapid transit alignment shifts;</li> <li>• Minto is concerned the previously approved rapid transit corridor negatively impacts their lands, particularly given the alignment of Campeau Road has shifted south from that originally identified. The BRT corridor pinches development frontage along Campeau to 54 m;</li> <li>• Minto's preference is to shift the rapid transit corridor to the south, onto Broccolini lands;</li> </ul>	INFO



Meeting Summary		
ITEM	TOPICS	ACTION
	<ul style="list-style-type: none"><li>• Discussion focused on LRT alignment alternatives and issues, including potential for elevated LRT (similar to Vancouver Skytrain);</li><li>• Soil conditions on Minto's lands are likely to impact ability to provide for higher density development, even with proximity to LRT;</li><li>• Minto provided a concept plan showing several corridor alternatives. The study team will assess these in further detail, including impacts on other landowners; Minto indicated that Option 3 was their preferred.</li><li>• Minto to develop design scenarios for their lands with the approved rapid transit corridor in place to illustrate impacts;</li></ul>	<b>Minto</b>

The Study Team and Minto agreed to maintain communications as the study progresses, and that the Study Team will extend an invitation to all subsequent Business Consultation Group meetings.

Errors and omissions in these notes must be provided to Paul Croft, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.

**City of Ottawa**  
**Kanata Light Rail Transit Planning and Environmental Assessment Study**

**Project No. 476274**

**Developer Meeting Summary: Minto**

**Date:** Tuesday, October 18, 2017  
**Time:** 9:00am  
**Location:** Ottawa City Hall  
Room 5104E

**ATTENDEES:**

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Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Paul Croft	Parsons	<a href="mailto:Paul.Croft@parsons.com">Paul.Croft@parsons.com</a>
Curtis Scarlett	Minto	<a href="mailto:cscarlett@minto.com">cscarlett@minto.com</a>
Sue Murphy	Minto	<a href="mailto:smurphy@minto.com">smurphy@minto.com</a>

Meeting Summary		
ITEM	TOPICS	ACTION
1.1	<b>Kanata LRT Study Progress</b> <i>Study Team provided an overview of new LRT alignment options in addition to the 3 options presented at the Business Consultation Meeting (September 21, 2017).</i>	INFO
1.2	<b>Meeting Notes</b> <ul style="list-style-type: none"> <li>Minto forwarded a memo to the City on October 12, 2017 and discussed the alignment options and related development plans for 3 of the alignment options. Option 2 shifted closer to Feedmill Creek provides double leasable space and more jobs than Option 1. Option 3 off Minto lands provides the greatest leasable space and jobs.</li> <li>Minto preferred alignment Option 2 to shift closer to Feedmill Creek to increase their developable lands.</li> <li>Minto prefers commercial fronting the south side of Campeau Drive since rear lane 3 storey townhomes fronting Campeau Drive are to be constructed on the north side of Campeau Drive. Views of an elevated LRT opposite the 3 storey townhomes as well as noise and lighting would negatively impact these residents.</li> <li>Parsons discussed the Vancouver LRT examples of the Skytrain integrated within the developed urban areas. The elevated guideway</li> </ul>	INFO

Meeting Summary		
ITEM	TOPICS	ACTION
	<p>would permit parking, access and circulation to be maintained underneath the structure.</p> <ul style="list-style-type: none"> <li>Minto has an active development application with the City for the lands south of Campeau Drive. Minto to forward these plans to the Kanata LRT team.</li> <li>Minto inquired about connectivity to LRT stations. As per the OP, the City is required to provide connectivity to the LRT stations and a parallel MUP facility to the LRT alignment. Due to safety issues, the elevated LRT guideway will not include a parallel MUP but at grade linkages with existing or planned MUPs for connectivity to the stations will be proposed.</li> <li>Minto inquired about the ROW width required for the LRT facility. It was mentioned that the alignment plan showed centre of track and that they should assume a 5 metre offset from that to define the property envelope. Where the guideway is elevated, parking, circulation and landscaping elements can be provided underneath the guideway.</li> <li>The City has a future plan for a pedestrian crossing parallel and to the east of the Huntmar Road bridge over Highway 417, although funding and timing for implementation is unknown. The widening of Huntmar is beyond 2031. (Post meeting – the TMP identifies it in Phase 3 of the Affordable Network and therefore within 2031.)</li> <li>The storm pond west of Carp River, south of Campeau Drive is required for the Campeau Drive extension. Broccolini is proposing a storm pond to serve their lands, located on the west side of the Carp River adjacent to Highway 417.</li> <li>Information on the footprint of the restoration work for Feedmill Creek is required to inform the LRT alignment and station location.</li> <li>It is preferable to construct bridge structures at the top of the banks of Feedmill Creek for greater stability rather than within the Feedmill Creek banks.</li> </ul>	Minto
1.3	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>The Kanata LRT study team to forward a CAD file of the LRT options including a refined Option 2 closer to Feedmill Creek.</li> <li>Meet with both Minto and Broccolini together once evaluation is complete, and prior to the final round of Consultation meetings.</li> </ul>	

The Study Team and Minto agreed to maintain communications as the study progresses, and that the Study Team will extend an invitation to all subsequent Business Consultation Group meetings.

Errors and omissions in these notes must be provided to Paul Croft, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.

**City of Ottawa  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

**Project No. 476274**

**Developer Meeting Summary: Minto and Broccolini**

**Date:** Wednesday November 8, 2017  
**Time:** 2:30 pm  
**Location:** Parsons Ottawa Boardroom

**ATTENDEES:**

Angela Taylor	City of Ottawa	<a href="mailto:Angela.Taylor@ottawa.ca">Angela.Taylor@ottawa.ca</a>
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Kelly Roberts	Morrison Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Paul Croft	Parsons	<a href="mailto:Paul.Croft@parsons.com">Paul.Croft@parsons.com</a>
Curtis Scarlett	Minto	<a href="mailto:cscarlett@minto.com">cscarlett@minto.com</a>
Sue Murphy	Minto	<a href="mailto:smurphy@minto.com">smurphy@minto.com</a>
James Beach	Broccolini	<a href="mailto:james@broccolini.com">james@broccolini.com</a>
Russell Beach	Broccolini	<a href="mailto:russell.beach@broccolini.com">russell.beach@broccolini.com</a>

Meeting Summary		
ITEM	TOPICS	ACTION
1.1	<b>Kanata LRT Study Progress</b> <i>Study Team provided an overview of the six (6) LRT alignments developed.</i>	INFO
1.2	<b>Meeting Notes</b> <ul style="list-style-type: none"> <li>AT introduced the meeting and indicated that following the last meeting with Minto held on Oct. 17, the design options have been refined. At Minto's request, Option 2 was shifted further south to hug Feedmill Creek. This option is a significant improvement over the approved BRT corridor allowing for more development as Minto is currently protecting for the approved BRT corridor as part of their draft plan.</li> <li>PC provided a high level summary of the evaluation of alternatives with Option 2 as the preferred alternative as it: Makes best use of the previously approved rapid transit corridor and lands; Places Campeau Station far enough north to serve the area effectively; Provides for good access and visibility of rapid transit to the surrounding community; Can be integrated along south edge of planned development, and; Provides for a tangent crossing of Highway 417.</li> <li>Both Minto and Broccolini prefer Option 5 as it has the least impact on their lands. SM indicated that changes to Feedmill Creek and Campeau have further encroached on Minto lands, reducing development potential. As this option is shorter than Option 2, the cost of the skew will likely even out.</li> </ul>	INFO





Meeting Summary		
ITEM	TOPICS	ACTION
	<ul style="list-style-type: none"> <li>PC indicated Option 5 is not preferred as it places the station along the Highway, reducing visibility and access particularly from the residential community north of Campeau Drive. It does not activate land to generate ridership, and has challenges crossing Highway 417, although the reducing length of alignment may offset additional cost of the skewed crossing.</li> <li>Minto and Broccolini expressed concern with an elevated LRT limiting development potential. PC showed Vancouver examples of development with a grade separated LRT line.</li> <li>Broccolini expressed concern about an access from Huntmar into their site with an elevated LRT. PC confirmed that the design and spacing of the bridge piers is flexible and can accommodate an access from Huntmar.</li> <li>AT indicated that Option 5 will require additional lands to support a PPUDO, bus transfer facility, and a road network that supports LRT. City planners also are not in favour of an LRT station along Hwy 417 as the Hwy acts as a barrier. The BRT study specifically diverted the BRT north and away from the Hwy to integrate into the new community. Although the Confederation Line has stations planned in the median of Hwy 417 and OR 174, this was to minimize impacts on existing and well established communities.</li> <li>AT indicated that once the evaluation is complete we will forward a copy to Minto and Broccolini with Option 2 as the recommended option and will be presented at the Consultation Group meetings for further consideration along with comments from Minto and Broccolini on their preferred Option 5.</li> </ul>	<b>Minto</b>
1.3	<b>Next Steps</b> <ul style="list-style-type: none"> <li>Study team requested CAD drawings from Minto/Broccolini to further assess how LRT alignment would integrate with development plans.</li> <li>Study team to circulate evaluation materials to Minto/Broccolini for review. Minto/Broccolini to provide material relating to their own evaluation of the options.</li> </ul>	

The Study Team and Minto/Broccolini agreed to maintain communications as the study progresses.

Errors and omissions in these notes must be provided to Paul Croft, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.

**City of Ottawa  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

**Project No. 476274**

**Stakeholder Meeting Summary: PSPC/DND**

**Date:** Friday, August 11, 2017  
**Time:** x: xx pm  
**Location:** Ottawa City Hall  
Room 4102E

**ATTENDEES:**

Angela Taylor	City of Ottawa	<a href="mailto:Angela.Taylor@ottawa.ca">Angela.Taylor@ottawa.ca</a>
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Paul Croft	Morrison Hershfield	<a href="mailto:PCroft@morrisonhershfield.com">PCroft@morrisonhershfield.com</a>
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Martin Barakengara	NCC	<a href="mailto:martin.barakengara@ncc-ccn.ca">martin.barakengara@ncc-ccn.ca</a>
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Julie St. Jean	PSPC	<a href="mailto:Julie.St-Jean@tpsgc-pwgsc.gc.ca">Julie.St-Jean@tpsgc-pwgsc.gc.ca</a>
Rosie-Anne Thibodeau	DND	<a href="mailto:ROSIE-ANNE.THIBODEAU@forces.gc.ca">ROSIE-ANNE.THIBODEAU@forces.gc.ca</a>

Meeting Summary		
ITEM	TOPICS	ACTION
1.1	<b>Kanata LRT Study Progress</b> <i>Study Team provided overview of study progress to date, including corridor evaluation.</i>	INFO
1.2	<b>PSPC/DND Update</b> <i>PSPC/DND staff provided an overview of ongoing master planning and other initiatives at the Carling Campus and Shirley's Bay facilities.</i>	INFO

Meeting Summary		
ITEM	TOPICS	ACTION
1.16	<b>Meeting Notes</b> <ul style="list-style-type: none"> <li>DND is consolidating facilities in the National Capital Region, with Carling Campus and Shirley's Bay identified for employment growth;</li> <li>Employment at DND facilities is primarily 9-5, with some shift work;</li> <li>Build-out is largely anticipated by 2031, with some growth beyond that;</li> <li>PSPC/DND strongly desire LRT station in walking distance from Campus locations and want City to undertake further analysis of Corridor 1 in addition to the other corridors being considered. City to review further. [follow-up: City confirmed that Corridor 1 will not be considered further for the Kanata LRT extension];</li> <li>City to confirm what employment numbers are assumed in the regional transportation model [follow-up: model uses City OP assumption of 8500 employees at the Carling site];</li> <li>Discussion of how Carling Campus/Shirley's Bay will be served with implementation of Stage 2 LRT to Moodie Drive. Stage 2 LRT to engage with OC Transpo staff to develop options for discussion with PSPC/DND;</li> <li>Stage 2 LRT to include PSPC/DND staff on TAC for ongoing connectivity study;</li> <li>PSPC/DND to consider ability for buses to circulate on campus to reduce walking distances;</li> <li>PSPC/DND staff to follow-up with regard to potential EMI/stray current/vibration issues which could impact their facilities if LRT is in proximity.</li> </ul>	<p>Stage 2 LRT</p> <p>Stage 2 LRT</p> <p>PSPC/DND</p> <p>PSPC/DND</p>

Errors and omissions in these notes must be provided to Paul Croft, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.

**City of Ottawa  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

**Project No. 476274**

**Developer Meeting Summary: Ottawa Senators**

**Date:** Tuesday, July 11, 2017  
**Time:** 1:30 pm  
**Location:** Ottawa City Hall  
Room 5104E

**ATTENDEES:**

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Geoff Publow	Ottawa Senators	<a href="mailto:publowg@ottawasenators.com">publowg@ottawasenators.com</a>
Tim Conroy	Ottawa Senators	<a href="mailto:tconroy@ottawasenators.com">tconroy@ottawasenators.com</a>
Scott Taylor	Indigo (CTC)	<a href="mailto:scott.taylor@parkindigo.com">scott.taylor@parkindigo.com</a>

Meeting Summary		
ITEM	TOPICS	ACTION
1.1	<b>Kanata LRT Study Progress</b> <i>Study Team provided overview of study progress to date, including corridor evaluation.</i>	INFO
1.2	<b>Canadian Tire Centre Site Update</b> <i>Geoff Publow provided overview and development outlook of the Canadian Tire Centre site. Although the Senators intend to relocate to LeBreton Flats and are pursuing that opportunity, it is likely that the existing arena building will remain and be re-purposed for other uses rather than be demolished. The Senators are interested in pursuing redevelopment of the remainder of their lands at some point but have not advanced concepts to-date.</i>	INFO
1.16	<b>Meeting Notes</b> <ul style="list-style-type: none"> <li>• Previous BRT corridor and alignment was developed in co-ordination with Senators and provides for good access to the event centre, with new walkways to be constructed between the station and the event centre;</li> <li>• Lands identified for bus lay-by and ramps as part of the BRT project are on lands which have been acquired by the Senators. There is interest in having proposed facilities relocated to improve development potential of these lands;</li> </ul>	INFO





Meeting Summary		
ITEM	TOPICS	ACTION
	<ul style="list-style-type: none"><li>• With conversion from BRT to LRT, operational requirements will change although there will be a need for Park and Ride and bus terminal facilities to support a station at this location, particularly if it is the terminus;</li><li>• Given previous work undertaken to integrate the future rapid transit (BRT) station with the event centre, and uncertainty over future development plans for the Canadian Tire Centre site, a corridor alternative which passes along the east side of the event centre may be problematic.</li></ul>	

The Study Team and Ottawa Senators agreed to maintain communications as the study progresses, and that the Study Team will extend an invitation to all subsequent Business Consultation Group meetings.

Errors and omissions in these notes must be provided to Paul Croft, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.

**City of Ottawa  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

**Project No. 476274**

**Developer Meeting Summary: Urbandale**

**Date:** Thursday, July 20, 2017  
**Time:** 9:30 am  
**Location:** Ottawa City Hall  
Room 4102E

**ATTENDEES:**

Angela Taylor	City of Ottawa	<a href="mailto:Angela.Taylor@ottawa.ca">Angela.Taylor@ottawa.ca</a>
Peter Steacy	Parsons	<a href="mailto:Peter.Steacy@parsons.com">Peter.Steacy@parsons.com</a>
Kelly Roberts	Morrison-Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Paul Croft	Morrison Hershfield	<a href="mailto:PCroft@morrisonhershfield.com">PCroft@morrisonhershfield.com</a>
Marcel Denomme	Urbandale	<a href="mailto:mdenomme@urbandale.com">mdenomme@urbandale.com</a>

Meeting Summary		
ITEM	TOPICS	ACTION
1.1	<b>Kanata LRT Study Progress</b> <i>Study Team provided overview of study progress to date, including corridor evaluation.</i>	INFO
1.2	<b>Urbandale Site Update</b> <i>Marcel Denomme provided overview and development outlook of the Urbandale lands, located south of Palladium Drive and east of Huntmar Drive.</i>	INFO
1.16	<b>Meeting Notes</b> <ul style="list-style-type: none"> <li>Urbandale understands and supports City's preliminary preferred corridor alternative (Corridor 8) as it will provide LRT in proximity to their lands and the Kanata West development area;</li> <li>Discussion focused on the approved rapid transit alignment and implications of the North-South Arterial. Marcel mentioned that Shenkman had submitted a plan of subdivision that straightened out the road connection from the Palladium interchange connecting to a roundabout from where the 'N-S Arterial' would then head east towards Huntmar.</li> <li>Urbandale's general concern was that the corridor for the LRT alignment could freeze the development potential of their lands. If so, would they be able to obtain compensation from the KW landowners group?;</li> </ul>	INFO

Meeting Summary		
ITEM	TOPICS	ACTION
	<ul style="list-style-type: none"><li>• Urbandale would be open to building higher density around Maple Grove Station if the LRT corridor is extended beyond Palladium to Hazeldean Road;</li><li>• The Study Team made note that there may be options to modify the LRT alignment to reduce impacts on adjacent lands, including realignment of the corridor;</li><li>• Study team to obtain Carp River restoration drawings (CAD) from Debbie Belfie;</li><li>• Study team to contact John Price (MVCA) re: floodplain mapping for Poole Creek.</li></ul>	<b>K. Roberts</b>  <b>P. Steacy</b>

The Study Team and Urbandale agreed to maintain communications as the study progresses, and that the Study Team will extend an invitation to all subsequent Business Consultation Group meetings.

Errors and omissions in these notes must be provided to Paul Croft, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.

**City of Ottawa  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

**Project No. 476274**

**Developer Meeting Summary: Urbandale**

**Date:** Thursday, November 2, 2017  
**Time:** 4:00 pm  
**Location:** Parsons Ottawa Boardroom 2

**ATTENDEES:**

Angela Taylor	City of Ottawa	<a href="mailto:Angela.Taylor@ottawa.ca">Angela.Taylor@ottawa.ca</a>
Peter Steacy	Parsons	<a href="mailto:Peter.Steacy@parsons.com">Peter.Steacy@parsons.com</a>
Kelly Roberts	Morrison-Hershfield	<a href="mailto:KRoberts@morrisonhershfield.com">KRoberts@morrisonhershfield.com</a>
Paul Croft	Parsons	<a href="mailto:Paul.Croft@parsons.com">Paul.Croft@parsons.com</a>
Marcel Denomme	Urbandale	<a href="mailto:mdenomme@urbandale.com">mdenomme@urbandale.com</a>

Meeting Summary		
ITEM	TOPICS	ACTION
1.1	<b>Meeting Notes</b> <ul style="list-style-type: none"> <li>The latest LRT alignment south of Palladium was reviewed. While Urbandale would prefer an east of CTC alignment as it eliminates any requirement for their lands, the preferred west of CTC alignment which minimizes land requirement appears acceptable. Study team to provide more detail with respect to ROW width, setback requirements;</li> <li>Discussion re: grade separation of LRT south of Palladium. If roadway connection from Palladium into Urbandale lands is not required there may be an opportunity to have LRT at-grade between Palladium and Maple Grove. Elevated LRT would likely be built on piers rather than embankment due to soil conditions, which would also minimize land requirements;</li> <li>Vancouver Skytrain examples were reviewed to illustrate elevated LRT alignment and property impacts;</li> <li>Urbandale to provide updated concept plan for LRT team to consider/incorporate.</li> </ul>	INFO

The Study Team and Urbandale agreed to maintain communications as the study progresses, and that the Study Team will extend an invitation to all subsequent Business Consultation Group meetings.

Errors and omissions in these notes must be provided to Paul Croft, otherwise the notes will be assumed as an accurate reflection of the discussions at the meeting.





File Number: Kanata LRT

February 28, 2018

Ms. Susan Murphy  
Vice President, Land Development  
Minto Communities Inc.

Mr. James Beach  
Director, Real Estate and Business Development  
Broccolini

Dear Ms. Murphy and Mr. Beach,

**Re: Kanata LRT Planning and Environmental Assessment Study**

Further to our meeting held on February 13, 2018 to discuss your January 9, 2018 submission to the City on the LRT corridor options between the Carp River and Palladium Drive, I have attached the City's response to the submission as requested. The response addresses the four criteria and assumptions noted on the submission and includes input from the City's Policy Planning Branch. Please feel free to contact me if you require anything further.

Sincerely,

A handwritten signature in dark ink, appearing to read "A. Taylor".

Angela Taylor, P.Eng.  
Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x 15210

City Of Ottawa  
Transportation Services Department  
Transportation Planning - Environmental  
Assessments  
110 Laurier Avenue West  
Ottawa, Ontario K1P 1J1  
Tel. : 613-580-2424 ext.: 15210  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

Ville d'Ottawa  
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Tél. : 613-580-2424 poste: 15210  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

## **Land Use Assumptions**

Your January 9, 2018 submission suggests that the potential density and mix of uses originally conceived for the Kanata West Mixed Use Centre (MUC) and Special Employment Areas are not being realised through recent changes to the MUC and Industrial Area designations. In fact, the changes to the Employment Area designations in this area were initiated by the Industry themselves in favour of retail uses. The MUC designation has always permitted retail uses. While the objective has been to incorporate commercial as part of mixed used, transit supportive developments retail is also permitted as a stand-alone use. The Enterprise Area east of the Carp was incorporated into the MUC and has mostly delivered retail uses. It is the City's opinion that the implication that this is a change in approach is not realistic.

While development in the west continues to be low density the City is beginning to see the desired densities and built form around the Inner Urban MUCs and now the new urban LRT stations. More recently with the construction of the Confederation Line LRT, higher density is being proposed at both Blair Station and at the future Trim Station. It is therefore reasonable to assume that when the Kanata LRT is built, there will be a similar market for density and non-retail uses close to the LRT stations.

## **Transit Oriented Development and City Building Opportunities**

The Minto and Broccolini lands between the Carp River and Huntmar Drive have been designated Mixed Use Area since 2003 and no change to this designation and the ultimate potential for development is proposed. The location of an LRT station between the Carp River and Huntmar Drive does not change this designation, which is an incentive to the market to respond with both density and a variety in the types of land uses. The prospect of a station is a further asset and focal point for a community, as more residents will pass through that location on a daily basis entering and leaving the community.

A typical transit station has the potential to have close to 50 ha of gross developable land within 400m walking distance of the station and over 110 ha within 600m. Alignment 5, which locates the station on the boundary of Highway 417 would only yield up to 25 ha of gross developable land within 400 m walking distance and 50ha within 600m. Land within 400m (radial distance) from the proposed station for Alignment 5 is totally within the Broccolini land. All of the Broccolini land is within 600m of the station and a small proportion of the Minto land appears to be within 600m walking distance to the station. Only a small corner of the existing residential area (Minto's Arcadia) potentially falls within this catchment.

By contrast, Alignment 2 provides a station location just north of Feedmill Creek central to both the Minto and the Broccolini sites. While the Creek may restrict accessibility to the south, most of the Broccolini land remains easily accessible to the station. This Alignment 2 almost doubles the potential land within walking distance of the LRT station and includes more of the existing residential area north of Campeau Drive. This residential catchment is important because the earliest use of the LRT station will come from these nearby residents and by employees in this area.

In terms of City building opportunities, Minto and Broccolini prefer Alignment 5 as it provides a better opportunity to create “*a fine grid pattern of dense buildings and roadways, which will include sidewalks and bicycle facilities and opportunities for the local bus service to integrate with the future LRT Station*”. Obviously these are attributes that both Minto and Broccolini consider desirable and want to promote. This opportunity is not limited to the Broccolini land. It can equally be an objective for the Minto land north of the Creek and Alignment 2 provides the opportunity to achieve these design and functional objectives on both sites.

In the two concept plans provided by Minto and Broccolini in their submission, there is only an effort to demonstrate a more compact form of development where the LRT station is located on the Broccolini site and not in the Alignment 2 location on or closer to the Minto site. The suggestion implied by these illustrations is that higher density is only possible on the Broccolini land, which is not correct. Any assessment of the Alignments should assume equal opportunity to promote urban form when adjacent lands are still vacant and intensification over the long-term remains a possibility. Alignment 2 provides a greater opportunity for city building long-term.

From a land use and city building perspective, Alignment 2 provides the greatest opportunity in the short-term to solicit ridership from the existing residential areas north of Campeau Drive. In the long term, Alignment 2 will also provide a greater opportunity, due to the size of the walkable catchment area, for future residential and employment uses to be transit supportive and possibly at higher densities than what may be currently anticipated.

Furthermore, the LRT will have a longer lifespan than much of the development and is important for the City to consider the future long-term land use potential for these stations. Also note that the Kanata West Owner’s Group supports the preferred Alignment 2 based on previous planning activities and considers the bundling of the LRT with Feedmill Creek to be a positive development from a land use perspective. They support an alignment which reflects the corridor previously established by the Kanata West Transportation Master Plan.

### **Forecast of Ridership**

Your submission requested clarification and an explanation as to how future LRT ridership is forecast. At the corridor level, ridership is forecast using the City’s EMME3 Transportation Demand Model. This model applies future land use (population and employment) projections by traffic zones across the entire City and assigns trips to the transportation network in a four-step process: Generation; Distribution; Mode Choice; and Assignment. The model is calibrated against existing conditions based on traffic volumes and travel surveys. Walk distance to the station is also a factor influencing travel behavior, and Alignment 2 provides a shorter walking distance within a greater catchment area.

Although the model does not provide an appropriate level of detail to compare relatively minor shifts in the alignment of a particular corridor, such as comparing Alignment 2 versus Alignment 5, the study team looked at a qualitative assessment of indicators. This includes LRT geometry (horizontal/vertical curve radius), the ability

to influence TOD potential, and catchment potential when considering ridership potential of each alignment alternative.

## **Environmental Impact**

Minto and Broccolini suggest that placing the Kanata LRT in proximity to Feedmill Creek may have environmental impacts, which have not been considered, including the need for clearing of tracks in winter and potential use of de-icing products. Electric LRT is an environmentally friendly technology which will have less impact than the previously approved BRT given there is less impermeable surface, no fossil fuel runoff, and no use of road salt to keep the runningway clear. Keeping the tracks clear of snow in the winter is not considered an issue as the passage of trains will generally keep the runningway clear. Running additional trains overnight and during times of lower demand is the general response to prevent snow and ice build-up during winter storm events. Use of de-icing products is not anticipated.

In discussions with the MVCA and City staff, it is our understanding that while a 100m wide corridor is being protected for the Feedmill Creek restoration, the location of this corridor is flexible and will be determined in part based on future development plans, including the preferred LRT alignment. The 100m corridor is substantially narrower than the existing floodplain and regulatory limit mapping. Both MVCA and City staff indicate that Alignment 2 appears to be compatible with the proposed restoration of Feedmill Creek and impacts can be mitigated to an acceptable level. Any work within the regulatory limits will require a permit from the MVCA, with supporting studies to address issues such as slope stability.

With respect to planned multi-use pathways in the Feedmill Creek corridor, Alignment 2 offers the ability to bundle a multi-use pathway with the LRT alignment, adjacent to or even under parts of the elevated alignment, satisfying the requirement for a parallel multi-use pathway facility and reducing potential duplication of pathway facilities. The more central location of the pathway serves both the Minto and Broccolini lands more efficiently.

## **Costs including capital expenditure, construction costs and land acquisition**

With reference to discussions held on February 13, 2018, we acknowledge that Alignment 5 may offer a reduced capital cost versus Alignment 2, although there are too many unknowns to properly assess the cost without a more thorough review, which is beyond the scope of this study. This cost saving is anticipated to result from a shorter alignment, with potential opportunity to have the LRT running at-grade or closer to existing grade over a longer portion, with an at-grade station provided on the Broccolini site.

However, we also advised that Alignment 5 would either require a tighter radius curve at the west end, and a skewed bridge crossing over Highway 417 or would need to swing further north on the Broccolini site before crossing the highway. The ability to bridge Highway 417 additional costs associated with these changes is likely to close the gap in cost between the two Alignments.



The station location associated with Alignment 5 is also likely to drive a requirement for an off-street bus terminal and dedicated Passenger Pick-up and Drop-off facility given its distance from the adjacent arterial road network and residential community to the north.

The land requirement for a right-of-way for Alignment 2 should be considerably less than that previously identified as part of the BRT EA study, which cut through the middle of Minto's land. The EA is suggesting that a 5m clear space from the centerline of each track be provided to protect for the ultimate LRT guideway, with some additional land required at the station location to account for station access, sidewalks, etc. Additional lands may be required for temporary construction easements beyond this 5m zone. Plans produced to date for the Minto site suggest that an access roadway, loading zones and parking spaces will be located along the southern edge of the site, which would not preclude this activity.

Further discussions are needed with respect to what activities may occur in the short and long-term on the lands identified for the LRT corridor. We anticipate that the space beneath the elevated LRT alignment can be used for recreational pathways, landscaping, surface parking and access roadways.



VIA: E-mail      [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

August 13, 2018

Ms. Angela Taylor  
Senior Project Engineer  
Transportation Planning  
Transportation Servicing Department  
City of Ottawa  
100 Constellation Drive  
Ottawa, ON, K2G 6J8

Dear Ms. Taylor:

**RE:      Kanata Light Rail Transit Planning and Environmental Assessment Study  
Corridor Setback Requirements**

Minto Communities has been engaged in the Kanata Light Rail Transit Planning and Environmental Assessment Study. Minto provided three formal submissions during the process including a written submission to Transportation Committee and City Council. Prior to the May 2, 2018 Transportation Committee meeting, Minto and the City met and it was agreed that the City would confirm the following: 1) confirmation of LRT alignment/development limit; 2) functional design property envelope including any construction easement requirements. Correspondence was exchanged which is contained in Attachment 1 with the City directing Minto to provide a 10m setback from the confirmed limit of the Light Rail Transit (LRT) corridor between the Carp River and Huntmar Drive. Within the 10m setback, there could be no permanent obstructions to vehicular traffic which include but not limited to buildings, signage, retaining walls, etc. It is understood that this 10m setback is to facilitate the construction of the elevated LRT structure by permitting access adjacent to the track for construction equipment and temporary scaffolding.

Minto will attempt to accommodate the City's request to keep obstructions (buildings, signage, retaining walls, etc.) outside of the 10m setback during the site plan control application process for the property adjacent to the LRT corridor. However, if the configuration requested by the City cannot be accommodated resulting in an inability to use our lands, including a corresponding reduction in building size, it will be considered a sterilization by the City for which Minto will seek compensation during this process.



Please feel free to contact the undersigned with any questions that you may have.

Best regards,

Susan Murphy  
Vice-President, Land Development  
Minto Communities Inc.

Attachment 1 – Correspondence related to Action Items from May 2<sup>nd</sup> Transportation Committee

Cc: Curtiss Scarlett, Minto Communities  
Ursula Melinz, Soloway Wright

## Susan Murphy

---

**From:** Taylor, Angela <Angela.Taylor@ottawa.ca>  
**Sent:** Monday, June 25, 2018 2:58 PM  
**To:** Susan Murphy  
**Cc:** Dickinson, Mary; Moodie, Derrick; Curtiss Scarlett; Paul Croft (paul.croft@parsons.com)  
**Subject:** RE: Kanata LRT - Response to Minto

Hi Susan, the study team has reviewed your concept plan with respect to permitted uses within the 10m easement. As discussed earlier, a 10m setback is generally required along the proposed LRT corridor to provide sufficient space for continuous vehicle access along the corridor and space for the elevated guideway to be constructed. This includes the ability for a mobile crane to be positioned adjacent to the alignment to lift beams as well as space for scaffolding.

With respect to your development plan, the parking, loading and circulation areas within the 10m setback are generally acceptable as these areas can be more readily modified to accommodate construction. The proposed uses at the west end of the site, including parking, driveway and loading bay access are acceptable. Construction staging can be designed to minimize impact to operations. The 2 westernmost buildings adjacent to the LRT corridor is entirely outside the 10m setback and could be kept operational for all phases of construction. There may be some construction stages where loading access is limited, but this can be managed through careful coordination.

The two buildings immediately west of Street No.10 are within the 10m setback and pose challenges for construction staging. The location of these two buildings will be challenging to maintain during construction as they are very close to the guideway and station and may need to be removed during the LRT construction.

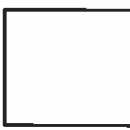
To minimize impacts within the 10m easement and maximize the developable area, a suggestion is to locate the parking area adjacent to the LRT corridor and relocate the buildings away from the corridor. As always, please let me know if you need anything further.

Thanks,  
Angela

**From:** Susan Murphy <SMurphy@minto.com>  
**Sent:** Thursday, June 14, 2018 2:12 PM  
**To:** Taylor, Angela <Angela.Taylor@ottawa.ca>  
**Cc:** Dickinson, Mary <mary.dickinson@ottawa.ca>; Moodie, Derrick <Derrick.Moodie@ottawa.ca>; Curtiss Scarlett <CScarlett@minto.com>; Paul Croft (paul.croft@parsons.com) <paul.croft@parsons.com>  
**Subject:** RE: Kanata LRT - Response to Minto

Thank you Angela.

Look forward to your reply next week.

 Susan Murphy  
Vice-President, Land Development  
**MINTO COMMUNITIES - CANADA**  
200-180 Kent St, Ottawa, ON, K1P 0B6



**From:** Taylor, Angela [mailto:Angela.Taylor@ottawa.ca]  
**Sent:** Thursday, June 14, 2018 1:54 PM  
**To:** Susan Murphy <SMurphy@minto.com>  
**Cc:** Dickinson, Mary <mary.dickinson@ottawa.ca>; Moodie, Derrick <Derrick.Moodie@ottawa.ca>; Curtiss Scarlett <CScarlett@minto.com>; Paul Croft (paul.croft@parsons.com) <paul.croft@parsons.com>  
**Subject:** RE: Kanata LRT - Response to Minto

Hi Sue, thanks for the info and yes I can confirm that the attached CADD concept plan will be included in the final EA document. The attached link of the draft Kanata LRT Environmental Project Report has been circulated to the Technical Agencies for comments as a preview prior to the Notice of Commencement and note that this version will not have your latest updated concept plan. If you have any questions, comments, concerns with the information, please let me know.

[https://morrisonhershfield-my.sharepoint.com/:f:/g/personal/kroberts\\_morrisonhershfield\\_com1/EvYDkFuyhThHrmzZoo0JD5cB1tmF\\_EYZ-Dj\\_N3EmSb8k0Q?e=NdyNCI](https://morrisonhershfield-my.sharepoint.com/:f:/g/personal/kroberts_morrisonhershfield_com1/EvYDkFuyhThHrmzZoo0JD5cB1tmF_EYZ-Dj_N3EmSb8k0Q?e=NdyNCI)

The City is still developing policies around setbacks to LRT and permitted uses and I will respond next week so you can move forward with your plan.

Thanks,  
Angela

**From:** Susan Murphy <SMurphy@minto.com>  
**Sent:** Tuesday, June 12, 2018 4:40 PM  
**To:** Taylor, Angela <Angela.Taylor@ottawa.ca>  
**Cc:** Dickinson, Mary <mary.dickinson@ottawa.ca>; Moodie, Derrick <Derrick.Moodie@ottawa.ca>; Curtiss Scarlett <CScarlett@minto.com>; Paul Croft (paul.croft@parsons.com) <paul.croft@parsons.com>  
**Subject:** RE: Kanata LRT - Response to Minto

Hi Angela,

Following up from the e-mail below and attached, please find Minto commercial concept plan for the lands south of Campeau Road. We have not incorporated the future Riverchase Drive pick up and drop off in this concept as this was a comment after preparation of the plan.

If you could please confirm that: 1) this concept is acceptable in terms of permitted uses within the easement; and; 2) the concept plan will be included in the EA document, it would be appreciated.

Thank you

Sue

 Susan Murphy  
Vice-President, Land Development  
**MINTO COMMUNITIES - CANADA**  
200-180 Kent St, Ottawa, ON, K1P 0B6  
T 613.782.3083

**From:** Taylor, Angela [<mailto:Angela.Taylor@ottawa.ca>]

**Sent:** Wednesday, May 16, 2018 9:41 AM

**To:** Susan Murphy <[SMurphy@minto.com](mailto:SMurphy@minto.com)>

**Cc:** Dickinson, Mary <[mary.dickinson@ottawa.ca](mailto:mary.dickinson@ottawa.ca)>; Moodie, Derrick <[Derrick.Moodie@ottawa.ca](mailto:Derrick.Moodie@ottawa.ca)>; Curtiss Scarlett <[CScarlett@minto.com](mailto:CScarlett@minto.com)>; Paul Croft ([paul.croft@parsons.com](mailto:paul.croft@parsons.com)) <[paul.croft@parsons.com](mailto:paul.croft@parsons.com)>

**Subject:** RE: Kanata LRT - Response to Minto

Hi Susan, our response is as follows:

1. We can confirm that the LRT alignment shown in the Minto CAD file provided matches our LRT corridor and setbacks.
2. With respect to the 10 m easement shown along the north side of the LRT, there are no requirements or obligations at this time. The EA is not seeking approval for a 10 m construction easement as EA's do not typically specify construction methods in detail. We do recommend that Minto work with City Planners and Transportation Planning staff to discuss conceptually how the proposed development would improve integration with the future LRT station and corridor. As proposed, the future Riverchase Drive would provide pedestrian and cycling access and potentially curbside pick-up and drop-off.

If you need anything further, please let me know.

Thanks,  
Angela

**From:** Susan Murphy <[SMurphy@minto.com](mailto:SMurphy@minto.com)>

**Sent:** Monday, May 14, 2018 2:16 PM

**To:** Taylor, Angela <[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)>

**Cc:** Dickinson, Mary <[mary.dickinson@ottawa.ca](mailto:mary.dickinson@ottawa.ca)>; Moodie, Derrick <[Derrick.Moodie@ottawa.ca](mailto:Derrick.Moodie@ottawa.ca)>; Curtiss Scarlett <[CScarlett@minto.com](mailto:CScarlett@minto.com)>; Paul Croft ([paul.croft@parsons.com](mailto:paul.croft@parsons.com)) <[paul.croft@parsons.com](mailto:paul.croft@parsons.com)>

**Subject:** RE: Kanata LRT - Response to Minto

Thank you – look forward to your response.



**Susan Murphy**

Vice-President, Land Development

**Minto Communities - Canada**

200-180 Kent St, Ottawa, ON, K1P 0B6

T 613.782.3083 | F 613.782.2416

[minto.com](http://minto.com)

**From:** Taylor, Angela [<mailto:Angela.Taylor@ottawa.ca>]

**Sent:** Monday, May 14, 2018 1:39 PM

**To:** Susan Murphy <[SMurphy@minto.com](mailto:SMurphy@minto.com)>

**Cc:** Dickinson, Mary <[mary.dickinson@ottawa.ca](mailto:mary.dickinson@ottawa.ca)>; Moodie, Derrick <[Derrick.Moodie@ottawa.ca](mailto:Derrick.Moodie@ottawa.ca)>; Curtiss Scarlett <[CScarlett@minto.com](mailto:CScarlett@minto.com)>; Paul Croft ([paul.croft@parsons.com](mailto:paul.croft@parsons.com)) <[paul.croft@parsons.com](mailto:paul.croft@parsons.com)>

**Subject:** RE: Kanata LRT - Response to Minto

Hi Susan, we will provide this information by this week and I have copied Paul Croft to action.

Thanks,  
Angela

**From:** Susan Murphy <[SMurphy@minto.com](mailto:SMurphy@minto.com)>

**Sent:** Tuesday, May 08, 2018 12:55 PM

**To:** Taylor, Angela <[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)>

**Cc:** Dickinson, Mary <[mary.dickinson@ottawa.ca](mailto:mary.dickinson@ottawa.ca)>; Moodie, Derrick <[Derrick.Moodie@ottawa.ca](mailto:Derrick.Moodie@ottawa.ca)>; Curtiss Scarlett <[CScarlett@minto.com](mailto:CScarlett@minto.com)>

**Subject:** RE: Kanata LRT - Response to Minto

Hi Angela,

I am following up on our work plan for finalizing the LRT corridor alignment and obligations within our Arcadia subdivision. I believe the next steps are:

1. City to confirm LRT alignment as per the attached AutoCad plan in terms of the alignment corridor and setback.
2. City to confirm any restrictions/obligations as it relates to the proposed 10m easement along the northern limit of the LRT.

As discussed, page 29 of the staff report illustrated a proposed road that would run parallel along the corridor within Minto's commercial block. We clarified at our meeting that this was not required, however, we need to know what is permitted within the proposed easement.

If you could please confirm when a response to these questions will be received, it would be greatly appreciated.

Thank you,



**Susan Murphy**

Vice-President, Land Development

**Minto Communities - Canada**

200-180 Kent St, Ottawa, ON, K1P 0B6

T 613.782.3083 | F 613.782.2416

[minto.com](http://minto.com)

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**From:** Taylor, Angela [<mailto:Angela.Taylor@ottawa.ca>]

**Sent:** Tuesday, May 01, 2018 4:37 PM

**To:** Susan Murphy <[SMurphy@minto.com](mailto:SMurphy@minto.com)>

**Cc:** Chi, Vivi <Vivi.Chi@ottawa.ca>; McKinney, Frank <Frank.McKinney@ottawa.ca>; Paul Croft (paul.croft@parsons.com) <paul.croft@parsons.com>; Hopper, David <David.Hopper@parsons.com>; Steacy, Peter <Peter.Steacy@parsons.com>; Dickinson, Mary <mary.dickinson@ottawa.ca>; Moodie, Derrick <Derrick.Moodie@ottawa.ca>

**Subject:** Kanata LRT - Response to Minto

Hi Sue, thank you for meeting with us this afternoon to clarify your submission and as we discussed, we are summarizing the outcome of this meeting as follows:

- City staff are seeking approval from Transportation Committee and Council on Alignment 8A for the Kanata LRT that abuts the north side of the Feedmill Creek limits.
- We will provide you with confirmation of the LRT alignment, and the functional design's property envelope including construction easement through Minto's land.
- We will work with Development Review staff on planning applications to ensure coordination with the Kanata LRT.
- Once the Kanata LRT is approved, the Kanata West Bus Rapid Transit corridor will not be required.

As always, feel free to contact me at anytime time.

Thanks,  
Angela

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

☎ (613) 580-2424 x 15210

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## Susan Murphy

---

**From:** Susan Murphy  
**Sent:** Tuesday, May 1, 2018 9:28 AM  
**To:** 'Croft, Paul'; Taylor, Angela; Hopper, David  
**Cc:** Curtiss Scarlett  
**Subject:** Kanata LRT Planning and EA Study  
**Attachments:** Transportation Egli ltr May 1 2018 final.pdf; 161613606-131-Arcadia Ph3\_d5\_c3d-May 1-18.pdf; ACAD-161613606-131-Arcadia Ph3\_d5\_c3d-May 1-18.dwg

Hi Everyone,

Minto has submitted a letter to the Chair of Transportation Committee related to the Kanata LRT EA (first attachment).

We appreciate the open dialogue and communication throughout the process. In order to determine our next steps, we need to finalize the land requirements associated with the recommended LRT alignment on our property; both permanent and temporary. This project is currently beyond the 2030 planning horizon, however, our lands are within 3-5 years from development. We need full disclosure on what the City is expecting in terms of both the corridor as well as the proposed temporary access easement as it is unclear on what impact it will have on our developable land area and future conditions of site plan control. We need certainty moving forward with our draft plan application in terms of: 1) develop limit; 2) encumbrances on the lands; 3) acquisition requirements.

We will be making a presentation tomorrow at the Committee meeting. We will continue to work with you to finalize the development limit and potential acquisition requirements.

We have attached the latest Arcadia draft plan based on the provided LRT corridor and 5m setback from track centerline for your review and approval. We are available before the Committee meeting tomorrow to discuss our submission and next steps.

Thank you,

---

**From:** Croft, Paul [mailto:Paul.Croft@parsons.com]  
**Sent:** Wednesday, April 25, 2018 4:13 PM  
**To:** Susan Murphy <SMurphy@minto.com>  
**Cc:** Curtiss Scarlett <CScarlett@minto.com>; Taylor, Angela <Angela.Taylor@ottawa.ca>; Hopper, David <David.Hopper@parsons.com>  
**Subject:** RE: Kanata LRT Planning and EA Study

Hi Susan,

Per Angela's direction, attached are CAD and pdf files showing the LRT corridor limits in the area of the Minto/Broccolini properties. I don't believe the alignment has shifted at all from the version previously circulated. We are showing a slightly reduced "permanent" taking of 5 m from track centerlines (versus 7.5 m initially identified).

In terms of new information, we are showing a 10 m future construction easement along the north side of the LRT corridor. This is for information only, and represents a potential temporary access easement which may be sought at the time of project construction, to build the elevated guideway and station. LRT construction methods are still to be determined as part of detailed design and procurement, and ultimately the project will be constructed using whatever

space is available at the time. The area shown on the drawing represents space which would be ideally kept clear of permanent structures to provide flexibility, but it is not a requirement. The initial Site Plan drawings provided to us show this area as being used for access roadways, parking and loading areas, which is compatible with an access easement.

Acquisition of the temporary easement would be negotiated with the adjacent landowner, with appropriate compensation, at the time of project construction.

Regards,

PC

**From:** Taylor, Angela <[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)>  
**Sent:** Tuesday, April 17, 2018 9:13 AM  
**To:** 'Susan Murphy' <[SMurphy@minto.com](mailto:SMurphy@minto.com)>  
**Cc:** Curtiss Scarlett <[CScarlett@minto.com](mailto:CScarlett@minto.com)>; Croft, Paul <[Paul.Croft@parsons.com](mailto:Paul.Croft@parsons.com)>  
**Subject:** RE: Kanata LRT Planning and EA Study

Hi Susan, that's correct. The Kanata LRT is being presented May 2<sup>nd</sup> at Transportation Committee. I will have Paul Croft confirm the LRT corridor limits and forward you the final CADD files although I don't believe it has changed.

Thanks,  
Angela

**From:** Susan Murphy <[SMurphy@minto.com](mailto:SMurphy@minto.com)>  
**Sent:** Monday, April 16, 2018 8:03 AM  
**To:** Taylor, Angela <[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)>  
**Cc:** Curtiss Scarlett <[CScarlett@minto.com](mailto:CScarlett@minto.com)>  
**Subject:** Kanata LRT Planning and EA Study

Hi Angela,

I hope you are well.

I am confirming that you are still on track for the May 2<sup>nd</sup> Transportation Committee for the Kanata LRT EA.

We will be submitting this week our delineation of the development limit to Planning staff as part of our Plan of Subdivision process. The limit is based on the greater of: 1) creek corridor setback; and 2) LRT limit. The LRT is the greater constraint. We would like confirmation on the delineation of the LRT corridor which defines the development limit south of Campeau prior to the Transportation Committee meeting.

Thank you



**Susan Murphy**  
Vice-President, Land Development  
**Minto Communities - Canada**  
200-180 Kent St, Ottawa, ON, K1P 0B6

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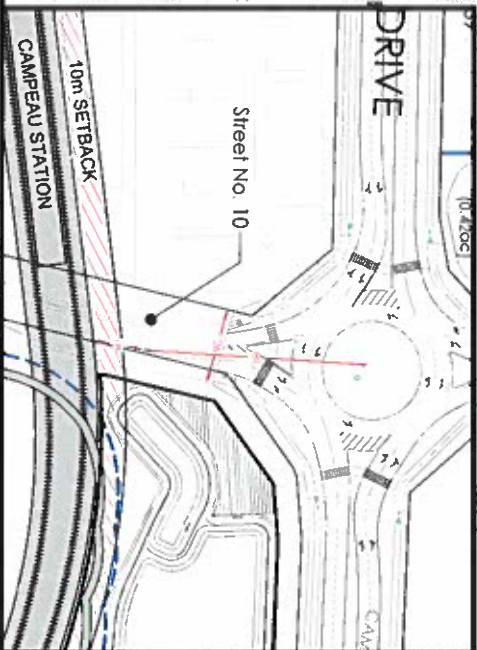
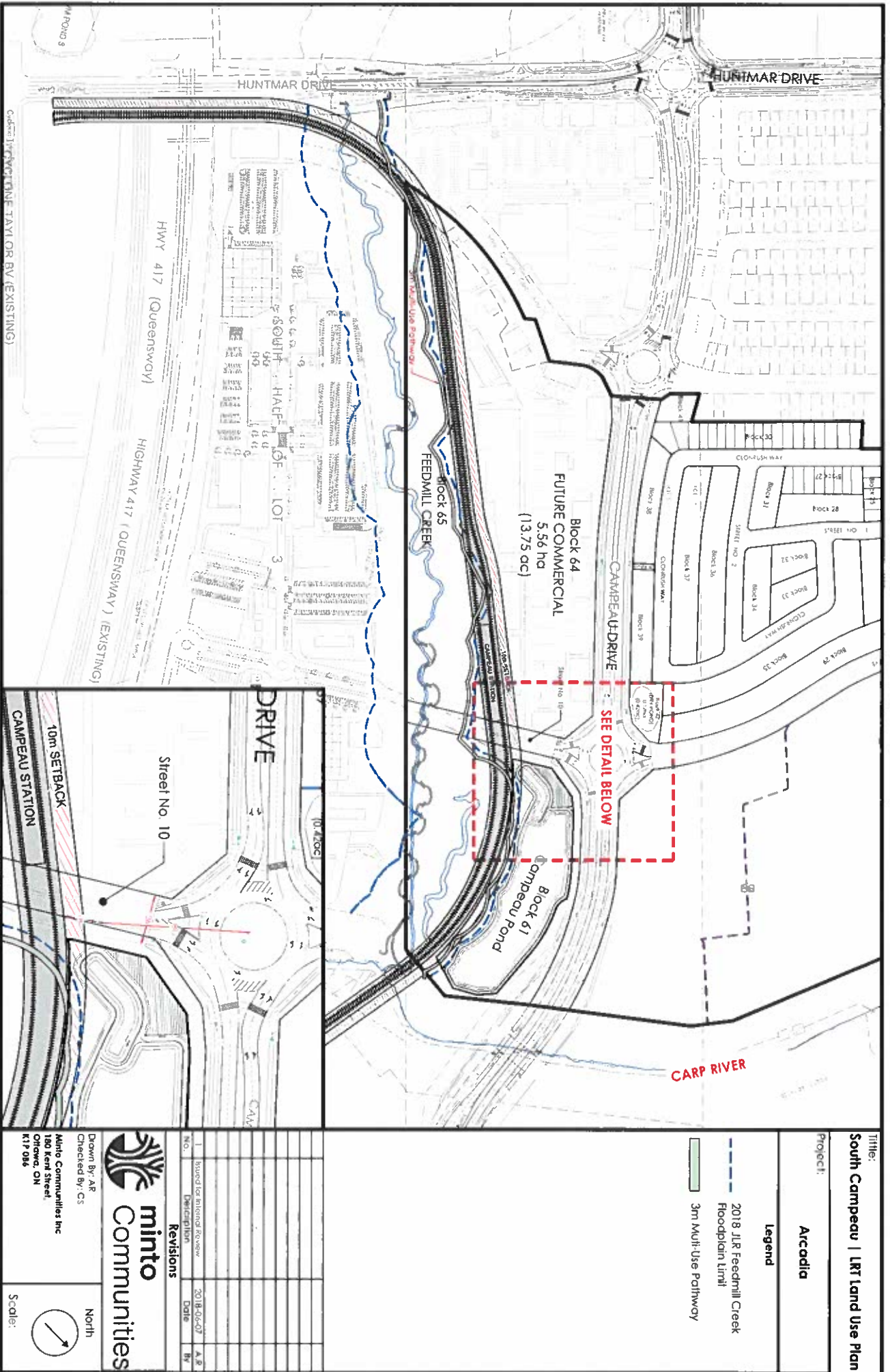
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Title:  
**South Campeau | LRT Land Use Plan**

Project:

**Arcadia**

**Legend**

- 2018 JLR Feedmill Creek Floodplain Limit
- 3m Multi-Use Pathway

No.	Description	Date	By
1	Issued for Internal Review	2018-06-07	A.S.
Revisions			

**minto communities**

Drawn By: A.R.  
Checked By: C.S.  
Minto Communities Inc.  
100 Kent Street,  
Ottawa, ON  
K1P 0B6

North  
Scale:







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Partner

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FILE NO: 45133-1374

**BY EMAIL**

May 1, 2018

**Chair Egli**  
**Council Members of the Transportation Committee**  
**City of Ottawa**  
110 Laurier Avenue West  
Ottawa, ON K1P 1J1

Dear Chair Egli and Members of the Transportation Committee:

**Re: Kanata LRT Planning and Environmental Assessment Study (Moodie to Hazeldean)**  
**ACS2018-TSD-PLN-0002**  
**Minto Arcadia (Campeau) Draft Development Plan and Proposed Future LRT**

We are solicitors for Minto Communities Inc.

Minto Communities Inc. owns land in the former City of Kanata, being Part of Lots 3 and 4, Concession 1. Approximately half of the land has been subdivided. The land south of the proposed future Campeau Drive, noting that Campeau Drive has been dedicated by Plan 4M-1502, is the subject matter of this letter. In 2016, Minto Communities Inc. filed an application for draft plan of subdivision approval for the above described lands. The concern raised with this letter is for Blocks 40, 41, 42 and 43 which are shown on the draft plan application as being Commercial on the south side of Campeau Drive.

Minto has been engaged throughout the alignment consideration process and it has engaged in discussions with the City regarding the Kanata LRT alignment and the impact it will have on Minto's lands. Minto does not agree with the conclusion of the Kanata LRT Environmental Assessment that recommends Option 8a. This option results in the transit line proceeding along the south side of the commercial lands and immediately north of Feedmill Creek. Minto has provided two detailed submissions questioning the City's recommendation for Option 8 and 8a. Minto also provided

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**Ottawa Office**

700 – 427 Laurier Avenue West, Ottawa ON K1R 7Y2  
T: 613.236.0111 | 1.866.207.5880 | F: 613.238.8507

**Kingston Office**

510 – 366 King Street, Kingston ON K7K 6Y3  
T: 613.544.7334 | 1.800.263.4257 | F: 1.800.263.4213

---

further details as to why other alignments, such as Option 5, should be selected. Minto is attempting to assess the impact any alignment will have on its lands.

Minto is seeking confirmation from the City as to what the limit of the proposed taking is. What is the total land taking required for the construction and then operation of the LRT including land dedication, temporary and permanent easements? Minto is seeking confirmation to ensure the lands are not sterilized until required by the City. A commitment from the City is requested so Minto may then proceed to assess the impact and proceed with the development of its lands.

Secondly, Minto previously dedicated Block 2 on Plan 4M-1563 to the City for the purpose of the bus-rapid transit road alignment that was identified at the time of dedication. Since the BRT alignment is no longer required due to Option 8a now being recommended, Minto requests that Block 2 be given back to Minto as part of any calculated compensation or dedication agreement. Block 2 is no longer required by the City and, Minto will work to integrate Block 2 into any future development in the area. Accordingly, Minto requests that direction be provided to staff to engage in discussions regarding the return of Block 2.

Notwithstanding the fact that the proposed transitway alignment has a significant impact on our Client's lands, Minto will continue to engage in discussions with the hope of coming to a mutually acceptable solution with the City.

We look forward to the City's response.

Do not hesitate to contact us if you have any questions or would like to discuss.

Yours very truly,



Ursula K. Melinz  
*Ursula Melinz Professional Corporation*  
UKM/

CC: Susan Murphy, Minto Communities Inc.  
Curtiss Scarlett, Minto Communities Inc.

4814-7539-1818, v. 1

#### IV. AGENCY COMMENTS RECEIVED

---

**Ministry of Tourism,  
Culture and Sport**

Culture Services Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 7182  
Fax: 416 212 1802

**Ministère du Tourisme,  
de la Culture et du Sport**

Unité des services culturels  
Direction des programmes et des services  
401, rue Bay, Bureau 1700  
Toronto ON M7A 0A7  
Tél: 416 314 7182  
Télé: 416 212 1802



July 27, 2017 (EMAIL ONLY)

Stephen Fitzpatrick, Associate Environmental Planner  
Parsons  
1223 Michael St., Suite 100  
Ottawa, ON K1J 7T2  
E: stephen.fitzpatrick@parsons.com

**RE: MTCS file #: 0006612**  
**Proponent: City of Ottawa**  
**Subject: Kanata LRT Extension**  
**Location: Ottawa, Ontario**

---

Dear Stephen Fitzpatrick:

Thank you for including the Ministry of Tourism, Culture and Sport (MTCS) in the recent Agency Consultation Group Meeting and for providing the exhibit boards from the June 5, 2017 Public Open House for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

**Project Summary**

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) study to develop a Recommended Plan to extend Light Rail Transit (LRT) from Moodie Drive to Kanata.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Given that cultural heritage is a matter of provincial importance, MTCS recommends that there is a separate cultural heritage impact criteria category added to the Analysis Criteria for choosing the preferred corridor.

**Archaeological Resources**

Your EA project may impact archaeological resources and a Stage 1 Archaeological Assessment should be undertaken to inform the evaluation process and the draft EPR. In addition, MTCS archaeological sites data are available at [archaeologicalsites@ontario.ca](mailto:archaeologicalsites@ontario.ca). The archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.



### **Built Heritage and Cultural Heritage Landscapes**

Given the potential for this project to impact Built Heritage and Cultural Heritage Landscapes, an assessment of the existing conditions of potential alignments and a preliminary impact assessment report should be undertaken to inform the evaluation process and draft EPR. The Clerk for the municipality encompassing the EA project can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

A Cultural Heritage Evaluation Report (CHER) is used to determine the cultural heritage value or interest of a potential Provincial Heritage Property. If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and the local municipality for review, and make it available to local organizations or individuals who have expressed interest in heritage.

### **Environmental Assessment Reporting**

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Jeff Elkow  
Heritage Planner  
Jeff.Elkow@Ontario.ca

Copied to: Yves Dagssie, MOECC  
Yves.Dagssie@Ontario.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

## **Agency Pre-Review of Draft EPR**

**Ministry of Environment, Conservation  
and Parks**

**Ministry of the Environment,  
Conservation and Parks**

Environmental Assessment and  
Permissions Branch

135 St. Clair Avenue West  
1<sup>st</sup> Floor  
Toronto ON M4V 1P5  
Tel.: 416 314-8001  
Fax: 416 314-8452

**Ministère de l'Environnement, de la Protection  
de la nature et des Parcs**

Direction des évaluations et des permissions  
environnementales

135, avenue St. Clair Ouest  
Rez-de-chaussée  
Toronto ON M4V 1P5  
Tél : 416 314-8001  
Télec. : 416 314-8452



July 26, 2018

**MEMORANDUM**

**TO:** Ms. Angela Taylor, P.Eng  
Senior Project Engineer,  
Transportation Planning  
Transportation Service Department  
City of Ottawa

**FROM:** Mr. Yves Dagssie  
Special Project Officer  
Environmental Assessment and Permissions Branch  
Ministry of the Environment, Conservation and Parks

**RE:** Draft Environment Project Report for the Kanata Light Rail Transit  
Extension from Moodie Station to Hazeldean Station.

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The Ministry of the Environment, Conservation and Parks's (the ministry), has completed its review of the draft Environment Project Report (EPR) for the Kanata Light Rail Transit Extension Project from Moodie Station to Hazeldean Station. The review was carried out to determine whether or not the draft EPR meets the expectations set forth in the ministry's Guide: Ontario's Transit Project Assessment Process (TPAP) and the requirements set forth in Ontario Regulation 231/08 (O.Reg.231/08), Transit Projects and Greater Toronto Transportation Authority Undertakings (Transit Regulation).

The ministry's Environmental Assessment and Permissions Branch has prepared the following comments, pertaining to the below identified key sections of the draft EPR documentation, for consideration by the City of Ottawa (the City) when finalizing the EPR for submission to the ministry.

## **Environmental Assessment Process**

Section 8.2 entitled "Project Scope" provides the final description of the component for the proposed undertaking as approved by Ottawa City council. It is understood from the draft EPR that, the Project proposal will extend the Ottawa Confederation Line West from Moodie Station to Hazeldean Station. It is also our understanding, from your email dated May 15, 2018 that the City intends to follow the Transit Project Assessment Process of the Transit Regulation to fulfill the requirement of the Environmental Assessment Act.

However, the executive summary, section 1 entitled "Introduction", section 4 entitled "Existing Environmental Conditions" made references to Environmental Assessment throughout the EPR document, which from an Environmental Assessment Act perspective is an Individual Environmental Assessment. In order to avoid any confusing and allow the ministry to provide appropriate directions or comments, it is suggested that, the reference be changed to Transit Project Assessment Process (TPAP).

In addition to the above comments, please refer to the following appendices for the comments for the ministries' regional and district offices:

### Attachments:

- Appendix A: Ottawa District Office
- Appendix B: Eastern Region Technical Support, Surface Water
- Appendix C: Eastern Region Technical Support, Air
- Appendix D: Environmental Approvals Branch, Noise & Vibration

Should you have any question or concern please feel free to contact me at (416) 314-7222 or by e-mail at Yves.Dagssie@Ontario.ca.

Yours sincerely,

---

Yves Dagssie, Special Project Officer  
Environmental Assessment and Permission Branch  
Ministry of the Environment Conservation and Parks



**Ministry of the  
Environment,  
Conservation and Parks**  
Eastern Region  
Ottawa District Office  
2430 Don Reid Drive, Suite 103  
Ottawa ON K1H 1E1  
Phone: 613.521.3450  
or 800.860.2195  
Fax: 613.521.5437

**Ministère de l'Environnement,  
de la Protection de la nature  
et des Parcs**  
Région de l'Est  
Bureau du district d'Ottawa  
2430, promenade Don Reid unité 103  
Ottawa (Ontario) K1H 1E1  
Tél: 613 521-3450  
ou 800 860-2195  
Téléc: 613 521-5437



## **MEMORANDUM**

July 19, 2018

**To:** Yves Dagssie  
Special Project Officer  
Environmental Assessment and Permission Branch

**From:** Mike Heeringa  
Issues/Project Coordinator  
Ottawa District Office, Eastern Region

**Re: DRAFT Kanata Light Rail Transit Planning & Environmental Assessment  
Study, City of Ottawa - June 2018**

---

The Ministry of the Environment, Conservation and Parks (MECP) Ottawa District Office (District) has completed a review of "Kanata Light Rail Transit Planning and Environmental Assessment Study, Environmental Project Report – DRAFT, *prepared for City of Ottawa, prepared by Parsons and Morrison Hershfield, dated June 4, 2018* ('Draft Kanata EPR').

The District notes that the project is a component of the City of Ottawa's planned primary rapid transit network. It is identified in the City's Transportation Master Plan (TMP) as part of the Ultimate Rapid Transit Network, with implementation currently anticipated beyond the TMP's 2031 horizon year.

As such, the District has reviewed the Draft Kanata EPR with the assumption that future changes to existing environmental conditions and urban development along the corridor will need to be reflected in the final Kanata EPR before 2031.

### **Existing Environmental Conditions**

With reference to Sections 4.5.1 Aquatic Environment, 4.5.2 Surface Water and 4.6.3 Groundwater, the final Kanata EPR would benefit from more descriptive and comprehensive reviews of the surface water and groundwater environments within the study area and the preferred corridor. Appendix B(i) to the Draft Kanata EPR includes a draft report entitled, "*Kanata Light Rail Transit Planning and Environmental Assessment, Natural Environmental Existing Conditions Report*", prepared by Parsons

(Parsons Report). The Parsons Report proposes to provide an understanding of the natural environment existing within the study area, including but not necessarily limited to, major surface water ecosystems and associated natural features. The Parsons Report provides a detailed account of surface water features however, does not provide an account of groundwater features. The Parsons Report mentions 2014 and 2015 studies by the Mississippi Valley Conservation Authority (MVCA) and Rideau Valley Conservation Authority (RVCA), respectively, and 2017 subsurface water and hydrogeological information documented by Golder Associates Ltd.; the documents are not included in the Draft Kanata EPR.

At minimum, surface water information referenced in the Parsons Report, and if appropriate, groundwater information available from Golder Associates Ltd., RVCA and MVCA should be presented in the final Kanata EPR report.

While not specific to the MECP's current mandate, the District also notes in Draft Kanata EPR, Section 4.5.3 Fisheries, that the City of Ottawa has submitted a request to the Ministry of Natural Resources and Forestry (MNRF) concerning both non-sensitive spawning habitat and non-sensitive fish nursery habitats. The Draft Kanata EPR notes that a response from MNRF is expected to provide additional clarity to the habitat features documented in the preferred corridor. Section 4.5.5 Wildlife, makes a similar statement about an outstanding need for the City of Ottawa to identify significant wildlife habitat within the ultimate alignment corridor.

Overall, the District is of the opinion that the final Kanata EPR should only be finalized after obtaining, reviewing and referencing all information necessary to thoroughly document existing environmental conditions, the location and status of specific habitats and any resulting mitigation measures that are required to proceed with the preferred alignment corridor.

### Development and Evaluation of Alternatives

The District previously reviewed the City of Ottawa's "*Confederation Line West (Tunney's Pasture Station to Bayshore and Baseline Stations) Final Environmental Project Report*", dated September 2016 ("West Extension EPR"). The West Extension EPR included a robust and comprehensive account of all considerations given to the ultimate preferred corridor and transit station site selection.

By comparison, the documented evaluation to support the Draft Kanata EPR is less comprehensive than the West Extension EPR. It is not clear to the District which criteria were used to determine the relative ranking of Natural Environmental Impacts in Table 5-3, beyond the number of watercourse crossings and relative size of proximate natural habitat in each corridor evaluated. It is also unclear how the evaluation of the Natural Environment was completed across the corridor while, as noted above, several elements of the Existing Environmental Conditions are pending or unknown.

The District recommends that the City of Ottawa elaborate on the evaluation methodologies referenced on pages 5-19 of the Draft Kanata EPR which "*used a combination of quantitative, qualitative and comparative assessment to evaluate each criteria area.*"

### Light Maintenance and Storage Facility (LMSF)

The District previously reviewed the City of Ottawa's Moodie Light Rail Transit Extension Environmental Project Report, dated December 2017 ("Moodie EPR"). The Moodie EPR included a comprehensive account of short-listed locations, proposed configurations and evaluations of alternatives for the siting of the Moodie LMSF. The Moodie EPR also notes in Section 6.3.2 that, *"As an alternative to expansion (of the Moodie LMSF), the currently underway Kanata LRT is evaluating the potential for an additional facility to meet the needs of an extended LRT system to the west in Ottawa."*

The Draft Kanata EPR does not appear to include a detailed evaluation of the 9 sites identified as potential locations for the LMSF serving the Kanata LRT. Instead, the Draft Kanata EPR makes a broad reference to *"the same criteria applied to previous studies"*, namely the West Extension EPR and Moodie EPR. As a standalone document and to reflect commitments made in the Moodie EPR, the Draft Kanata EPR should elaborate on the criteria used for the evaluation and comparison of the 9 potential LMSF sites. The City should document the considerations given to each of the 9 proposed site designs, consequential impacts and associated mitigation measures which lead to the conclusion that the LMSF at Moodie Drive should ultimately be expanded to service the Kanata segment of the Light Rail Transit system.

### General

While the Kanata LRT is currently planned for operation after 2031, the MECP Ottawa District Office anticipates that project-specific environmental compliance approvals and permits will be identified through ongoing project planning by the City of Ottawa and their contractors. The MECP's regulatory requirements will continue to be assessed as they relate to the Kanata Light Rail Transit project and, where necessary, addressed by the Ottawa District Office during subsequent phases of the environmental assessment and approval processes.

In the event you require additional clarification, please contact me directly at (613) 521-3450 extension 245.



Mike Heeringa  
Issues/Project Coordinator  
Ottawa District Office

c: V. Mitchell, Eastern Region, MECP

bc: File: Kanata LRT project

MEMORANDUM

June 22, 2018

TO: Vicki Mitchell  
Environmental Assessment Coordinator  
Eastern Region

FROM: Mark Phillips  
Surface Water Specialist  
Technical Support Section  
Eastern Region

RE: Kanata LRT Planning and Environmental  
Project Report (DRAFT)  
City of Ottawa  
IDS#: 6011-AZHRUQ

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I have reviewed the draft EPR titled “Kanata Light Rail Transit Planning and Environmental Project Report” prepared by Parsons and Morrison Hershfield (June 4, 2018) for the City of Ottawa and have the following comments.

**Background**

The Kanata LRT study proposes to extend the Ottawa LRT project west to Kanata and south to Hazeldean.

The preferred Plan was based on the preferred design alternatives identified in the EPR, and consists of the following major elements:

1. 11 km of LRT alignment with 5.5 km at grade, 1.5 km below grade, and 4 km elevated above grade;
2. Public washrooms at terminus and transfer stations;
3. Pedestrian and cycling connectivity to surrounding communities; and,
4. Four Park and Ride lots;

Generally, the Kanata LRT follows the Hwy 417 Corridor.

**Comments**

The EPR identifies the Ottawa River as the ultimate receiver for stormwater runoff from the study area. The LRT study area includes the watershed of Poole Creek and Feedmill Creek (both tributaries of the Carp River), the Carp River, Stillwater Creek, and Watts Creek and Shirley's Brook (tributaries of the Ottawa River). Some of these watercourses have been identified as supporting cold/cool water species/habitat.

THE EPR evaluates the potential risks to these surface water features from the proposed LRT project. Dewatering Management Plans, Erosion and Sediment Control Plans, Environmental Protection Plans, Spill Response and Action Plans, and stormwater management, are proposed as the major way of dealing with potential impacts.

I note that very little details/guiding principals have been provided to guide future mitigation plans in the EPR. For example, Dewatering Management Plans should be, at a minimum, required for all excavations within areas identified as or suspected as having contaminated groundwater – a Permit to Take water may be required – and no contaminated groundwater shall be discharged to the environment; Erosion and Sediment Controls shall be utilized for all construction areas, particularly in areas which may impact a surface water receiver; stormwater management should provide an enhanced level of sediment removal and make use of a variety of lot level controls were appropriate. A guiding principal should be conformance to any existing rehabilitation plans and enhancement of aquatic ecosystems through quality (including maintenance of temperature regimes) and quantity controls.

I have no further comments/concerns. If you have any questions regarding the above comments please contact me at (613) 540-6854.

***"Original Signed By"***

Mark Phillips  
MP/dv

ec: Peter Taylor, Technical Support Manager, MOECC  
Greg Faaren, Water Resources Unit Supervisor, MOECC  
Tara MacDonald, Supervisor, Ottawa District, MOECC  
Groundwater Unit (B. Holland)

c: SW OT OT 04 02 Ottawa Transit EAs



**Ministry of the  
Environment,  
Conservation and Parks**

Central Region  
5775 Yonge Street, 8<sup>th</sup> Floor  
North York ON M2M 4J1  
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**Ministère de l'Environnement,  
de la Protection de la nature  
et des Parcs**

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Téléc : 416 325-6345



**July 4, 2018**

**To:** Ruth Orwin, APEP Supervisor, Eastern Region  
Paul Martin, APEP Supervisor, Central Region

**From:** Amanda Graham, Air Quality Analyst, Central Region

**Subject:** Kanata Light Rail Transit Planning and Environmental Assessment Study  
Draft Environmental Project Report  
Draft Preliminary Existing Conditions Assessment - Air Quality, Noise, and  
Ground Vibrations, March 25, 2017

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The following memorandum summarizes Central Region Technical Support Section's air quality comments pertaining to the Draft Kanata Light Rail Transit Planning and Environmental Assessment Study and the Draft Preliminary Existing Conditions Assessment. The following comments are offered for your consideration.

Environmental Project Report

1. Section 4.2.8 should include the Canadian Ambient Air Quality Standards (CAAQS) for PM<sub>2.5</sub> and NO<sub>2</sub> in the list of applicable air quality standards and guidelines.
2. Table 4-2 lists standards and guidelines for NO<sub>x</sub>. Please note that standards and guidelines are available for NO<sub>2</sub> only.

Preliminary Existing Conditions Assessment - Air Quality, Noise, and Ground Vibrations

1. Although the LRT will be electrified, a quantitative Air Quality Impact Assessment should be completed to assess emissions from all sources of vehicle traffic. Further, emissions should be assessed for the proposed park and ride lots, passenger pick-up and drop-off areas, bus terminal facilities, bus loops, maintenance facilities and any other sources of emissions associated with the LRT full build scenario.

The Air Quality Impact Assessment should use dispersion modelling to provide a quantitative assessment of maximum predicted concentrations in the study area and at nearby sensitive receptors. Cumulative concentrations, whereby the maximum modelled concentrations are summed with the 90<sup>th</sup> percentile

background concentrations, should also be determined for comparison against relevant standards and guidelines. Contaminants of concern should include benzo(a)pyrene in addition to those listed in the Preliminary Existing Conditions Assessment, and all averaging periods for which the contaminants of concern have a standard or guideline should be assessed.

2. Section 4.1 should include the Canadian Ambient Air Quality Standards (CAAQS) for PM<sub>2.5</sub> and NO<sub>2</sub> in the list of applicable air quality standards and guidelines.
3. Tables 1 and 2 list standards and background concentrations for NO<sub>x</sub>. Please note that standards and guidelines are available for NO<sub>2</sub> only and therefore NO<sub>2</sub> should be assessed for the study area and project impacts.
4. This report should include benzo(a)pyrene as a contaminant of concern from transportation emissions.
5. Table 2 should clarify the averaging period used for the background concentrations. Background concentrations should also be provided for all averaging periods for which a contaminant has a standard or guideline.
6. During construction, please apply best management practices to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*. Report prepared for Environment Canada. March 2005.

<http://www.bv.transports.gouv.qc.ca/mono/1173259.pdf>

Should you have any questions or concerns, please do not hesitate to contact Amanda Graham, Air Quality Analyst, at (416) 326-5745.

*Amanda Graham*  
Amanda Graham  
Air Quality Analyst  
Central Region, Technical Support  
Ministry of the Environment, Conservation and Parks  
Tel: 416-326-5745

**Ministry of the Environment,  
Conservation and Parks**

**Ministère de l'Environnement, de la  
Protection de la nature et des Parcs**



**Environmental Assessment and  
Permissions Branch**

**Direction des évaluations et des  
permissions environnementales**

135 St. Clair Avenue West  
1<sup>st</sup> Floor  
Toronto ON M4V 1P5  
Tel.: 416 314-8001  
Fax: 416 314-8452

135, avenue St. Clair Ouest  
Rez-de-chaussée  
Toronto ON M4V 1P5  
Tél : 416 314-8001  
Téléc. : 416 314-8452

July 20, 2018

**To:** Yves Dagssie  
Special Project Officer  
Environmental Approvals and Permissions Branch

**From:** Header Merza  
Senior Noise Engineer  
Environmental Approvals and Permissions Branch

**Re:** Noise and Vibration Review Comments  
Kanata Light Rail Transit  
City of Ottawa  
Noise File No.: E0025-18

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This office was requested to review the following documents:

- i. "Kanata Light Rail Transit Planning and Environmental Assessment Study, Environmental Project Report, Draft" prepared by Parsons and Morrison Hershfield and dated June 4, 2018;
- ii. "Preliminary Existing Conditions Assessment, Air Quality, Noise, and Ground Vibrations, Kanata LRT, Ottawa, Ontario" prepared by Gradient Wind Engineering Inc. and dated March 15, 2017; and
- iii. "Air Quality, Noise and Vibration Impact Assessment, Kanata LRT EA, Ottawa" prepared by Gradient Wind Engineering Inc. and dated March 7, 2018.

The Kanata LRT project is a proposed extension of the Confederation Line rail system from Moodie Drive to Kanata. The project also includes eight (8) new stations along the LRT line, as well as a Light Maintenance and Stage Facility (LMSF).

The following are our noise and vibration comments:

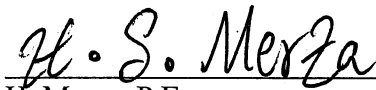
1. New Stations and LMSF: the noise impacts due to the eight (8) new stations (Hazeldean, Maple Grove, Palladium, Campeau, Didsbury, Terry Fox, Kanata Town Centre, and March /Eagleson Stations) and the LMSF (at Moodie Drive) were not addressed. These impacts pertain to mechanical equipment and noise producing operations at these new

stations. Noise emissions from existing comparable stations should have been used to model the noise impacts of these new stations.

2. Selected Receptors: nine (9) receptors (1 to 9) were selected for noise assessment and four (4) receptors (V1 to V4) were selected for vibration assessment. Additional receptors should have been selected for the noise and vibration assessments. For noise, additional receptors are required to represent the noise-sensitive properties on Helm Circle, Rowe Drive, McGibbon Drive, Bishops Mills Way and Birkendale Drive. For vibration, additional receptors are required to represent the vibration-sensitive properties on Gray Crescent and Birkendale Drive.
3. Vacant Lots: no vacant lots were selected for noise and/or vibration assessment along the study corridor. If there are vacant lands that have approved site plans, approved condominium plans, and draft approved plans of subdivision, along the study corridor, then these lands are considered vacant lots and should be included as receptors in the noise and vibration assessments.
4. Sound Level Calculations: the STAMSON sound level calculations included in Appendices A and B of the March 7, 2018 Noise and Vibration Report, included existing sound barriers with heights ranging from 2.5 metres to 6 metres above ground level. Figures should be included in the report to show the locations, lengths and heights of all the existing sound barriers.
5. Construction Noise and Vibration: due to the close proximity and wide exposure of the houses located on Brigatine Avenue, Gallantry Way, Helm Circle, Gray Crescent, Bishops Mills Way and Birkendale Drive, to the proposed Kanata LRT corridor, noise and vibration due to construction activities may adversely impact these houses. Therefore, it is prudent that noise and vibration monitoring be conducted at these houses during the construction stage. Figures should be included in the report to show the numbers and locations of the affected houses.

We trust the above noise and vibration review comments would be of assistance to you.

If you have any questions, please contact Header Merza at (416)327-6575.



H. Merza, P.Eng.  
Senior Noise Engineer



Ian Greason, P.Eng.  
Director

appointed for the purposes of Part II.1 of the  
*Environmental Protection Act*



**Ministry of the  
Environment,  
Conservation and Parks**

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**August 27, 2018**

**To:** Yves Dagssie, Special Project Officer  
Ruth Orwin, APEP Supervisor, Eastern Region  
Paul Martin, APEP Supervisor, Central Region

**From:** Amanda Graham, Air Quality Analyst, Central Region

**Subject:** Kanata Light Rail Transit Planning and Environmental Assessment Study  
Draft Environmental Project Report  
Air Quality, Noise and Vibration Impact Assessment, March 7, 2018

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The following memorandum summarizes Central Region Technical Support Section's air quality comments pertaining to the Draft Kanata Light Rail Transit Planning and Environmental Assessment Study, Air Quality, Noise and Vibration Impact Assessment.

1. Since the Kanata Light Rail Transit Project (the Project) will consist of an electric train, transportation emissions from the Project will include those from diesel busses and vehicle traffic in the parking lots and pick-up/drop-off areas that will service the new stations. The Air Quality, Noise and Vibration Impact Assessment states that "air emissions from the light maintenance and storage facility, as well as from expanded operations at the terminal stations, will be assessed and controlled during the detailed design and project implementation phases of the project in accordance to MECP and City of Ottawa requirements".

Although the implementation of an electrified LRT will have an overall positive influence on air quality, other Project related transportation emissions will have an impact on local air quality. The potential for local air quality impacts where diesel and/or substantial vehicle traffic may impact current or future nearby sensitive receptors at the proposed stations were not assessed in the EA. In particular, March Station will include a bus terminal facility that will be approximately 150 m from existing residences (Section 8.1.1 of the EPR).

Therefore, it is recommended to assess air quality impacts at March Station during the EA stage, or provide sufficient justification as to why an assessment is not required at this time.

Should you have any questions or concerns, please do not hesitate to contact Amanda Graham, Air Quality Analyst, at (416) 326-5745.

Amanda Graham  
Air Quality Analyst  
Central Region, Technical Support  
Ministry of the Environment, Conservation and Parks  
Tel: 416-326-5745

**MTO**

**From:** Vanderlaan, Frank (MTO)  
**To:** [Fitzpatrick, Stephen](#)  
**Cc:** [Taylor, Angela](#); [Hopper, David](#); [Croft, Paul](#); [Kelly Roberts](#); [Lindensmith, Dave \(MTO\)](#); [Green, Kate \(MTO\)](#); [Tay, Louis \(MTO\)](#)  
**Subject:** RE: Kanata LRT Draft EPR  
**Date:** Tuesday, July 17, 2018 2:06:33 PM

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Hi Stephen,

Please note the following in response to the draft Kanata LRT EPR.

Items to Note (most or all are detail design oriented):

1. In several locations, LRT tracks will be very close to Hwy 417 or 417 ramps (eg plate 10, E-NS ramp at Terry Fox; Plate 12 E-NS ramp at Castlefrank; Plate 14, E-NS ramp at Eagleson, others). Separation of LRT and Hwy will be particularly important at these locations (eg need for walls or anti-glare measures to address oncoming lights “on the wrong side” of the driver).
2. Plate 6, elevated crossing of Hwy 417 – standard detail design issues only
3. Plate 9, Didsbury Station – it should be clarified if there is a property acquisition required from the north side of the MTO Patrol Yard. It doesn’t appear that the Patrol Yard property would be significantly affected.
4. Grade difference between LRT and Terry Fox E-NS will require retaining wall and roadside protection (possibly to a higher than normal standard) for the ramp, given proximity of tracks to ramp edge
5. Existing Terry Fox Station will be expanded southerly toward Hwy 417 WB (existing bus platforms remain and new LRT platforms constructed south of that. LRT platforms will be close to the edge of WB off-ramp, therefore need to consider appropriate separation measures during detail design.
6. Plate 15, March Station. Preliminary horizontal and vertical alignment for S-W ramp (including revision and retained portion) should be provided. What is the reason for shifting the horizontal alignment of the ramp closer to Eagleson Road and introducing a short tangent section on the ramp? A short tangent such as that shown is undesirable

The Eagleson S-W ramp is the only ramp for which a modification is shown. It should be confirmed that the alignments of the existing 417 ramps within the study area are proposed to remain as is.

7. Plate 15. To clarify, does the proposed bus loop encroach on the freeway right-of-way, or only the property that is owned by MTO but not designated as CAH.
8. Text of EPR (Sec 8.1.1 Fig 8-2) notes a series of MUPs linking the LRT (north side) with the Eagleson Park and Ride Lots (south side, east and west of Eagleson). The EPR states that crossings of Hwy 417 will be by ped bridge, but we should note to the City that all MUPs within the CAH designation will be required to be grade separated.

Please let us know if you require any additional information/clarification.

Regards,  
Frank

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**From:** Fitzpatrick, Stephen [mailto:[Stephen.Fitzpatrick@parsons.com](mailto:Stephen.Fitzpatrick@parsons.com)]  
**Sent:** July-17-18 12:46 PM  
**To:** Fitzpatrick, Stephen <[Stephen.Fitzpatrick@parsons.com](mailto:Stephen.Fitzpatrick@parsons.com)>  
**Cc:** Taylor, Angela <[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)>; Hopper, David <[David.Hopper@parsons.com](mailto:David.Hopper@parsons.com)>; Croft, Paul <[Paul.Croft@parsons.com](mailto:Paul.Croft@parsons.com)>; Kelly Roberts <[KRoberts@morrisonhershfield.com](mailto:KRoberts@morrisonhershfield.com)>  
**Subject:** RE: Kanata LRT Draft EPR

Good Afternoon,

This is a follow-up email to the draft Kanata LRT EPR, as circulated below on June 4. **We are requesting that should you have any comments on the draft EPR that you provide them by Friday, July 27.**

Please do not hesitate to contact me should you have any questions.

Thank you,

**Ministry of Natural  
Resources and Forestry**





July 27, 2018

Kelly Roberts  
Environmental Planner  
Morrison Hershfield  
2440 Don Reid Drive  
Ottawa, ON K1H 1E1

**Subject: Review of Kanata Light Rail Transit Planning and Environmental  
Assessment Study Draft Environmental Project Report**

Dear Kelly Roberts:

Thank you for circulating for review the draft Environmental Project Report (EPR) for the Kanata Light Rail Transit Planning and Environmental Study which was prepared by Parsons and Morrison Hershfield and dated June 4, 2018. Jane Devlin, Management Biologist, completed a review of the EPR and is satisfied that potential impacts to species at risk have been adequately addressed.

If there are any questions or issues that arise regarding species at risk, or other natural heritage features, as the project proceeds then please contact this office and we will work with you to resolve them.

Thank you again for the opportunity to provide comment.

Sincerely,

Mary Dillon  
District Planner  
613-258-8470

c: Jane Devlin, Management Biologist

***In order for us to serve you better, please call ahead to make an appointment with our staff.  
Afin de mieux vous servir, s.v.p. veuillez contacter notre personnel pour prendre un rendez-vous.***

**Ministry of Tourism,  
Culture and Sport**

**Ministry of Tourism,  
Culture and Sport**

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Programs and Services Branch  
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**Ministère du Tourisme,  
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June 29, 2018 (EMAIL ONLY)

Stephen Fitzpatrick, Associate Environmental Planner  
Parsons  
1223 Michael St., Suite 100  
Ottawa, ON K1J 7T2  
E: stephen.fitzpatrick@parsons.com

**RE: MTCS file #: 0006612**  
**Proponent: City of Ottawa**  
**Subject: Kanata LRT Extension – Draft Environmental Project Report**  
**Location: Ottawa, Ontario**

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Dear Stephen Fitzpatrick:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Draft Environmental Project Report for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

**Project Summary**

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) study to extend Light Rail Transit (LRT) from Moodie Drive to Kanata.

MTCS has reviewed the Draft Environmental Project Report in addition to the Draft Cultural Heritage Overview Report (Appendix B of the EPR) and have the following comments:

**Kanata Light Rail Transit Planning and Environmental Assessment Study - Draft Environmental Project Report, prepared by Parsons and Morrison Hershfield, dated June 4, 2018**

1. We note that a Stage 1 Archaeological Assessment has been completed for the study area recommending Stage 2 Archaeological Assessment be undertaken for a number of specific sites within the study area. This assessment should be completed as early in the Detail Design phase as possible as its results may impact project design.
2. 4.2.7 (Landscape Character) of the EPR should be combined into Section 4.2.6 (Cultural Heritage Resources) or included as a subsection, as the landscape character of the area may be considered a cultural heritage resource.
3. Section 5.3 should be revised to include a separate cultural heritage impact criteria category added to the Analysis Criteria for choosing the preferred corridor given that cultural heritage is a matter of provincial importance.

4. Section 7.1.2 of the EPR is primarily informed by the Cultural Heritage Overview Report prepared by Golder Associates. As such, a number of revisions are recommended to the CHOR below to ensure that a fulsome review of the cultural heritage resources within the study area are identified and evaluated, that the impacts of the project to these resources are properly considered and appropriate mitigation measures proposed. Therefore, where MTCS has recommendations for revisions to the CHOR report, these revisions should be reflected within the EPR.
5. Section 9.7 (Impact Assessment - Cultural Heritage Resources) should be revised following the recommended revisions to the CHOR. In addition, the Landscape Character section should make specific reference to the applicable recommendations of the Cultural Heritage Resources recommendations above where applicable. Specifically, the Landscape Character section recommends a Landscape Plan be completed during detail design – it should be clear that the recommendations of the CHOR are integrated into this Plan.

**Kanata Light Rail Transit Planning and Environmental Assessment Study, Bayshore Station to Hazeldean Road - Cultural Heritage Overview Report, prepared by Golder Associates Ltd., dated February 9, 2018**

1. To properly address the intent of the report, and to inform the EPR and expectations of the EA process in addressing cultural heritage resources, the report should be revised to include the following:
  - A description of the cultural component of the local environmental conditions;
  - Identification of known and potential cultural heritage resources (built heritage and cultural heritage landscapes):
    - Step 1 - screen for presence of potential built heritage and cultural heritage landscape, using [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) as basis.
    - Step 2: evaluate (if potential resource is present): there may be a need to do further background historical research in order to support the application of provincial criteria to determine cultural heritage value or interest (Ontario Regulation 9/06 and 10/06).
  - Identify and assess potential impacts;
  - Describe proposed mitigation measures for any negative impacts;
  - Engage community;
  - Include clear commitments for future work (implementation and monitoring).
2. Summary of Community Engagement should be provided within the report identifying the groups and individuals who were consulted, how and when community engagement was undertaken, the results of the engagement, including responses, comments, or concerns, and how those responses were considered.
3. Section 2.0 should be expanded to provide a detailed summary of the methodology utilized in the CHOR for both the preliminary identification and, then, further evaluation, including research undertaken and how properties were evaluated for cultural heritage value. Additionally, it is not clear how the study area boundaries have been determined.
4. Section 5.2 should summarize all potential cultural heritage resources within the study area. These properties should then be evaluated to determine whether they have cultural heritage value or interest. This should specify how potential cultural heritage resources were identified and how cultural heritage resources were either screened in for further consideration and evaluation or screened out from further evaluation. This section should also consider additional potential cultural heritage landscapes within the study area.
5. Each potential cultural heritage resource should be evaluated separately. Additionally, to properly apply the criteria of Ontario Regulation 9/06, the following steps should be undertaken. Research the property's history and cultural associations, and a physical site analysis, including a summary of the community context, historical research and site analysis. Within the context of the heritage of the community, the findings of the historical research and site analysis are used to evaluate the

property for Design/Physical Value, Historical/Associative Value and Contextual Value in accordance with Ontario Regulation 9/06. If the property is determined to meet the Criteria of O. Reg. 9/06, then prepare a statement of cultural heritage value or interest and a description of the heritage attributes (physical features or) of the property that support that cultural heritage value or interest. If a property is owned and/or managed by a provincial ministry or PPB, then apply O. Reg. 10/06 – see comments above about the Standards & Guidelines for Conservation of Provincial Heritage Properties (under Part III.1 of the Ontario Heritage Act).

6. Should any additional cultural heritage resources be identified as meeting the criteria of Ontario Regulation 9/06, a Statement of Cultural Heritage Value should be prepared. The impacts and conservation methods should subsequently be discussed in Section 6 of the report. This section should specifically reference the heritage attributes identified within the associated Statement of Cultural Heritage Value, how the project will affect them, and what measures are proposed to mitigate these impacts.

Sincerely,

Jeff Elkow  
Heritage Planner  
Jeff.Elkow@Ontario.ca

Copied to: Angela Taylor, Project Manager  
City of Ottawa

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.



**Ontario Provincial Police**

**From:** Osburn, Nick (OPP)  
**To:** [Fitzpatrick, Stephen](#)  
**Cc:** [Poole, Denver W. \(OPP\)](#); [Pardy, Carson \(OPP\)](#); [Wheeler, Bob \(OPP\)](#); [Maukonen, Sheryl \(OPP\)](#); [Sills, Daniel \(OPP\)](#); [Taylor, Angela](#)  
**Subject:** RE: Notice of Transportation Committee Meeting - Kanata LRT Planning and Environmental Assessment Study  
**Date:** Friday, July 27, 2018 12:04:27 PM

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Afternoon Stephen,

OPP has had a chance to review the LRT planning study and we have some concerns that relate specifically to our existing detachment located at 1921 Provincial Police Lane.

When reviewing the plans, it appears that the proposed passenger drop off and pickup area will have an impact on the amount of traffic along our access and egress route. Exiting the property in a hurry to attend an incident may become difficult for our cruisers due to increased congestion along the shared roadway. We are mandated to respond to calls for service in an efficient and timely manner. The proposed modifications may have a dramatic impact to our ability to perform these functions.

With increased traffic along Provincial Police Lane, we may also encounter public vehicles attempting to park in our parking lot area while they are waiting for pick-ups and drop offs. This would be especially concerning during peak times.

Pending further internal reviews, there are possible future plans for the incorporation of a Collision Reporting Centre (CRC) at this OPP Location. If approved, the plans would include a reconfiguration of our property entrance and parking areas in order to accommodate members of the public who need to report vehicular accidents. There will also be areas incorporated into this plan for tow trucks that would bring damaged vehicles in for inspection. Increased traffic and congestion will also have an impact on the tow trucks ability to manoeuver in and out of our property. There may be multiple tow trucks at any given time.

We understand that potential plans for a future CRC will create increased congestion and a traffic. Should it be approved, we would conduct a traffic study for the CRC as part of this added function. The future proposed LRT will add further complexity to this and we are concerned that the added traffic will render our road entrance and proposed CRC parking area unusable.

It has been noted by our detachment that the security of our existing parking area ,(as it exists now), has been a point of contention for some time and this is with minimal traffic in the area. The LRT terminal will bring unwarranted and unwanted traffic into the lot. The need for some controlled access will need to be explored. In our experience, signage has a very limited effect in controlling unwanted access.

To deal with the increased vehicle and pedestrian traffic impact on the response to calls, the detachment has requested that a ramp be provided from our parking lot directly to Eagleson Road. This direct access to Eagleson would give access to E/B and W/B 417. This would improve response time and increase safety for everyone in the area.

OPP is required to conduct security assessments on all of our properties. These assessments take into consideration crime prevention through environmental design criteria, along with an assessment of public through-flow and the potential impacts this may cause. A security assessment would need to be conducted to evaluate the inclusion of an LRT terminal. We will require more data on the expected increased traffic etc before this can be conducted.

We hope these concerns will be taken into consideration prior to the approval of any modification to our site and the areas surrounding our property.

Please feel free to contact me if you wish to discuss our concerns further.

Kindest regards,

Nick Osburn

Nick Osburn – B.A., FMA, C.Tech (Eng.)  
Facilities Management Consultant – East Region  
Ontario Provincial Police - Facilities Section  
T: 705.329.7667 C: 705.238.2192

---

**From:** Fitzpatrick, Stephen [mailto:Stephen.Fitzpatrick@parsons.com]  
**Sent:** 19-Apr-18 1:59 PM  
**To:** Fitzpatrick, Stephen  
**Cc:** Taylor, Angela  
**Subject:** Notice of Transportation Committee Meeting - Kanata LRT Planning and Environmental Assessment Study

Good Afternoon,

Thank you for your participation in the Kanata LRT Planning and Environmental Assessment Study as a member of a Consultation Group.

The Kanata LRT Planning and Environmental Assessment Study Recommendations are being presented at Transportation Committee on Wednesday May 2, 2018 at 9:30 am, in the Champlain Room at City Hall, 110 Laurier Avenue West. The Committee's recommendation will then be reviewed by City Council on May 9.

The report will be available for viewing and downloading on Wednesday April 25, 2018 at the following link: [http://app05.ottawa.ca/sirepub/agendaminutes/index\\_en.aspx\[app05.ottawa.ca\]](http://app05.ottawa.ca/sirepub/agendaminutes/index_en.aspx[app05.ottawa.ca])

*\*Sent on behalf of Angela Taylor, Senior Project Engineer, City of Ottawa\**

Sincerely,

**Stephen Fitzpatrick**  
Associate Environmental Planner  
1223 Michael St., Suite 100, Ottawa, ON K1J 7T2

## **Responses to Agency and Public Comments Received**

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
MECP	Yves Dagssie	Draft Environmental Project Report	However, the executive summary, section 1 entitled “Introduction”, section 4 entitled “Existing Environmental Conditions” made references to Environmental Assessment throughout the EPR document, which from an Environmental Assessment Act perspective is an Individual Environmental Assessment. In order to avoid any confusing and allow the ministry to provide appropriate directions or comments, it is suggested that, the reference be changed to Transit Project Assessment Process (TPAP).	References have been updated to refer to the Transit Project Assessment Process.	Y	Executive summary, Sections 1 and 4.	
MECP	Mike Heeringa	Draft Environmental Project Report	<p>With reference to Sections 4.5.1 Aquatic Environment, 4.5.2 Surface Water and 4.6.3 Groundwater, the final Kanata EPR would benefit from more descriptive and comprehensive reviews of the surface water and groundwater environments within the study area and the preferred corridor.</p> <p>The Parsons Report provides a detailed account of surface water features however, does not provide an account of groundwater features. At minimum, surface water information referenced in the Parsons Report, and if appropriate, groundwater information available from Golder Associates Ltd., RVCA and MVCA should be presented in the final Kanata EPR report</p>	<p>Section 4.5.1 – Aquatic Environment provides an overview of aquatic features within the study area. It describes watersheds, conservation authority areas and the Carp River System.</p> <p>Sections 4.5.2, and 4.6.3 have been expanded upon to include information contained in the supporting appendices.</p> <p>Section 4.5.2 advised to Please see <b>Appendix B: Supporting Reports</b> for the detailed Natural Environment Existing Conditions Report.</p> <p>Text relating to the five watercourse features and associated drains were identified within the Kanata LRT study area are included in Section 4.5.2 as well as a statement related to the absence of provincially significant wetlands within the study area.</p> <p>Section 4.6.3 of the EPR notes that a description of subsurface water and hydrogeological conditions was developed by Golder Associates through desktop review and local knowledge gained from past studies. The findings of Golder are outlined within this section, and contained in detail in <b>Appendix B: Supporting Reports</b>. Details include groundwater levels and conditions within the study area at various locations.</p>	Y	Sections, 4.5.2, and 4.6.3	



Comments on Kanata LRT EPR and Supporting Appendices							
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MECP	Mike Heeringa	Draft Environmental Project Report	<p>The District also notes in Draft Kanata EPR, Section 4.5.3 Fisheries, that the City of Ottawa has submitted a request to the Ministry of Natural Resources and Forestry (MNRF) concerning both non-sensitive spawning habitat and non-sensitive fish nursery habitats. The Draft Kanata EPR notes that a response from MNRF is expected to provide additional clarity to the habitat features documented in the preferred corridor. Section 4.5.5 Wildlife, makes a similar statement about an outstanding need for the City of Ottawa to identify significant wildlife habitat within the ultimate alignment corridor.</p> <p>Overall the District is of the opinion that the final Kanata EPR should only be finalized after obtaining, reviewing and referencing all information necessary to thoroughly document existing environmental conditions, the location and status of specific habitats and any resulting mitigation measures that are required to proceed with the preferred alignment corridor.</p>	<p>Section 4.5.5 has been updated to include more findings from the natural environment overview report.</p> <p>The study team requested a refinement of natural environment information originally provided by the MNRF based on the preferred alternative. MNRF indicated that this would not yield any new information from the initial data request (See Attached). <b>Reference to this additional request has been removed.</b></p> <p><b>Further, MNRF has provided comment indicating that SAR and significant habitat have been adequately addressed in the EPR</b> (See Attached). All information has been obtained and reviewed to document potential impacts, and to determine mitigation.</p> <p><b>SEE ATTACHED (to be included in the EPR Appendices)</b></p>	Y	Natural Environment Reporting	
MECP	Mike Heeringa	Draft Environmental Project Report	<p>The documented evaluation to support the Draft Kanata EPR is less comprehensive than the West Extension EPR. It is not clear to the District which criteria were used to determine the relative ranking of Natural Environmental Impacts in Table 5-3, beyond the number of watercourse crossings and relative size of proximate natural habitat in each corridor evaluated. It is also unclear how the evaluation of the Natural Environment was completed across the corridor while, as noted above, several elements of the Existing Environmental Conditions are pending or unknown. The District recommends that the City of Ottawa elaborate on the evaluation methodologies referenced on pages 5-19 of the Draft Kanata EPR which "used a combination of quantitative, qualitative and comparative assessment to evaluate each criteria area."</p>	<p>The Evaluation for the corridors was done at a high level as a screening tool. The routes were evaluated against the identified existing conditions. Details regarding the quantitative, qualitative and comparative assessment measurements are contained in Table 5-1.</p> <p>As noted in Table 5-3 quantitative evaluation included the number of watercourse crossings, and area of natural habitat (natural heritage) within 120 m of the alternative route (hectares). Qualitatively, an overall statement related to the Degree of impact that the corridor would have on continuity, connectivity and wildlife linkages was made and evaluated.</p> <p>Quantitative assessments utilized GIS, while qualitative assessments relied on the experience and expertise of study team experts.</p>	Y	Section 5.3 - following Table 5-1	

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				It is noted above that all elements of the Existing Environmental Conditions were evaluated, as appropriate information was sought from and provided by the MNRF.			
MECP	Mike Heeringa	Draft Environmental Project Report	<p>The Draft Kanata EPR does not appear to include a detailed evaluation of the 9 sites identified as potential locations for the LMSF serving the Kanata LRT. Instead, the Draft Kanata EPR makes a broad reference to "the same criteria applied to previous studies", namely the West E tension EPR and Moodie EPR. As a standalone document and to reflect commitments made in the Moodie EPR, the Draft Kanata EPR should elaborate on the criteria used for the evaluation and comparison of the 9 potential LMSF sites.</p> <p>The City should document the considerations given to each of the 9 proposed site designs, consequential impacts and associated mitigation measures which lead to the conclusion that the LMSF at Moodie Drive should ultimately be expanded to service the Kanata segment of the Light Rail Transit system.</p>	<p>The KLRT used the same criteria for the purposes of consistency in the prior selection of LMSF sites done for the Moodie LMSF. Text within Section 6.3.2 – LMSF Evaluation, notes that “Some of the criteria used in the previous evaluations were not used as they did not differentiate between the Kanata LRT LMSF alternatives due to different existing conditions (i.e., geological faults are not present in the study area). The criteria and indicators/measurements are contained in Table 6-5.”</p> <p>The City has documented consideration given to the 9 proposed site designs, including potential impacts in Table 6-6. Based on this consideration, the LMSF at Moodie Drive was identified as the preferred location.</p> <p>Section 8.1.8 includes greater detail on the Moodie Drive LMSF including an overview, scope, and related to construction and operation.</p> <p>Section 9 is the Assessment and Evaluation of Impacts of the Recommended Plan, including the LMSF at Moodie. Refer to Table 9-3 (note that the 2<sup>nd</sup> and 3<sup>rd</sup> columns indicate the project activity and location and make specific reference to the expanded LMSF where appropriate).</p>	N	NA	
MECP	Mike Heeringa	Draft Environmental Project Report	While the Kanata LRT is currently planned for operation after 2031, the MECP Ottawa District Office anticipates that project-specific environmental compliance approvals and permits will be identified through ongoing project planning by the City of Ottawa and their contractors.	Noted. Section 10.3.2 indicates that ECA(s) may be required from the MECP for infrastructure moving forward.	N	NA	

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MECP	Mark Phillips	Draft Environmental Project Report	I note that very little details/guiding principals have been provided to guide future mitigation plans in the EPR. For example, Dewatering Management Plans should be, at a minimum, required for all excavations within areas identified as or suspected as having contaminated groundwater – a Permit to Take water may be required – and no contaminated groundwater shall be discharged to the environment; Erosion and Sediment Controls shall be utilized for all construction areas, particularly in areas which may impact a surface water receiver; stormwater management should provide an enhanced level of sediment removal and make use of a variety of lot level controls were appropriate. A guiding principal should be conformance to any existing rehabilitation plans and enhancement of aquatic ecosystems through quality (including maintenance of temperature regimes) and quantity controls.	<p>The level of detail/guiding principles for future mitigation plans is typical of the EA level, and is considered appropriate.</p> <ul style="list-style-type: none"><li>• Please refer to Section 9.3 – Built In Mitigation Measures which details the requirement for a Dewatering Management Plan, Erosion and Sediment Control Plan, Environmental Protection Plan.</li><li>• <b>Dewatering Management Plan updated as follows:</b><ul style="list-style-type: none"><li>• <b>ADDED:</b> At a minimum, a Dewatering Management Plan must be in place for excavations within areas identified as or suspected as having contaminated groundwater.</li><li>• <b>MODIFIED:</b> <del>“No contaminated water is permitted within any watercourse.</del> No contaminated groundwater shall be discharged to the environment.”</li></ul></li><li>• Table 9-3 includes a section for Groundwater which notes that additional studies may be required; PTTW may be required; All water to be removed from excavations shall be treated prior to disposal; Discharge in accordance with laws, regulations and by-laws; and Contractor to develop Wastewater Management Plan.</li><li>• Table 9-3 includes a section specifically for Contaminated and Hazardous Materials which notes that: If contaminated materials or contaminated groundwater are encountered within the construction limits, these are to be removed and disposed of in accordance with all applicable Federal and Provincial Acts and Regulations. Treatment and discharge of contaminated groundwater is also to be in accordance with applicable legislation and regulations, and municipal by-laws.</li><li>• <b>ADDED</b> to Table 9-3 Contaminated and Hazardous Materials “No contaminated groundwater shall be discharged to the environment”</li><li>• Table 9-3 includes the requirement for an Erosion and Sediment Control Plan and specifically lists: Silt/construction fencing surrounding work zones adjacent to watercourses to limit the area of disturbance.</li></ul>	Y	Section 9.3.3 and Table 9-3	

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				<ul style="list-style-type: none"> <li>• <b>ADDED</b> details to Dewatering Management Plan; Management of Contaminated Materials and Stormwater Management BMPs added consistent with other LRT projects.</li> <li>•</li> </ul>			
MECP	Amanda Graham	Draft Environmental Project Report	1. Section 4.2.8 should include the Canadian Ambient Air Quality Standards (CAAQS) for PM2.5 and NO2 in the list of applicable air quality standards and guidelines.	These have been added.	Y	Section 4.2.7	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Amanda Graham	Draft Environmental Project Report	2. Table 4-2 lists standards and guidelines for NOx. Please note that standards and guidelines are available for NO2 only.	Noted. This has been clarified in the revised Table 4-2.	Y	Section 4.2.7	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Amanda Graham	GWE - Existing Conditions Assessment	<p>1. Although the LRT will be electrified, a quantitative Air Quality Impact Assessment should be completed to assess emissions from all sources of vehicle traffic. Further, emissions should be assessed for the proposed park and ride lots, passenger pick-up and drop-off areas, bus terminal facilities, bus loops, maintenance facilities and any other sources of emissions associated with the LRT full build scenario.</p> <p>The Air Quality Impact Assessment should use dispersion modelling to provide a quantitative assessment of maximum predicted concentrations in the study area and at nearby sensitive receptors. Cumulative concentrations, whereby the maximum modelled concentrations are summed with the 90th percentile background concentrations, should also be determined for comparison against relevant standards and guidelines. Contaminants of concern should include benzo(a)pyrene in addition to those listed in the Preliminary Existing Conditions Assessment, and all averaging periods for which the</p>	<p><b>RESOLVED:</b> As indicated in the meeting notes from October 18, 2018, Ross Kircher outlined previous air quality comments provided to the Kanata LRT study team and indicated he is satisfied with proposed response. The understanding is that implementation of electric LRT will improve overall air quality and commitment to undertake more detailed assessment at future design stages is acceptable. Future commitment is to review MECP requirements for detailed air quality at the time of detailed design.</p>	N	NA	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)

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			contaminants of concern have a standard or guideline should be assessed.				
MECP	Amanda Graham	GWE - Existing Conditions Assessment	2. Section 4.1 should include the Canadian Ambient Air Quality Standards (CAAQS) for PM2.5 and NO2 in the list of applicable air quality standards and guidelines.	This has been added to the report.	Y	Section 4.1	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Amanda Graham	GWE - Existing Conditions Assessment	3. Tables 1 and 2 list standards and background concentrations for NOx. Please note that standards and guidelines are available for NO2 only and therefore NO2 should be assessed for the study area and project impacts.	Table 1 footnote indicates that AAQC listed for NOx is based on NO2. The reported vehicle emissions from MOVES are for NOx and include both NO and NO2. It is assumed all NO is converted over to NO2. Furthermore the industrial standards in O. Reg 419 list a standard for NOx . Clarification added to footnote for Table 1.	Y	Tables 1 and 2	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Amanda Graham	GWE - Existing Conditions Assessment	4. This report should include benzo(a)pyrene as a contaminant of concern from transportation emissions.	This has been added to the report.	Y	Tables 1 and 2	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Amanda Graham	GWE - Existing Conditions Assessment	5. Table 2 should clarify the averaging period used for the background concentrations. Background concentrations should also be provided for all averaging periods for which a contaminant has a standard or guideline.	Use of 90% background concentrations has been a standard practice for ambient air quality studies. This relates to a one-hour concentration period. Other averaging periods using the conversion factors listed in ADMGO have been added to the report.	Y	Table 2	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Amanda Graham	GWE - Existing Conditions Assessment	6. During construction, please apply best management practices to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.	Details pertaining to construction impacts are provided in the environmental assessment reportThe following text is included in the Existing Conditions Assessment: <i>"This information will later be used to evaluate the impacts of various future alternative solutions and designs. GWE will conduct a more detailed assessment of existing and future conditions following the release of a short list of selected options."</i>	N	N	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)



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MECP	Header Merza	GWE - Impact Assessment	1. New Stations and LMSF: the noise impacts due to the eight (8) new stations (Hazeldean, Maple Grove, Palladium, Campeau, Didsbury, Terry Fox, Kanata Town Centre, and March /Eagleson Stations) and the LMSF (at Moodie Drive) were not addressed. These impacts pertain to mechanical equipment and noise producing operations at these new stations. Noise emissions from existing comparable stations should have been used to model the noise impacts of these new stations.	<b>ADDED:</b> Impacts from stations and the LMSF are discussed in Section 5.2.2, and have been deemed as insignificant due to setback distance and the nature of the platforms, which have been found in past projects to contain no significant noise sources.	Y	Section 5.2	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Header Merza	GWE - Impact Assessment	2. Selected Receptors: nine (9) receptors (1 to 9) were selected for noise assessment and four (4) receptors (V1 to V4) were selected for vibration assessment. Additional receptors should have been selected for the noise and vibration assessments. For noise, additional receptors are required to represent the noise-sensitive properties on Helm Circle, Rowe Drive, McGibbon Drive, Bishops Mills Way and Birkendale Drive. For vibration, additional receptors are required to represent the vibration-sensitive properties on Gray Crescent and Birkendale Drive.	Proposed additional receptors are located in areas where nearby receptors with equal setback distance and exposure to the LRT indicate impacts from the LRT are insignificant. The addition of these receptors would therefore be redundant. Residences on Rowe Drive and McGibbon Drive are 100 m from the proposed alignment on the opposite side of the highway, similar to R6. Bishops Mills and Birkeland Drive represented by R8, have been included as an additional receptor on Birkeland Drive.  <b>ADDED:</b> Table 4 and appropriate figures include 78 Birkeland Drive	Y	Table 4 / Figures	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Header Merza	GWE - Impact Assessment	3. Vacant Lots: no vacant lots were selected for noise and/or vibration assessment along the study corridor. If there are vacant lands that have approved site plans, approved condominium plans, and draft approved plans of subdivision, along the study corridor, then these lands are considered vacant lots and should be included as receptors in the noise and vibration assessments.	<b>ADDED:</b> Receptors added for vacant lots for which the City of Ottawa has approved plan of subdivision.	Y	Table 4 / Figures	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Header Merza	GWE - Impact Assessment	4. Sound Level Calculations: the STAMSON sound level calculations included in Appendices A and B of the March 7, 2018 Noise and Vibration Report, included existing sound barriers with heights ranging from 2.5 metres to 6 metres above ground level. Figures should be included in the report to show the locations, lengths and heights of all the existing sound barriers.	Existing noise barriers are now shown and identified with heights, as appropriate in Figures 2 through 8. In some cases, adjacent buildings are considered as noise barriers.	Y	Figure 2-8 as appropriate	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)

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MECP	Header Merza	GWE - Impact Assessment	5. Construction Noise and Vibration: due to the close proximity and wide exposure of the houses located on Brigatine Avenue, Gallantry Way, Helm Circle, Gray Crescent, · Bishops Mills Way and Birkendale Drive, to the proposed Kanata LRT corridor, noise and vibration due to construction activities may adversely impact these houses. Therefore, it is prudent that noise and vibration monitoring be conducted at these ho1,1ses during the construction stage. Figures should be included in the report to show the numbers and locations of the affected houses.	This has been added to the report.	Y	Figures	Ross Kircher, October 18, 2018 as provided in meeting minutes (attached)
MECP	Bob Holland	EPR	Contaminated soil will be encountered and possibly contaminated groundwater. Groundwater supply wells that may be at risk due to construction activities should be monitored and Contingency Plans developed to provide temporary alternate water supply should the need arise.	<p><b>ADDED TO SECTION 4.6.3:</b></p> <p>The area is supplied with municipal water and there are a very limited number of parcels remaining within 250 m of the proposed alignment that may be privately serviced (e.g., 210 Huntmar Drive which is likely to be redeveloped in the near future, 180 Huntmar Drive which has a water supply well but which is expected to connected to municipal supply once installed on Huntmar Drive, and 821 Corkstown Road whose well is likely more than 500 m from the proposed alignment). Based on their distance to areas of possible disturbance and the other factors mentioned, these wells are not expected to be impacted.</p> <p><b>ADDED TO SECTION 9.3.3 – Dewatering Management Plan</b></p> <p>If improperly abandoned wells are encountered, these would be decommissioned in accordance with the regulations. The presence/conditions of wells within the anticipated radius of influence of dewatering would be assessed in more detail as part of detailed design or for a PTTW application/EASR Water Taking Plan.</p>	Y	Section 4.6.3 and Section 9.3.3	Sign-off provided by Vicki Mitchell in an email dated October 17, 2018 (see attached)

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment – July 27, 2018	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
MNRF	Mary Dillon	Draft Environmental Project Report	Jane Devlin, Management Biologist, completed a review of the EPR and is satisfied that potential impacts to species at risk have been adequately addressed	Noted.	N	NA	<b>Accepted via email dated September 13, 2018:</b>  <i>“If anything changes on this project with respect to SAR or natural heritage then please let me know. Our concerns are otherwise addressed.”</i>

Comments on Kanata LRT EPR and Supporting Appendices							
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Email dated June 19, 2018							
MTCS	Jeff Elkow	Draft Environmental Project Report	We note that a Stage 1 Archaeological Assessment has been completed for the study area recommending Stage 2 Archaeological Assessment be undertaken for a number of specific sites within the study area. This assessment should be completed as early in the Detail Design phase as possible as its results may impact project design.	<p>The preference for these investigations to take place early in detailed design is noted, and will become part of the project record.</p> <p>Text has been added to Section 9.5 (Table 9-3) to this effect.</p> <ul style="list-style-type: none"> <li>“Where additional assessment has been recommended, and no previous assessment has been completed, the additional assessment should consist of a Stage 2 field investigation compliant with the MTCS <i>Standards and Guidelines for Consultant Archaeologists (2011)</i>. <b>These investigations should be completed early in the detail design phase to inform project details.</b>”</li> </ul>	Y	Section 9.5	<p>Jeff Elkow MTCS, November 15<sup>th</sup>, 2018</p> <p>I have reviewed the updated comment-response table and am satisfied with the approach to our previous comments that is outlined therein. If you could provide a copy of the revised EPR for our review once available it would be appreciated.</p>
MTCS	Jeff Elkow	Draft Environmental Project Report	4.2.7 (Landscape Character) of the EPR should be combined into Section 4.2.6 (Cultural Heritage Resources) or included as a subsection, as the landscape character of the area may be considered a cultural heritage resource.	Section 4.2.7 is now a subsection of Section 4.2.6.	Y	Section 4.2.6	<p>Jeff Elkow MTCS, November 15<sup>th</sup>, 2018</p> <p>I have reviewed the updated comment-response table and am satisfied with the approach to our previous comments that is outlined therein. If you could provide a copy of the revised EPR for our review once available it would be appreciated.</p>
MTCS	Jeff Elkow	Draft Environmental Project Report	Section 5.3 should be revised to include a separate cultural heritage impact criteria category added to the Analysis Criteria for choosing the preferred corridor given that cultural heritage is a matter of provincial importance.	Archaeological resources and cultural resources (Impact on identified archaeological/heritage resources) are listed as an Alternative Corridor Screening criteria in Table 5-1, in Section 5-3. The evaluation of alternative corridors included differentiating factors of archaeological potential,	N	NA	<p>Jeff Elkow MTCS, November 15<sup>th</sup>, 2018</p> <p>I have reviewed the updated comment-response table and am satisfied with the approach to our previous</p>

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				<p>and impacts on the cultural heritage of the NCC Greenbelt.</p> <p>Table 5-3 indicates that “Total length (km) of each alignment through areas of known archaeological potential” was used as a criteria in the long list evaluation of corridors.</p> <p>When it came time for the evaluation of alternative designs, the impact on cultural heritage resources was considered. Please refer to table 6-3 and refer to the Social Environment indicators. At this level of detail the following two indicators were used to evaluate between alternatives:</p> <ul style="list-style-type: none"><li>• “Impact on identified and/or potential archaeological resources (i.e., area of land/feature which will be affected)”</li><li>• Impact on identified heritage features including buildings and landscapes</li></ul>			comments that is outlined therein. If you could provide a copy of the revised EPR for our review once available it would be appreciated.
MTCS	Jeff Elkow	Draft Environmental Project Report	Section 7.1.2 of the EPR is primarily informed by the Cultural Heritage Overview Report prepared by Golder Associates. As such, a number of revisions are recommended to the CHOR below to ensure that a fulsome review of the cultural heritage resources within the study area are identified and evaluated, that the impacts of the project to these resources are properly considered and appropriate mitigation measures proposed. Therefore, where MTCS has recommendations for revisions to the CHOR report, these revisions should be reflected within the EPR.	Noted. Section 7.1.2 now contains additional detail on the methodology and findings of the CHOR.	Y	Section 7.1.2	<p>Jeff Elkow MTCS, November 15<sup>th</sup>, 2018</p> <p>I have reviewed the updated comment-response table and am satisfied with the approach to our previous comments that is outlined therein. If you could provide a copy of the revised EPR for our review once available it would be appreciated.</p>



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MTCS	Jeff Elkow	Draft Environmental Project Report	Section 9.7 (Impact Assessment - Cultural Heritage Resources) should be revised following the recommended revisions to the CHOR. In addition, the Landscape Character section should make specific reference to the applicable recommendations of the Cultural Heritage Resources recommendations above where applicable. Specifically, the Landscape Character section recommends a Landscape Plan be completed during detail design – it should be clear that the recommendations of the CHOR are integrated into this Plan.	<p>The Landscape Plan description (Section 9.3.3) has been modified to note the findings of the CHOR be consulted when preparing the landscape plans:</p> <ul style="list-style-type: none"> <li>“The Landscape Plan should consider the findings of the Cultural Heritage Overview Report in any work pertaining to Corkstown Road and the Western Farmland Cultural Landscape.”</li> </ul> <p>The Landscape Character section of the assessment of impacts has also been modified to include mitigation with reference to the CHOR findings (Table 9-3):</p> <ul style="list-style-type: none"> <li>A Landscape Plan completed during detailed design will consider the findings of the CHOR, and provide for integration into the surrounding naturalized landscapes.</li> </ul>	Y	Sections 9.3.3 and 9.5	<p>Jeff Elkow MTCS, November 15<sup>th</sup>, 2018</p> <p>I have reviewed the updated comment-response table and am satisfied with the approach to our previous comments that is outlined therein. If you could provide a copy of the revised EPR for our review once available it would be appreciated.</p>
MTCS	Jeff Elkow	Cultural Heritage Overview Report	<p>1. A description of the cultural component of the local environmental conditions;</p> <p>2. Identification of known and potential cultural heritage resources (built heritage and cultural heritage landscapes):</p> <p>2.1. Step 1 - screen for presence of potential built heritage and cultural heritage landscape, using Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes as basis.</p> <p>2.2 Step 2: evaluate (if potential resource is present): there may be a need to do further background historical research in order to support the application of provincial criteria to determine cultural heritage value or interest (Ontario Regulation 9/06 and 10/06).</p> <p>3. Identify and assess potential impacts;</p> <p>4. Describe proposed mitigation measures for any negative impacts;</p> <p>5. Engage community;</p> <p>6. Include clear commitments for future work (implementation and monitoring)</p>	<p>1. Agreed. The cultural heritage overview submitted is intended as a description of the cultural component of the local environmental conditions.</p> <p>2. Point 2.1 – In Section 2.0 Golder states that the CHOR used guidance outlined in the MTCS Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes and in Section 5.2 Golder outlined the known and potential cultural heritage resources in the Study Area that resulted from using the checklist as guidance. Language will be revised in these sections to clarify that the checklist was used and the completed version will be appended.</p> <p>2.2. Point 2.2 – Golder conducted a preliminary evaluation on 210 Huntmar Drive, the only property in the study area identified as a potential cultural heritage resource.</p> <p>3. Table 2 in Section 6.2 identified and assesses potential impacts.</p> <p>4. Table 2 in Section 6.2 describes proposed mitigation measures.</p> <p>5. Section 2.0 outlines consultation with the City of</p>	N	NA	

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				Ottawa Heritage Planner. 6. Table 2 in section 6.2 outlines recommended conservation and mitigation measures.			
MTCS	Jeff Elkow	Cultural Heritage Overview Report	Summary of Community Engagement should be provided within the report identifying the groups and individuals who were consulted, how and when community engagement was undertaken, the results of the engagement, including responses, comments, or concerns, and how those responses were considered	Statements have been added about how the City response was considered in section 5.2 identified cultural heritage resources. Details of consultation with a City of Ottawa Heritage Planner is outlined in Section 2.0. the City did not have any comments or concerns about properties crossed by the corridor.	Y	CHOR	
MTCS	Jeff Elkow	Cultural Heritage Overview Report	Section 2.0 should be expanded to provide a detailed summary of the methodology utilized in the CHOR for both the preliminary identification and, then, further evaluation, including research undertaken and how properties were evaluated for cultural heritage value. Additionally, it is not clear how the study area boundaries have been determined.	Section 2.0 has been enhanced (Scope and Method). Section 1.0 –Introduction, has been revised to more clearly define the Study Area.	Y	CHOR	

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
MTCS	Jeff Elkow	Cultural Heritage Overview Report	Section 5.2 should summarize all potential cultural heritage resources within the study area. These properties should then be evaluated to determine whether they have cultural heritage value or interest. This should specify how potential cultural heritage resources were identified and how cultural heritage resources were either screened in for further consideration and evaluation or screened out from further evaluation. This section should also consider additional potential cultural heritage landscapes within the study area.	Clarification regarding the identification of the cultural resources has been added to the Overview report. The only potential cultural heritage resource found in the Study Area is 210 Huntmar Drive. Golder completed a preliminary evaluation of this property in the CHOR to determine if a recommendation should be made for a Cultural Heritage Evaluation Report. No additional cultural heritage landscapes were found in the Study Area, beyond the previously identified NCC Western Farmlands.	Y	CHOR	
MTCS	Jeff Elkow	Cultural Heritage Overview Report	Each potential cultural heritage resource should be evaluated separately. Additionally, to properly apply the criteria of Ontario Regulation 9/06, the following steps should be undertaken. Research the property's history and cultural associations, and a physical site analysis, including a summary of the community context, historical research and site analysis. Within the context of the heritage of the community, the findings of the historical research and site analysis are used to evaluate the property for Design/Physical Value, Historical/Associative Value and Contextual Value in accordance with Ontario Regulation 9/06. If the property is determined to meet the Criteria of O. Reg. 9/06, then prepare a statement of cultural heritage value or interest and a description of the heritage attributes (physical features or) of the property that support that cultural heritage value or interest. If a property is owned and/or managed by a provincial ministry or PPB, then apply O. Reg. 10/06 – see comments above about the Standards & Guidelines for Conservation of Provincial Heritage Properties (under Part III.1 of the Ontario Heritage Act).	<p>Full evaluation of potential cultural heritage resource properties against the criteria of O. Reg. 9/06 is beyond the scope of an Overview report. During subsequent detailed design phases, additional cultural Heritage investigations will take place if needed. While a CHER on 210 Huntmar Drive as a next step study, however in Golder's professional opinion based on the preliminary evaluation included in the Overview there is no evidence to suggest this property will meet any of the criteria of O. Reg. 9/06.</p> <p>The study area does cross land under the administration of MTO as part of the Highway 417 ROW. This includes land the NCC identifies as part of the Western Farmlands cultural landscape. Golder conducted an impact assessment in Section 6.2 –Table 2 since the cultural landscape is identified by the NCC as a cultural heritage resource but Golder did not re-evaluate the part of the Highway ROW against O. Reg. 9/06 or O. Reg. 10/06, since the landscape has already been identified as a cultural heritage resource by a Federal agency. The heritage integrity of the ROW as an agricultural landscape is compromised due to its change into a highway corridor and due to highway improvements over the years. During subsequent detailed design phases, additional</p>	Y	CHOR	

Comments on Kanata LRT EPR and Supporting Appendices							
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				cultural Heritage investigations will take place as needed.			
MTCS	Jeff Elkow	Cultural Heritage Overview Report	Should any additional cultural heritage resources be identified as meeting the criteria of Ontario Regulation 9/06, a Statement of Cultural Heritage Value should be prepared. The impacts and conservation methods should subsequently be discussed in Section 6 of the report. This section should specifically reference the heritage attributes identified within the associated Statement of Cultural Heritage Value, how the project will affect them, and what measures are proposed to mitigate these impacts.	The overview is intended to identify known and potential cultural heritage resources. All known and potential cultural heritage resources crossed by the project have been identified in section 5.2. No additional cultural heritage resources are expected to be found in the study area.	N	CHOR	
Email dated September 28, 2018							
MTCS	Jeff Elkow	9.3.1 (Built in Mitigation Measures - Social Environment)  EPR	<p>The current section titled “Unexpected Discovery of Archaeological Resources” should be renamed “Archaeological Resources”.</p> <p>This Section should further identify that Stage 2 Archaeological Assessments will be undertaken, as recommended by the completed Stage 1 Archaeological Assessment. Specific reference should be made to the areas requiring additional Stage 2 archaeological assessment work, making reference to the appropriate maps from the Stage 1 AA; the proposed timing for this work; and the consultants who will carry it out. The Stage 2 AAs, in addition to any further assessment if required, should be completed as early as possible in the Detail Design stage and prior to any ground disturbance. All further archaeological assessment reports will be reviewed and entered into the register by MTCS as per the Standards &amp; Guidelines for Consultants Archaeologists.</p>	<p>Section 9.3.1 has been updated as requested: <del>“Unexpected Discovery of Archaeological Resources”</del></p> <p>Table 9-3 refers to additional Stage 2 and Stage 3 studies required. As noted above, reference to the detail design stage has been added: <b><i>“These investigations should be completed early in the detail design phase to inform project details.”</i></b></p> <p><b>Section 9.3.1 MODIFIED as requested:</b> If undocumented archaeological resources are impacted by project work, all activities impacting these resources must cease immediately, MTCS must be notified, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.</p> <p>If human remains are encountered, all activities must cease immediately and the local police as well</p>	Y	Section 9.3.1	<p>Jeff Elkow MTCS, November 15<sup>th</sup>, 2018</p> <p>I have reviewed the updated comment-response table and am satisfied with the approach to our previous comments that is outlined therein. If you could provide a copy of the revised EPR for our review once available it would be appreciated.</p>

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
			<p><b>The existing language provided in this section regarding unexpected discovery of archaeological resources should be replaced with the following:</b></p> <p>“If undocumented archaeological resources are impacted by project work, all activities impacting these resources must cease immediately, MTCS must be notified, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.</p> <p>If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.”</p>	<p>as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.</p> <p><del>If archaeological resources are discovered during the course of construction, the site should be protected from further disturbance until a licensed archaeologist has completed the assessment and any necessary mitigation has been completed. If deeply buried archaeological deposits are found along the corridor, the MTCS should be notified immediately.</del></p> <p><del>In the event that human remains are encountered during construction activities the MTCS and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Commercial Relations, in addition to local police services, should be notified immediately. If a discovery occurs on federal lands, the appropriate federal agency shall also be notified.”</del></p>			
MTCS	Jeff Elkow	7.1.2 (Updated Existing Conditions – Cultural Heritage)  <b>EPR</b>	Section 7.1.2 of the EPR is primarily informed by the Cultural Heritage Overview Report prepared by Golder Associates. As such, a number of revisions are recommended to the CHOR below to ensure that a fulsome review of the cultural heritage resources within the study area are identified and evaluated, that the impacts of the project to these resources are properly considered and appropriate mitigation measures proposed. Therefore, where MTCS has recommendations for revisions to the CHOR report, these revisions should be reflected within the EPR.	Noted – the updates made to the CHOR will be reflected in the EPR.	Y	Section 7.1.2	<p>Jeff Elkow MTCS, November 15<sup>th</sup>, 2018</p> <p>I have reviewed the updated comment-response table and am satisfied with the approach to our previous comments that is outlined therein. If you could provide a copy of the revised EPR for our review once available it would be appreciated.</p>



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MTCS	Jeff Elkow	9.1.3 (Built in Mitigation Measures - Social Environment)  <b>EPR</b>	<p>A new section should be included under Section 9.3.1 (Built in Mitigation Measures - Social Environment) which specifically details the commitments for the mitigation of impacts to built heritage resources and cultural heritage landscapes. This should follow the recommendations of the CHOR.</p> <p>Where MTCS has recommendations for revisions to the CHOR report, these revisions should be reflected within the EPR.</p>	Where Built in Mitigation Measures are identified in the CHOR, they will be reflected in the EPR	Y	Section 9.3.1	<p>Jeff Elkow MTCS, November 15<sup>th</sup>, 2018</p> <p>I have reviewed the updated comment-response table and am satisfied with the approach to our previous comments that is outlined therein. If you could provide a copy of the revised EPR for our review once available it would be appreciated.</p>
MTCS	Jeff Elkow	<b>CHOR</b>  5.2.3.1 (The Ottawa River – Canadian Heritage River)	This section should be revised to include greater detail regarding the cultural heritage significance of the river and the heritage attributes therein. While the river may be over 1.5km from the river itself, the project is located in the watershed of the river. As such, it should be demonstrated whether or not the project has the potential to impact an aspect of the designated Canadian Heritage River. The report states that “there is no evidence of any connection between any properties in the study area and the River” – this statement should be further justified and supported. For example, a brief summary of the cultural heritage of the designated river could be included (from the Canadian Heritage River System website).	Noted – Section 5.2.3.1 has been revised accordingly. Greater detail on the heritage significance and attributes of the River has been added based on Canadian Heritage Rivers System information to clarify and justify the impact assessment.	Y	CHOR – 5.2.3.1	
MTCS	Jeff Elkow	<b>CHOR</b>  5.2.3.2 (210 Huntmar Drive)	This section should be revised to provide additional historical background information regarding the property. Additionally, it should be demonstrated how the criteria of Ontario Regulation 9/06 has been applied.	Noted – Section 5.2.3.2 has been revised accordingly. Additional historical background information was added and comment on how the criteria of Ontario Regulation 9/06 applied.	Y	CHOR – 5.2.3.2	

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MTCS	Jeff Elkow	<b>CHOR</b> 5.2.3.3 (NCC Western Farmlands Cultural Landscape)	This section should be revised to identify what the known and potential heritage attributes of the landscape include. If the property has been evaluated by the NCC, this should be summarized and the heritage attributes from the evaluation included in the report. This would also assist to further clarify the potential impacts to this cultural heritage landscape and the proposed mitigation and recommendations.	Noted – Section 5.2.3.3 has been revised accordingly.	Y	CHOR – Section 5.2.3.3	
MTCS	Jeff Elkow	<b>CHOR</b> Section 6.2 – Table 2 (Impact Assessment and Conservation Recommendations)	<p>Column 2 and 4 should be combined into a single column titled “Potential Impacts”.</p> <p>Impacts should not be considered in terms of risk (i.e. high risk or low risk for adverse impact). As highlighted in Section 6.2 of the report, the Potential Impacts column should speak to the potential direct or indirect impacts to identified cultural heritage resources.</p> <p>For the properties located at 210 Huntmar Drive, 173 Huntmar Drive, and 590 Hazeldean Road, it should be considered whether the project has the potential to have indirect impacts related to the alteration of the historical setting and introduction of structures and landscape elements not in keeping with the historical setting of the resources in addition to potential impacts due to proximity of construction related activities directly adjacent to the resources and associated landscape features.</p> <p>Additionally, for the NCC Western Farmlands Cultural Landscape, it should be considered as to if the alignment of the project will result in the alteration of any associated landscape features.</p> <p>Some additional guidance on direct and indirect impacts as it relates to cultural heritage resources:</p> <ul style="list-style-type: none"><li>•</li></ul>	Noted – Section 6.2 has been revised accordingly.	Y	CHOR – Section 6.2	

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comments – July 17, 2018	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
MTO	Frank Vanderlaan	Draft Environmental Project Report	1. In several locations, LRT tracks will be very close to Hwy 417 or 417 ramps (eg plate 10, E-NS ramp at Terry Fox; Plate 12 E-NS ramp at Castlefrank; Plate 14, E-NS ramp at Eagleson, others). Separation of LRT and Hwy will be particularly important at these locations (eg need for walls or anti-glare measures to address oncoming lights “on the wrong side” of the driver).	Noted. Future design stages of the project will determine need for design of any required mitigation for these situations, as has been done elsewhere along the Confederation Line and Extensions.	N	NA	<b>Accepted via email dated October 5, 2018:</b>  <i>“We have no further comments and are satisfied with the response.”</i>
MTO	Frank Vanderlaan	Draft Environmental Project Report	2. Plate 6, elevated crossing of Hwy 417 – standard detail design issues only	Noted.	N	NA	
MTO	Frank Vanderlaan	Draft Environmental Project Report	3. Plate 9, Didsbury Station – it should be clarified if there is a property acquisition required from the north side of the MTO Patrol Yard. It doesn’t appear that the Patrol Yard property would be significantly affected.	There is a 0.01 Ha property acquisition envisioned from the north side of the MTO yard, to be confirmed during subsequent detailed design phases. The yard is not anticipated to be significantly affected. Potential use of the Patrol Yard for construction of the LRT project would be subject to negotiation and agreement with MTO during preliminary and detailed design phases of the project.	N	NA	
MTO	Frank Vanderlaan	Draft Environmental Project Report	4. Grade difference between LRT and Terry Fox E-NS will require retaining wall and roadside protection (possibly to a higher than normal standard) for the ramp, given proximity of tracks to ramp edge	Noted. Will be confirmed in subsequent detailed design phase.	N	NA	
MTO	Frank Vanderlaan	Draft Environmental Project Report	5. Existing Terry Fox Station will be expanded southerly toward Hwy 417 WB (existing bus platforms remain and new LRT platforms constructed south of that. LRT platforms will be close to the edge of WB off-ramp, therefore need to consider appropriate separation measures during detail design.	Noted. Will be confirmed in subsequent detailed design phase.	N	NA	

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MTO	Frank Vanderlaan	Draft Environmental Project Report	<p>6. Plate 15, March Station. Preliminary horizontal and vertical alignment for S-W ramp (including revision and retained portion) should be provided. What is the reason for shifting the horizontal alignment of the ramp closer to Eagleson Road and introducing a short tangent section on the ramp? A short tangent such as that shown is undesirable.</p> <p>The Eagleson S-W ramp is the only ramp for which a modification is shown. It should be confirmed that the alignments of the existing 417 ramps within the study area are proposed to remain as is.</p>	The alignment of the S-W ramp was adjusted to provide a single structure combining the ramp and March Road over the new LRT alignment. Ramp geometry can be refined further during detailed design in collaboration with MTO. Nature of ramp modifications, including profiles, are shown in the structural drawings contained in the Recommended Plan (Drawing series S03)	N	NA	
MTO	Frank Vanderlaan	Draft Environmental Project Report	7. Plate 15. To clarify, does the proposed bus loop encroach on the freeway right-of-way, or only the property that is owned by MTO but not designated as CAH.	The bus loop encroaches on 147 Gray Crescent (PIN 045070021). This would appear to be at least partially on the controlled access highway corridor, although no modifications to highway infrastructure are required to accommodate the new transit infrastructure. Details with respect to the CAH boundaries should be sought from MTO.	N	NA	
MTO	Frank Vanderlaan	Draft Environmental Project Report	8. Text of EPR (Sec 8.1.1 Fig 8-2) notes a series of MUPs linking the LRT (north side) with the Eagleson Park and Ride Lots (south side, east and west of Eagleson). The EPR states that crossings of Hwy 417 will be by ped bridge, but we should note to the City that all MUPs within the CAH designation will be required to be grade separated.	Noted.	N	NA	

Comments on Kanata LRT EPR and Supporting Appendices							
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OPP	Nick Osburn	Draft Environmental Project Report	<p>When reviewing the plans, it appears that the proposed passenger drop off and pickup area will have an impact on the amount of traffic along our access and egress route.</p> <p>Exiting the property in a hurry to attend an incident may become difficult for our cruisers due to increased congestion along the shared roadway. We are mandated to respond to calls for service in an efficient and timely manner.</p> <p>The proposed modifications may have a dramatic impact to our ability to perform these functions.</p>	<p>It is our understanding based on preliminary discussions with OPP staff at the outset of this project that this facility does not generally dispatch vehicles directly in response to emergency calls, although we appreciate that such events can and do happen.</p> <p>The Transportation Impact Assessment undertaken as part of the Kanata LRT project indicates that projected traffic increase along Provincial Police Lane is expected to be modest (fewer than 100 vehicles in the weekday peak hours), and that future traffic operations at the Campeau/Provincial Police Lane intersection will operate with an excellent level of service (LoS A).</p> <p>As part of detailed design, roadway modifications necessary to support the Passenger Pick-up and Drop-off (PPUDO) and bus terminal can incorporate additional elements to address OPP operations (e.g. turn lanes, paved shoulder for emergency vehicle use).</p>	N	NA	
OPP	Nick Osburn	Draft Environmental Project Report	<p>With increased traffic along Provincial Police Lane, we may also encounter public vehicles attempting to park in our parking lot area while they are waiting for pick-ups and drop offs. This would be especially concerning during peak times.</p>	<p>The OPP facility is located approximately 80 m north of the proposed PPUDO, and 150 m north of the entrance to March Station. It would seem unlikely that people would use the OPP facility for pick-up and drop-off given the increased walk distance from the station in relation to the proposed formal PPUDO, which will be designed to accommodate projected volumes.</p>	N	NA	
OPP	Nick Osburn	Draft Environmental Project Report	<p>Pending further internal reviews, there are possible future plans for the incorporation of a Collision Reporting Centre (CRC) at this OPP Location. If approved, the plans would include a reconfiguration of our property entrance and parking areas in order to accommodate members of the public who need to report vehicular accidents. There will also be areas incorporated into this plan for tow trucks that would bring damaged vehicles in for inspection. Increased traffic and congestion will also have an impact on the tow trucks ability to maneuver in and out of our property. There may be multiple tow trucks at any given time.</p>	<p>The LRT project is not proposing to modify the OPP site, other than a minor property requirement at the extreme south end of the site, which should not impact the ability to expand or reconfigure the existing parking area and site entrance.</p> <p>Modifications to the OPP site entrance onto Provincial Police Lane will need to be determined in consultation with the City of Ottawa. Any CRC on this site will need to be designed to accommodate design vehicle (e.g. tow truck) on the OPP site and not result in vehicles maneuvering inappropriately into or out of the City roadway.</p>	N	NA	



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OPP	Nick Osburn	Draft Environmental Project Report	We understand that potential plans for a future CRC will create increased congestion and a traffic. Should it be approved, we would conduct a traffic study for the CRC as part of this added function. The future proposed LRT will add further complexity to this and we are concerned that the added traffic will render our road entrance and proposed CRC parking area unusable.	<p>The traffic Impact Assessment carried out for the LRT project indicates that the future signalized intersection of Campeau/Provincial Police Lane will operate with a very good/excellent level of Service (LoS A) during the busiest time periods (weekday AM and PM peak hours).</p> <p>A Collision Reporting Centre should not add a significant amount of traffic to the roadway. Additional roadway modifications identified as part of your traffic study as being necessary to support a CRC at this location would be the responsibility of the OPP and will need to be assessed further once plans for this facility are advanced.</p>	N	NA	
OPP	Nick Osburn	Draft Environmental Project Report	It has been noted by our detachment that the security of our existing parking area ,(as it exists now), has been a point of contention for some time and this is with minimal traffic in the area. The LRT terminal will bring unwarranted and unwanted traffic into the lot. The need for some controlled access will need to be explored. In our experience, signage has a very limited effect in controlling unwanted access.	LRT-related traffic will be using a City-owned roadway (Provincial Police Lane) and will not have any reason to access the OPP facility. Should the OPP wish to introduce controlled access to their facility to address existing site issues they should be designed to prevent impact to traffic operations along Provincial Police Lane.	N	NA	
OPP	Nick Osburn	Draft Environmental Project Report	To deal with the increased vehicle and pedestrian traffic impact on the response to calls, the detachment has requested that a ramp be provided from our parking lot directly to Eagleson Road. This direct access to Eagleson would give access to E/B and W/B 417. This would improve response time and increase safety for everyone in the area.	This can be discussed further as part of detailed design. Based the findings of the TIA, a dedicated ramp should not be required for normal operation of the OPP facility. A ramp connection to Campeau Drive is considered preferable given the impacts to Watt’s Creek and MTO property which an Eagleson connection would present.	N	NA	
OPP	Nick Osburn	Draft Environmental Project Report	OPP is required to conduct security assessments on all of our properties. These assessments take into consideration crime prevention through environmental design criteria, along with an assessment of public through-flow and the potential impacts this may cause. A security assessment would need to be conducted to evaluate the inclusion of an LRT terminal. We will require more data on the expected increased traffic etc. before this can be conducted.	The TIA is contained in Appendix B, Annex vi of the draft EPR.	N	NA	

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Email Comments provided by Denise Fell (ECCC) – October 26, 2018							
ECCC	Denise Fell	Species at Risk	It is indicated in the draft EPR that thirteen threatened and/or endangered species and twelve listed as special concern under the Endangered Species Act (ESA) and/or Species at Risk Act (SARA) have the potential to occur within the study area. Please note that, although as correctly stated in the August 2018 Natural Environment Existing Conditions Report (draft ESR Appendix B) that there is no protection under the ESA or SARA for species of special concern, SARA subsection 79(2) requires that impacts on all SARA Schedule 1 listed species at risk, including special concern species, be adequately assessed and mitigated wherever there is an EA responsibility, such as in this case where there is a Canadian Environmental Assessment Act, 2012 (CEAA 2012) section 67 responsibility by the NCC to assess impacts in relation to federal lands.	<p>Noted</p> <p>The EPR notes in Table 9-3: Consultation with MNRF, CWS, ECCC, NCC to identify any permits/approvals required.</p> <p>Section 10.3.1 indicates the potential for SARA/ECCC approval as a future commitment.</p> <p>Subsection 79(2) added to section 67 requirements in table 9-3</p>	Y	Table 9-3	
ECCC	Denise Fell	Appendix B – Natural Environment Report	Based on our review of the Natural Environment Existing Conditions Report, it is our understanding that wildlife surveys of the project footprint and immediate area have not yet been conducted, although habitat mapping did occur in November of 2017 using site visits and air photo interpretation, but those November visits were the only field investigations conducted. However, we do note that the field investigations documented forested communities throughout the study area with potential to contain suitable cavity trees for roosting and maternal bats, suitable turtle nesting areas, turtle wintering habitat, potential reptile hibernacula (numerous rock crevices and exposed bedrock with cracks), Bank and Cliff Swallow colonial breeding habitat, waterfowl stopover/staging and nesting habitat, and woodland area-sensitive breeding bird habitat.	NA	N	NA	
ECCC	Denise Fell		In addition to lacking survey data, the draft EPR also does not contain an assessment of impacts on species at risk. It does, however, acknowledge that <i>“for some of these (endangered and threatened) species, such as Butternut, bats, Bobolink, and Eastern Meadowlark, additional targeted surveys may be required to determine presence/absence within the study area. If the proposed work will impact these species, permitting/approval/authorization through relevant agencies (e.g. MECP, MNRF, NCC) may be required. Preventative measures and best practices should be employed to mitigate potential impacts of the project on these species.”</i> With respect to the species of special concern, it is stated in the draft EPR that <i>“these species should be considered when identifying preventative measures and best practices to be employed mitigate potential impacts of the project.”</i> Finally, the concluding section of the Natural Environment Existing Conditions Report states that <i>“an impact assessment should be undertaken following upon completion of the final design. The impact assessment</i>	<p>The EPR does contain a high level impact assessment of SAR. While specific mitigation measures have not been prescribed, further targeted surveys and an Ecological Site Assessment have been recommended.</p> <p>Best Management Practices also include Exclusionary Fencing, regular review of protected species lists (federal and provincial), timing windows and Wildlife Protection Measures.</p>	N	NA	

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Email Comments provided by Denise Fell (ECCC) – October 26, 2018							
			<i>should evaluate potential impacts of the project on the environment and recommend mitigation measures/best practices.”</i>				
ECCC	Denise Fell	Table 9-3 Assessment of Environmental Effects	<p>Based on our review of the draft EPR we understand that federal lands may be required for various phases of project completion, particularly in the vicinity of March/Eagleson Station and the Light Maintenance and Storage Facility, and that according to Table 9-3 Assessment of Environmental Effects, there is a commitment to complete an “Environmental Effects Analysis (EAA), in accordance with Section 67 of the <i>Canadian Environmental Assessment Act</i> (CEAA), 2012 which may include but will not be limited to:</p> <ul style="list-style-type: none"> <li>• The reinstatement of NCC lands to NCC satisfaction at the end of the proposed project.</li> <li>• The identification of the vegetation that needs to be grubbed, pruned or removed on NCC lands.</li> <li>• The identification of the location and approximate footprint of any excavation work on NCC lands.”</li> </ul>	Correct	N	NA	
ECCC	Denise Fell	Table 9-3 Assessment of Environmental Effects	<p>In addition to the above, and in agreement with the recommendation made in the Natural Environment Conditions Report that an impact assessment should be undertaken following upon completion of the final design, existing data on species at risk use of federal lands at the project site should be gathered and targeted surveys should be conducted to determine if individuals and/or their habitats may occur on the site. The EEA should assess the impacts of the project (including any temporary works or activities) on SARA-listed threatened, endangered and special concern species at risk individuals, their residences, and critical habitat on and adjacent to federal lands. This should include impacts on connectivity in the greater Greenbelt area.</p>	<p>Noted.</p> <p>Species at Risk BMPs have been prescribed in Section 9.3.3 and includes periodic review of SARA and OESA legislation. Additional general protection measures are prescribed for general wildlife including turtles.</p> <p>Table 9-3 (Wildlife) further notes that: “Ecological Site Assessment to be conducted prior to construction as part of Species at Risk Overview.”</p> <p>The report additionally notes that “During detailed design phase of the project consultation with MNRF and Ecological Site Assessment should be completed to confirm</p>			

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Email Comments provided by Denise Fell (ECCC) – October 26, 2018							
				candidate significant wildlife habitat and determine potential impacts, if any.”			
ECCC	Denise Fell		With respect to critical habitat, please be advised that while we have determined that neither final or proposed critical habitat is present in the planned work areas at this time, there is proposed critical habitat for Blanding’s Turtle to the north and south of Highway 417 (and the planned Kanata LRT route), and it is therefore also reasonable to assume that individuals may occur at or immediately adjacent to the work site.	During review, the City of Ottawa has indicated several locations of recent Blanding’s observations within the study area and the existing conditions reporting has been updated to reflect this.			
ECCC	Denise Fell		ECCC would appreciate the opportunity to review the Impact Assessment prepared after the final design is completed, as well as the EEA, and the measures being proposed to eliminate or mitigate any adverse effects on species at risk.	<p>The EPR notes in Table 9-3 (Species at Risk) <i>“Consultation with MNRF, CWS, ECCC, NCC to identify any permits/approvals required.”</i></p> <p>We trust that the EEA, assessment of impacts and proposed mitigation measures could be provided at that time.</p>			
ECCC	Denise Fell		Please be advised that ECCC may also have a CEAA 2012 section 67 responsibility should there be a need for the proponent to apply for a SARA permit, in addition to the NCC’s section 67 responsibility. SARA permits are required by those persons conducting activities that affect species listed on Schedule 1 of SARA ( <a href="http://www.sararegistry.gc.ca/species/schedules_e.cfm?id=1[sararegistry.gc.ca]">http://www.sararegistry.gc.ca/species/schedules_e.cfm?id=1[sararegistry.gc.ca]</a> ) as Extirpated, Endangered, or Threatened, that is, activities which contravene the Act's general or critical habitat prohibitions, an Emergency Order issued under section 80 of SARA or regulations made under subsections 53, 59 or 71. The general prohibitions apply to all listed Extirpated (where a recovery strategy has recommended its reintroduction to Canada), Endangered or Threatened species on federal lands (which includes NCC lands at this site), and to all listed Extirpated (as above), Endangered or Threatened aquatic or migratory bird species wherever they occur. They apply to all other species on non-federal lands only through the application of an order under SARA section 34. For all species, the critical habitat prohibitions of SARA apply on federal lands only through an order under section 58 of SARA and on non-federal lands through an order under section 61.	Noted. The EPR Section 10.3.1 indicates the potential for SARA/ECCC approval as a future commitment.	N	NA	

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
Email Comments provided by Denise Fell (ECCC) – October 26, 2018							
ECCC	Denise Fell	Habitat Connectivity/Wildlife Corridors	ECCC is interested in the maintenance and enhancement of habitat connectivity within the Greenbelt during the construction of transit projects such as this one.	Noted	N	NA	
ECCC	Denise Fell	Page 4-46 – Existing Conditions w.r.t. Habitat Connectivity / Wildlife Corridors	With respect to the following statement on page 4-46 of the ESR: “No candidate habitat for animal movement corridors were identified to occur within the study area”, we would like to point out that where the CNR rail line passes through Corkstown Road and under Hwy 417, there is an opportunity for wildlife movement between significant areas of natural and agricultural lands north and south of Hwy 417. The areas north and south of Highway 417 contain proposed Blanding’s Turtle critical habitat and are an important part of the Greenbelt Master Plan (i.e., Shirley’s Bay and Stony Swamp Sectors) and there are no other significant opportunities for terrestrial movements north and south of Hwy 417 between Moodie Drive and March Road. During construction and operation of the Kanata LRT, wildlife habitat connectivity should be maintained or enhanced using best practices at this significant location and throughout the project footprint.	Existing Conditions Report and EPR have made note of this corridor.	Y	EPR Section 4.5.5 and Table 9-3 and the Existing Conditions Report.	

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
Email Comments provided by Denise Fell (ECCC) – November 1, 2018							
ECCC	Denise Fell	Section 2.2.1 SPECIES AT RISK ACT (SARA) of the Natural Environment Existing Conditions Report in Appendix B to the draft Project Assessment Report	It is stated in Section 2.2.1 that “ <i>Schedule 1 endangered or threatened species are afforded protection of critical habitat on federal lands under the SARA.</i> ”  SARA does contain prohibitions against destroying any part of the critical habitat of any listed Endangered, Threatened, or Extirpated species, if a recovery strategy has recommended its reintroduction. However, <u>these prohibitions do not automatically apply following the identification of critical habitat in a final recovery strategy or action plan; rather they only apply if/ where the federal government has taken steps to bring the SARA prohibitions into force</u> (e.g., via publication in the Canada Gazette, or via Ministerial or Governor In Council Order). For all species, the critical habitat prohibitions of SARA apply on federal lands only through an order under s. 58 of SARA, and on non-federal lands through an	Text updated to include clarifications as provided.	Y	Section 2.3.1 of the Existing Conditions Report	



Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
Email Comments provided by Denise Fell (ECCC) – November 1, 2018							
			order under s. 61. For the most part, critical habitat has been protected where it is located on National Wildlife Areas and National Parks. Limited orders have been issued to protect critical habitat off of federally protected lands. One example of such an order is the one that was recently enacted to protect portions of the critical habitat of Western Chorus Frog – Great Lakes/St. Lawrence-Canadian Shield Population on select federally administered lands in Ontario and Quebec, including select properties administered by the National Capital Commission.				
ECCC	Denise Fell	Section 2.2.1 SPECIES AT RISK ACT (SARA) of the Natural Environment Existing Conditions Report in Appendix B to the draft Project Assessment Report	<p><i>“federally listed endangered, threatened or extirpated aquatic species and migratory birds are also protected on provincially owned and privately-owned lands under the SARA.”</i></p> <p>We wish to clarify that, under the general prohibitions, SARA provides automatic protection of individuals and residences of aquatic species and migratory birds protected under the <i>Migratory Birds Convention Act</i> (MBCA), if they are listed as Extirpated (where a recovery strategy has recommended its reintroduction to Canada), Endangered or Threatened, whether these species occur on federal or non-federal lands. Further, these protections also apply to all other species listed as Extirpated (as above), Endangered or Threatened, on federal lands.</p>	Text updated to include clarifications as provided.	Y	Section 2.3.1 of the Existing Conditions Report	
ECCC	Denise Fell		Additionally, there are provisions of SARA that also refer specifically to the conduct of environmental assessment of projects. Subsection 79(2) of SARA requires that the persons responsible for environmental assessments (including assessments conducted by a federal authority under Section 67 of the <i>Canadian Environmental Assessment Act</i> (CEAA)) identify species at risk listed under SARA or critical habitat that is likely to be affected by the project, and ensure that measures are taken to avoid or lessen and monitor those adverse effects. The measures taken must be consistent with any applicable recovery strategy or action plan under SARA. It is important to note that section 79 applies to <u>all</u> species listed on Schedule 1, including species listed as <u>Special Concern</u> .	Text updated to include clarifications as provided.	Y	Section 2.3.1 of the Existing Conditions Report	
ECCC	Denise Fell		<p>Finally, it is also relevant to note that SARA permits are required by anyone who wants to conduct an activity that would otherwise violate SARA’s prohibitions, however they can only be issued if the proposed activity falls under one or more of the following purposes:</p> <ul style="list-style-type: none"> <li>the activity is scientific research relating to the conservation of the species and conducted by qualified persons;</li> <li>the activity benefits the species or is required to enhance its chance of survival in the wild; or</li> </ul>	Text updated to include clarifications as provided.	Y	Section 2.3.1 of the Existing Conditions Report	

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
Email Comments provided by Denise Fell (ECCC) – November 1, 2018							
			<ul style="list-style-type: none"><li>affecting the species is incidental to the carrying out of the activity.</li></ul> Permit pre-conditions must also be met, to ensure that all reasonable alternatives have been considered, all feasible measure will be taken to minimize impacts and the activity will not jeopardize the survival or recovery of the species.				

**Comments on Kanata LRT EPR and Supporting Appendices - Appendix B Comments**

**Reviewer: Amy MacPherson, City of Ottawa**

Subject	Page Label	Comments	RESPONSE
Comment on Text	6	Would be appropriate to note limitations of field investigations completed almost entirely outside of normal survey windows - this is not a problem for the EA process, but later stages of planning will need to be supported by surveys done in proper field season(s) as per accepted and/or regulated protocols.	Inserted ". The intent of these studies was to generally characterize the existing conditions within the study area and identify potential areas of concern. Future studies should be undertaken once specific design information is available to confirm these findings and address any site specific and species-specific concerns following appropriate protocols."
Comment on Text	11	This is better than the corresponding section in the main report, but still incomplete. Needs to address Natural Environment Areas in the Greenbelt in greater detail, and put UNA information into proper context. See comments made in Section 7.2.1.1 of the main report.	See Section 4.1.2 for updates. Too large to cut and paste here.
Comment on Text	11	Should also discuss Stony Swamp significant woodlands here.	Added
Comment on Text	11	This statement is not accurate; one of the four was not evaluated, and only one (Poole Creek) was identified for preservation in the Urban Natural Features Strategy. Portions of the others have been or may be preserved through the development review process.	Altered to be more accurate. See Section 4.1.2
Comment on Text	12	Although the nearest known extant population is in Pinery Provincial Park in extreme southwestern Ontario...	Altered to reflect the nearest population is >600 km away.
Comment on Text	12	Might want to mention closest such wetland (Stony Swamp complex) for context.	Mentioned
Comment on Text	12	s	Mentioned
Comment on Text	13	MVCA found one in Poole Creek this past summer.	Mentioned

## Comments on Kanata LRT EPR and Supporting Appendices - Appendix B Comments

Reviewer: Amy MacPherson, City of Ottawa

Comment on Text	13	Recent records in the Upper Poole Creek corridor, in the Carp River downstream of the study area, and in the wetland north of the Wesley Clover Park equestrian centre.	Mentioned
Comment on Text	17	See note in Section 4.5.5 of main report.	snake hibernacula mentioned
Comment on Text	17	See note in main report.	justification for eliminating Brewer's Blackbird added to report
Comment on Text	18	See note in main report.	reference to terrestrial crayfish removed from report.
Comment on Text	23	Were the biologists aware of the potential realignment of Feedmill Creek as part of this project? Any changes to Poole or Feedmill valleylands should also be discussed with the City's Natural Systems unit.	This is an existing conditions report based on a defined study area. The biologists provided a summary of the existing conditions and guidance based on our understanding of the design at the time the document was written.  We have noted that changes to Poole and Feedmill Valleylands should be discussed with the City's Natural Systems Unit. But no, the biologists were not aware.
Comment on Text	55	For added transparency, and to aid the reader, it would be helpful to add a note about the source of information (e.g., The following species were observed during field surveys). This may have been explained in the text, but would also be useful here.	Title of plant list (Table C1) updated
Comment on Text	57	This header, combined with the attribution to various sources below, is a bit clearer. The table does not appear to include all sources of background information, however (just atlases, no reports).	Keep as just the background atlases, NHIC, and MNRF resources. Past reporting is documented in report.
Cross-Out	7		Addressed per reviewers suggestion
Cross-Out	7		Addressed per reviewers suggestion
Cross-Out	7		Addressed per reviewers suggestion
Cross-Out	13		Addressed per reviewers suggestion

**Comments on Kanata LRT EPR and Supporting Appendices - Appendix B Comments**

**Reviewer: Amy MacPherson, City of Ottawa**

Cross-Out	14		Addressed per reviewers suggestion
Cross-Out	62		Addressed per reviewers suggestion
Cross-Out	65		Addressed per reviewers suggestion
Highlight	19		corrected spelling error
Highlight	19		corrected spelling error
Highlight	19		re-inserted table reference
Highlight	21		corrected spelling error
Highlight	65		this appears to be a pin on the map and not AM comment. We don't know what this.
Inserted Text	7	,	added
Inserted Text	7	legislated by the Government of Canada, based on scientific information provided	added
Inserted Text	7	special	added
Inserted Text	7	on the Species at Risk in Ontario (SARO) List in Ontario Regulation 230/08	added
Inserted Text	13	(including bridges and culverts).	added
Inserted Text	23	will be required	added
Inserted Text	24	will be required	added
Inserted Text	24	MECP	added
Inserted Text	64	Under consideration for addition to Schedule 1	This species has no legal status under SARA and this is what we have stated. If / when the Federal status of American eel changes, this would need to be addressed then.
Inserted Text	64	S	can't determine what this is in reference to
Inserted Text	65	s	can't determine what this is in reference to
Inserted Text	65	s	can't determine what this is in reference to
Sticky Note	36	Lots of butternut in this area.	noted previously in text
Sticky Note	39	Snake hibernaculum in this area.	noted previously in text
Sticky Note	41	Significant woodland	noted previously in text



**Comments on Kanata LRT EPR and Supporting Appendices - Appendix B Comments**

**Reviewer: Amy MacPherson, City of Ottawa**

Sticky Note	64	Adjust row heights where necessary to improve legibility - some habitat descriptions / rationales are cut off.	completed
Sticky Note	64	Confirmed present by MVCA field surveys in Poole Creek, summer 2018.	added to Table C3
Sticky Note	74	Snake hibernaculum somewhere in the vicinity of this pathway.	noted previously in text

# Comments on Kanata LRT EPR and Supporting Appendices

Reviewer: Amy MacPherson, City of Ottawa

Subject	Page Label	Comments	RESPONSE
GENERAL	N/A	Spelling and grammar have been addressed during final review.	COMPLETE
Comment on Text	16	What about Mississippi Valley CA?	MVCA Added
Comment on Text	19	Need a legend...	Legend Added
Comment on Text	24	Many department / unit names out of date.	Noted.
Inserted Text	43	For more information on natural features within the Greenbelt, see Section 4.5 below.	Update made
Inserted Text	43	Natural Environment Areas and Significant Wetlands	Update made
Inserted Text	43	and Agricultural Resource Areas	Update made
Comment on Text	56	Staging for what? Not sure what this means.	This refers to existing NCC staging for greenbelt access.
Comment on Text	70	The City maintains many layers of environmental data that should have been provided to you at the outset of this study...e.g., natural heritage system features, unevaluated wetlands, watercourses, drains, geology, landcover...those layers should also be cited here.	Added "municipal" in addition to provincial and federal.
Comment on Text	70	This section of the report is still dealing with the broader study area, not just the preferred alignment; why is the figure scoped? Previous figures in this section covered the entire study area. This figure would be more appropriate to Section 7.2 and should be moved there.	Scoped Figure has been moved to Section 7.2
Comment on Text	71	Watts Creek Summary Report doesn't seem like the right source for this information...	<b>REMOVED:</b> "This marsh is used extensively by wildlife" removed as the information does not occur within the existing conditions report.

# Comments on Kanata LRT EPR and Supporting Appendices

Reviewer: Amy MacPherson, City of Ottawa

Comment on Text	71	Recent captures of Bridle Shiner in the Rideau River at 416 were declared most northerly known occurrence of this species in Ontario by the ROM. Believe this may have been a misidentification in the subwatershed study.	<b>ADDED:</b> Personal communication with Amy MacPherson (2018) identified recent captures of Bridle Shiner in the Rideau River at Highway 416 as well as Poole Creek. This is the most northerly known occurrence of this species in Ontario.
Comment on Text	72	Should just have combined with the preceding section... redundant.	This section of the EPR has been reworked to remove duplicate information. Sections are now related to Subwatersheds, and Aquatic Features.
Comment on Text	75	As per previous comment.	Misidentification - this has been removed as an ANSI
Comment on Text	75	Is this actually an ANSI? Not included in your figure above, or in any of our data, even as a candidate.	Misidentification - this has been removed as a ANSI
Comment on Text	75	This title is misleading, since the section does not currently address all environmentally designated lands (i.e., Natural Environment Areas, Urban Natural Features, Significant Wetlands) and not all of the features discussed are included in those designations in the Official Plan. This section needs to address all environmentally designated lands as well as other features identified as part of the City's Natural Heritage System Overlay (significant woodlands, significant valleylands, etc.) not just the ANSIs.	<b>REMOVED:</b> "Designated" from title. The Natural Environment Existing Conditions Report was completed for the area within 120 m of the alignment. A more detailed description of the study area including these features are further described in <b>Section 7.2</b>

**Comments on Kanata LRT EPR and Supporting Appendices**  
**Reviewer: Amy MacPherson, City of Ottawa**

Comment on Text	76	What's the point of this list? It provides no real information, and the areas aren't even identified on the figure. Also, the information is out of date (taken from the 2005 UNAEEs, not the 2006 addendum). More generally, the UNAEEs should not be used in this way; not all of the UNAs were designated in the Official Plan or intended for protection. That report should be used to provide additional background information on areas that have been identified in the OP as Urban Natural Features, significant valleylands, etc. It may also be used in cases where the UNA is part of a park and therefore protected as a City-owned natural area.	<b>UPDATED</b>
Comment on Text	77	Not included in the figure above?	The scoped figure was moved to Section 7 of the EPR. The Stittsville Wetland Complex (evaluated-other) occurs >1km from the preferred alignment and therefore not discussed within the Existing Conditions report (or the scoped figure).
Comment on Text	77	Where?	The MNRF did not identify where in the study area the non-sensitive waterfowl staging areas and wintering areas for deer are, they only
Comment on Text	78	Snake hibernaculum identified during development review process near City pathway connecting Canadian Shield Way to Gray Crescent; potential compensation site (if needed) identified in City's storm pond block.	<b>TEXT ADDED:</b> "... Personal communication with Amy MacPherson (2018) identified a known snake hibernaculum near a City pathway connecting Canadian Shield Avenue to Gray Crescent. This area is beyond 120 m of the preferred alignment."

# Comments on Kanata LRT EPR and Supporting Appendices

Reviewer: Amy MacPherson, City of Ottawa

Comment on Text	78	Brewer's Blackbird is not known to nest in this end of the province - it's not included on Ottawa's list of breeding birds. Why is this even being considered?	<b>TEXT MODIFIED:</b> "• Colonially-nesting Bird Breeding Habitat (Bank and Cliff) and (Ground for Brewer's Blackbird): Field investigations documented rock cut cliffs along Highway 417, eroding banks within Poole Creek as well as exposed soil banks within cultural meadow communities. Brewers Blackbird is not known to occur in eastern Ontario and will no longer be considered in this report per direction from the City of Ottawa (personal communication with Amy MacPherson, City of Ottawa on October 23, 2018)."
Comment on Text	78	Rock cuts along 417? Or are these disqualified as manmade?	Response to comment is provided above.
Cross-Out	78	This is NOT relevant to our area and should not be included here.	Terrestrial crayfish removed
Inserted Text	79	include	Update made
Inserted Text	79	habitat is present	Update made
Inserted Text	79	that have been reported from this area	Update made
Comment on Text	79	Constance Bay?	No, not Constance Bay. This area is beyond 120 m from the study area and not considered in the SAR screening. We are presenting the information we have been provided by the MNRF. This information request response was provided by MNRF (April 2017) and is related to the entire broad study area prior to selection of the preferred alternative. Another information request was submitted to MNRF in Feb. 2018 narrowing the study area to the preferred alignment only, however MNRF did not think it necessary to complete another request.



**Comments on Kanata LRT EPR and Supporting Appendices**  
**Reviewer: Amy MacPherson, City of Ottawa**

Comment on Text	79	Ottawa River	provided by the MNRF. This information request response was provided by MNRF (April 2017) and is related to the entire broad study area prior to selection of the preferred alignment. Another information request was submitted to MNRF in Feb. 2018 narrowing the study area to the preferred alignment only, however MNRF did not think it necessary to complete another request.
Comment on Text	79	Captured in Poole Creek by MVCA in 2018.	Update made in Section 7.2.2
Comment on Text	79	Where is there suitable habitat (large open river) for this species in the study area? I am not aware of any records from the Carp River, only the Ottawa (and Rideau and South Nation, probably Mississippi as well).	All rivers/creeks were considered for the potential of map turtle as this information request response was provided by MNRF (April 2017) and is related to the entire study area prior to selection of the preferred alternative. Another information request was submitted to MNRF in Feb. 2018 narrowing the study area to the preferred alignment only, however MNRF did not think it necessary to complete another request. Therefore, as per AM comment, this species should be removed from the SAR screening. The Existing Conditions report has removed the potential occurrence of Northern Map Turtle and this has not been carried forward to the narrowed scope and Updated Existing Conditions as presented in Section 7 of the report.
Comment on Text	80	Milksnake is no longer a species of special concern provincially (as of June 2016); when did MNRF provide this information?	Milksnake is a special concern species under SARA and is therefore protected on federal lands. A significant portion of the study area occurs on or adjacent federal lands.

# Comments on Kanata LRT EPR and Supporting Appendices

Reviewer: Amy MacPherson, City of Ottawa

Comment on Text	80	Actually, bridle shiner is included in your MNRF correspondence (in the list of fish, not SAR). Still believe this to be a case of mistaken identity, however.	Text updated
Sticky Note	82	Why are the various alignment options included on this figure? If they are meant to be here, they should be included in the legend.	Noted and no change/response required
Sticky Note	83	Same comment as for previous figure.	Noted and no change/response required
Sticky Note	84	Same comment.	Noted and no change/response required
Inserted Text	85	Portions of the Stillwater Creek system have been identified as significant valleylands in the City's Natural Heritage System.	Inserted text
Highlight	86	west?	Update made
Comment on Text	93	Might be useful to provide reference?	<p><b>TEXT REPLACED:</b> Previous planning and EA work has been completed for the BRT Transitway between Bayshore Station and Corkstown Station (West Transitway Extension - Bayshore Station to Moodie Drive, 2012), Moodie Drive and Terry Fox Station (West Urban Community Transit Integration Study and Environmental Assessment Study, 1997), between Terry Fox Station and Fernbank Road (West Transitway Connection - Terry Fox to Fernbank Road, 2012) and the March Road corridor between Highway 417/March/Eagleson Interchange and Maxwell Bridge Road (Kanata North Transitway - Highway 417/March-Eagleson Interchange to North of Maxwell Bridge Road - 2013), the limit of the urban area at the time of the study.</p>

# Comments on Kanata LRT EPR and Supporting Appendices

Reviewer: Amy MacPherson, City of Ottawa

Sticky Note	110	Looking across the rows, it is not obvious how the overall rank for this criterion is arrived at. For example, routes 8, 9 and 10...is an extra 2,000 riders really enough to boost 8 into the green? (If so, then why are 4 and 13 both ranked moderate?) Why do 9 and 10 score the same, instead of 10 scoring lower (or 9 higher)?	When comparing all three indicators involved in this criterion, corridor 8 combines shortest route, greatest connectivity and highest ridership, therefore it scores highest. 9 and 10 either do not provide the same level of potential ridership or connectivity to other elements of the transit network.
Sticky Note	115	What's the blue line along the 417? It should be labelled.	It is a planned BRT corridor from the City's Affordable Rapid Transit Network. This map is to illustrate the general Corridor 5 alignment and stations, there are no labels/legends associated with these maps.
Sticky Note	119	Would be easier to read if the Total Transit and LRT were presented on separate lines (i.e., move "LRT:" down).	Noted. Update made
Sticky Note	122	This option only had one red flag, rest were yellow...	Correct
Sticky Note	148	This column appears to have some headers out of line with their rows? Confusing...	Formatting check will be completed before final EPR issued.
Sticky Note	154	Difficult to imagine what might be left to discover in previously developed shopping plazas and residential subdivisions included on maps below as needing further investigation. Even if these areas were developed before archaeological assessments were required, and therefore were not officially assessed and cleared by the Ministry, are we really proposing to undertake investigations here?	Text has been revised per Stage 1 AA. While detailed Stage 2 may not be required on all areas, some form of documentation is: "All land recommended for Stage 2 assessment which has been sufficiently disturbed to have removed the potential for archaeological resources will require visual inspection and photographic documentation during the Stage 2 assessment."
Comment on Text	158	Known sites should be identified on the figures above.	The figures identify where future studies are needed, including the known sites.
Text	158	included here, not buried in the Appendices.	Text added from Stage 1 AA for clarification
Comment on Text	159	Due to what? This project? Anticipated growth? Need more context here.	<b>ADDED:</b> related to anticipated growth based on future development

# Comments on Kanata LRT EPR and Supporting Appendices

Reviewer: Amy MacPherson, City of Ottawa

Comment on Text	160	Same comment as before regarding this section's title and contents; specifically, this section should describe the nature of the designated / otherwise identified features located in proximity to the preferred corridor. It should not simply repeat the information already presented previously, but should instead focus on the part(s) of the feature that could actually be affected by the project (note: I only included some of these based on what you chose to include in your ANSI / UNA lists here...I suggest reconsidering some of the things located south of the highway in Kanata, and if they are truly not likely to be affected by the proposed project, they don't need to be addressed here - just make sure they're identified in the discussion of the broader study area above): - Stillwater Creek corridor (significant valleylands upstream) - Greenbelt Natural Link (Campground, in Shirley's Bay Sector), designated as a Natural Environment Area in the OP, also identified as significant woodlands with some areas of unevaluated wetlands - Greenbelt Core Natural Area (Stony Swamp Sector), designated as a Natural Environment Area in the OP, also significant wetlands, significant woodlands and candidate ANSI - Queensway Roadcut provincially significant ANSI - Campbells Quarry provincially significant ANSI - Watt's Creek corridor - Katimavik Park	This Section has been updated per request.
Highlight	161		Latin name corrected
Inserted Text	161	This area was not evaluated under the UNAEEs, and has since been modified by development. The southern part of the natural area, consisting of the Feedmill Creek corridor, remains intact. It is part of a designated Urban Employment Area, but has been zoned for preservation as Open Space.	Text inserted w.r.t. Palladium Interchange
Inserted Text	161	will be required	Text updated

**Comments on Kanata LRT EPR and Supporting Appendices**

**Reviewer: Amy MacPherson, City of Ottawa**

Comment on Text	161	This statement is not accurate; one of the four was not evaluated, and only one (Poole Creek) was identified for preservation in the Urban Natural Features Strategy. Portions of the others have been or may be preserved through the development review process. This section should address their designation in the OP and the zoning applied, in the context of the natural heritage system (see comment on Section 7.2.1.1 above).	Text updated and context provided
Comment on Text	161	Which forest north of the 417? Note: check UNA site summary plant lists - butternut was not always listed, even when present, but it's a start. There are MANY butternuts present in the Poole Creek valley north of Hazeldean, some of which were planted for compensation.	<b>SAR text updated in Section 7.2:</b> Butternut is designated as endangered under the ESA and the SARA. Suitable habitat is present within the study area and four healthy Butternut trees were documented during field investigations. The area surrounding Poole Creek is known to contain more than 1,000 Butternut trees (personal communication with Amy MacPherson, City of Ottawa, October 23, 2018). In Ontario, Butternut generally grows alone or in small groups in deciduous forests, in moist soil; intolerant of shade. Response received from the MNRF indicates the potential for them to be present.



# Comments on Kanata LRT EPR and Supporting Appendices

Reviewer: Amy MacPherson, City of Ottawa

Comment on Text	162	Need to provide rationale for why the list presented above has been reduced to 13 species; presumably this was based on presence of suitable habitat? Say so.	<b>ADDED:</b> "A screening was completed for SAR identified as potentially occurring in the study area. The screening for potential SAR and Species of Conservation Concern was based on the observed existing conditions and the identified presence of suitable habitat within the study area. Screening for SAR has been completed through the use existing available wildlife databases, consultation with the MNRF, DFO SAR Mapping, and City of Ottawa resources. The results of the SAR screening and discussion of species identified as having potential to be present within the study area and/or confirmed to be present through other field studies are shown in Appendix B (Natural Heritage Existing Conditions report). A total of 13 species listed as threatened or endangered have potential to occur within the study area, as well as 12 species of special concern."
Comment on Text	162	See previous comment regarding this species.	Milksnake is a special concern species under SARA and is therefore protected on federal lands. A significant portion of the study area occurs on or adjacent federal lands.
Comment on Text	162	See previous comments regarding this record.	SAR text updated
Comment on Text	162	Which did you eliminate? Why? Why not eliminate more?	Methodology describing how this was accomplished and a comprehensive SAR screening table is contained in the Existing Conditions Report as an appendix.
Comment on Text	163	Is there a word missing here? Or should it just say there are likely to be compressible clay soils present?	Update made

# Comments on Kanata LRT EPR and Supporting Appendices

Reviewer: Amy MacPherson, City of Ottawa

Sticky Note	165	Consider adding an explanation for the rather confusing numbering system in the table.	Numbering has been updated - clearer
Sticky Note	236	Proposed realignment of Feedmill Creek will require permitting from MVCA (at least, possibly from other agencies as well) and that should be specifically noted in the mitigation / permitting sections below.	Section 10.3 identifies the MVCA and RVCA, as well as other permitting and approval agencies. These have been identified for the project as a whole. Note that realignment of Feedmill Creek is not a part of this project, though it has been considered.
Inserted Text	250	identifying and specifying mitigation measures to be applied during construction, as well as contingency plans for emergencies or inclement weather conditions;	Added to ESC Plan
Sticky Note	250	Would also include normal / anticipated dewatering of excavations? If not then where is that addressed?	Yes anticipated dewatering is included in the Dewatering Management Plan. Text has been updated to reflect that as well we to include waste waters generated by construction activities.
Comment on Text	252	What about the realignment of Feedmill Creek?	Feedmill Creek realignment work is not included in this project, though it has been considered.
Inserted Text	257	Recommendations on how "no net loss of Greenbelt lands" will be achieved	Through further consultation with the NCC and related to specific impacts identified during future design
Comment on Text	268	This needs more specific attention due to the proposed realignment.	It is believed that adequate mitigation measures has been proposed at this stage of the project. As noted above Feedmill Creek realignment is not a part of this project.
Comment on Text	269	As per previous comment. DFO may need to review, based on outcome of self-assessment.	"Consult with regulatory agencies such as DFO, MNRF, MVCA, and RVCA regarding details of construction methodology and proposed mitigation measures."

# Comments on Kanata LRT EPR and Supporting Appendices

Reviewer: Amy MacPherson, City of Ottawa

Comment on Text	270	Where is this defined? Are we talking about data sensitivity (SAR)? Would be good practice to salvage any healthy native or otherwise desirable woody vegetation, but may not be practical throughout.	Sensitive species is regarding those species that have a provincial rank of S1-S3 or categorized as END, THR, SC. Regionally rare plants also fall into this category. Revise to say: "Salvage existing native vegetation where possible, especially sensitive species (i.e. SAR and/or provincially/regionally rare plants) for transplanting within the study area."
Comment on Text	272	Field notes and supporting report indicate potential hibernacula elsewhere in study area too - do not focus only on the ANSI here.	Revise to include: "candidate snake hibernacula areas"
Comment on Text	273	Really?	Removed "or the Natural Heritage Information Centre".
Comment on Text	275	The features addressed here (i.e., significant woodland and valleylands) need to be identified and discussed in the Existing Conditions sections, as per previous comments. Cross-check once Existing Conditions section has been revised, to ensure that there are no discrepancies and that all natural heritage features are appropriately addressed.	Significant Woodlands and Valleylands and other Natural Heritage Features have been added to Existing Conditions
Sticky Note	275	If we're talking about disturbance to significant woodlands in the Greenbelt, further consultation with NCC will be required.	Noted. Further consultation with the NCC is noted within the EPR
Comment on Text	295	While staff to be consulted are still at MNRF, approval authority now rests with MECP.	Noted. MECP added in addition to MNRF
Inserted Text	295	Rideau Valley	RVCA identified
Inserted Text	295	/ Mississippi Valley Conservation Authority, respectively	MVCA Added
Inserted Text	295	153	Regulation Number updated
Inserted Text	297	as well as	text added per request
Cross-Out	298		and updated to an
Comment on Text	299	Cross-check all references to ensure that cited documents are listed and that the listed documents are cited.	References cross-checked and footnotes removed to be removed for Final EPR

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	Section 1.2 Project Background, paragraph 2; Section 8.1.4.2 Communications	all references to the opening of the Confederation Line need to be updated	Updated to "early 2019"	Y	1.2, 8.1.4.2	
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	Section 5.1.1 Rapid Transit Network Overview	<ul style="list-style-type: none"> <li>- 1a – add clarification it will be a median BRT facility</li> <li>- 1c – update to indicate West TWY Ext is complete and opened in Nov. 2017</li> <li>- 2 – add clarification it will be a median BRT facility</li> <li>- the last sentence regarding a new park and ride should be revised to note that as part of the Kanata North CDP a park and ride was identified at the northern end of this community</li> </ul>	updated	Y	5.1.1	
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	Section 6.2.1 Evaluation of Terry Fox to Palladium Alternatives, paragraph 2	Reference is made to three alternatives. Should this be six alternatives?	Corrected	Y	6.2.1	
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	page 6-14, Compatibility with Existing planned communities, Displacement of, or loss of access to, existing and planned land uses	<ul style="list-style-type: none"> <li>- for South of Feedmill, West of CTC (Alignment 4), does not appear that the following bullet point would be applicable (since it is not noted for alignments 1, 2 or 5) "Requires reorganization of existing lots associated with Canadian Tire Centre for Development"</li> </ul>	Corrected to remove reference	Y	Table 6-4	

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	page 8-3	- recommend the following be added to this sentence for clarity:  “Implementation of the segment of BRT <u>along March Road</u> between Corkstown Road and March Station is recommended as part of the Kanata LRT project to provide for a seamless connection to the LRT.”	Updated	Y	8.0	
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	Section 8.1.1.2 March Station	- appears to be disconnect between recommended station design on page 8-5 and the recommended design alternative for the March Station (page 6-6) with regard to the location of the PPUDO  - if the PPUDO is to be on the west side of the OPP Facility Access Rd, this should be discussed on page 8-4 and discuss why it differs from the preferred alternative on page 6-6	Added text: “As part of development of the Recommended Plan, the proposed PPUDO location on the east side of Provincial Police Lane (originally identified as part of the preferred design alternative) was relocated to the west side of Provincial Police Lane to be on City-owned land, further reducing impacts to the existing OPP facility”.	Y	8.1.1.2	
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	Section 8.1.1.7 Palladium Station	recommend text includes approximate number of spaces planned at park and ride and approx. size (ac/ha)	Updated to include approximate number of parking spaces	Y	8.1.1.7	
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	Section 8.1.1.9 Hazeldean Station	recommend approx. area of the park and ride be identified	Approximate number of parking spaces and facilities to be provided are identified.	N		
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	page 8-15, Accessibility	- redundant accessibility features will not be deferred at any station; the following needs to be deleted:  <del>Depending on anticipated passenger volumes, installation of redundant accessibility features may be deferred in some stations, but</del> All stations will be designed to accommodate eventual installation of redundant accessibility.  LRT Platform  - recommend reiterate in this section ultimate platform length and initial platform lengths as noted in section 5.1.3	Text updated	Y	8.1.5.2	



Comments on Kanata LRT EPR and Supporting Appendices							
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City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	page 8-20, Construction, Complete removal or demolition	comments regarding Dominion, Lincoln Fields and Queensway Station should be reviewed and possibly removed	References removed	Y	Table 8-1	
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	page 197, Maple Grove Station	uncertain if a PPUDO on the future North-South Arterial is the best (i.e. safest) location for a PPUDO versus a location on Maple Grove	Can be considered further during detailed design. On-Street PPUDO on Maple Grove was considered but it conflicts with proposed bus stop locations. Location along NB North-South arterial provides best access to/from local community without need for customers to cross roadway to access station. Design of North-South Arterial will need to consider slower speeds in vicinity of transit station.	N		
City of Ottawa	Genya Stefanoff (email dated November 10, 2018)	Hazeldean South Park and Ride and PPUDO	<ol style="list-style-type: none"> <li>1. in previous correspondence it was noted vehicles could access the southerly park and ride from NB Robert Grant</li> <li>2. the EPR drawing only shows bus access via Robert Grant</li> <li>3. concern that if the only vehicular access to the lot is right-in, right-out via Hazeldean Rd, it will not be a very attractive facility for customers as it will require all customers who want to travel west or south when leaving the lot to do a U-turn on Hazeldean</li> <li>4. concern regarding the operational safety of buses moving between the median BRT and the park and ride lot as proposed</li> <li>5. has full vehicular movement (signalized) on Robert Grant with bus right-in/right-out on Hazeldean been considered or examined?</li> </ol>	<ol style="list-style-type: none"> <li>1. This could still be accommodated but assumed OC Transpo would prefer bus-only access at this location. There would also be potential conflicts between right-turning buses (accessing the station driveway from the median transit lanes on Robert Grant) and right-turning cars accessing this driveway (right-turn on red prohibitions could reduce but not eliminate the conflict).</li> <li>2. Correct. This can be further reviewed during detailed design.</li> <li>3. Expectation is that some customers will choose to use north lot as it will offer full-movement access to N-S arterial. Potential access from south lot to adjacent commercial properties with full move access to Hazeldean is anticipated as part of development in the area.</li> <li>4. This movement would be governed by traffic signal with buses moving on a dedicated transit phase. Operation would be similar to locations along the</li> </ol>	N		

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
				<p>proposed Baseline Road Transitway where buses need to turn.</p> <p>5. It was considered, however there is insufficient spacing along the Robert Grant frontage to permit a full-movement intersection for general traffic due to proximity of the adjacent Hazeldean/Robert Grant intersection. A right-in/right-out bus access from Hazeldean was considered, however this would require park and ride customers using the south lot to cross an active bus driveway. This could be further reviewed as part of detailed design.</p>			
City of Ottawa	Genya Stefanoff (email dated November 15, 2018)		<p>On the question of public washrooms, I reread a report (attached) on the provision of public washrooms in Stage 1 and 2 LRT that went to FEDCO and Council in 2015. This report provides recommendations on Design Standards for public washrooms at rail rapid transit stations. Two of the recommended standards relate to station locations:</p> <ul style="list-style-type: none"> <li>- Public washrooms will be provided at terminal stations of electrified rail rapid transit lines as required by the Ontario Building Code</li> <li>- Public washrooms will be provided at high-volume transfer stations between electrified rail rapid transit lines and other major rapid transit corridors, where the majority of passenger traffic in the station is transferring between the two lines</li> </ul> <p>Given the above, for the Kanata LRT public washrooms need to be planned at Hazeldean (ultimate terminus) and March Stations (potential transfer station between Kanata North Transitway and Confederation Line). As well, any station that becomes an interim terminus needs to have a public washroom.</p> <p>As such, the following needs to be updated:</p> <p>Page EX-III</p> <p>Public washrooms at terminus stations and major transfer stations <u>between rail rapid transit and other major rapid transit corridors</u>;</p>	<p>Changes made as requested to the EPR.</p>	Y	As noted	

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
			<p>Page 8-2</p> <p>Public washrooms are currently proposed at March, Terry Fox, Palladium and Hazeldean Stations. These stations will either be terminus stations or serve as major transfer stations between <del>bus and rail modes</del> <u>rail and other major rapid transit corridors</u>. <u>If an interim terminus station is identified and built, it will require a public washroom as per the OBC.</u></p>				
City of Ottawa	Genya Stefanoff (email dated November 16, 2018)		<p>We have concern regarding the limited general traffic access/egress to the lot as well as the operational safety of the bus movement to/from the site via Robert Grant.</p> <p>A few questions arose:</p> <ul style="list-style-type: none"> <li>Does the current configuration permit a signal to be implemented on Robert Grant to enable full movement?</li> <li>Have any other options been considered regarding parcel configuration?</li> <li>Is there any opportunity to change the orientation of the parcel to have the longer frontage along Robert Grant and signalize an access point to Robert Grant?</li> </ul>	<ol style="list-style-type: none"> <li>The current configuration will permit a transit-only full movements access to be provided at the Robert Grant/Hazeldean Station intersection.</li> <li>Extending the parcel south was also considered, however based on the planned layout of the adjacent Plan of Subdivision, it was considered that extending the Park and Ride to the east provided the best opportunity to provide for a regular shaped parcel with opportunity for full movement access to Hazeldean Road via adjacent commercial development.</li> <li>This was considered, however, based on the adjacent approved Plan of Subdivision, would result in an irregular shaped parcel for the Park and Ride lot. Insufficient distance would likely remain along the Robert Grant frontage to permit a full movement signalized intersection given spacing of the existing Hazeldean/Robert Grant and proposed "Street No. 3/Robert Grant intersection. Per previous responses, there will be opportunities during detailed design of the project to refine the conceptual design of the Park and Ride lot.</li> </ol>	N	NA	

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
City of Ottawa	Laurent Jolliet (email dated November 15, 2018)		1. See attached mark-up drawings with some suggested improvements: <ul style="list-style-type: none"> <li>a. Page 1-2 provide a strategy to direct drainage around the March Road Station, to establish a gravity outlet for the Watts Creek tributary. This would involve redirecting drainage to a lowered tributary that crosses NCC land.</li> </ul>	<p>The preference for a gravity outlet has been added to the EPR.</p> <p>Drainage for the Stations will be addressed in the detailed design phase. The project is currently beyond the affordable 2031 TMP and many conditions such as the status of the OPP Station, Watts Creek Subwatershed Study Updates, MTO Interchange status may change in the future and will need to be taken into consideration at the time of design.</p>	Y	Section 9.3	
City of Ottawa	Laurent Jolliet (email dated November 15, 2018)		<ul style="list-style-type: none"> <li>b. Page 3 - provides suggested locations for washroom facilities at / near the March Road station. There does not appear to be any nearby sanitary sewer to enable construction of washroom facilities at the station itself. As an alternative, suggestions for locating the washroom facility at the Eagleson Park and Ride are shown.</li> </ul>	<p>Washroom facilities will be addressed in the detailed design phase.</p>	N		
City of Ottawa	Laurent Jolliet (email dated November 15, 2018)		<ul style="list-style-type: none"> <li>c. Pages 4-5 – provides the revised development and storm drainage concept discussed with transportation staff previously in the area of the Didsbury Station that has the objective of establishing a gravity outlet in the area.</li> </ul>	<p>The preference for a gravity outlet has been added to the EPR.</p> <p>Drainage for the Stations will be addressed in the detailed design phase.</p>	Y	Section 9.3	

Comments on Kanata LRT EPR and Supporting Appendices							
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City of Ottawa	Laurent Jolliet (email dated November 15, 2018)		<p>2. Didsbury Station to Highway 417 crossing: It is our understanding that this section of the LRT (west of the Carp River), is the only section where the future LRT corridor has yet to be set aside / acquired by the City (except for a short section just east of Huntmar Drive). As a result, there is some flexibility in the alignment choice for this section. Below are outlined two primary EA considerations that should inform the selection of the preferred horizontal and vertical alignments of the LRT corridor – mostly of which appear not to have been factored in the August 2018 LRT documentation:</p> <p>a. <u>Geotechnical conditions</u>: It appears that Golder did not factor geotechnical information available from the attached geotechnical investigation commissioned by Minto for the Arcadia development lands. It is recommended that Golder be asked to undertake a review of the Paterson Report, and to re-evaluate the options on the basis of geotechnical criteria that the City should factor in the time and cost of constructing the LRT in the vicinity of Campeau Station. More detailed information is provided in the attached document “Comment 2a”.</p>	<p>As per the City of Ottawa work undertaken for the Campeau Bridge and associated infrastructure works in Kanata West, alternative for construction such as preloading and light weight fill will be considered within the scope of the conditions that exist at the time of construction.</p> <p>Golder has reviewed the report provided and confirms that it agrees with their assessment, which indicates that the area is likely underlain by soft to firm clays extending to depths ranging from 10 to 25m below existing ground surface.</p> <p>The difficult ground conditions were identified in our assessment and as a result an elevated structure is being considered in this area. We also noted in our assessment that lightweight fills or ground improvement for embankments could be considered in this area but that, given the ground conditions, those options may still not be able to achieve the full fill heights required without a lowered grade for the LRT.</p> <p>In summary, the information is helpful but only confirms the assumed ground conditions.</p>	N		
City of Ottawa	Laurent Jolliet (email dated November 15, 2018)		<p>b. <u>Design considerations related to the two future road crossings of Feedmill Creek</u>: The elevation of the overhead LRT needs to factor the elevation of the road underneath – which in-turn need to factor the Feedmill Creek design water levels. At the time of the KW TMP, the 100-yr flood level was identified as 93.7m, respectively. The 2017 Feedmill Creek floodplain mapping study has revised this flood elevation to be approximately 95.0m. Unfortunately, no planning of the local road, nor Feedmill Creek crossings has been advanced. Based on the limited information currently available, the road surface elevation of Feedmill Creek road crossing (assumed to be +/- 1m higher than the 100-yr flood elevation, to allow for freeboard and thickness of the bridge/culvert deck) would be 96.0m. Accordingly, the elevation of the LRT profile will need to be increased by about 1.5m to provide 5.5m clearance.</p>	<p>The local roads have not been constructed and will be dependent on the future development of the area. The Feedmill Creek EA and preferred alternative are also still outstanding. Both of these will need to be taken into consideration at the time of detailed design and construction of the project to ensure sufficient (5.0 m) clearance under the LRT structure is maintained. In the Interim, the Conservation Authority has provided input to ensure the cut fill balance is maintained. Roadway crossings and development access was considered as part of the evaluation of</p>	N		



Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
				alternative alignments in this area. The potential change in LRT vertical alignment to accommodate the local roadways is considered minor and would have no impact on the preferred alternative.			
City of Ottawa	Laurent Jolliet (email dated November 15, 2018)		3. Construction Complexity – Didsbury to Palladium Stations: One of the noted preferences for alignment Alternative 2 in the area of Feedmill Creek was that the route provides for a tangent / 90 degree crossing of Highway 417, that reduces construction complexity. Tangential crossings of transportation corridors over natural systems such as creeks and rivers is also preferred because such alignments reduce construction complexity. Despite this, Alternative 2 ranked higher compared to Alternative 1 (which has left over-lap with the Feedmill Creek corridor).	The alignment alternatives were elevated on multiple criteria and indicators, one of each was construction complexity. The length of spans required to clear the eastbound and westbound traffic lanes of Highway 417 and the difficulty of staging construction over a critical provincial highway was considered more challenging than the shorter crossing of Feedmill Creek, where there is some flexibility to position support piers. Detailed design of the project can further consider refinements to the LRT alignment and structural support system to locate support piers appropriately to the satisfaction of MVCA.	N		
City of Ottawa	Laurent Jolliet (email dated November 15, 2018)		4. A close examination of the attached plan-and-profile drawings included in the EPR documentation (Colour P&Ps 6-8 vs S8-01 and S9-01-04) reveals a number of inconsistencies and lack of detail / impact assessment, that if left unresolved could result in greater risk to the City and higher construction costs. a. The S-series P&Ps show the elevated track to be constructed on embankments in places, requiring fill depths of as much 5-7m or more in places in addition to locations where track would be supported on piers. P&Ps 6-8, however, do not show any fill being used to elevate the track, which presumably would all be supported on piers. What is not included in the EPR documentation / impact assessment, is how the elevated track in this area is to be constructed within and adjacent to the Feedmill Creek corridor – i.e. where are construction access roads required, how long will they need to be in-place, and what additional environmental effects will result, including impacts to flood elevations.	Construction Access roads and the duration of maintenance for the same will be determined during the design phase. Any temporary construction needs or alteration of land within the floodplain will require the approval of the Conservation Authority. A 10 m temporary easement has been identified along the north side of the LRT corridor through this area to permit construction access.	N		
City of Ottawa	Laurent Jolliet (email dated		b. It also appears that property requirements where embankments are to be constructed have not be adequately documented. An August 2018 letter by Minto raises concerns about the need for a 10m easement on the north side of the tracks to provide construction access. If I understand the plans where embankments are to be constructed correctly, there will be a permanent need in places for up to 10m on	Final configuration of embankments, MUPs and easements will be determined during the detailed design phase, with use of elevated viaduct (i.e. guideway and support piers (preferred to minimize land requirements in	N		

Comments on Kanata LRT EPR and Supporting Appendices							
Agency	Reviewer	Location/Subject	Comment	Response	Changes or Edits Required (Y/N)	Location of Change	Agency Comment / Acceptance of Response
	November 15, 2018)		each side of the LRT to allow for the embankments alone. Furthermore, the need for an embankment conflicts with the location shown for the MUP on Dwgs 6-7, which would need to be shifted further north / offset from the LRT corridor, increasing property requirements.	sensitive areas. Temporary easements, if required, will be identified. Minto has confirmed they will incorporate the requested 10 m temporary easement into their development to permit future LRT construction (email from Minto dated August 12, 2018).			
City of Ottawa	Laurent Jolliet (email dated November 15, 2018)		c. It is not evident why design concepts for Alternative 1 were not advanced to enable a constructive comparison between it and the preferred Alternative 2. The two alternatives could have been examined for differences in costs associated with creating grade separation (embankments vs piers), property requirements, construction access, impacts on the Feedmill Creek corridor, etc.	The evaluation was undertaken in accordance with the level of detail as per the direction of the Study Team and City of Ottawa. A total of six design alternatives were considered through this area and evaluated on a range of criteria, including impact on the Feedmill Creek corridor.	N		
City of Ottawa	Laurent Jolliet (email dated November 15, 2018)		Just like crossing Highway 417 at 90 degrees, crossing the Feedmill Creek corridor at 90 degrees, rather than constructing the corridor within / straddling the Feedmill Creek corridor, also reduces construction complexity (and likely cost). Additional assessment in this area could result in a different finding about the preferred alternative.	See previous response.	N		
City of Ottawa	Laurent Jolliet		Further to recent communications, a portion of the LRT alignment is located within the existing floodplain of Feedmill Creek (MVCA, January 2017). This will result in a loss of existing flood storage, which is not consistent with provincial policy, nor with City management’s response to the 2007 Audit Report on the Carp River. The Class EA report for the Kanata LRT should include a section to discuss this impact and the associated mitigation. We can assist with preparing this documentation, but input from MVCA would also be appropriate.	Through the staff report and presentation at the Hearing, the Regulations Committee, and therefore the Board of Directors, is aware and supports the proposed alignment and they are also aware of the alignments interaction with the Feedmill Creek flood plain and the ultimate 100m corridor for this reach of Feedmill Creek as documented in the Implementation Plan Kanata West Development Area report.	N	NA	

Comments on Kanata LRT EPR and Supporting Appendices							
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MVCA	John Price	NA	<p>No further comments.</p> <p>So you are aware, on October 17, 2018 the Mississippi Valley Conservation Authority (MVCA) Regulations Committee issued a permit under Ontario Regulation 153/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) to Minto Communities – Canada, Broccolini/Laurentide Holdings Inc. and the City of Ottawa to construct berms (hi-lighted in yellow) as shown on the attached drawing. After confirmation by the MVCA that these berms have been constructed in accordance with the permit issued, they will limit the extent of the Feedmill Creek Regulatory (1:100 year) flood plain (i.e. contained within the berms).</p> <p>As you will note, the drawing also shows an outline of the proposed Light Rail alignment. Through the staff report and presentation at the Hearing, the Regulations Committee, and therefore the Board of Directors, is aware and supports the proposed alignment and they are also aware of the alignments interaction with the Feedmill Creek flood plain and the ultimate 100m corridor for this reach of Feedmill Creek as documented in the <i>Implementation Plan Kanata West Development Area</i> report.</p>	NA	N	NA	
OCDSB	Janet Macdonald	NA	<ul style="list-style-type: none"> <li>Light Maintenance Storage Facility (LMSF): We support the Provincially (MECP) Approved EA location (February 2018) west of Moodie Drive/per Stage 2 LRT. It is also noted that this site is preferred for expansion and capable to serve future needs of the Kanata LRT development.</li> <li>Future LMSF Alternative sites, if required: Regard is required when considering LMSF facilities, for previously identified OCDSB School sites through existing approved Registered Plans and Ottawa CDP's. Upon reviewing Figure 6-5 LMSF Alternative Sites and Table 6.5 Criteria of the document, we note three (3) school sites identified within the eight alternatives (See attached). Stakeholder consultation is necessary should alternatives be reconsidered for the Kanata line.</li> <li>Alternate Station Location: Changes to noted locations should include stakeholder consultation.</li> </ul>	There is currently no plan for a future LMSF site in the Kanata area. The preferred LMSF site west of Moodie Station will serve the LRT extension to Hazeldean for a very long time.	N	NA	

# Kanata LRT Environmental Assessment Study

## Study Comment Tracking Tool - Comments received outside of Consultation Group Meetings and Open Houses

	Date	Comment	Response
1	August 31, 2018	<p>As a home owner located at X I am particularly sensitive to increased traffic on Hazeldean Rd which has already increased substantially since we moved in 1990. The road has gone from 2 lane road to a 4 lane road which is also a designated detour for any issues affecting the 417. New shopping malls and businesses in a growing Stittsville have further exasperated the issue necessitating the introduction of more buses routes with suitable run schedules. No noise reduction strategies since the City of Kanata's 1980's fence installation have been undertaken. The fence is now the responsibility of the City of Ottawa and its 6 foot height is insufficient as well as poorly maintained. In light of the past and the future changes that include your project will something be done in this area.</p> <p>Over the last 3 years I have spoken with our Councillor Mr. Allan Hubley and I have been told the issue would be dealt with in the next Transportation plan. I suspect it was missed in the previous changes to Hazeldean road caused by the concentration on the growth of Stittsville's needs. I am concerned that this may occur again during your radical changes to the loading on Hazeldean road.</p> <p>What will be the impact on this road and what remedies are foreseen in light of the changes anticipated?</p>	<p>Thank you for your email and comments. As your property is well beyond the proposed Hazeldean LRT Station (almost 2 km) and timing to implement the Kanata LRT to Hazeldean Station is well beyond 2031, it is difficult to anticipate the impact on future traffic volumes along Hazeldean Road as well as the future noise levels for property owners in your area. Once the Kanata LRT is implemented, it is the City's hope that the more reliable form of transit will attract more ridership thereby reducing future traffic volumes.</p> <p>However, the City's Environmental Noise Control Guidelines (link below) sets out the process for mitigating noise levels for new and existing development. For existing development, Part 3 of the guideline addresses the need for study and potential mitigation when considering the retrofitting of noise abatement measures into existing neighbourhoods. If eligible, this process would be on a cost-shared basis.</p> <p><a href="https://ottawa.ca/en/city-hall/planning-and-development/community-plans-and-design-guidelines/design-and-planning/completed-guidelines/environmental-noise-control-guidelines[ottawa.ca]">https://ottawa.ca/en/city-hall/planning-and-development/community-plans-and-design-guidelines/design-and-planning/completed-guidelines/environmental-noise-control-guidelines[ottawa.ca]</a></p> <p>Feel free to contact me if you need further information.</p>
2	Sept 7, 2018	<p>Regarding the proposed LRT, is there an implementation date?</p> <p>I own a property that backs onto the 417, the north side, so it will be affected – hopefully for the best.</p>	<p>Thanks for your email and we will include your name on the mailing list. According to the City's Transportation Master Plan, timing to implement the Kanata LRT is currently beyond 2031</p>
3	Sept 17, 2018	<p>My name is X and I live at X Bishops Mills Way. I have received your letter regarding the Kanata Light Rail Transit and Environmental Assessment Study. It has advised me that the planned route for the Light Rail will travel along the NORTH side of highway 417 to Huntmar Drive at which location it is to cross over/under the 417 and continue South.</p> <p>I must at this time advise that I am totally against this route as it will basically be in my back yard, not one hundred feet from my home. When I purchased my home I was fully aware of the traffic noise and traffic pollution. However to include a light rail system on top of the vehicular traffic is ridiculous and I must totally object to this planned location.</p> <p>The logical location, in my opinion, would be to run the route on the south side of the 417 highway. The reasons being; both park and rides are on the south side and most of if not all of the property on the south side is commercial not residential. Also the site plan indicates that the route will cross over to the south side of the 417 eventually anyway.</p> <p>The only reason that I can see for the city preferring the north side of the 417 for this system is cost. I presume if the route was to be built on the south side some property would most likely have to be expropriated.</p> <p>I feel that should the transit route be constructed on the south side of the 417 property values will decrease and I'm sure the city will not compensate home owners for this.</p> <p>Like the saying goes: "Not in my back yard."</p>	<p>Thank you for your email and comments that will be added to the study as part of the public record. It should be noted that much of the Kanata LRT corridor has been identified in the early 1990s, which includes the LRT corridor along Highway 417. Although the environmental assessment study examined 13 LRT corridors, extending both north and south of Highway 417 covering a broad area, the preferred route along the north side of Highway 417 provides a central transit spine equally supporting all of Kanata, supports the future transit network and development objectives along the corridor. It is also a more cost effective solution as the Kanata Town Centre pedestrian bridge structure and the Kanata Avenue bridge structure were designed for an LRT route under the structure north of the highway.</p> <p>As for the option to run the LRT route along the south side of Highway 417, in fact it was one of the 13 corridor options reviewed and was not carried forward as there is limited space along the south side and significant property was required from already existing development. In addition, with an LRT crossing the highway near Moodie Drive, the LRT route would impact the National Capital Commission Greenbelt lands, whereas, the LRT corridor on the north side of the highway is on provincial lands (Ministry of Transportation) and does not impact the Greenbelt.</p> <p>Furthermore, as required in an environmental assessment study, a noise assessment was carried out along the LRT corridor, resulting in the predominant noise source originating from highway traffic and not the future LRT. The LRT trains will be electrically powered and operationally will be much quieter than the traffic.</p>
4	Sept 19, 2018	<p>Regarding the planned LRT expansion around the March/Eagleson Station there are a few concerns I have that I would like feedback on.</p> <p>Firstly, what is the timeline with the construction of this phase? Starting when?</p> <p>Secondly, Looking at Board 23 on the Ottawa internet site pdf, it seems I am approx. 500m away from the Station epicenter. What do these distances(300m/600m) represent?</p> <p>Finally, How will the construction affect our dwellings? I am assuming there will be rock blasting etc. happening?</p>	<p>The City's Transportation Master Plan identifies implementation of this project beyond 2031. Note that the study is also recommending constructing the Kanata LRT in 3 stages with the first stage between Moodie Station and Terry Fox Station.</p> <p>The 400 and 800 metre distance illustrates the surrounding community and land uses near the station. The legend on the top left corner of the image provides the type of land use as well as the development opportunities within the area to support the LRT station.</p> <p>As required in an environmental assessment study, a noise and vibration study was carried out along the LRT corridor. Vibration impacts due to the LRT are not expected to be significant, although if needed, mitigation such as ballast mats/track isolation slabs and resilient track fasteners may be identified. Noise impacts due to the LRT are also not expected to be significant as the LRT is electrically powered and will generally be much quieter than the dominant highway traffic.</p>

**Kanata LRT Environmental Assessment Study**

Study Comment Tracking Tool - Comments received outside of Consultation Group Meetings and Open Houses

	Date	Comment	Response
5	Sept 28, 2018	I would be interested to know if the impact of construction on radon levels in the area were taking into consideration.	<p>Radon is an odourless, colourless, and tasteless radioactive gas produced by the natural breakdown of uranium found in some rocks, sediments, and water. All rocks and sediments are naturally radioactive to varying degrees. Radon concentrations differ greatly throughout the Ottawa region depending mainly on the composition of the local bedrock or soil. While the only way to determine the actual concentration of radon in any one location is by a direct measurement, geological maps showing the concentrations of uranium in rocks and soil at surface can be used to estimate potential indoor radon accumulation. The bedrock in some portions of Kanata does have an elevated potential for indoor accumulation of radon and many home builders in the area are now including mitigation systems in their new builds.</p> <p>While radon that moves out of the ground can accumulate to high levels in houses, it dilutes to harmless levels in the atmosphere. As such, elevated radon levels are not anticipated to be a concern during construction of the Kanata LRT. Consideration should be given to the potential for accumulation during design of any indoor spaces.</p>

# Kanata LRT Environmental Assessment Study

## Study Comment Tracking Tool - Comments received outside of Consultation Group Meetings and Open Houses

6	Oct 9, 2018	<p>1. The EA plans illustrate the presence of a "future park + ride overflow lot" in Lot 1 (Appendix B, VI, Transportation Impact Assessment, Figure 13) located immediately south of the Hwy 417 corridor and east of Huntmar Drive on CSPI lands.</p> <p>1.1. Is this "future park + ride overflow lot" in Lot 1 part of the EA?</p> <p>1.2. What arrangements does the City of Ottawa envision with respect to accessing the lands required for the "future park + ride overflow lot" (acquisition vs. license agreement)?</p> <p>1.3 How will the City deal with the objective of Multi-use pathways in the context of the elevated portions, including crossing of the 417?</p> <p>1.4 How does the City plan on dealing with bicycle parking at the elevated station, will additional lands be required that are not shown?</p> <p>1.5 Did the City consider the financial implications of land acquisition from private landowners during the development of the alignment considerations?</p> <p>2. The EA plans illustrate an LRT alignment that is elevated south of the Hwy 417 corridor that returns back to existing grade south of the CTC and rises again to meet the proposed Maple Grove Station. However, "Plan and Profile Drawing 5 (11+700 to 12+100)" illustrates the return to grade appearing outside of Lot 4 at Station 11+808 while still providing an approximate 3m vertical clearance under the elevated portion. But "Drawing S10-1" illustrates the abutment location to be located well within Lot 4 approximately 85m south of Palladium Drive at Station 11+865.</p> <p>2.1. Could you please inform us as to which drawing is correct?</p> <p>2.2. Could you let us know what the effects on parking within Lot 4 will be as a result of this design.</p> <p>2.3. Does the City intend to acquire the lands within Lot 4?</p> <p>2.4. Will the City of Ottawa permit parking under the elevated portion of the LRT?</p> <p>2.5 How will snow clearing and maintenance activities affect parking in proximity to the elevated portion of the LRT within Lot 4?</p> <p>2.6. The EA report (Section 5.1.2) alludes to a minimum 12m right-of-way requirements for elevated structures. What is the sufficient clearance for parked vehicles that may be either underneath the elevated portion or within the vicinity of the elevated portion of the LRT?</p> <p>2.7. How is the elevated portion of the LRT through Lot 4 to be drained? Will the City be required to use any portion of the existing underground drainage system already established within Lot 4?</p> <p>3. "Plan and Profile Drawing 5 (11+700 to 12+100)" illustrates a 3.0m Multi-use Pathway that would be at surface and segment Lot 4 diagonally. This would seem to assume that Lot 4 is bisected.</p> <p>3.1. In general, how will Lot 4 be affected by the proposed LRT and Multi-Use Pathway. Will Lot 4 be segmented into two distinct lots serviced by separate entrances?</p> <p>3.2. Will the right-of-way on either side of the Multi-Use Pathway and LRT be fenced within Lot 4? As such will vehicles be able to travel within Lot 4 under the elevated portion of the LRT?</p>	<p>1.1 The City is not seeking formal approval for the future Park and Ride overflow spaces as part of this EA and would be subject to further negotiation with CSPI during implementation. These potential spaces were identified as they are closer to the future LRT station and would replace the current Park and Ride spaces if required for overflow.</p> <p>1.2 Subject to negotiations between the City and CSPI, if needed, the future park and ride overflow lot could be managed similar to the existing Park and Ride lot.</p> <p>1.3 The City has a flexible approach to providing Multi-Use Pathways (MUP) along the rapid transit corridor. For access and security, it is generally preferred they be located at-grade, but do not necessarily need to be directly adjacent to the LRT alignment. In case of the Highway 417 crossing, the location of the MUP bridge will be defined as part of detailed design, including whether it is integral to the LRT crossing or on a separate, parallel structure. The ability to provide for connections to Palladium Station and any on-road facilities continuing along the Huntmar Drive corridor will be key considerations.</p> <p>1.4 Bicycle parking would be located at the station entry, which will be underneath the elevated guideway, oriented to the Huntmar/Cyclone Taylor intersection. No additional property is anticipated to accommodate bicycle parking.</p> <p>1.5 Yes. Property requirements were considered as a criterion when reviewing alternative alignments. The study team minimized the impact on private lands wherever possible, and met with landowners along the corridor, including CSPI, to gather input on existing/future development plans.</p> <p>2.1 Plan and Profile Drawing 5 should be used for reference. Both drawings noted are conceptual in nature, reflecting a general footprint and functional level of design, however the final design will be determined during implementation and is expected to change based on actual conditions and construction methods employed.</p> <p>2.2 In general, there will be minor impacts to parking and circulation within Lot 4 based on the need to have piers to support the elevated guideway. These will be determined as part of subsequent design stages. The City would work with CSPI to develop satisfactory arrangements to maintain as much functionality as possible.</p> <p>2.3 This will be determined as part of project implementation and negotiations between the City and CSPI.</p> <p>2.4 This will be determined as part of project implementation and negotiations between the City and CSPI.</p> <p>2.5. There would be minimal impact as snow clearing of the elevated guideway is generally not required since train frequency is sufficient to minimize accumulation. Subject to negotiations between the City and CSPI, at minimum a maintenance easement would be required around the elevated guideway to permit inspection and maintenance activities. A construction easement may also be required to permit construction of the elevated guideway.</p> <p>2.6 This will be determined as part of project implementation and negotiations between the City and CSPI. In general if there is sufficient vertical clearance under the guideway, parking would be permitted. The 12 m right-of-way would reflect the horizontal space needed adjacent to the guideway and maintenance easement identified above. It would not affect parking but would have an impact on future development on the lands.</p> <p>2.7 This will be determined during detailed design. In general, drainage requirements will be minimal and would be carried along the guideway to downspouts, typically at the guideway support piers, which would be connected to the City's storm sewer system and not into the Lot 4 underground drainage system.</p> <p>3.1 The LRT alignment strikes a balance between LRT geometry requirements and maintaining viable development parcels. With the elevated alignment proposed, there would be an opportunity to have existing parking and circulation maintained underneath the guideway, subject to negotiations between the City and CSPI. The proposed MUP can be realigned to avoid bisecting Lot 4 (see response 3.3 below).</p>
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# Kanata LRT Environmental Assessment Study

## Study Comment Tracking Tool - Comments received outside of Consultation Group Meetings and Open Houses

	Date	Comment	Response
		<p>3.3. Can the pathway be moved from its proposed alignment (next to the LRT corridor) to make use of the sidewalks on either Huntmar Drive south of Palladium Drive or Palladium Drive and then connect south to the LRT?</p> <p>4. The EA plans "Drawing S10-1" illustrate the Palladium Station location and the proposed pier location. We note that the alignment traverses over the East-West roadway which serves our Valet Lot, the Loading Dock and Lot 3. The drawing illustrates several piers (Station 12+066, 12+129, 12+164, 12+200) which appear to be placed directly or in the immediate vicinity of this critical roadway and accesses.</p> <p>4.1. Will the east-west roadway and all accesses beneath the elevated LRT corridor remain in place or is realignment required?</p> <p>5. There is a 600m section of the LRT corridor (Station 11+200-to-11+800) between Lot 4 and Maple Grove station that is at grade. This decision was based on a premise that a proposed roadway that would connect Cyclone Taylor Boulevard eventually to Stittsville Main Street crossing Huntmar Drive would not be required. This roadway is illustrated in Figure 4-5 which was referenced from the approved Kanata West Concept Plan. Could you please provide us with the studies which document why this roadway is no longer required? This roadway was, in our opinion essential to service the communities to the south-west of the CTC.</p> <p>6. We are aware of a number of development applications that may affect the LRT; What considerations were made of these active development applications and their proposals for arterial network changes during the EA study to determine impacts upon LRT and its alignment and design (i.e. at grade versus elevated).</p>	<p>3.2 As the rapid transit alignment will be elevated through the area of Lot 4, no fencing will be required at-grade and vehicles would potentially be able to travel, and park within Lot 4 under the elevated guideway, subject to negotiations between the City and CSPI.</p> <p>3.3 Yes, the MUP alignment can be shifted to avoid bisecting Lot 4.</p> <p>4.1 The intent is to maintain the existing roadway and accesses, although some realignment may be required to accommodate the LRT guideway and station. This will be further reviewed during implementation, in coordination with CSPI</p> <p>5 The City is currently reviewing the status of Stittsville Main Street between Huntmar Drive and Cyclone Taylor Blvd and once complete, a response will be provided.</p> <p>6 The previous approved BRT EA alignment has served to guide development applications in proximity to the proposed rapid transit corridor. During the Kanata LRT EA study, we have engaged landowners along the alignment through the Business Consultation Group and held individual meetings (including with CSPI on July 11th, 2017) to understand any existing and future development plans in proximity to the rapid transit corridor. In several cases the study team has adjusted the proposed LRT alignment to work with updated development plans, minimize property requirements and reflect proposed changes to the existing/future arterial road network. Where the LRT alignment directly impacts or is located adjacent to private properties, we have worked with landowners to outline LRT requirements and how they may impact/influence development.</p>
7	Nov 5, 2018	<p>I live on Bishops Mills way and my backyard backs onto the 417, in the vicinity of a bedrock outcrop. My family and I are interested to know the potential impacts (noise, debris, dust, odours from rock blasting, construction etc) and the hours for working (i.e. will exemptions for night time work be sought as was done for the installation of the light poles in the median between the east and west lanes of the 417). Drilling the bedrock for those lights was a nightmare (literally, at night...).</p>	<p>Thank you very much for your inquiry. The preliminary design indicates the LRT tracks will be at existing grade through the segment adjacent to your home. Construction activities will include clearing and levelling undertaken to prepare the trackbed, installation of rails and overhead catenary, fencing and drainage. While the LRT project itself is a significant engineering effort, construction in this area is not considered complex or challenging.</p> <p>As part of the Environmental Assessment, supporting studies were undertaken to review noise, air quality and vibration impacts of the LRT project on adjacent properties and mitigation measures identified where necessary. These studies will be updated in more detail as the project moves towards implementation. Construction activities will be subject to existing City and provincial guidelines and standards. Specific construction methods will be developed during detailed engineering and design of the project, as will actual hours for construction. Any application for an exemption to existing noise By-Laws would need to be considered at that time. Please let me know if you have any further questions or concerns.</p>

# Kanata LRT Environmental Assessment Study

## Study Comment Tracking Tool - Comments received outside of Consultation Group Meetings and Open Houses

	Date	Comment	Response
8	Nov 5, 2018	<p>a) I have found a problem with the elevation of the track on the east side of the Carp River</p> <p>b) In the TC meeting, both John Manconi and Vivi Chi claimed that the Campeau Station was not in the floodplain, indicating that they did not understand the Carp River and Feedmill Creek floodplains, which overlap, but it is in both. The elevations and foundations for the station need to be reviewed in relation to the Feedmill Creek and Minto Arcadia plans, and to elevations of the planned road which connects Minto Arcadia to the parcel to the south of Feedmill Creek and to the other features planned for the area which contains the station. As part of line will be in the floodplain, the hydro support stations may be impacted and locations need to be determined at an early stage</p> <p>c) Minto's plan of subdivision application, which was not adequately coordinated with the LRT and Feedmill Creek plans is currently in process at <a href="https://app01.ottawa.ca/postingplans/appDetails.jsf?lang=&amp;appld=0FVO1T[app01.ottawa.ca]">https://app01.ottawa.ca/postingplans/appDetails.jsf?lang=&amp;appld=0FVO1T[app01.ottawa.ca]</a></p> <p>d) The LRT should not be cutting the Stittsville communities in half, especially where there are short distances where the track is at grade between Palladium and Hazeldean. While my comment to Transportation Committee identified some planned roads and properties which would be impacted, all of the future road plans should be reviewed both north and south of H417</p> <p>e) The functional design plans were inadequate to show how the stations relate to ground surface or access levels, and were not as good as those in the previous plans. The functional design plans also should have included drainage plans</p> <p>f) There were Confederation Line examples which should have been used to illustrate a station instead of the generic, vague one provided</p> <p>g) The plans do not provide adequate access to the Tanger Outlet Centre and retail and business park lands west of Huntmar. The rationale for extending the LRT to this area was supposed to be because of the high transit volume to these areas as well as the CTC. Expecting persons employed at, or visiting, these sites to walk so far to Campeau Station or the CTC Station is unrealistic. The Campeau Station should have been moved west, not east. While the Kanata West MUC and business park lands are intended for higher densities, the developers are providing too much low-rise retail and residential. The Huntmar Road bridge needs to be upgraded in order to add the MUP. In my comment below, I hadn't realized that the functional design was for a future H417 bridge</p>	<p>a) The final elevation of the track will be confirmed during detailed design of the project and will ensure adequate clearances over the river corridor and pathways.</p> <p>b) Campeau Station will be outside of the floodplain, which is being adjusted as part of the Feedmill Creek restoration plan and in coordination with adjacent development plans. The elevated LRT guideway will need to cross over the floodplain and will be designed appropriately to consider location of any piers needed to support the structure. The MVCA has reviewed the functional design plans and is satisfied that the LRT can be accommodated through this area.</p> <p>c) We are aware of these plans, which are still in development. Final plans will be coordinated with LRT design and reflect City and MVCA requirements.</p> <p>d) The LRT alignment accommodates future roadway plans where known and confirmed. Given the likely timelines associated with implementation of this project, should roadway plans change, the LRT alignment can be adjusted vertically to pass over any required roadway links in this area.</p> <p>e) Functional design plans are sufficient to identify the footprint required for the project and its associated environmental impacts. Drainage plans will be developed as part of detailed design of the project.</p> <p>f) Renderings of future Confederation Line stations were used where appropriate. As stations are currently under construction and not in a finished state, we used reference examples from other projects and locations to illustrate general concepts.</p> <p>g) These issues were dealt with as part of development of the preferred alignment and Recommended Plan. The LRT alignment through this area generally follows the previously approved BRT alignment, with some minor modifications to account for changes in development plans since that time. Routing the LRT to serve Tanger Outlet Centre would introduce significant additional length to the alignment, increasing travel time for the majority of customers, and significantly adding to project cost and complexity. The preferred alignment and station location strikes a balance between serving existing/proposed development and minimizing impacts to adjacent communities. The final configuration of the proposed MUP crossing of Highway 417 to be provided as part of the LRT project is to be determined as part of detailed design as it could be provided either on the LRT guideway, Huntmar Drive, or as an independent structure. Modifications to the existing Huntmar Drive overpass at Highway 417 are not part of the scope of this project.</p>
9	Nov 6, 2018	I am fully supportive of the proposal as drafted to extend the LRT to Kanata. My only concern is the length of time before Kanata will have LRT service. Kanata is constantly expanding and with its vibrant technology industry it need the LRT as soon as possible.	Given the limited funding and resources available, the City is required to prioritize projects based on need and affordability in accordance with the Transportation Master Plan.
10	November 8, 2018	<p>I had a look at the proposed plans and I have the following high level comment.</p> <p>Can you please have a look at running the LRT as far as possible from existing properties that are located north of the 417? For instance, referring to the attached picture, the LRT could run south of the storm water pound and closer to the highway.</p> <p>This would be to:</p> <ul style="list-style-type: none"> <li>- Minimize decrease in property values.</li> <li>- Minimize risk of structural damages to adjacent properties during the construction project.</li> <li>- Minimize post-construction noise impacts.</li> </ul>	The recommended alignment for the Kanata LRT in this segment of the study area was developed based in large part upon previously approved Environmental Assessment (EA) studies for a Bus Rapid Transit facility, most recently the Kanata North Transitway EA study in 2013. The preferred LRT alignment was approved by the City's Transportation Committee and City Council in May, 2018. As part of the Transit Assessment Approval Process (provincial EA), noise, vibration and air quality studies were undertaken and appropriate mitigation measures identified to address potential impacts from the construction, operation and maintenance of the future LRT facility. There is little evidence to suggest that property values will be negatively impacted by the LRT. Property values are more likely to increase based on increased access to rapid transit via the proposed March and Kanata Town Centre stations.

#### IV. CORRESPONDENCE WITH ABORIGINAL GROUPS AND FIRST NATIONS

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## **Startup Letter**

## Fitzpatrick, Stephen

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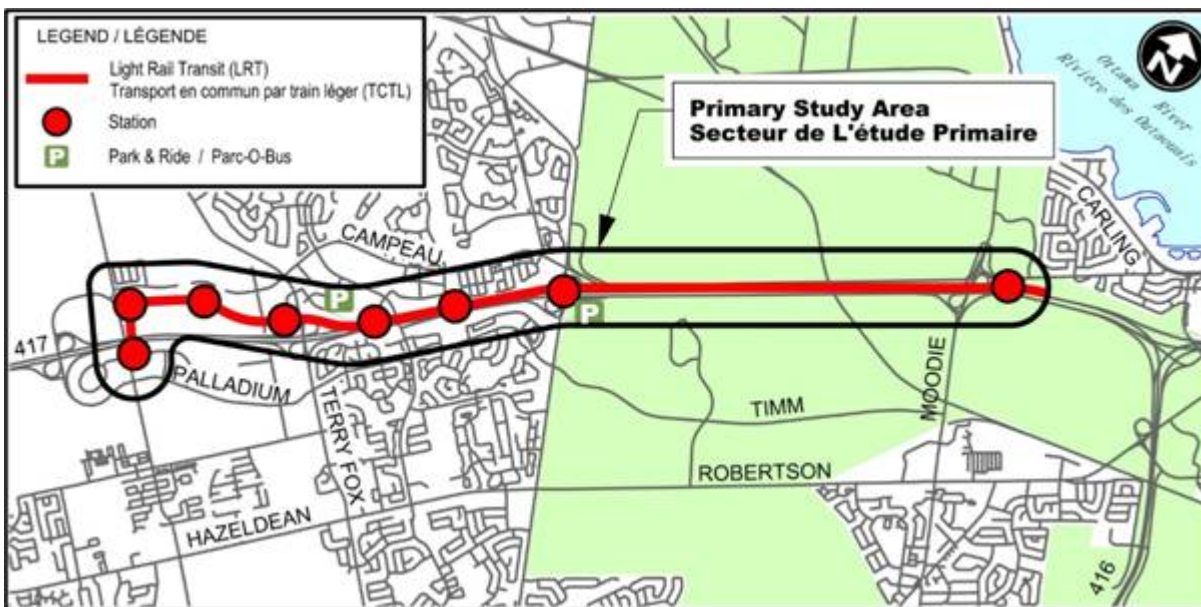
**From:** Taylor, Angela <Angela.Taylor@ottawa.ca>  
**Sent:** Tuesday, April 11, 2017 12:42 PM  
**To:** 'Jstavinga@nrtco.net'  
**Cc:** Fitzpatrick, Stephen; Hopper, David  
**Subject:** Kanata LRT Planning and EA Study

Dear Janet, a signed letter is being sent separately. I will also follow up with a phone call over the next few weeks should you have any questions.

**Re: Invitation to Participate  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

### Overview

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) Study to extend Light Rail Transit (LRT) to Kanata. This extension of LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP), as shown on the figure below.



### Study Background

This study will update the work done in the TMP, examining potential corridors along Highway 417, and to the north and south of the highway beyond the primary study area identified above. The Study outcome will be a Recommended Plan that identifies the LRT alignment and station locations, and determines a project staging and implementation strategy based on ridership and affordability. This work is being undertaken now in order to establish the future right-of-way requirements, protect the corridor, and inform the ongoing planning and development of adjacent lands.

### Study Process

The Environmental Assessment portion of the Study will be undertaken in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects. The City must evaluate alternative corridors and designs for the project, undertake public and agency consultation, assess the potential environmental effects of the Recommended Plan and identify measures to mitigate any such impacts.

As part of the study process, an Environmental Project Report (EPR) will be prepared to document all activities and findings during the planning and design process, and to present the Recommended Plan. The EPR will also be available following the Notice of Commencement being issued in the Spring of 2018. Upon completion of the TPAP, the Minister of Environment and Climate Change will issue a decision on the project.

### **Study Timeline**

The EA process will include a consultation program involving many stakeholders, including the City of Ottawa, the National Capital Commission, other approval and regulatory agencies, local community associations, businesses and institutions, special advisory and interest groups, and members of the public. The study is expected to be completed by the end of 2018.

### **Consultation Opportunities**

We will continue to notify you as new information becomes available. A project website will also be set up at [www.ottawa.ca/kanatalrt\[ottawa.ca\]](http://www.ottawa.ca/kanatalrt[ottawa.ca]) for project information and updates. Should you have any questions, please contact me at any time.

Sincerely,  
Angela

#### **Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
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## Fitzpatrick, Stephen

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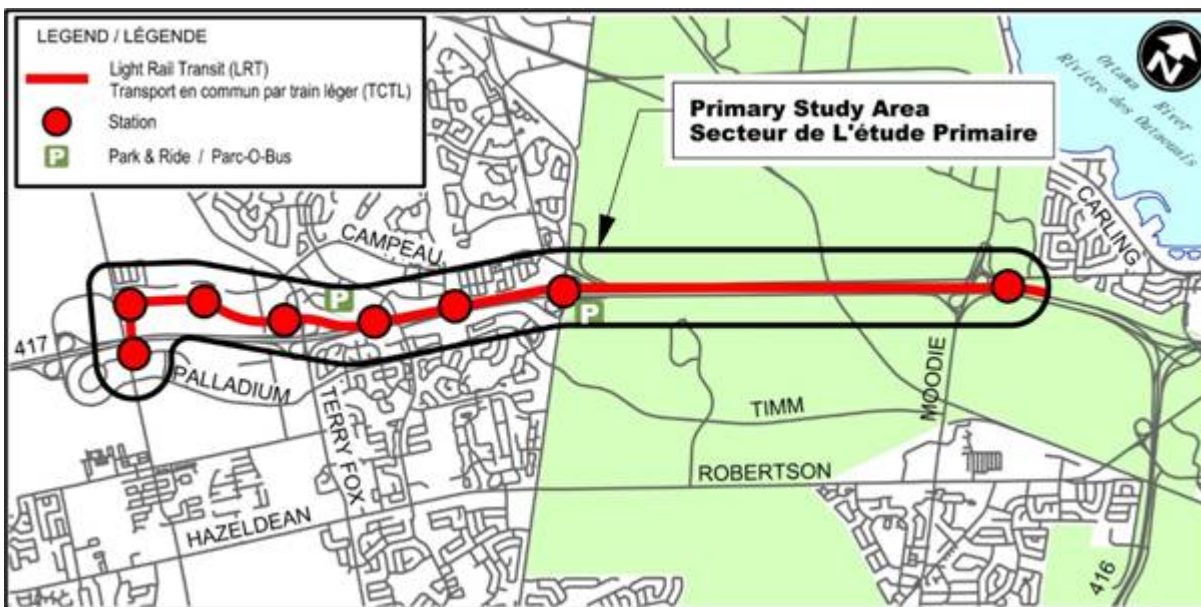
**From:** Taylor, Angela <Angela.Taylor@ottawa.ca>  
**Sent:** Tuesday, April 11, 2017 12:45 PM  
**To:** 'Jean-Guy.White duck@kza.qc.ca'  
**Cc:** Fitzpatrick, Stephen; Hopper, David  
**Subject:** RE: Kanata LRT Planning and EA Study

Dear Chief White duck, a signed letter is being sent separately. I will also follow up with a phone call over the next few weeks should you have any questions.

**Re: Invitation to Participate  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

### Overview

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) Study to extend Light Rail Transit (LRT) to Kanata. This extension of LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP), as shown on the figure below.



### Study Background

This study will update the work done in the TMP, examining potential corridors along Highway 417, and to the north and south of the highway beyond the primary study area identified above. The Study outcome will be a Recommended Plan that identifies the LRT alignment and station locations, and determines a project staging and implementation strategy based on ridership and affordability. This work is being undertaken now in order to establish the future right-of-way requirements, protect the corridor, and inform the ongoing planning and development of adjacent lands.

### Study Process

The Environmental Assessment portion of the Study will be undertaken in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects. The City must evaluate alternative corridors and designs for the project, undertake public and agency consultation, assess the potential environmental effects of the Recommended Plan and identify measures to mitigate any such impacts.

As part of the study process, an Environmental Project Report (EPR) will be prepared to document all activities and findings during the planning and design process, and to present the Recommended Plan. The EPR will also be available following the Notice of Commencement being issued in the Spring of 2018. Upon completion of the TPAP, the Minister of Environment and Climate Change will issue a decision on the project.

### **Study Timeline**

The EA process will include a consultation program involving many stakeholders, including the City of Ottawa, the National Capital Commission, other approval and regulatory agencies, local community associations, businesses and institutions, special advisory and interest groups, and members of the public. The study is expected to be completed by the end of 2018.

### **Consultation Opportunities**

We will continue to notify you as new information becomes available. A project website will also be set up at [www.ottawa.ca/kanata/rtr/ottawa.ca](http://www.ottawa.ca/kanata/rtr/ottawa.ca) for project information and updates. Should you have any questions, please contact me at any time.

Sincerely,  
Angela

#### **Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x 15210

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## Fitzpatrick, Stephen

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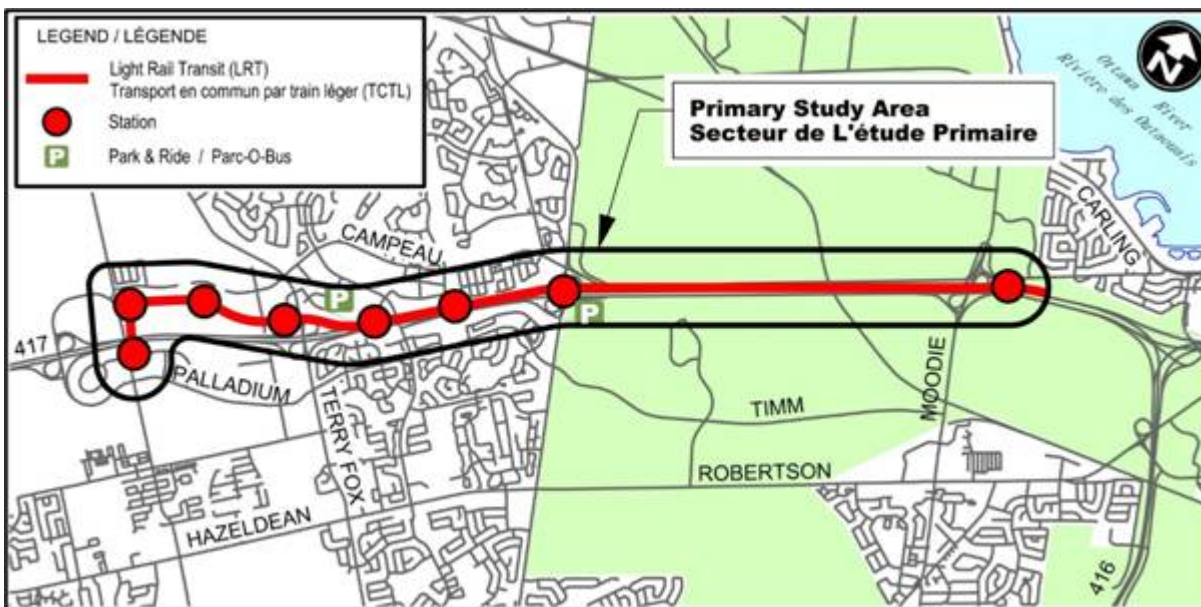
**From:** Taylor, Angela <Angela.Taylor@ottawa.ca>  
**Sent:** Tuesday, April 11, 2017 12:44 PM  
**To:** 'chiefcouncil@pikwakanagan.ca'  
**Cc:** Fitzpatrick, Stephen; Hopper, David  
**Subject:** RE: Kanata LRT Planning and EA Study

Dear Chief Whiteduck, a signed letter is being sent separately. I will also follow up with a phone call over the next few weeks should you have any questions.

**Re: Invitation to Participate  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

### Overview

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) Study to extend Light Rail Transit (LRT) to Kanata. This extension of LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP), as shown on the figure below.



### Study Background

This study will update the work done in the TMP, examining potential corridors along Highway 417, and to the north and south of the highway beyond the primary study area identified above. The Study outcome will be a Recommended Plan that identifies the LRT alignment and station locations, and determines a project staging and implementation strategy based on ridership and affordability. This work is being undertaken now in order to establish the future right-of-way requirements, protect the corridor, and inform the ongoing planning and development of adjacent lands.

### Study Process

The Environmental Assessment portion of the Study will be undertaken in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects. The City must evaluate alternative corridors and designs for the project, undertake public and agency consultation, assess the potential environmental effects of the Recommended Plan and identify measures to mitigate any such impacts.

As part of the study process, an Environmental Project Report (EPR) will be prepared to document all activities and findings during the planning and design process, and to present the Recommended Plan. The EPR will also be available following the Notice of Commencement being issued in the Spring of 2018. Upon completion of the TPAP, the Minister of Environment and Climate Change will issue a decision on the project.

### **Study Timeline**

The EA process will include a consultation program involving many stakeholders, including the City of Ottawa, the National Capital Commission, other approval and regulatory agencies, local community associations, businesses and institutions, special advisory and interest groups, and members of the public. The study is expected to be completed by the end of 2018.

### **Consultation Opportunities**

We will continue to notify you as new information becomes available. A project website will also be set up at [www.ottawa.ca/kanatalrt\[ottawa.ca\]](http://www.ottawa.ca/kanatalrt[ottawa.ca]) for project information and updates. Should you have any questions, please contact me at any time.

Sincerely,  
Angela

### **Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x 15210

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## Fitzpatrick, Stephen

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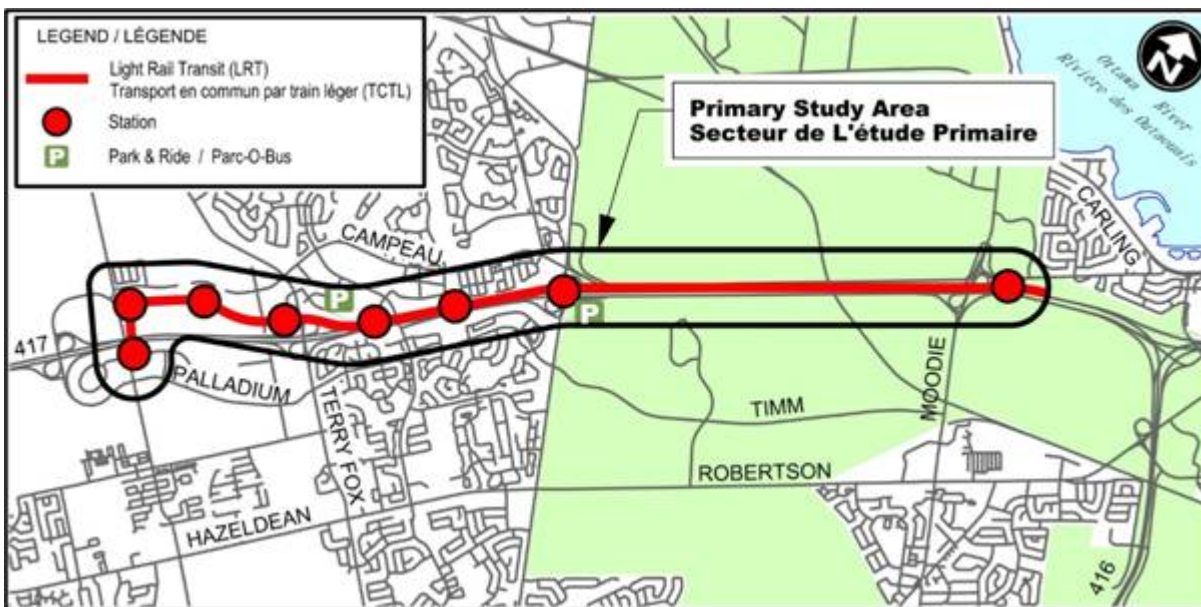
**From:** Taylor, Angela <Angela.Taylor@ottawa.ca>  
**Sent:** Tuesday, April 11, 2017 12:47 PM  
**To:** 'Benny.t.michaud@gmail.com'  
**Cc:** Fitzpatrick, Stephen; Hopper, David  
**Subject:** RE: Kanata LRT Planning and EA Study

Dear Benny Michaud, a signed letter is being sent separately. I will also follow up with a phone call over the next few weeks should you have any questions.

**Re: Invitation to Participate  
Kanata Light Rail Transit Planning and Environmental Assessment Study**

### Overview

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) Study to extend Light Rail Transit (LRT) to Kanata. This extension of LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP), as shown on the figure below.



### Study Background

This study will update the work done in the TMP, examining potential corridors along Highway 417, and to the north and south of the highway beyond the primary study area identified above. The Study outcome will be a Recommended Plan that identifies the LRT alignment and station locations, and determines a project staging and implementation strategy based on ridership and affordability. This work is being undertaken now in order to establish the future right-of-way requirements, protect the corridor, and inform the ongoing planning and development of adjacent lands.

### Study Process



The Environmental Assessment portion of the Study will be undertaken in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects. The City must evaluate alternative corridors and designs for the project, undertake public and agency consultation, assess the potential environmental effects of the Recommended Plan and identify measures to mitigate any such impacts.

As part of the study process, an Environmental Project Report (EPR) will be prepared to document all activities and findings during the planning and design process, and to present the Recommended Plan. The EPR will also be available following the Notice of Commencement being issued in the Spring of 2018. Upon completion of the TPAP, the Minister of Environment and Climate Change will issue a decision on the project.

### **Study Timeline**

The EA process will include a consultation program involving many stakeholders, including the City of Ottawa, the National Capital Commission, other approval and regulatory agencies, local community associations, businesses and institutions, special advisory and interest groups, and members of the public. The study is expected to be completed by the end of 2018.

### **Consultation Opportunities**

We will continue to notify you as new information becomes available. A project website will also be set up at [www.ottawa.ca/kanata/rtottawa.ca](http://www.ottawa.ca/kanata/rtottawa.ca) for project information and updates. Should you have any questions, please contact me at any time.

Sincerely,  
Angela

#### **Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)  
☎ (613) 580-2424 x 15210

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10 May 2018

File Number:

VIA EMAIL: [Jean-Guy.Whiteduck@kza.qc.ca](mailto:Jean-Guy.Whiteduck@kza.qc.ca)

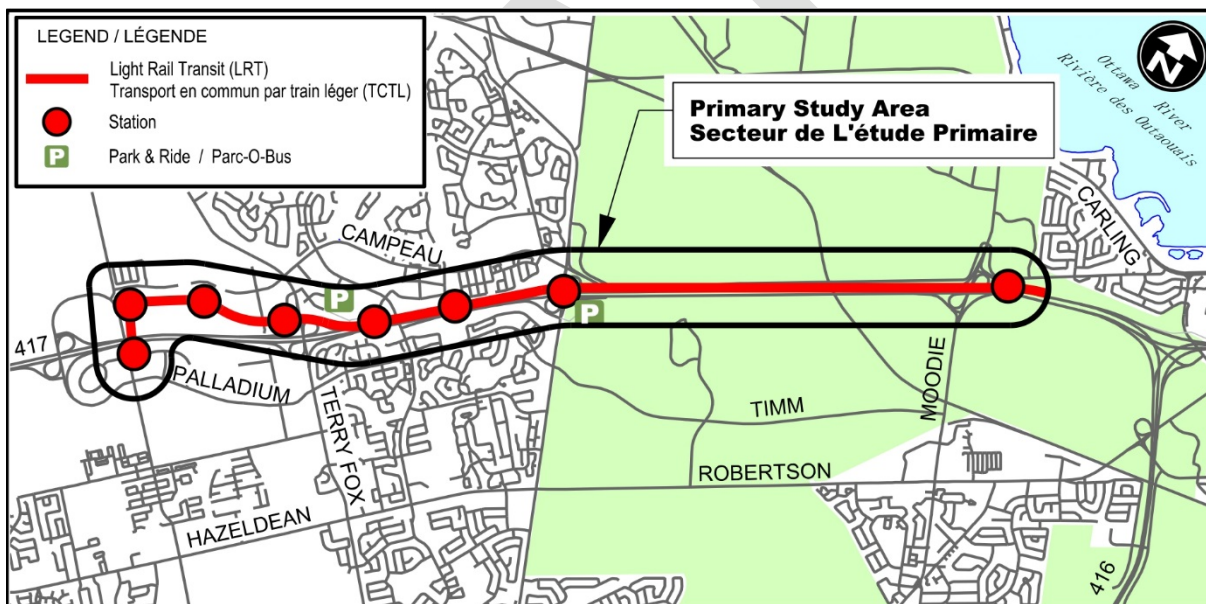
Kitigan Zibi Anishinabeg  
P.O. Box 309  
1 Paganakomin Mikan  
Maniwaki, Quebec J9E 3C9

Dear Chief Whiteduck

**RE: Invitation to Participate  
Kanata Light Rail Transit Planning and Environmental Assessment Study  
Ottawa, ON**

**Overview**

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) Study to develop a Recommended Plan to extend Light Rail Transit (LRT) to Kanata. This extension of LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP), as shown on the figure below.



**Study Background**

This Planning and EA Study will update the work done in the TMP, examining potential corridors along Highway 417, and to the north and south of the highway (i.e. beyond the primary study area identified above). The Study outcome will be a Recommended Plan that identifies the LRT alignment and station locations, and determines a project staging and implementation strategy based on ridership and affordability. This work is being undertaken now in order to establish the future right-of-way requirements, protect the corridor, and inform the ongoing planning and development of adjacent lands.



### **Study Process**

The Environmental Assessment portion of the Study will be undertaken in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects. The City must evaluate alternative corridors and designs for the project, undertake public and agency consultation, assess the potential environmental effects of the Recommended Plan and identify measures to mitigate any such impacts.

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### **Study Timeline**

The EA process will include a consultation program involving many stakeholders, including the City of Ottawa, the National Capital Commission, other approval and regulatory agencies, local community associations, businesses and institutions, special advisory and interest groups, and members of the public. The study is expected to be completed by mid-2018.

### **Consultation Opportunities**

If the Kitigan Zibi Anishinabeg have interest in this study and project, the City of Ottawa would be pleased to discuss and meet with you. Please respond to this letter with your interest. Any comments will become part of the Public Record.

We will continue to notify you as new information becomes available throughout the study. Please do not hesitate to contact me to discuss this matter in more detail or learn more about the study.

Sincerely,

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project

Transportation Planning | Planification des transports

Transportation Services Department | Service des transports

City of Ottawa | Ville d'Ottawa

[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)

(613) 580-2424 x 15210



10 May 2018

File Number:

VIA EMAIL: [president.ormc@gmail.com](mailto:president.ormc@gmail.com)

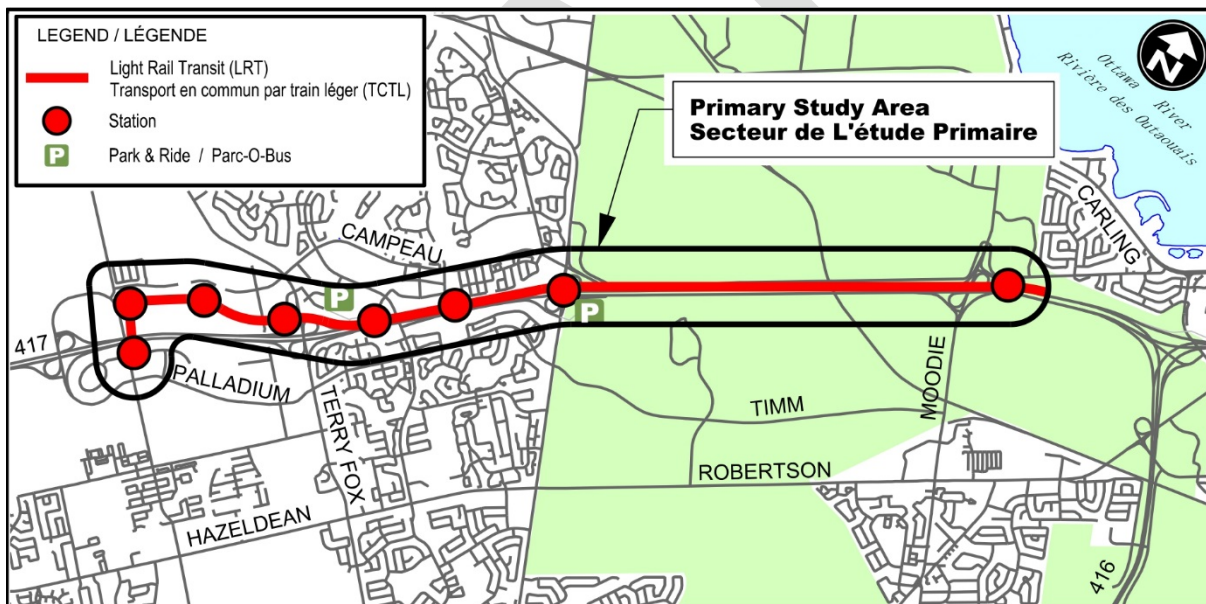
MNO Ottawa Region Métis Council  
Benny Michaud, President  
419-140 Mann Avenue  
Ottawa, ON K1N 1E5

Dear Benny Michaud

**RE: Invitation to Participate  
Kanata Light Rail Transit Planning and Environmental Assessment Study  
Ottawa, ON**

**Overview**

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) Study to develop a Recommended Plan to extend Light Rail Transit (LRT) to Kanata. This extension of LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP), as shown on the figure below.



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### **Study Timeline**

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### **Consultation Opportunities**

If the MNO Ottawa Region Métis Council and Métis Nation of Ontario have interest in this study and project, the City of Ottawa would be pleased to discuss and meet with you. Please respond to this letter with your interest. Any comments will become part of the Public Record.

We will continue to notify you as new information becomes available throughout the study. Please do not hesitate to contact me to discuss this matter in more detail or learn more about the study.

Sincerely,

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa  
[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)  
(613) 580-2424 x 15210



10 May 2018

File Number:

VIA EMAIL: [chiefcouncil@pikwakanagan.ca](mailto:chiefcouncil@pikwakanagan.ca)

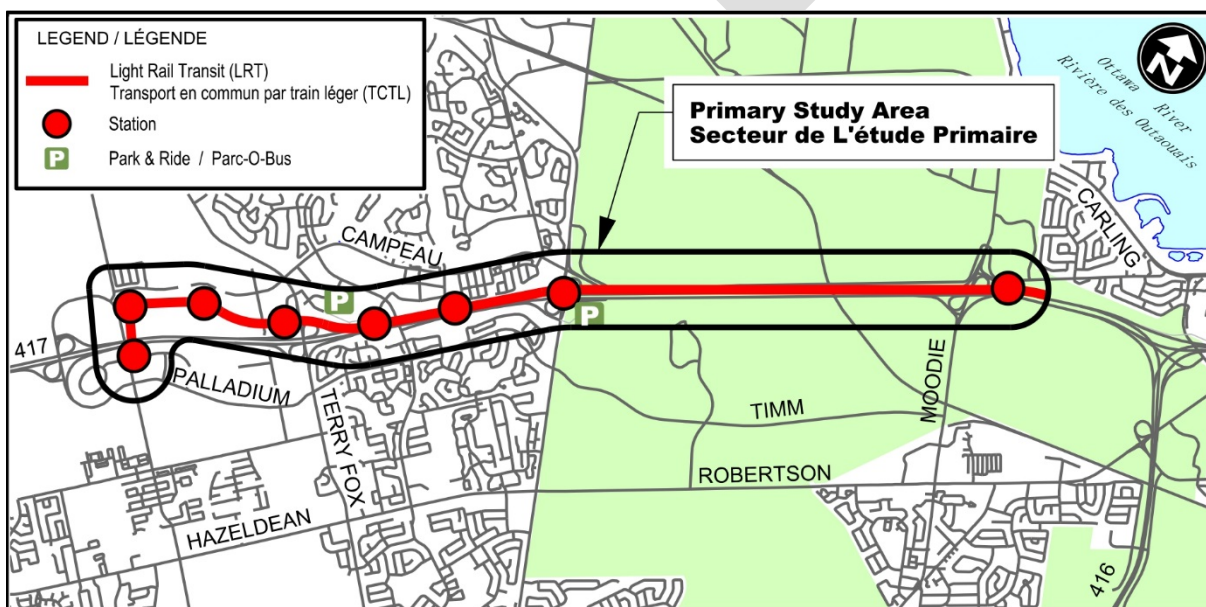
Algonquins of Pikwàkanagàn  
1657A Mishomis Inamo  
Pikwàkanagàn, ON K0J 1X0

Dear Chief Whiteduck

**RE: Invitation to Participate  
Kanata Light Rail Transit Planning and Environmental Assessment Study  
Ottawa, ON**

**Overview**

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) Study to develop a Recommended Plan to extend Light Rail Transit (LRT) to Kanata. This extension of LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP), as shown on the figure below.



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### **Study Process**

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The EA process will include a consultation program involving many stakeholders, including the City of Ottawa, the National Capital Commission, other approval and regulatory agencies, local community associations, businesses and institutions, special advisory and interest groups, and members of the public. The study is expected to be completed by mid-2018.

### **Consultation Opportunities**

If the Algonquins of Pikwàkanagàn have interest in this study and project, the City of Ottawa would be pleased to discuss and meet with you. Please respond to this letter with your interest. Any comments will become part of the Public Record.

We will continue to notify you as new information becomes available throughout the study. Please do not hesitate to contact me to discuss this matter in more detail or learn more about the study.

Sincerely,

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project

Transportation Planning | Planification des transports

Transportation Services Department | Service des transports

City of Ottawa | Ville d'Ottawa

[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)

(613) 580-2424 x 15210





10 May 2018

File Number:

VIA EMAIL: [jstavinga@nrtco.net](mailto:jstavinga@nrtco.net)

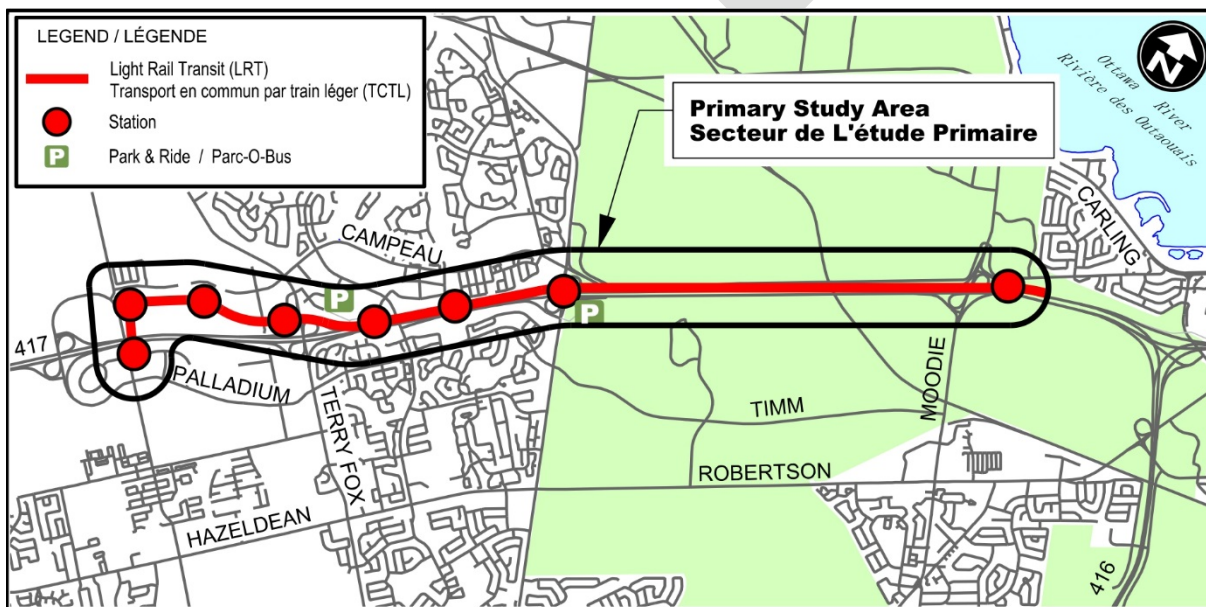
Algonquins Of Ontario Consultation Office  
31 Riverside Drive, Suite 101  
Pembroke, ON K8A 8R6

Dear Janet Stavinga

**RE: Invitation to Participate  
Kanata Light Rail Transit Planning and Environmental Assessment Study  
Ottawa, ON**

**Overview**

The City of Ottawa has initiated a Planning and Environmental Assessment (EA) Study to develop a Recommended Plan to extend Light Rail Transit (LRT) to Kanata. This extension of LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP), as shown on the figure below.



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**Study Process**

City Of Ottawa  
Transportation Planning Branch  
110 Laurier Avenue West, 4th Floor  
Ottawa, ON K1P 1J1  
Tel. : 613-580-2424 ext.: 15210  
[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)

Ville d'Ottawa  
Planification des transports  
110 avenue Laurier ouest, 4ième Étage  
Ottawa, ON K1P 1J1  
Tel. : 613-580-2424 ext.: 15210  
[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)



The Environmental Assessment portion of the Study will be undertaken in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects. The City must evaluate alternative corridors and designs for the project, undertake public and agency consultation, assess the potential environmental effects of the Recommended Plan and identify measures to mitigate any such impacts.

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### **Study Timeline**

The EA process will include a consultation program involving many stakeholders, including the City of Ottawa, the National Capital Commission, other approval and regulatory agencies, local community associations, businesses and institutions, special advisory and interest groups, and members of the public. The study is expected to be completed by mid-2018.

### **Consultation Opportunities**

If the Algonquins of Eastern Ontario have interest in this study and project, the City of Ottawa would be pleased to discuss and meet with you. Please respond to this letter with your interest. Any comments will become part of the Public Record.

We will continue to notify you as new information becomes available throughout the study. Please do not hesitate to contact me to discuss this matter in more detail or learn more about the study.

Sincerely,

### **Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)

(613) 580-2424 x 15210

## **Record of Follow-Up Phone Calls**

**From:** Taylor, Angela  
**To:** [Fitzpatrick, Stephen](#); [Hopper, David](#)  
**Cc:** [Steacy, Peter](#); [Paul Croft](#)  
**Subject:** First Nations consultation follow up  
**Date:** Tuesday, May 02, 2017 2:51:23 PM

---

Stephen/David, I followed up with a phone call today to each of the First Nations groups as noted below and please document this record in our consultation:

Algonquins of Pikwakangan – 613-625-2800  
2:22pm left voicemail with Chief Whiteduck's assistant

Kitigan Zibi Anishinabeg – 819-449-5170  
2:24pm left voicemail with Chief Whiteduck's assistant

MNO Ottawa Metis Nation – 613-859-9969  
2:31 left voicemail with Benny Michaud

For the Algonquins of Ontario, Janet Stavinga followed up by email on April 11 requesting a presentation to include the Stage 1 and 2 LRT projects. The City is scheduled to present this at the AOO office on Wednesday June 14, 2017.

Thanks,  
Angela

**Angela Taylor, P.Eng.**

Senior Project Engineer | Gestionnaire principale de project  
Transportation Planning | Planification des transports  
Transportation Services Department | Service des transports  
City of Ottawa | Ville d'Ottawa

✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

☎ (613) 580-2424 x 15210

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**Correspondence with MOECC Confirming List of  
Aboriginal Bodies**



03 October 2017

Kathleen O'Neill  
Director, Environmental Approvals Branch  
Ministry of the Environment and Climate Change  
135 St. Clair Avenue West, 1<sup>st</sup> Floor  
Toronto, Ontario M4V 1P5  
Fax: 416-314-8452  
E-mail: [EAASIBGen@ontario.ca](mailto:EAASIBGen@ontario.ca)  
[kathleen.oneill@ontario.ca](mailto:kathleen.oneill@ontario.ca)

Dear Ms. O'Neill

**Re: Request for List of Bodies to Assist in Identifying Aboriginal Communities for the Kanata Light Rail Transit Planning and Environmental Assessment Study**

The City of Ottawa (City) is undertaking a Planning and Environmental Assessment Study for the Kanata Light Rail Extension in accordance with Ontario Regulation 231/08 for Transit Projects. The intent of this project is to establish a defined corridor for the future extension of Light Rail Transit to the communities of Kanata and Stittsville and to support the transit mode split objectives of the City's Transportation Master Plan as well as objectives established in the City's Official Plan. The area being examined is shown in Figure 1.

In accordance with subsection 7(4) of Ontario Regulation 231/08, the City is requesting the list of bodies that may assist us in confirming the Aboriginal communities that may be interested in the above-noted transit project. The City will contact the bodies you identify and ask that these bodies identify specific Aboriginal communities that should be consulted.

To date, the City has contacted the Aboriginal communities noted below and have provided them with project related information as well as invitations to consultation events. We are seeking confirmation that no other Aboriginal communities are required to be contacted.

City Of Ottawa  
Transportation Services Department  
Transportation Planning - Environmental  
Assessments  
110 Laurier Avenue West  
Ottawa, Ontario K1P 1J1  
Tel. : 613-580-2424 ext.: 15210  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

Ville d'Ottawa  
Planification des transports  
110, avenue Laurier Ouest  
Tél. : 613-580-2424 poste: 15210  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)



The Aboriginal communities contacted are as follows:

- Algonquins of Ontario
- Algonquins of Pikwàkanagàn
- Kitigan Zibi Anishinabeg
- Ottawa Métis Council

If you have any questions or need further information about this project please contact Angela Taylor, Project Manager, City of Ottawa as noted below.

Sincerely,

Angela Taylor, P. Eng.

Senior Project Engineer | Gestionnaire principale de project

Transportation Planning | Planification des transports

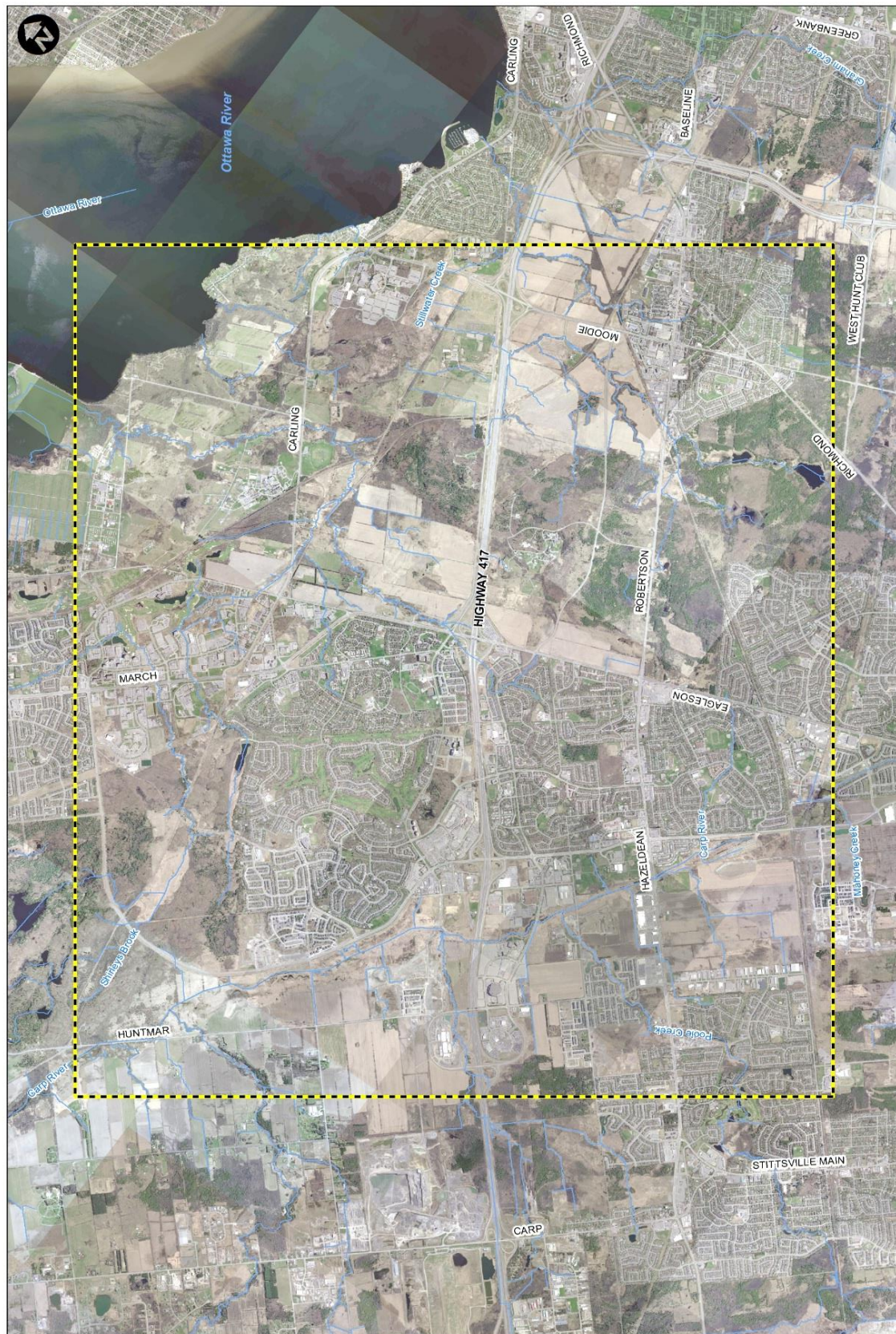
Transportation Services Department | Service des transports

City of Ottawa | Ville d'Ottawa

✉ [angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

☎ (613) 580-2424 x 15210

Figure 1: Study Area for the Kanata Light Rail Transit Planning and Environmental Assessment Study



**D Ministry of the  
Environment  
and Climate Change**

Environmental Approvals  
Branch  
135 St. Clair Avenue West  
1<sup>st</sup> Floor  
Toronto ON M4V 1P5  
Tel.: 416 314-8001  
Fax: 416 314-8452

**Ministère de l'Environnement et  
de l'Action en matière de  
changement climatique**

Direction des autorisations  
environnementales  
135, avenue St. Clair Ouest  
Rez-de-chaussée  
Toronto ON M4V 1P5  
Tél : 416 314-8001  
Télec. : 416 314-8452



November 6, 2017

City of Ottawa  
City Hall, 21<sup>st</sup> Floor, East Tower  
100 Queens Street West  
ON, M5C 1S6

**Re: Transit Project Assessment Process - Identifying Interested Indigenous  
Communities**

Dear Mrs. Angela Taylor

Thank you for your letter dated October 3, 2017 regarding the Kanata Light Rail Transit Planning Environmental Assessment Study. In your letter you request that the Ministry of the Environment and Climate Change (ministry) provide assistance in identifying Indigenous communities who may have an interest in this Project.

As you are aware, the Government of Ontario (the "Crown") has a constitutional duty to consult Aboriginal communities when Crown project approvals could lead to an adverse impact on established or asserted Aboriginal or treaty rights. The Crown may use existing regulatory processes as a vehicle for fulfilling its constitutional duty, including an environmental assessment under Part II of the *Environmental Assessment Act*.

The Crown has a duty to consult communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions or actions that could adversely affect them. Although the Crown remains responsible for ensuring the adequacy of consultation with potentially-affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents. **The Ontario Ministry of the Environment and Climate Change is delegating the procedural aspects of consultation to you through this letter.**

List of Communities to Consult

Based on the information you have provided and the Crown's preliminary assessment of Aboriginal community rights and potential Project impacts, the **Algonquins of Ontario First Nation** community must be consulted on the basis that they have or may have constitutionally protected Aboriginal or treaty rights that could be adversely affected by the Project:



Contact Information:

**Algonquins of Ontario Consultation Office**

31 Riverside Drive, Suite 101  
Pembroke, ON K8A 8R6

**Telephone:**

Toll Free: 1-855-735-3759  
Local: 613-735-3759

**Fax:** 613-735-6307

**Email:** [algonquins@tanakiwin.com](mailto:algonquins@tanakiwin.com)

Consultation Activities

Steps that you may need to take in relation to Aboriginal consultation for your Project are outlined in the “Code of Practice for Consultation in Ontario’s Environmental Assessment Process” which can be found at the following link:

<https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

The ministry relies on consultation conducted by proponents when it assesses the Crown’s obligations and directs proponents during the regulatory process. The proponent’s responsibilities for procedural aspects of consultation include:

- Providing First Nation and/or Métis communities with information about the proposed project/activity including anticipated impacts, and information on timelines;
- Following up with First Nation and/or Métis communities to ensure they received project/activity information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the appropriate Project Officer for further direction;
- Gathering information about how the project could adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation; and,
- Maintaining a Consultation Record and providing copies to the ministry.

Notice of Commencement

The ministry is pleased that you intend to follow the transit project assessment process as per Ontario Regulation 231/08 for the Project. Please be advised that when you initiate the assessment process, a Notice of Commencement should be sent to Annamaria Cross, Director of Environmental Approvals Branch (EAB) and the ministry's Regional Director for the region in which the Project is located, as well as to the Indigenous communities identified above. Prior to issuing a Notice of Commencement, proponents are encouraged to contact EAB, the ministry's regional office and other government agencies to determine their level of interest in the Project.

Should you have any questions or concerns, please feel free to contact me directly at (416) 314-7222 or by e-mail at [Yves.Dagssie@ontario.ca](mailto:Yves.Dagssie@ontario.ca)

Sincerely,

A handwritten signature in black ink, appearing to read "Yves.D". The signature is fluid and cursive, with a large, stylized 'Y' and a distinct 'D'.

Yves Dagssie, Special Project Officer  
Environmental Approvals Branch  
Ministry of the Environment and Climate Change

**Presentation Given to the Algonquins of Ontario**



# **Kanata Light Rail Transit Planning and Environmental Assessment Study**

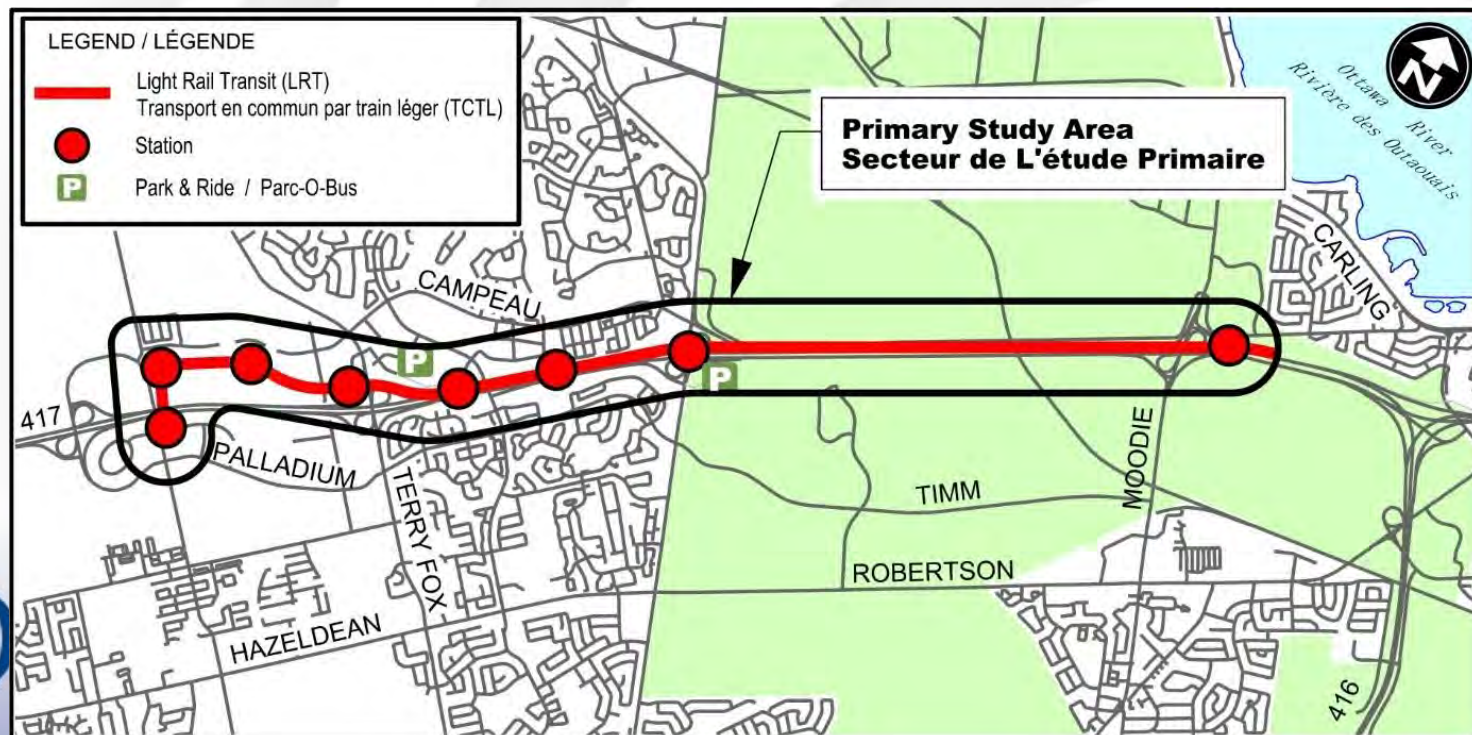
**Transportation Services Department**



Algonquins of Ontario  
June 14, 2017

# Study Goals

- Determine the Preferred Corridor;
- Determine the Recommended Plan for LRT alignment and stations; and,
- Determine project staging and implementation.



# Context for the Study

- Confederation Line opens in 2018.
- Stage 2 Extension of Confederation Line West opens in 2023
- Kanata study needed should funding become available



# Study Schedule

## **Pre-Planning Phase**

**Spring 2017:**

Existing Conditions & Corridor Selection

*\*Consultation Groups and Public Open House 1\**



**Summer/Fall 2017:**

Evaluation of Designs

*\*Meet with Consultation Groups\**



**Fall/Winter 2017/18:**

Recommended Plan

*\*Consultation Groups and Public Open House 2\**

*\*Present to Committee and Council\**



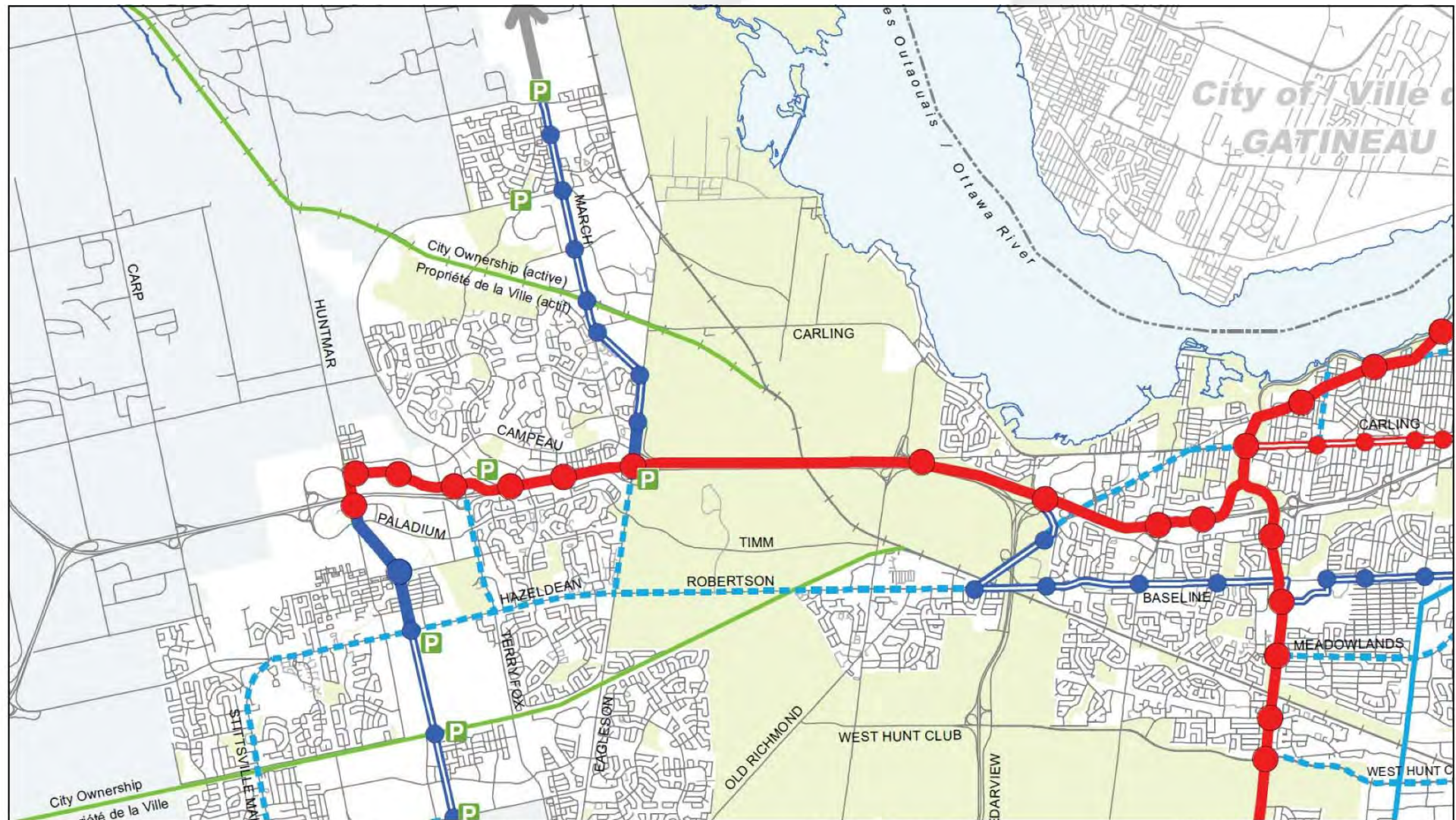
## **EA Phase**

**Spring 2018:**

Commence *Transit Project Assessment Process*



# TMP (2013) - Ultimate Network



## RAPID TRANSIT

- Light Rail Transit (LRT) - Grade Separated Crossings
- Light Rail Transit (LRT) - At-Grade Crossings
- Bus Rapid Transit (BRT) - Grade Separated Crossings
- Bus Rapid Transit (BRT) - At-Grade Crossings

## TRANSIT PRIORITY

- Transit Priority Corridor (Continuous Lanes)
- Transit Priority Corridor (Isolated Measures)

## TRANSPORT EN COMMUN RAPIDE

- Transport en commun par train léger (ICTL) - passages étagés
- Transport en commun par train léger (TCLT) - passages à niveau
- Transport en commun rapide par autobus (TCRA) - passages étagés
- Transport en commun rapide par autobus (TCRA) - passages à niveau

## PRIORITÉ AU TRANSPORT EN COMMUN

- Corridor donnant priorité au transport en commun (voies continues)
- Corridor donnant priorité au transport en commun (mesures isolées)

## Park and Ride

- Transit Station - rail
- Transit Station - bus
- Conceptual Future Transit Corridor
- Abandoned Railway Corridor
- Inter-regional Stations
- Potential Rail Yard
- Gatineau Rapibus

## Parc-O-Bus

- Station du transport - train
- Station du transport - autobus
- Avenir conceptuel - Couloir de transport en commun
- Emprises ferroviaires abandonnées
- Stations interrégionales
- Cour de tirage possible pour trains
- Rapibus de Gatineau

## TRANSPORTATION MASTER PLAN - Map 3

### RAPID TRANSIT AND TRANSIT PRIORITY NETWORK - ULTIMATE NETWORK

PLAN DIRECTEUR DES TRANSPORTS - Carte 3  
RÉSEAU DE TRANSPORT EN COMMUN RAPIDE  
ET DE TRANSPORT EN COMMUN PRIORITAIRE  
- CONCEPT DE RÉSEAU ULTIME

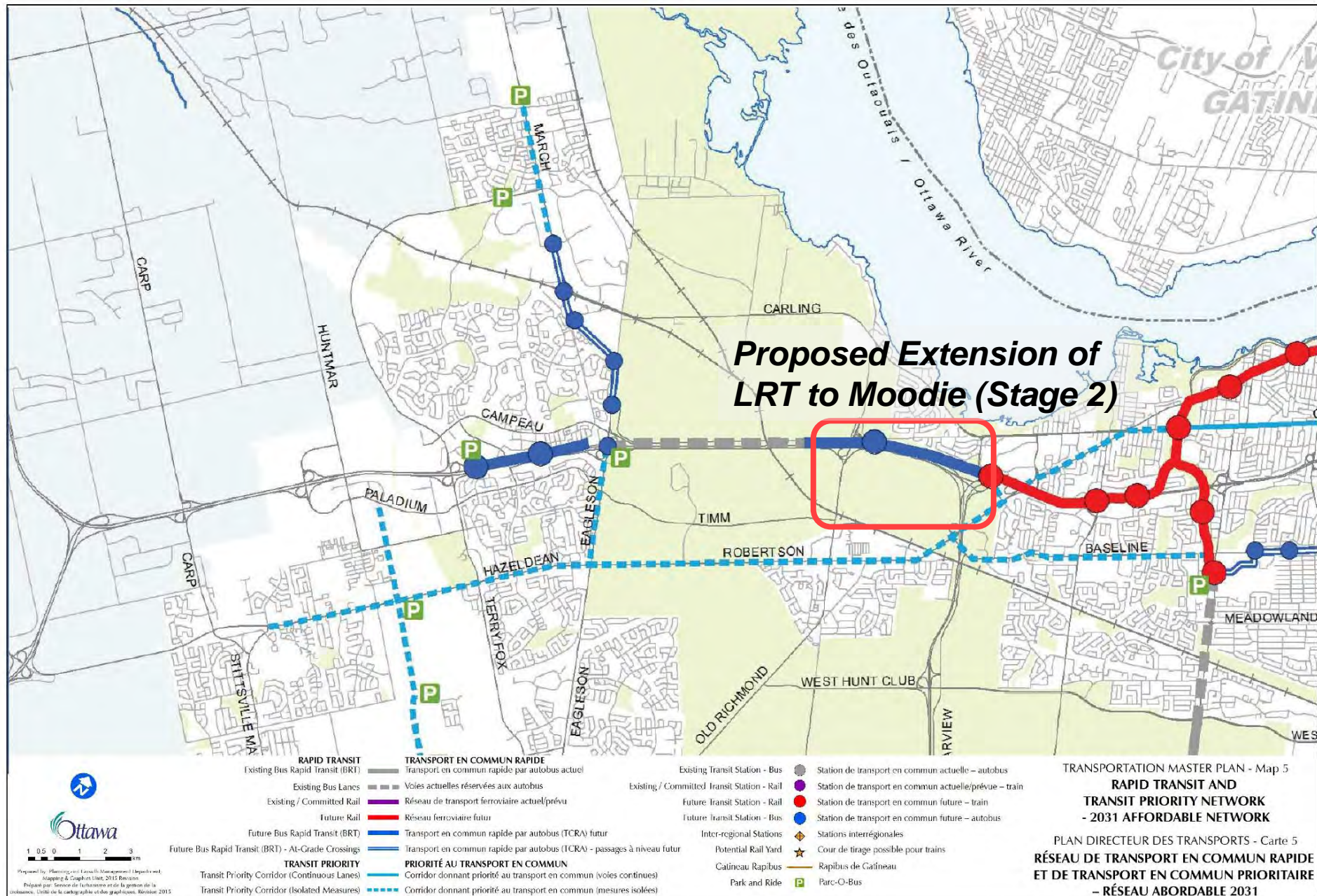


Ottawa

Prepared By: Planning and Growth Management Department,  
Mapping & Graphics Unit, 2013  
Propriété par: Service des Infrastructures et de la planification de la  
municipalité, Unité de la cartographie et du graphisme, 2013

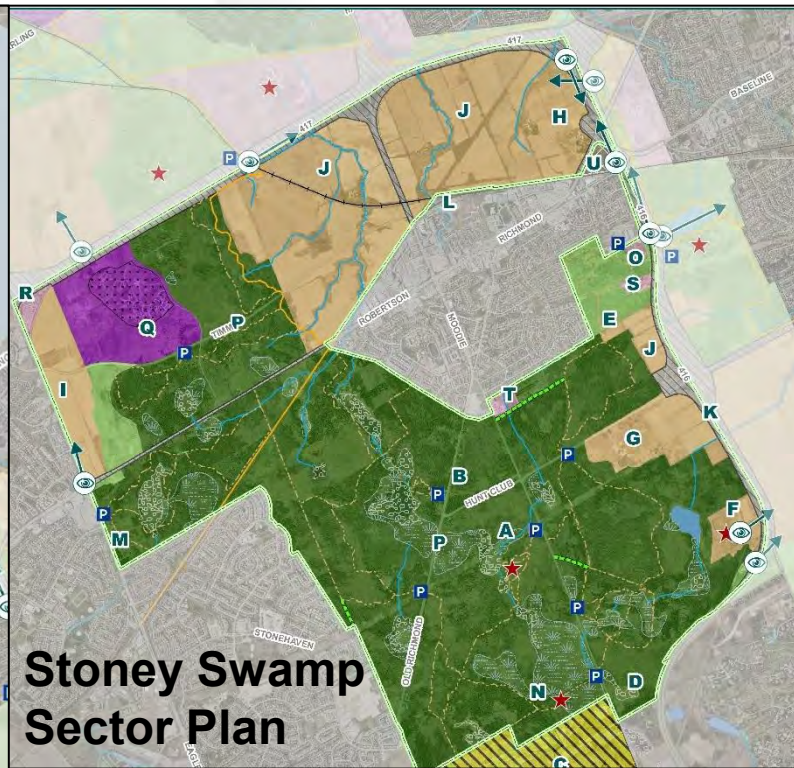
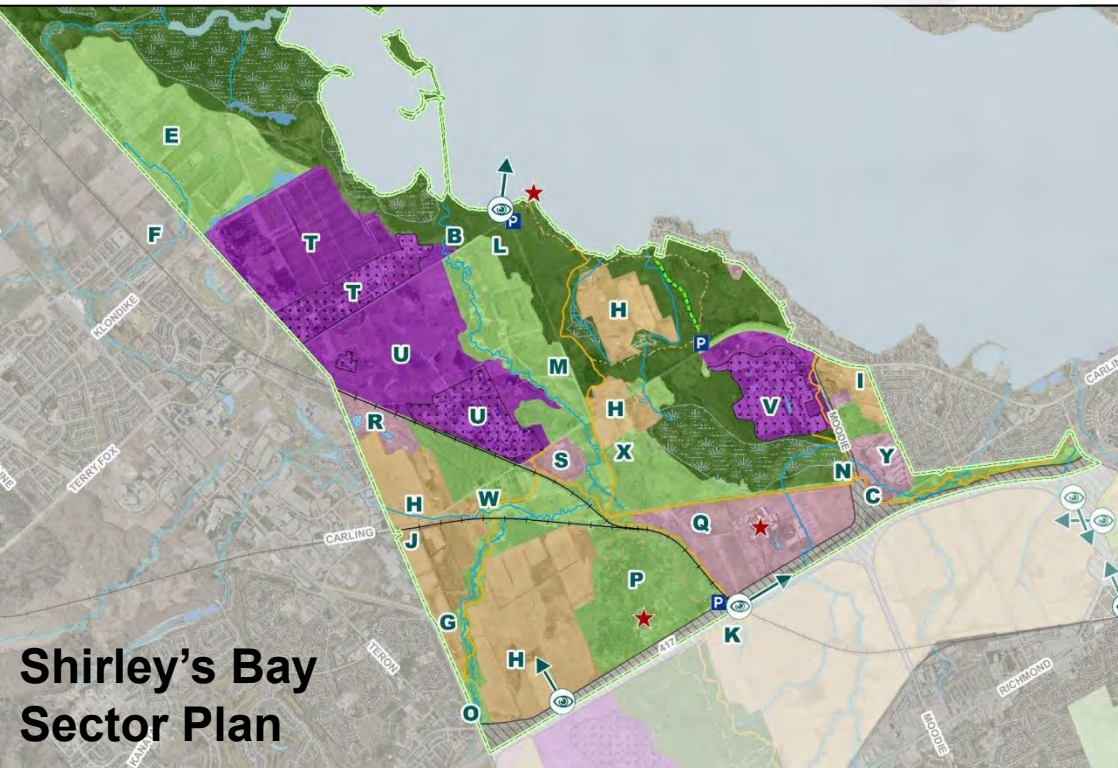


# TMP (2013) – Affordable Network





# NCC Greenbelt Master Plan (2013)

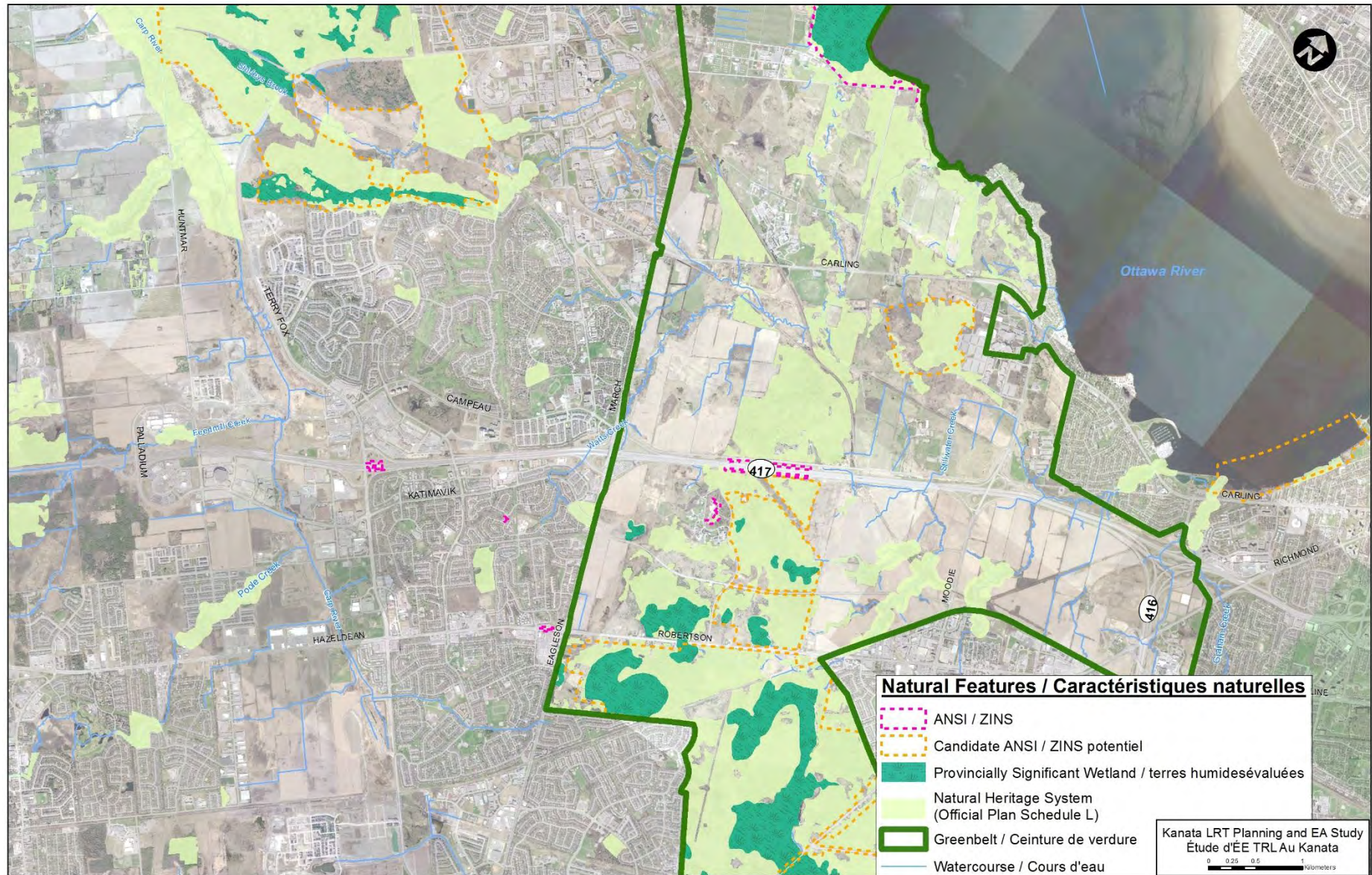


## Legend

- |  |                                  |  |                          |
|--|----------------------------------|--|--------------------------|
|  | Core Natural Area                |  | Visitor Destination      |
|  | Natural Link                     |  | NCC Parking Lot          |
|  | Agriculture                      |  | NCC Recreational Pathway |
|  | Federal Facility & Operations    |  | NCC Hiking Trail         |
|  | Non-Federal Facility & Operation |  | Forest Access Road       |
|  | Transportation Route             |  | Streams & Creeks         |
|  | Addition                         |  | River                    |
|  | Removal                          |  | Lake                     |
|  | Special Study Area               |  | Pond                     |
|  | Built Area                       |  | Swamp Area               |
|  | Management Action                |  | Flooded Area             |
|  | View                             |  | Sector Limits            |

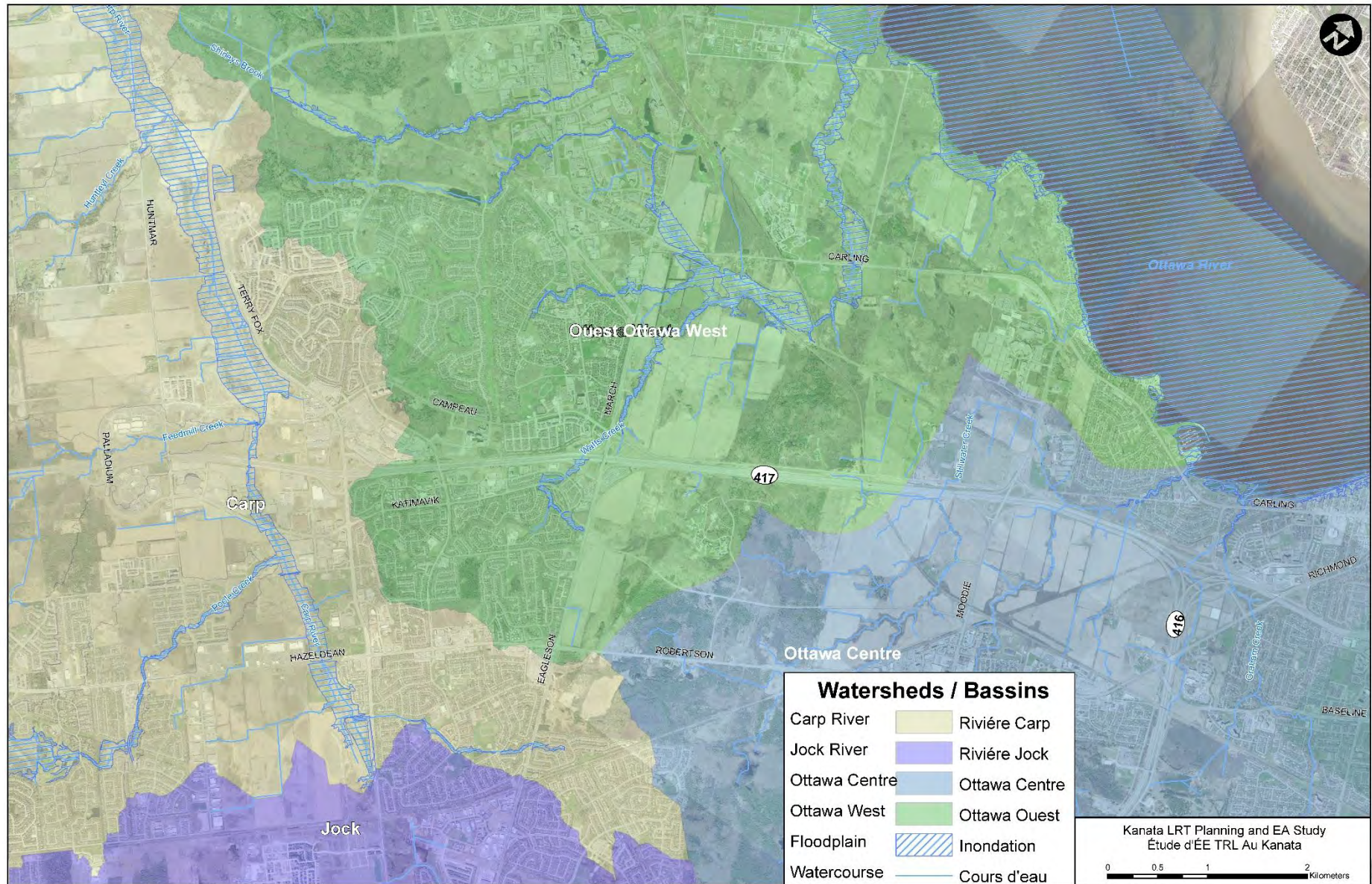


# Existing Natural Conditions



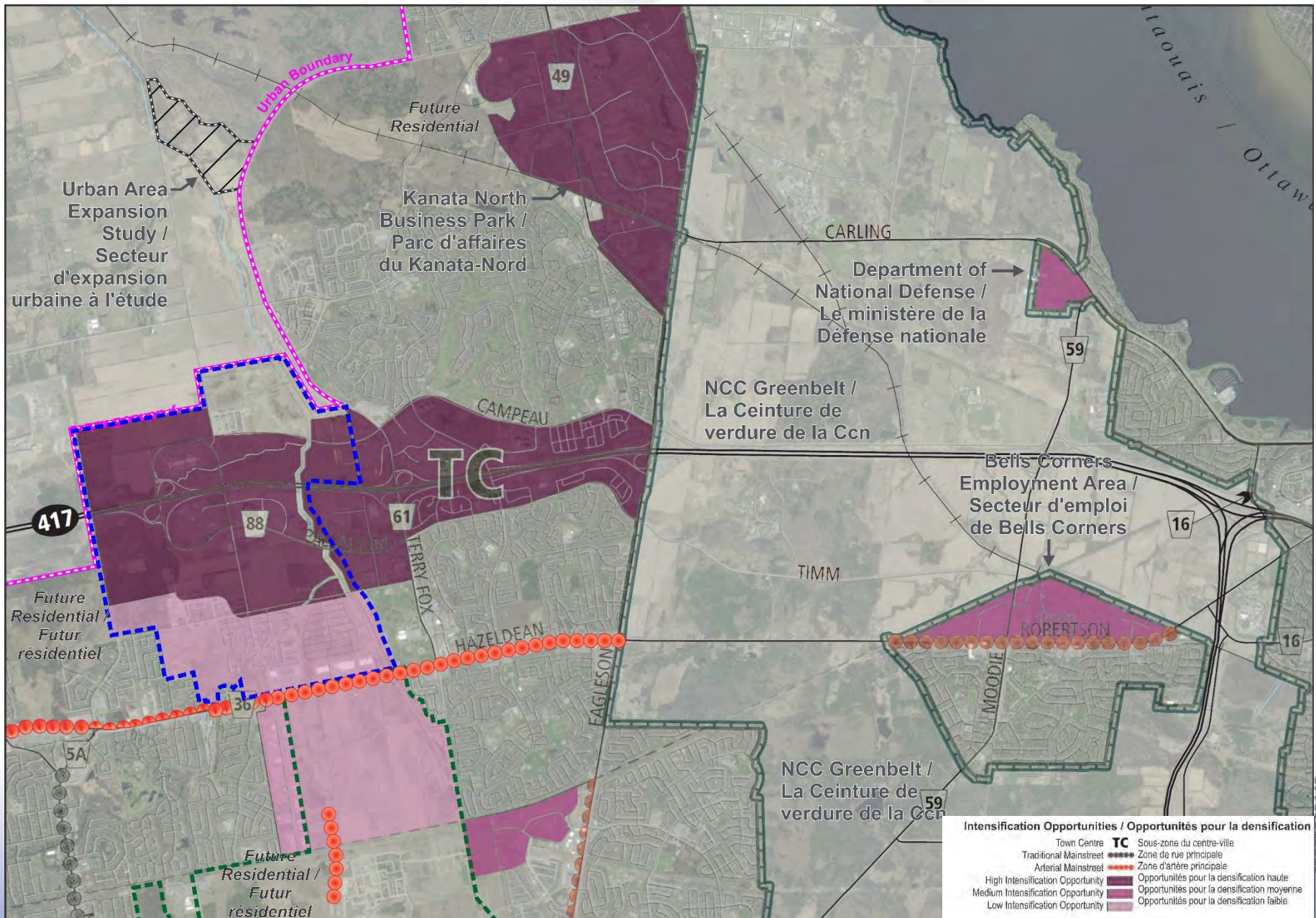


# Existing Natural Conditions



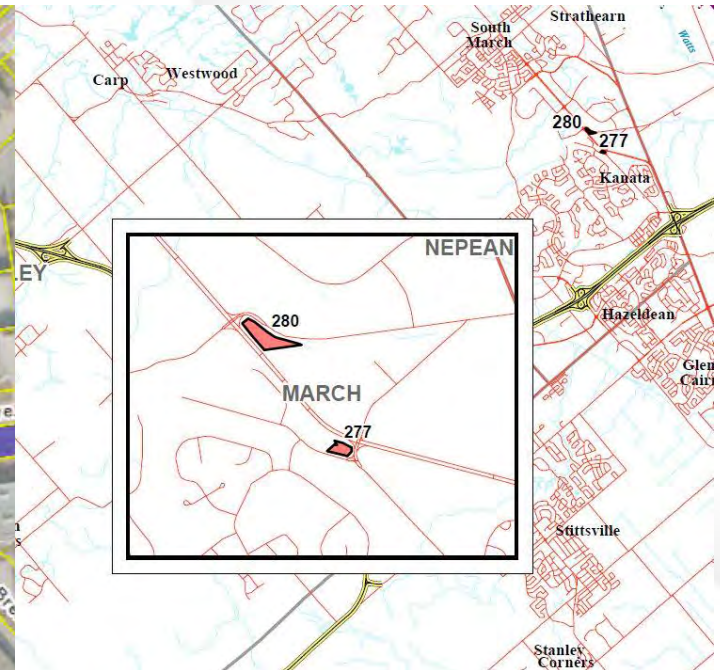
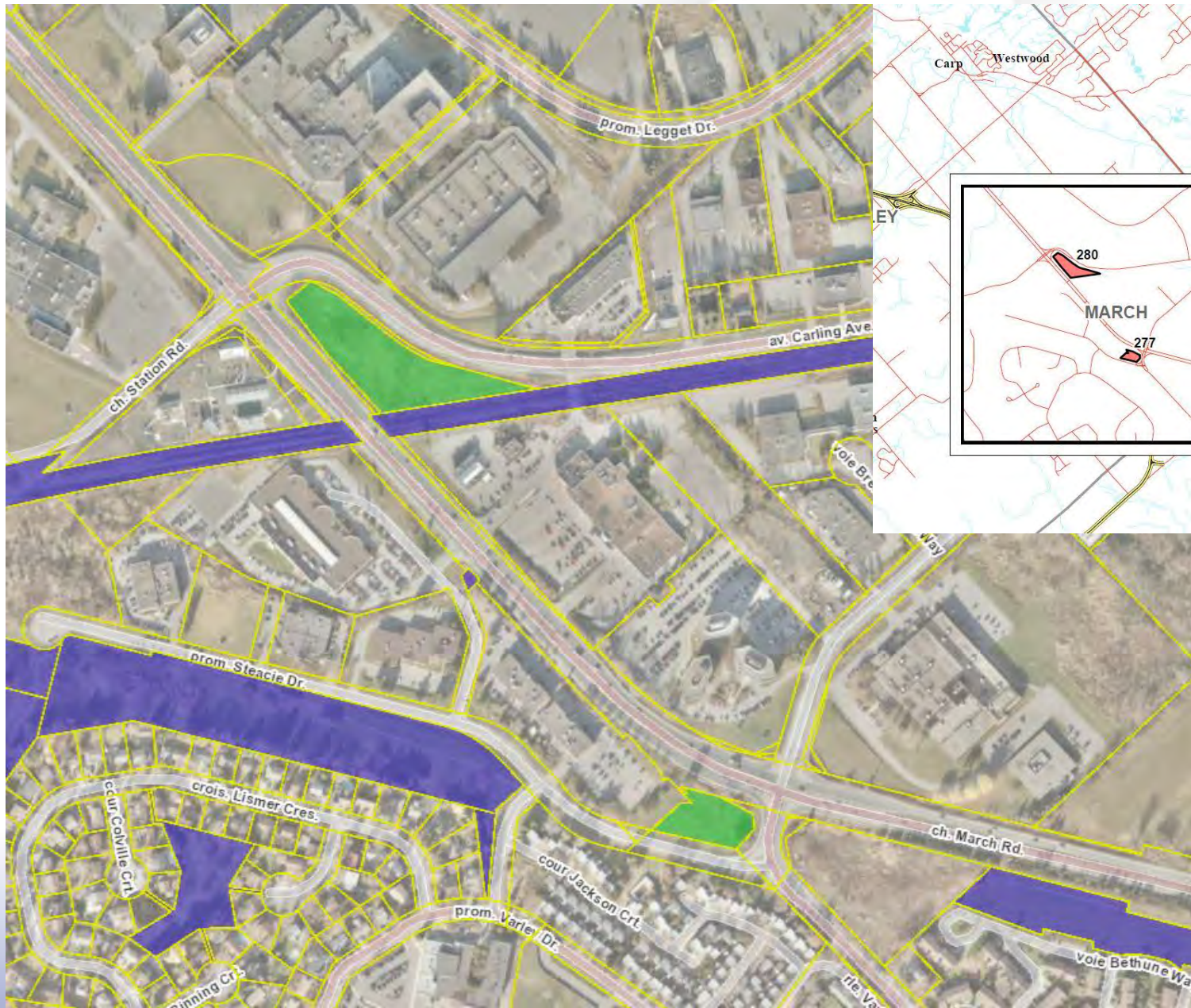


# Intensification Opportunities





# Algonquin Land Claims

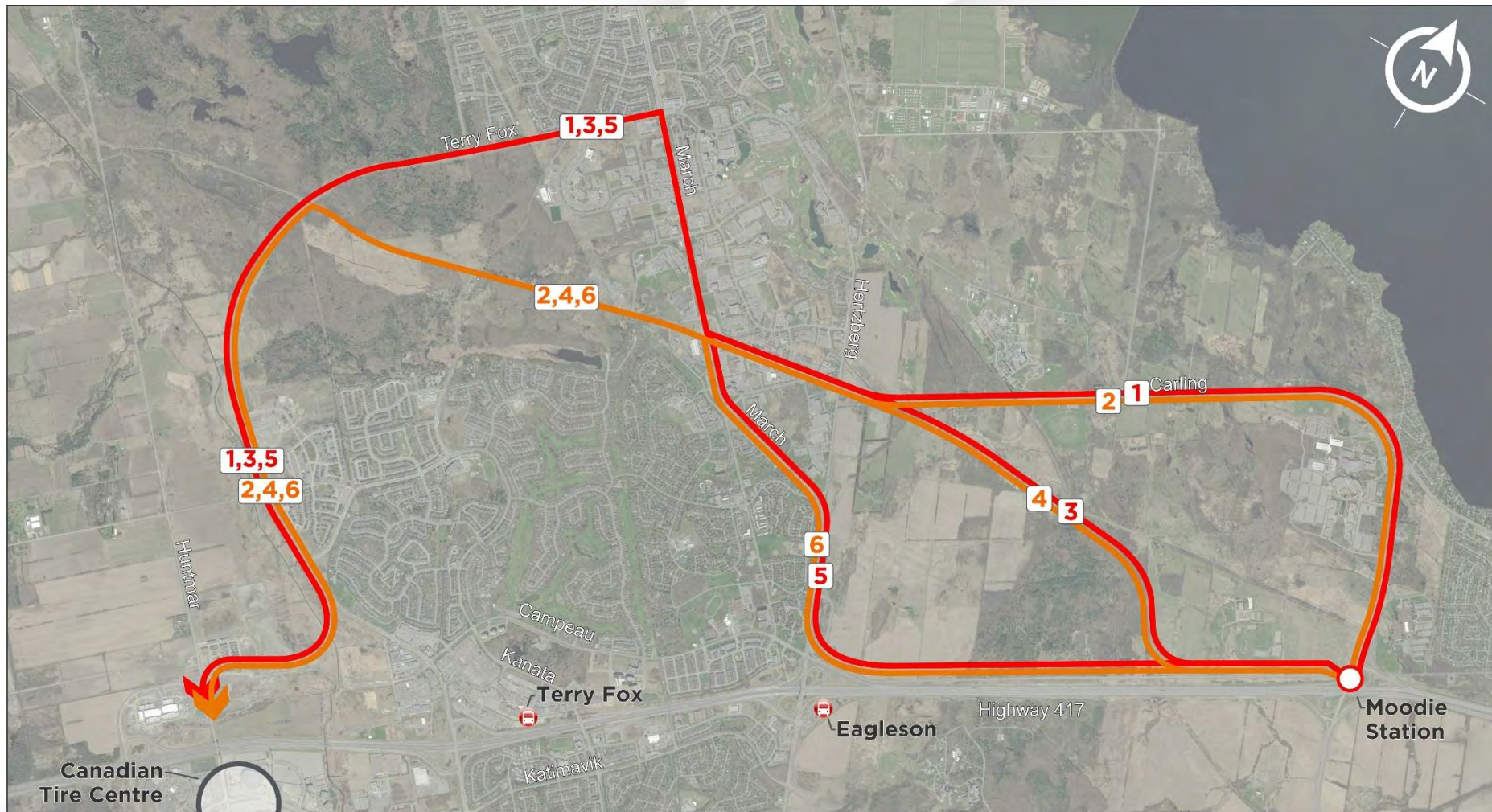




# Alternative Corridors

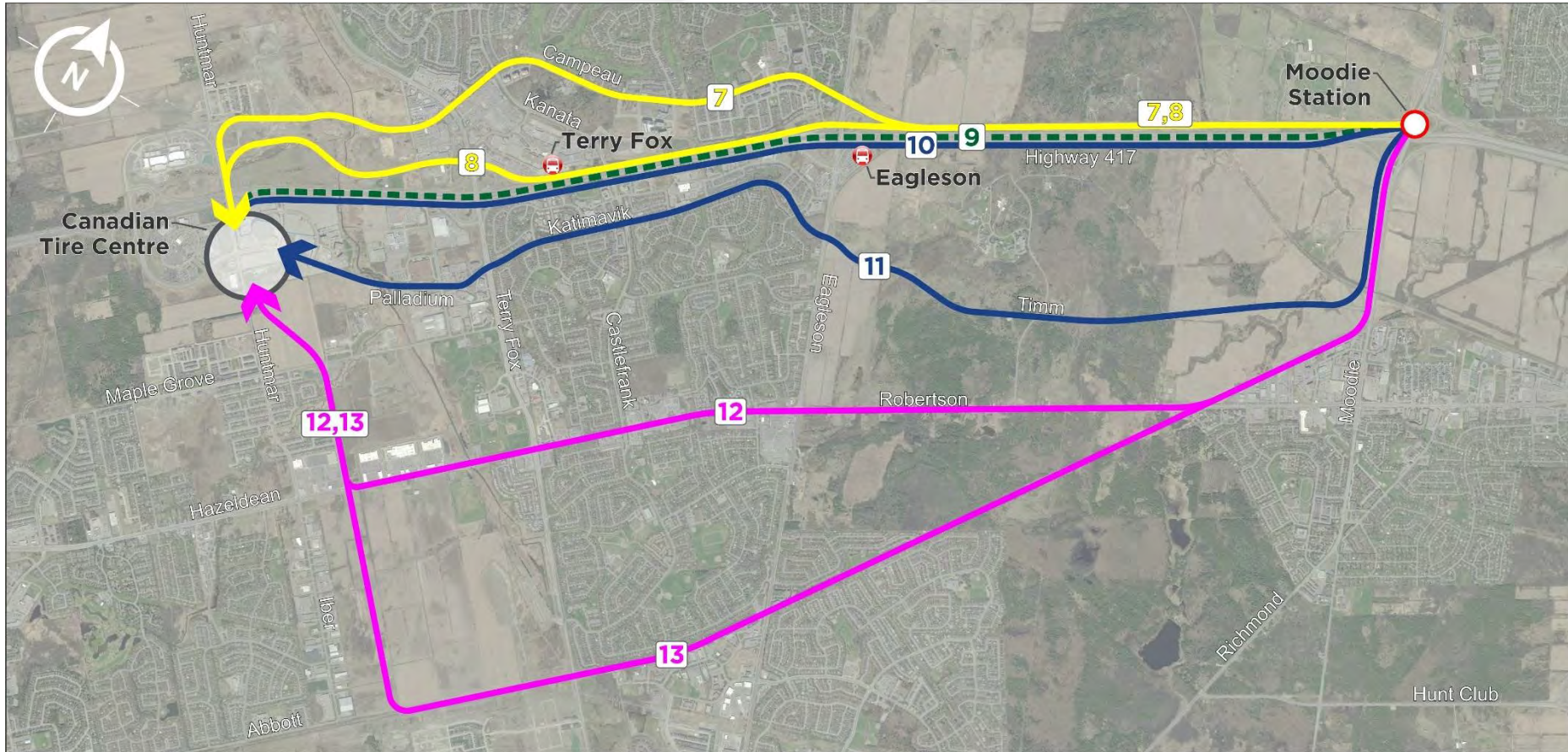
- 13 potential corridors identified.
  - North, South, and Central to Highway 417.
  - Palladium assumed as western terminus.
- All compatible with proposed extension of LRT to Moodie (Stage 2).

# Corridors (North of HWY 417)



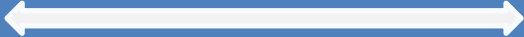





# Corridors (Central & South of HWY 417)



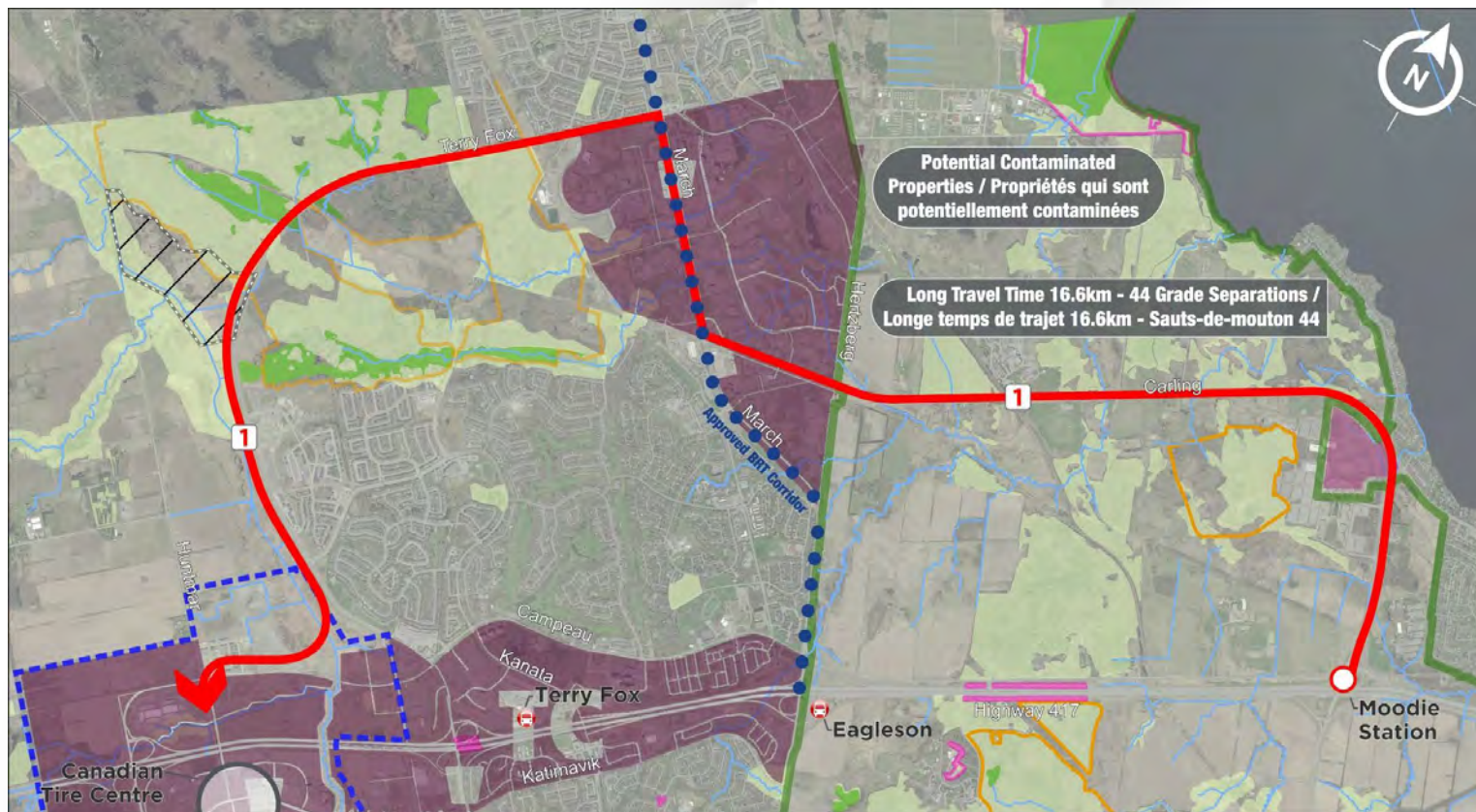
# Criteria Categories & Screening

1. Ridership Potential and Network Connectivity;
2. Transit Oriented Development & City Building;
3. Effect on Natural Environment;
4. Effect on Social Environment;
5. Complexity; and,
6. Capital and Operational Cost.

Least Preferred		Most Preferred
		
Limited positive effect Major impact Highest cost	Good positive effect Minor impact Moderate cost	Greatest positive effect Negligible impact Lowest cost



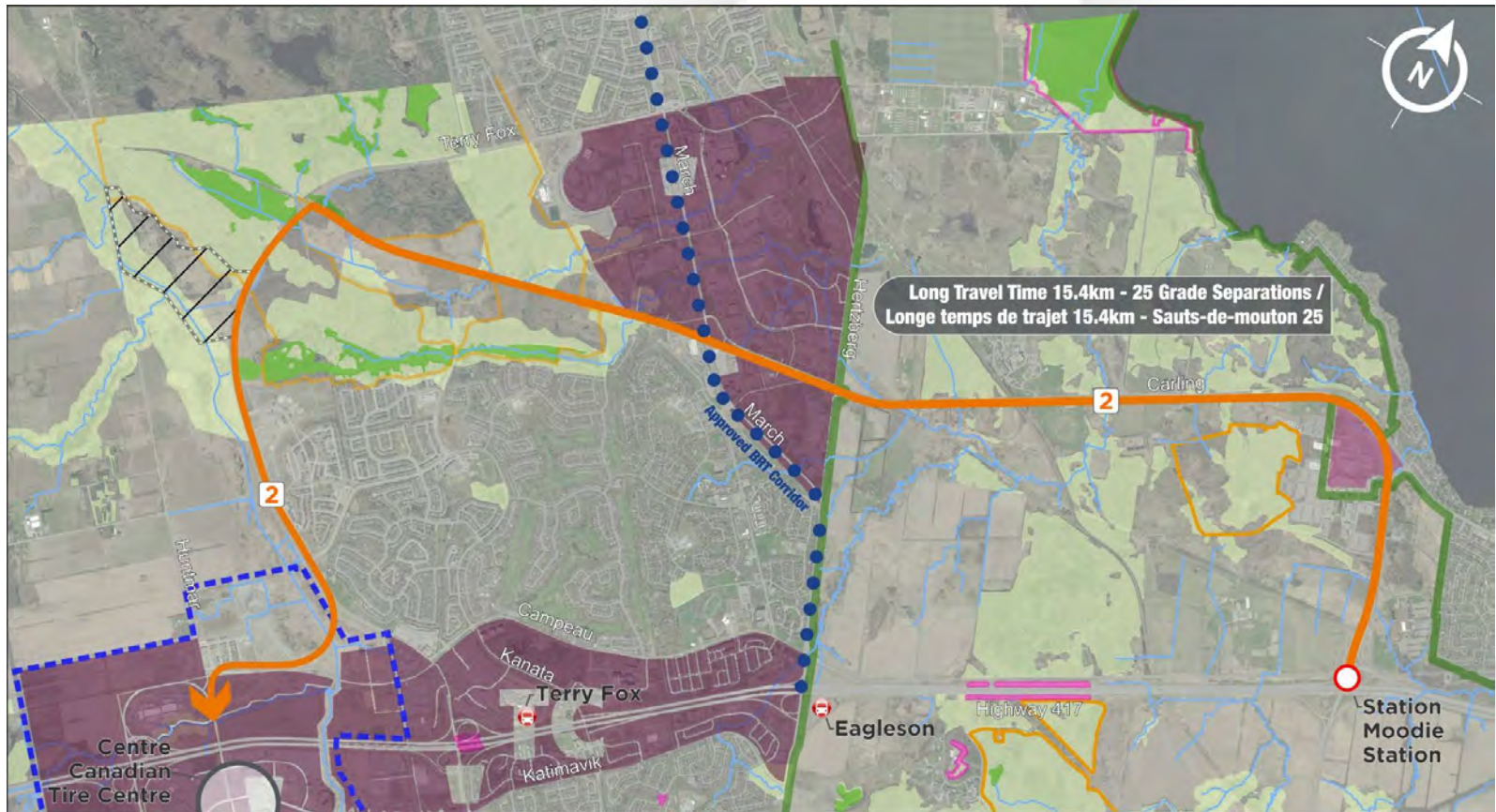
# Corridor 1: Carling/March/Terry Fox



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
▲	●	■	▲	■	■
<ul style="list-style-type: none"> <li>•High employment &amp; population growth</li> <li>•Limited transit connections</li> </ul>	<ul style="list-style-type: none"> <li>•Directly serves DND and Business Park</li> </ul>	<ul style="list-style-type: none"> <li>•Natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Requires duplicate bus service across Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>•Complex to build and operate</li> </ul>	<ul style="list-style-type: none"> <li>•Costly to build and operate</li> </ul>

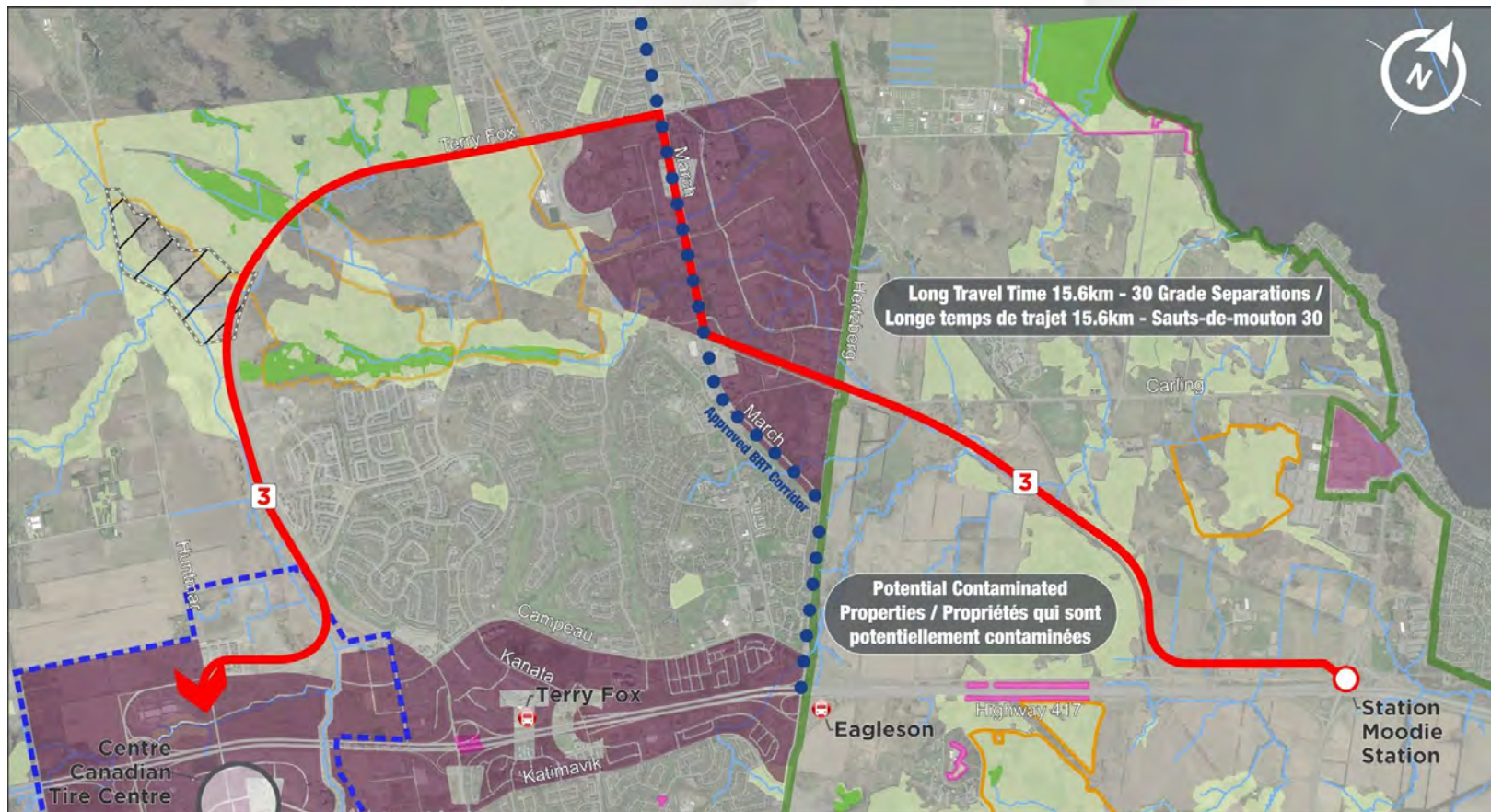


# Corridor 2: Carling/Rail/Terry Fox



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
▲	▲	■	▲	▲	■
<ul style="list-style-type: none"> <li>•Moderate employment &amp; population areas</li> <li>•Limited transit connections</li> </ul>	<ul style="list-style-type: none"> <li>•Directly serves DND and a portion of the Business Park</li> </ul>	<ul style="list-style-type: none"> <li>•Natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Requires duplicate bus service across Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>•Moderately complex to build</li> </ul>	<ul style="list-style-type: none"> <li>•Costly to build and operate</li> </ul>

# Corridor 3: 417/Rail/March/Terry Fox









Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
▲	●	■	■	▲	■
<ul style="list-style-type: none"> <li>•High employment &amp; population growth</li> <li>•Limited transit connections</li> </ul>	<ul style="list-style-type: none"> <li>•Directly serves Business Park</li> </ul>	<ul style="list-style-type: none"> <li>•Natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Requires duplicate bus service across Greenbelt</li> <li>•New barrier in Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>•Moderately complex to build</li> </ul>	<ul style="list-style-type: none"> <li>•Costly to build and operate</li> </ul>

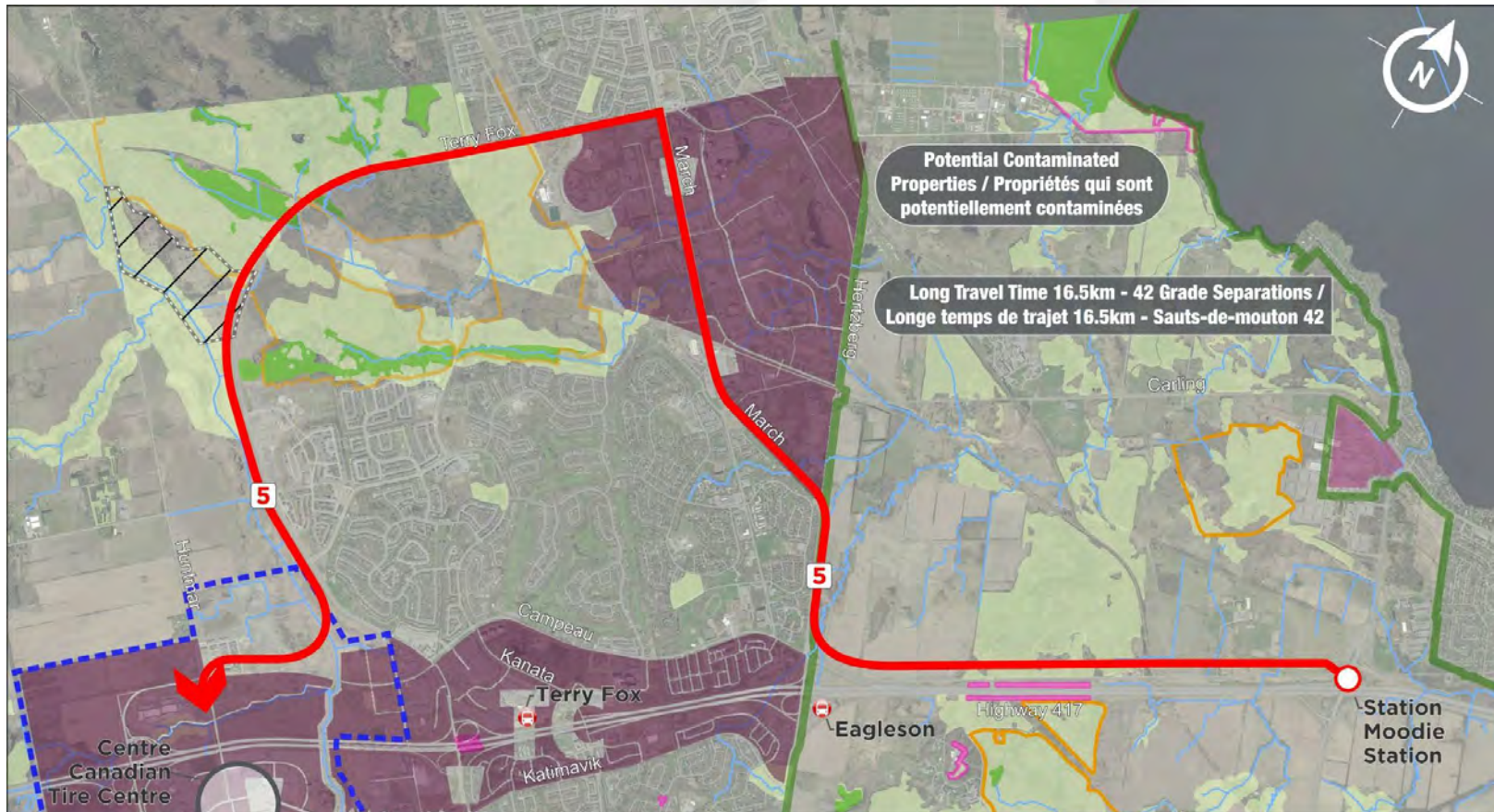


## Corridor 4: 417/Rail/Terry Fox



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
					
<ul style="list-style-type: none"><li>•Low employment and population growth</li><li>•Limited transit connections</li></ul>	<ul style="list-style-type: none"><li>•Serves a portion of the Business Park</li></ul>	<ul style="list-style-type: none"><li>•Natural habitat impacted</li></ul>	<ul style="list-style-type: none"><li>•Requires duplicate bus service across Greenbelt</li><li>•New barrier in Greenbelt</li></ul>	<ul style="list-style-type: none"><li>•Moderately complex to build</li></ul>	<ul style="list-style-type: none"><li>•Costly to build and operate</li></ul>

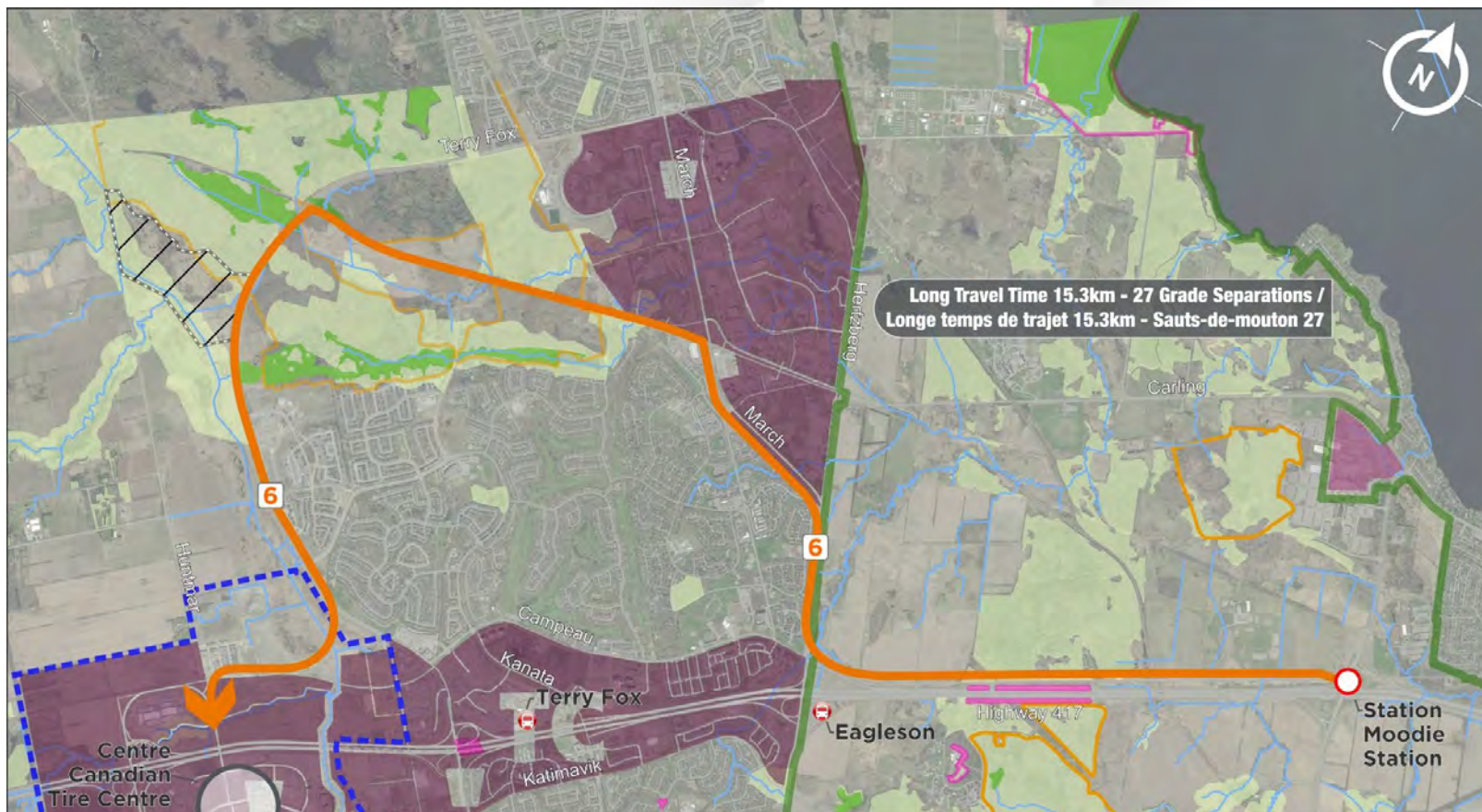
# Corridor 5: 417/March/Terry Fox



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
●	●	■	▲	■	■
<ul style="list-style-type: none"> <li>•High employment &amp; population growth</li> <li>•Moderate transit connections</li> </ul>	<ul style="list-style-type: none"> <li>•Directly serves Business Park</li> </ul>	<ul style="list-style-type: none"> <li>•Natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Does not require duplicate bus service across Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>•Complex to build and operate</li> </ul>	<ul style="list-style-type: none"> <li>•Costly to build and operate</li> </ul>



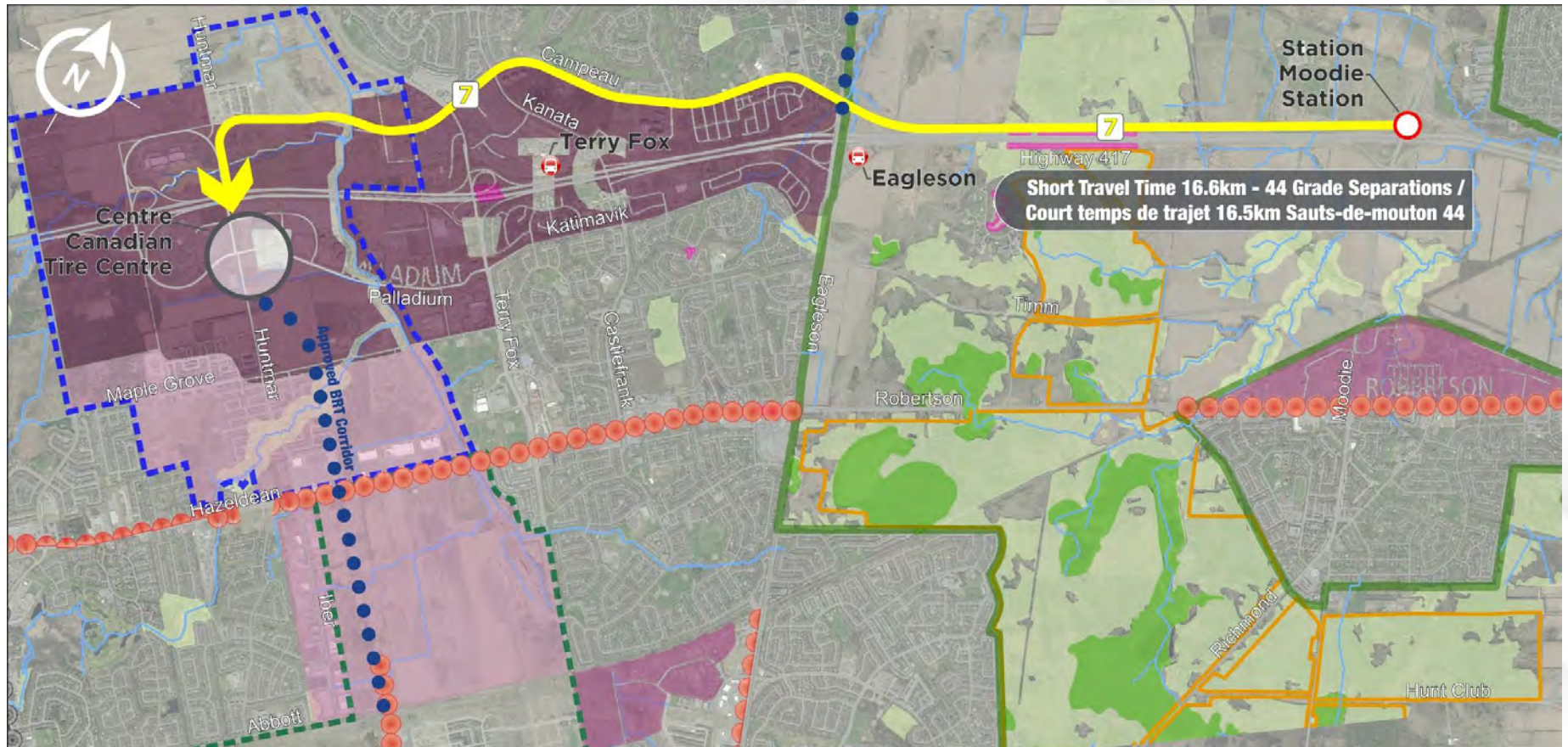
# Corridor 6: 417/March/Rail/Terry Fox



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
▲	■	■	▲	■	■
<ul style="list-style-type: none"> <li>•Moderate employment and population growth</li> <li>•Moderate transit connections</li> </ul>	<ul style="list-style-type: none"> <li>•Serves a portion of the Business Park</li> </ul>	<ul style="list-style-type: none"> <li>•Natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Does not require duplicate bus service across Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>•Complex to build and operate</li> </ul>	<ul style="list-style-type: none"> <li>•Costly to build and operate</li> </ul>



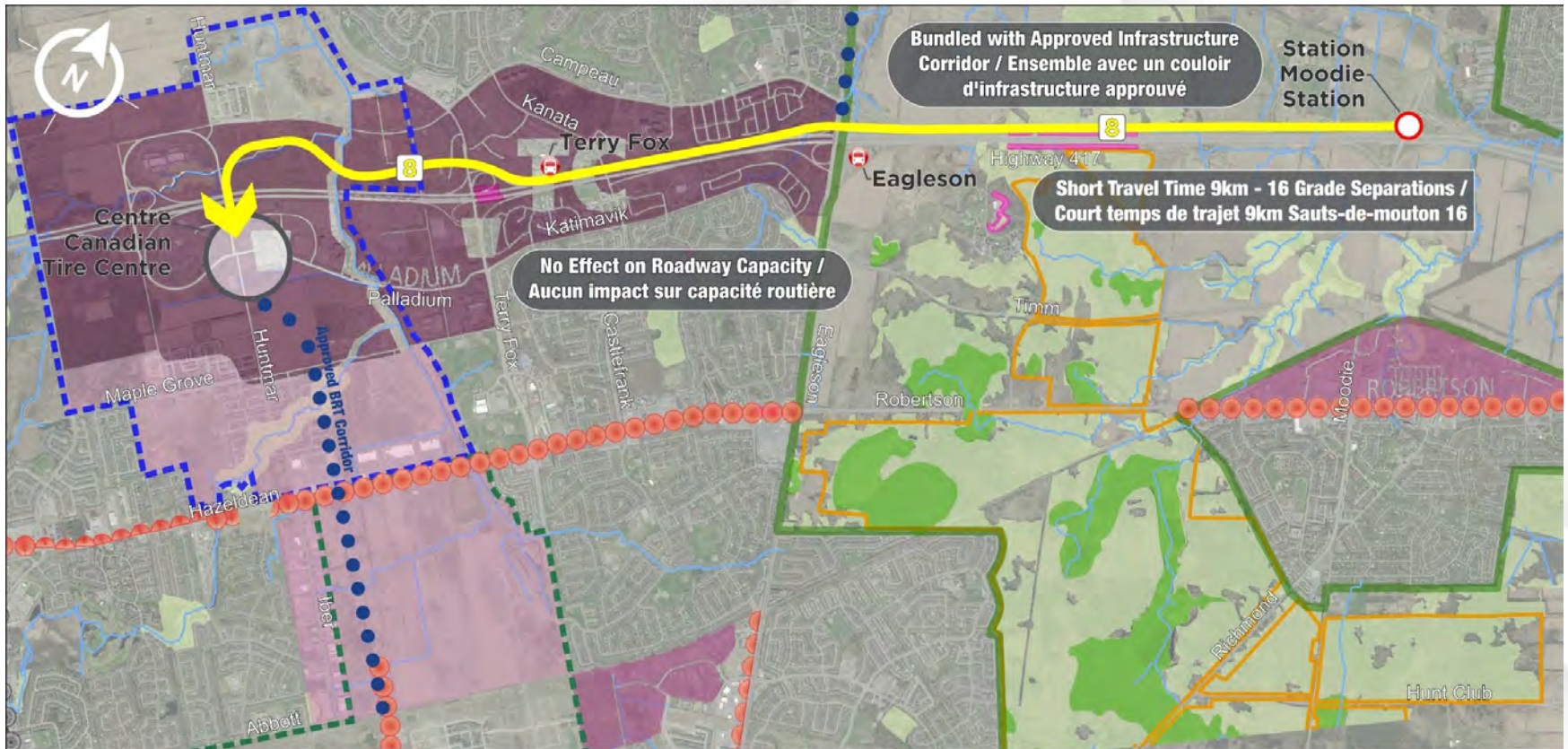
# Corridor 7: 417/Campeau



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
■	▲	●	▲	▲	▲
<ul style="list-style-type: none"> <li>•Low employment and population growth</li> <li>•Limited transit connections</li> </ul>	<ul style="list-style-type: none"> <li>•Serves boundary of Town Centre and Mixed-Use Centre</li> </ul>	<ul style="list-style-type: none"> <li>•Minimal natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Bundled with already disturbed Hwy 417 and Campeau corridor</li> </ul>	<ul style="list-style-type: none"> <li>•Moderately complex to build</li> </ul>	<ul style="list-style-type: none"> <li>•Moderate cost to build and operate</li> </ul>



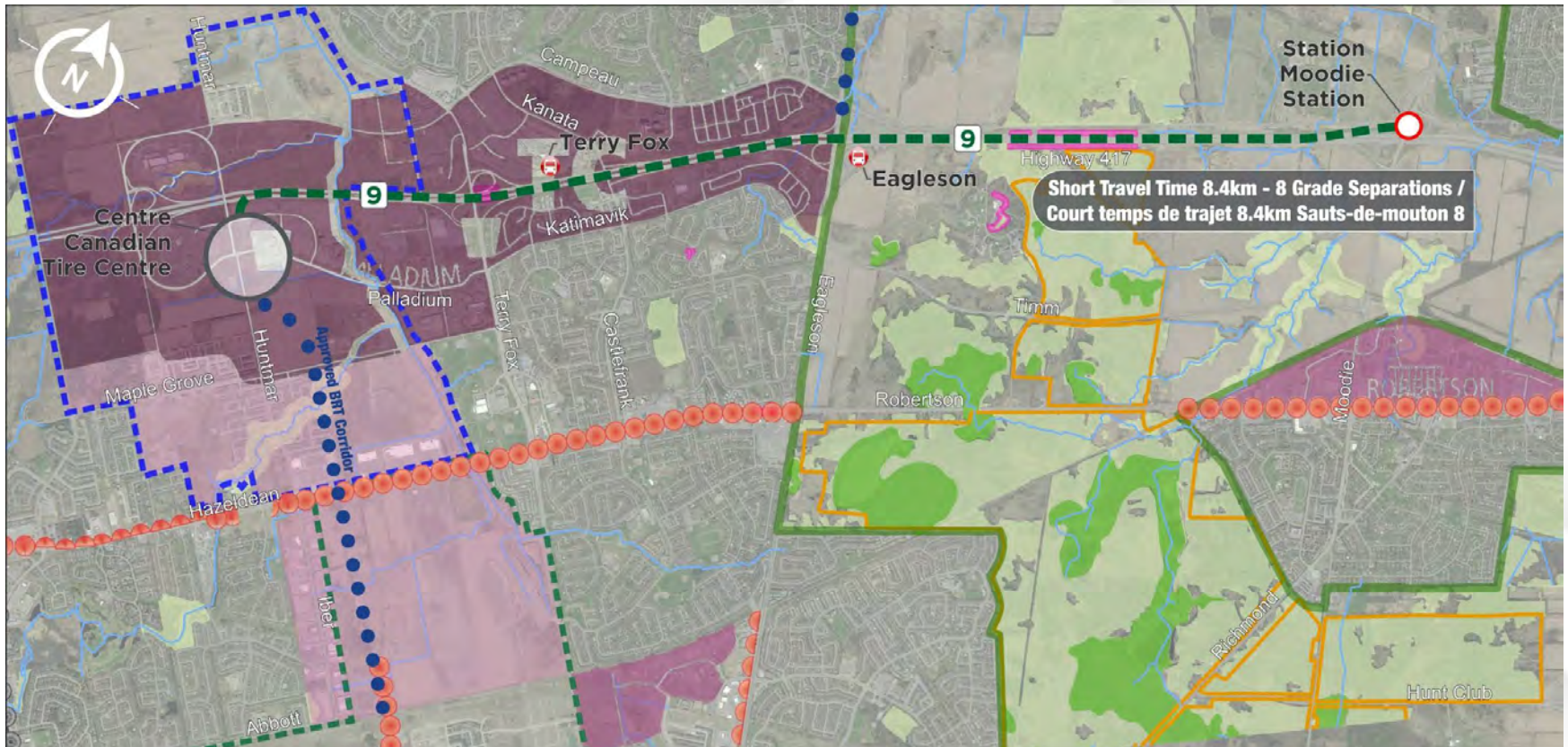
# Corridor 8: North Side of Highway 417



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
●	●	●	●	●	●
<ul style="list-style-type: none"> <li>•Low employment and population growth</li> <li>•Good transit connections</li> <li>•Balances needs of North and South</li> </ul>	<ul style="list-style-type: none"> <li>•Serves Town Centre and Mixed-Use Centre</li> </ul>	<ul style="list-style-type: none"> <li>•Minimal natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Bundled with already disturbed Hwy 417 corridor</li> </ul>	<ul style="list-style-type: none"> <li>•Minimally complex to build</li> </ul>	<ul style="list-style-type: none"> <li>•Cost effective to build and operate</li> </ul>

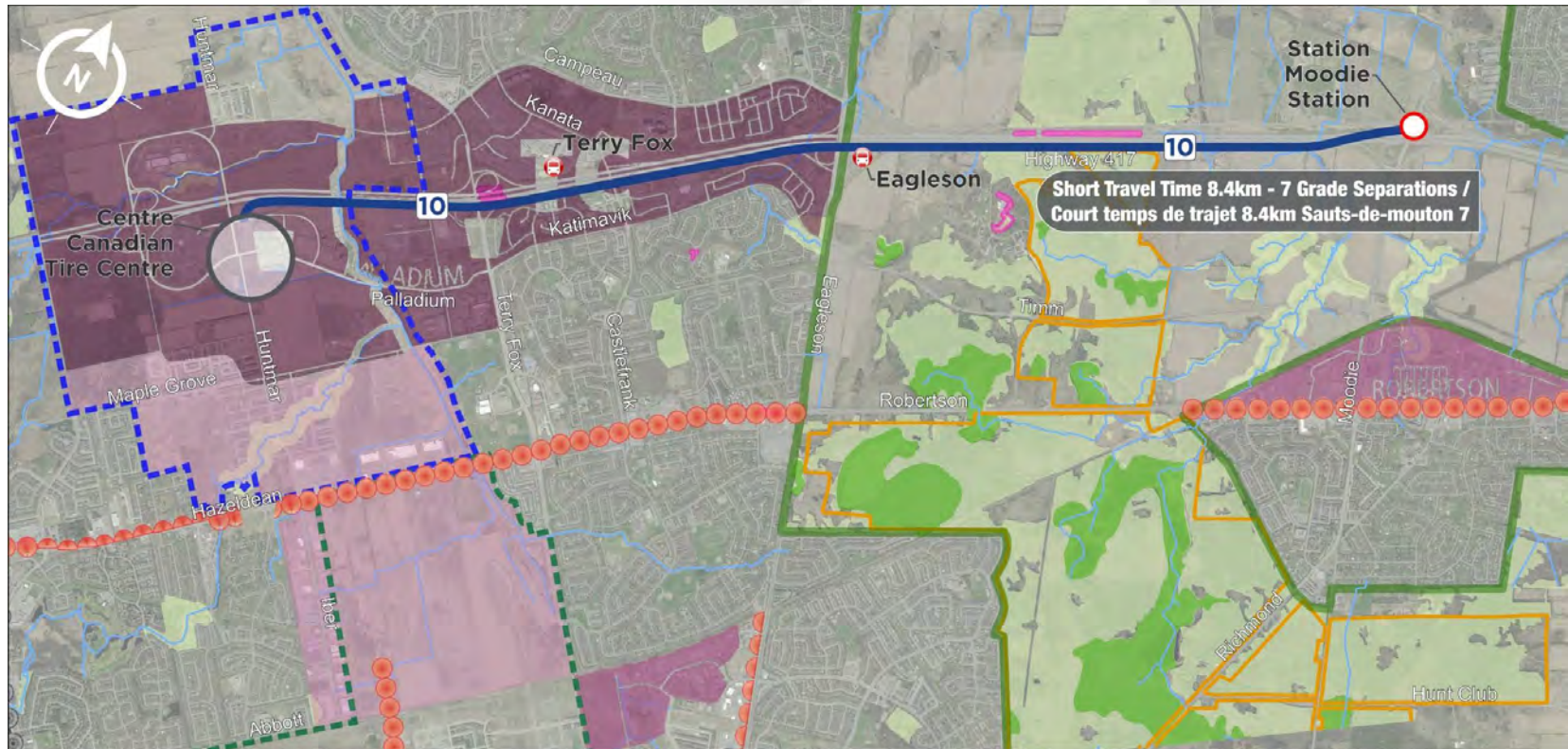


# Corridor 9: Highway 417 Median



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
▲	●	●	▲	■	●
<ul style="list-style-type: none"> <li>•Low employment and population growth</li> <li>•Good transit connections</li> <li>•Balances needs of North and South</li> </ul>	<ul style="list-style-type: none"> <li>•Serves Town Centre and Mixed-Use Centre</li> </ul>	<ul style="list-style-type: none"> <li>•Minimal natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Bundled with already disturbed Hwy 417 corridor</li> </ul>	<ul style="list-style-type: none"> <li>•Complex to build</li> <li>•Disrupts Hwy 417</li> </ul>	<ul style="list-style-type: none"> <li>•Cost effective to build and operate</li> </ul>

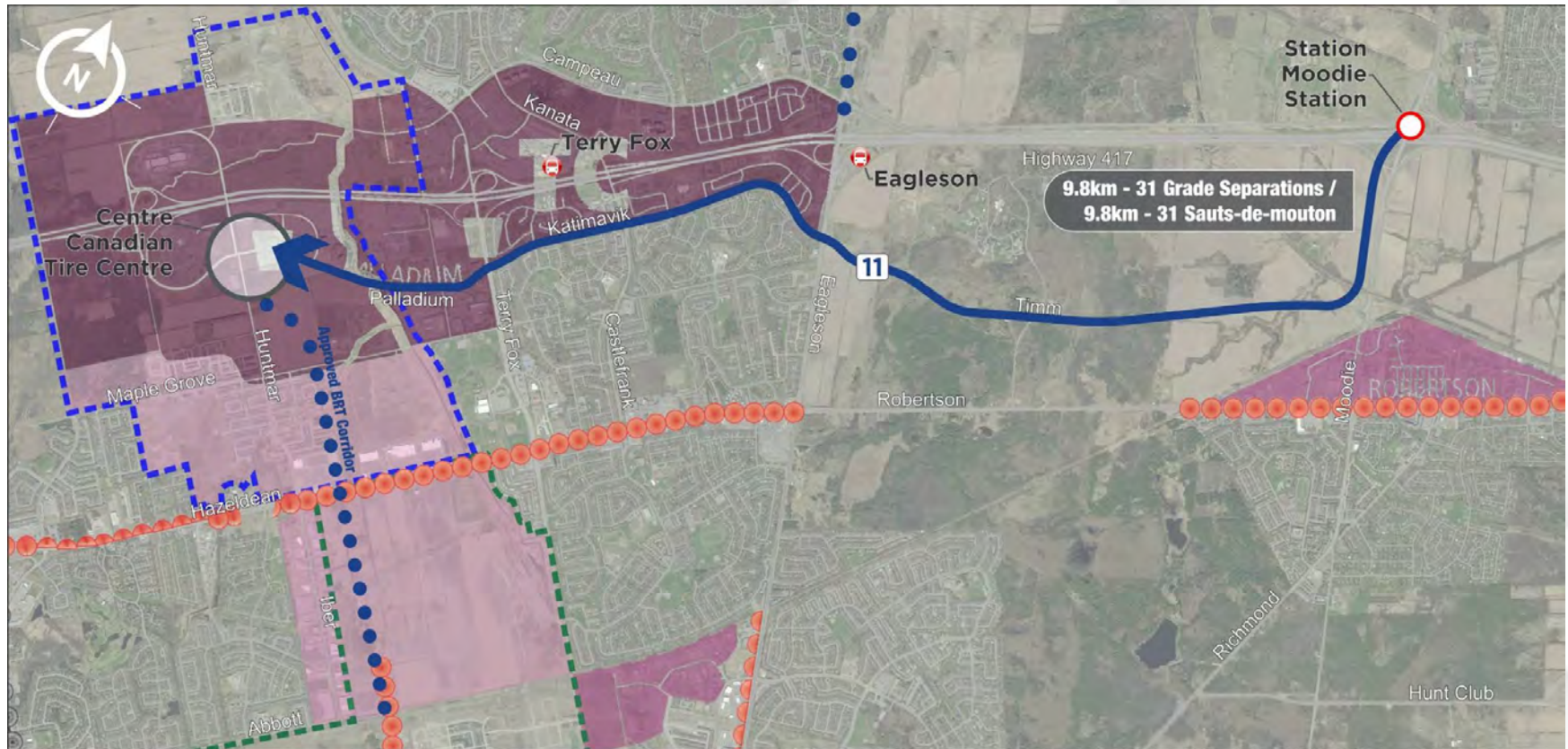
# Corridor 10: South Side of Highway 417



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
▲	●	●	▲	▲	●
<ul style="list-style-type: none"> <li>•Low employment and population growth</li> <li>•Good transit connections</li> <li>•Balances needs of North and South</li> </ul>	<ul style="list-style-type: none"> <li>•Serves Town Centre and Mixed-Use Centre</li> </ul>	<ul style="list-style-type: none"> <li>•Minimal natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Bundled with already disturbed Hwy 417 corridor</li> <li>•Crossing Hwy 417 impacts Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>•Moderately complex to build</li> </ul>	<ul style="list-style-type: none"> <li>•Cost effective to build and operate</li> </ul>



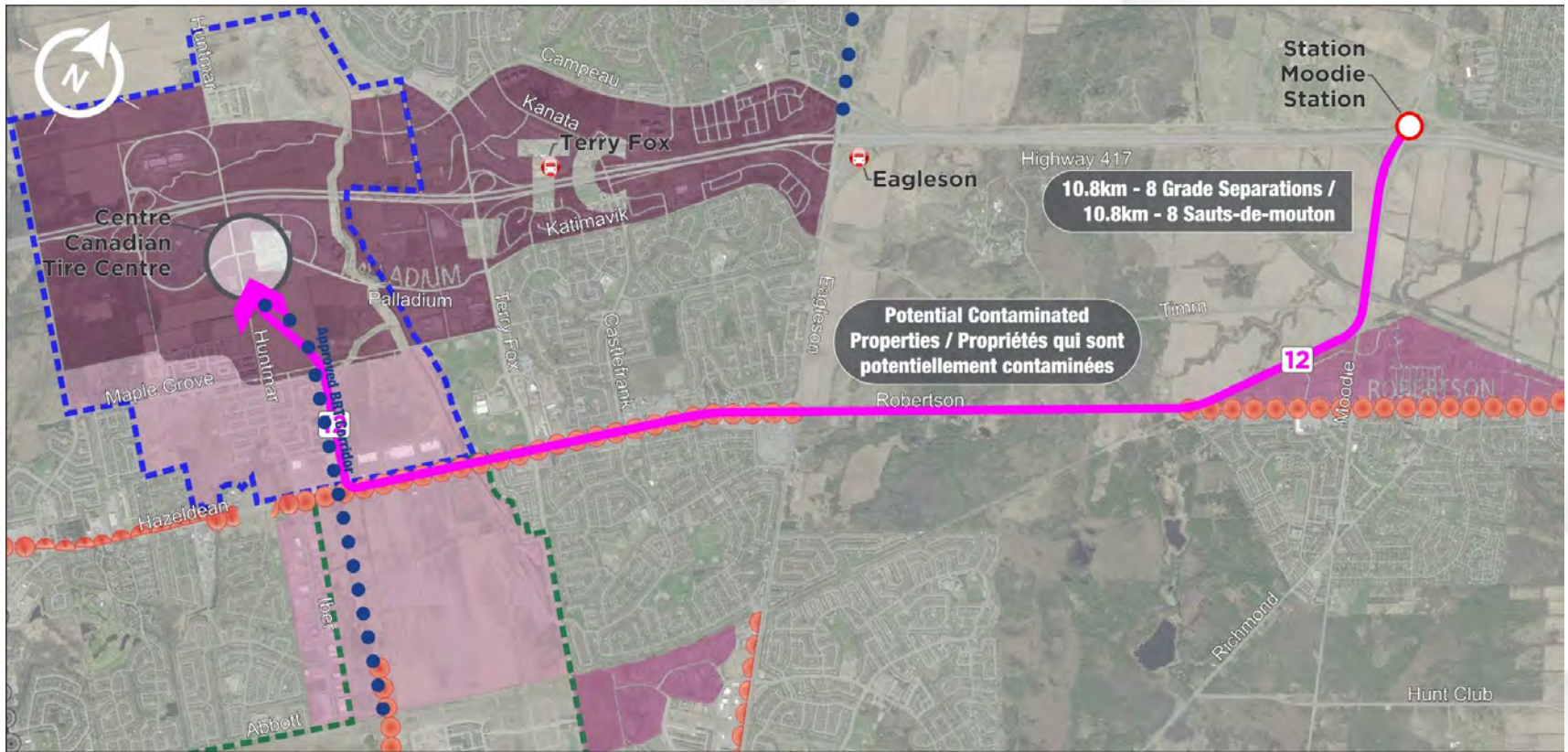
# Corridor 11: Timm/Katimavik/Palladium



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
<div>■</div> <ul style="list-style-type: none"> <li>•Low employment and population growth</li> <li>•Limited transit connections</li> </ul>	<div>▲</div> <ul style="list-style-type: none"> <li>•Serves boundary of Town Centre and Mixed-Use Centre</li> </ul>	<div>▲</div> <ul style="list-style-type: none"> <li>•Moderate natural habitat impacted</li> </ul>	<div>▲</div> <ul style="list-style-type: none"> <li>•Requires duplicate bus service across Greenbelt</li> <li>•Crossing Hwy 417 impacts Greenbelt</li> </ul>	<div>▲</div> <ul style="list-style-type: none"> <li>•Moderately complex to build</li> </ul>	<div>▲</div> <ul style="list-style-type: none"> <li>•Moderate cost to build and operate</li> </ul>



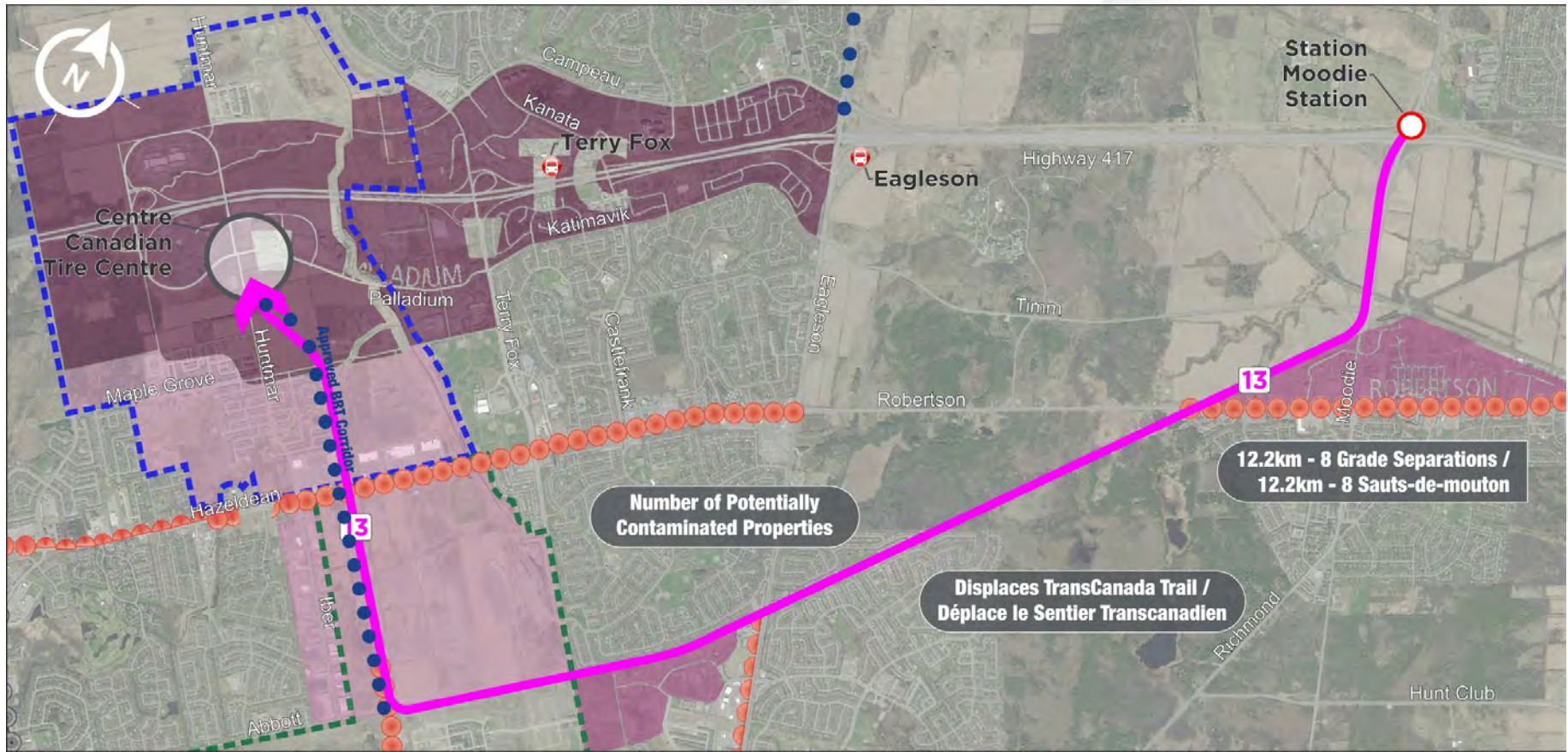
# Corridor 12: TransCanada Trail/Hazeldean



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
▲	▲	▲	▲	■	▲
<ul style="list-style-type: none"> <li>•Moderate employment and population growth</li> <li>•Limited transit connections</li> </ul>	<ul style="list-style-type: none"> <li>•Serves Hazeldean Main Street</li> </ul>	<ul style="list-style-type: none"> <li>•Moderate natural habitat impacted</li> </ul>	<ul style="list-style-type: none"> <li>•Requires duplicate bus service across Greenbelt</li> <li>•Crossing Hwy 417 impacts Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>•Complex to build along developed corridor</li> </ul>	<ul style="list-style-type: none"> <li>•Moderate cost to build and operate</li> </ul>



## Corridor 13: TransCanada Trail



Ridership Potential & Network Connectivity	TOD & City Building Opportunities	Natural Environment Impacts	Social Environment Impact	Complexity	Capital & Operational Costs
▲	▲	▲	■	▲	▲
•High employment and population growth •Limited transit connections	•Connects to targeted areas for intensification	•Moderate natural habitat impacted	•Requires duplicate bus service across Greenbelt •New barrier in Greenbelt	•Moderately complex to build	•Moderate cost to build and operate

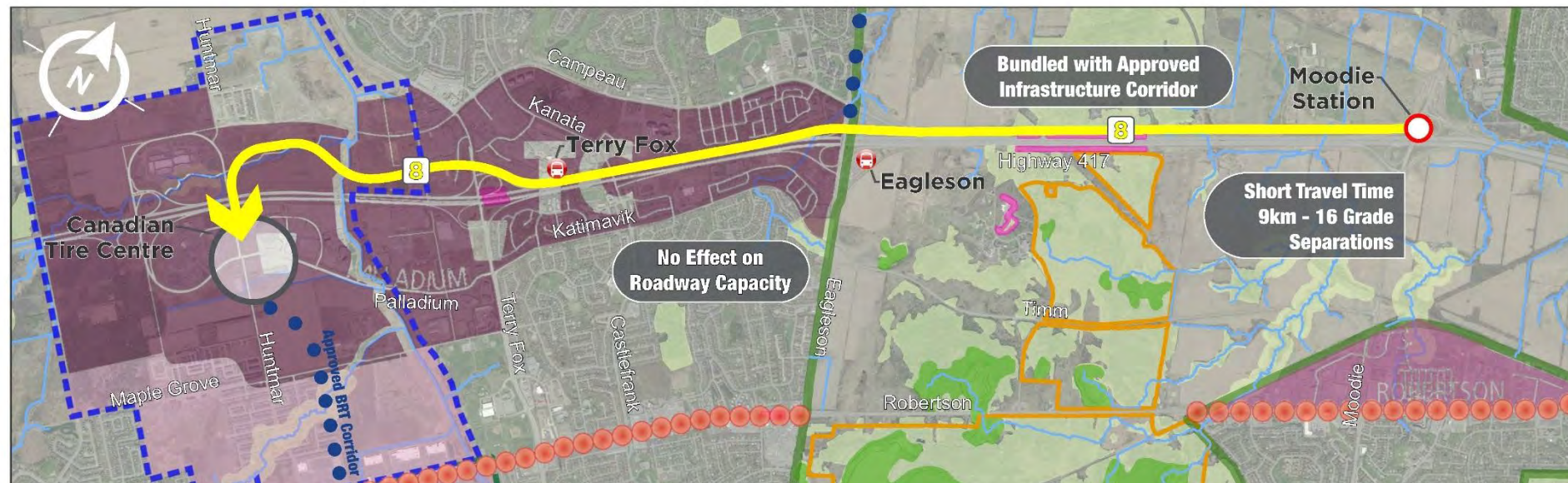
# Preliminary Preferred Corridor

	Alignments												
	1	2	3	4	5	6	7	8	9	10	11	12	13
1. Ridership Potential and Network Connectivity	▲	▲	▲	▲	●	▲	■	●	▲	▲	■	▲	▲
2. TOD & City Building Opportunities	●	▲	●	■	●	■	▲	●	●	●	▲	▲	▲
3. Natural Environment Impacts	■	■	■	■	■	■	●	●	●	●	▲	▲	▲
4. Social Environment Impacts	▲	▲	■	■	▲	▲	▲	●	▲	▲	▲	▲	■
5. Complexity	■	▲	▲	▲	■	■	▲	●	■	▲	▲	■	▲
6. Capital and Operational Costs	■	■	■	▲	■	■	▲	●	●	●	▲	▲	▲
SUMMARY	■	■	■	■	■	■	▲	●	▲	▲	■	■	■



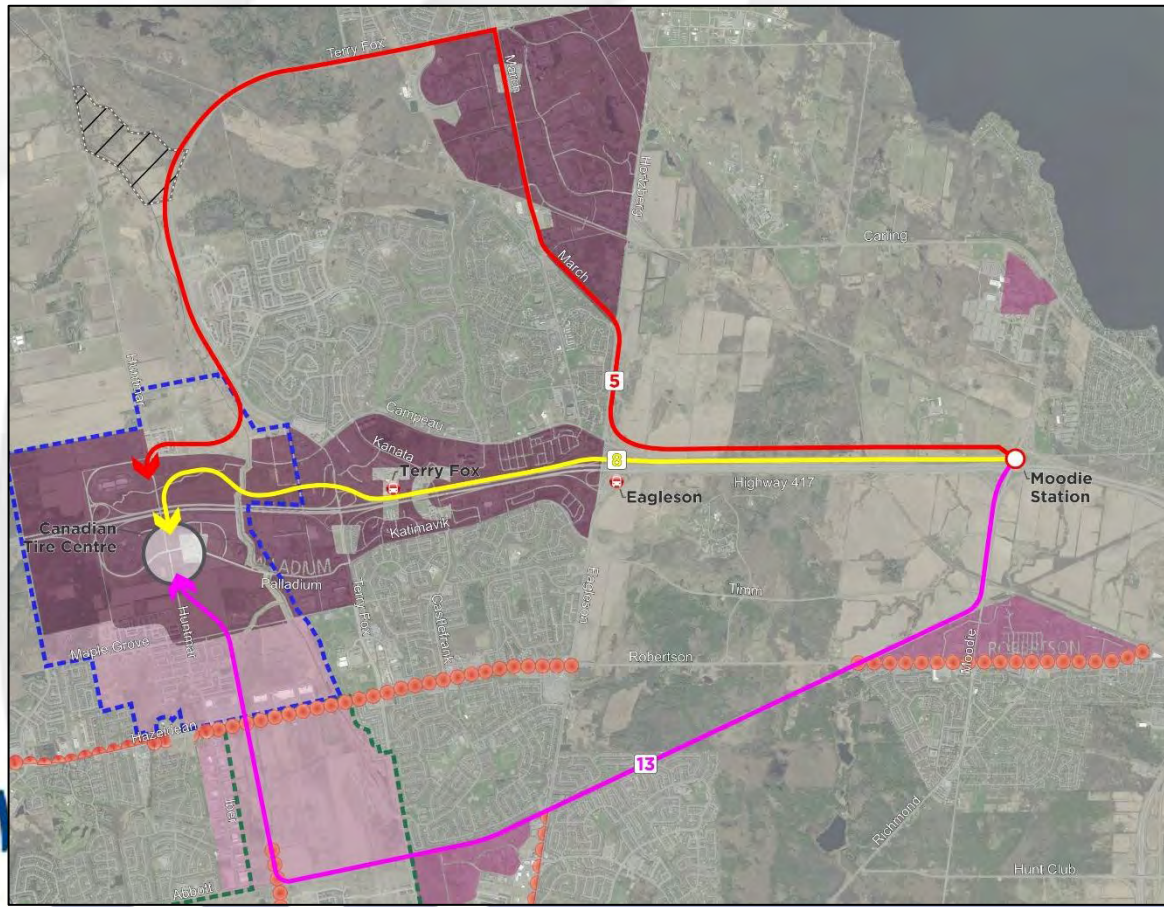
# Preliminary Preferred: Corridor 8

- Provides transit spine equally connecting all of Kanata
- Supports future March & Fernbank BRT Corridors
- No significant environmental or social impacts
- Supports development objectives along route
- Cost effective to build and operate



# Additional Analysis

- Based on feedback and ridership potential, further analyses is required for:
  - **Corridors 5 and 13, alongside Corridor 8**





# Next Steps

- Conduct further analysis of Corridors 5, 8, 13;
- Confirm the preliminary preferred corridor;
- Develop alternative designs;
- Develop recommended plan; and,
- Public Open House #2 late 2017.

# QUESTIONS?

[www.Ottawa.ca/KanataLRT](http://www.Ottawa.ca/KanataLRT)

[www.Ottawa.ca/KanataTLR](http://www.Ottawa.ca/KanataTLR)

Contact: Angela Taylor  
(613)580-2424 Ext. 15210  
[angela.taylor@ottawa.ca](mailto:angela.taylor@ottawa.ca)

**Invitations to  
Consultation Events**

**From:** [Fitzpatrick, Stephen](#)  
**To:** [Fitzpatrick, Stephen](#)  
**Cc:** ["Taylor, Angela"](#)  
**Bcc:** [Steady, Peter](#); [Hopper, David](#); ["louis.sweet@ottawa.ca"](#); ["marica.clarke@ottawa.ca"](#); ["kelly.martin@ottawa.ca"](#); ["chris.rogers@ottawa.ca"](#); ["Sherry.Beadle@ottawa.ca"](#); ["royce.fu@ottawa.ca"](#); ["dana.colling@ottawa.ca"](#); ["genya.stefanoff@ottawa.ca"](#); ["Michael.tracey@ottawa.ca"](#); ["Chris.Swail@ottawa.ca"](#); ["charles.wheeler@aeom.com"](#); ["marc.magierowicz@ottawa.ca"](#); ["chris.brinkmann@ottawa.ca"](#); ["Krista.Tanaka@ottawa.ca"](#); ["frank.mckinney@ottawa.ca"](#); ["kornel.muksi@ottawa.ca"](#); ["James.Bowser@ottawa.ca"](#); ["Dhaneshwar.neermul@ottawa.ca"](#); ["Sean.Tracey@ottawa.ca"](#); ["john.kukalis@ottawa.ca"](#); ["Kevin.Wherry@ottawa.ca"](#); ["burl.walker@ottawa.ca"](#); ["jprice@mvc.on.ca"](#); ["mcraig@mvc.on.ca"](#); ["glen.mcdonald@rvca.ca"](#); ["Vicki.Mitchell@ontario.ca"](#); ["Lyn.Garrah@ontario.ca"](#); ["katherine.kirzati@ontario.ca"](#); ["dave.lindensmith@ontario.ca"](#); ["frank.vanderlaan@ontario.ca"](#); ["Kate.Green1@ontario.ca"](#); ["jfraser.mpp.co@liberal.ola.org"](#); ["sylvie.lalonde@ncc-ccn.ca"](#); ["arto.keklikian@ncc-ccn.ca"](#); ["martin.barakengera@ncc-ccn.ca"](#); ["bill.mertikas@tc.gc.ca"](#); ["denise.fell@canada.ca"](#); ["vance.bedore@tpsgc-pwgsc.gc.ca"](#); ["rob.dobos@ec.gc.ca"](#); ["david.mcquinty@parl.gc.ca"](#); ["janice.reisler@enbridge.com"](#); ["John.hung@enbridge.com"](#); ["Robinson1@on.aibn.com"](#); ["ScottNichols@hydroottawa.com"](#); ["klaus@beltzner.ca"](#); ["pdufresne@tartanland.on.ca"](#); ["mcote@tartanland.on.ca"](#); ["jim.burghout@claridgehomes.com"](#); ["scunliffe@regionalgroup.com"](#); ["philc@richcraft.com"](#); ["tphillips@taggart.ca"](#); ["SMurphy@minto.com"](#); ["CScarlett@minto.com"](#); ["kaxmith@riocan.com"](#); ["etopolnisky@riocan.com"](#); ["Jenna.Sudds@kanatanorthbia.ca"](#); ["info@kanatanorthbia.ca"](#); ["sean@myhome.ca"](#); ["sueling@westottawabot.com"](#); ["morrisb@ottawasenators.com"](#); ["mvandewouw@krpproperties.com"](#); ["andy.thompson@nokia.com"](#); ["thea.sommerdyk@ericsson.com"](#); ["deveyman@gmail.com"](#); ["mdenomme@urbandale.com"](#); ["Jstavinga@nrtco.net"](#); ["chiefcouncil@pikwakanagan.ca"](#); ["Jean-Guy.Whiteduck@kza.gc.ca"](#); ["tclavigne@hotmail.com"](#); ["Benny.t.michaud@gmail.com"](#); ["Carina.duclos@ottawa.ca"](#); ["Linda.Carkner@ottawa.ca"](#); ["colleen.connelly@ottawa.ca"](#); ["jverbaas@rogers.com"](#); ["Paul.Croft"](#); ["Kelly.Roberts"](#)  
**Subject:** Kanata LRT Planning and EA Study - Public Open House 1  
**Date:** Wednesday, May 24, 2017 4:07:00 PM

---

Good Afternoon,

Please see below for details regarding the first Public Open House for the Kanata LRT Planning and EA Study. Please share these details with interested parties who may wish to attend.

**Monday, June 5, 2017**

**Kanata Recreation Complex, Hall A**

**100 Charlie Rogers Place, K2V 1A2**

**5:30 to 8:30 p.m. (presentation at 6:30 p.m.)**

**OC Transpo routes: 92, 96, 167, 118**

**Parking is available**

The City of Ottawa has initiated this Planning and Environmental Assessment (EA) study to develop a Recommended Plan to extend Light Rail Transit (LRT) from Moodie Drive to Kanata. This Planning and EA Study will define a corridor for the future expansion of the City's LRT network to Kanata. Extending LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP).

The study will examine LRT corridor options for a broader area to the north and south of Highway 417. The outcome will be a Recommended Plan that identifies the LRT corridor, station locations, and supporting facilities, and determines an implementation strategy based on ridership and affordability.

The EA portion of the study will be undertaken in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects. The City must consider alternative corridors and designs for the project, undertake public and agency consultation, assess

the potential environmental effects of the Recommended Plan and identify measures to mitigate any such impacts.

Information on the Kanata LRT Planning and EA Study is available at [www.ottawa.ca/KanataLRT](http://www.ottawa.ca/KanataLRT) or [www.Ottawa.ca/kanatatlr](http://www.Ottawa.ca/kanatatlr). Comments received will be collected under TPAP, and with the exception of personal information, will become part of the public record.

Accessibility is an important consideration for the City of Ottawa. If you require special accommodation, please call or email the project manager below before the event.

**For further information or to provide comments, please contact:**

Angela Taylor, P.Eng. Senior Project Engineer  
Transportation Planning  
Transportation Services Department  
City of Ottawa  
Email: [Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca) (link sends e-mail)  
613-580-2424 x 15210

*Sent on behalf of the City of Ottawa*

Thank you,

**Stephen Fitzpatrick**

Associate Environmental Planner  
1223 Michael St., Suite 100, Ottawa, ON K1J 7T2  
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**To:** [Fitzpatrick, Stephen](#)  
**Bcc:** "[jstavinga@tanakiwin.com](#)"; "[chiefcouncil@pikwakanagan.ca](#)"; "[Jean-Guy.White duck@kza.qc.ca](#)"; "[tclavigne@hotmail.com](#)"; "[Benny.t.michaud@gmail.com](#)"  
**Subject:** Kanata LRT Extension Planning and EA Study - Second Agency Consultation Group Meeting  
**Date:** Monday, September 11, 2017 12:14:00 PM  
**Attachments:** [ACG\\_May2017\\_MeetingMinutes.pdf](#)

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The City of Ottawa invites you (or a delegate) to participate in the second Agency Consultation Group (ACG) meeting for the Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study. Attached are the minutes from the first ACG meeting for your reference, and more information is available at the project website ([www.Ottawa.ca/KanataLRT](http://www.Ottawa.ca/KanataLRT)). An Outlook invitation will follow.

The second ACG meeting will be held:

**Tuesday, September 19, 2017 from 9:30 to 11:30 A.M.**  
**Ottawa City Hall (110 Laurier Avenue West)**  
**Honeywell Room**

Progress of the study to-date will be discussed, including confirming the preferred corridor and presenting design alternatives for the preferred corridor. The input from the ACG, other consultation groups and the general public will be reviewed after each consultation event and, where appropriate, adjustments will be made to the study findings. All comments received will become part of the Study public record.

Please RSVP to this email to confirm your participation. We look forward to seeing you at the second ACG meeting. If you have any questions, you can reach me by phone or by e-mail.

*\*Sent on behalf of Angela Taylor, Senior Project Engineer, City of Ottawa\**

Sincerely,

**Stephen Fitzpatrick**

Associate Environmental Planner  
1223 Michael St., Suite 100, Ottawa, ON K1J 7T2  
[stephen.fitzpatrick@parsons.com](mailto:stephen.fitzpatrick@parsons.com) –  
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**Cc:** [Taylor, Angela](#)  
**Bcc:** [louise.sweet@ottawa.ca](#); [marica.clarke@ottawa.ca](#); [Derrick.Moodie@ottawa.ca](#); [kelly.martin@ottawa.ca](#); [Carina.duclos@ottawa.ca](#); [christopher.rogers@ottawa.ca](#); [Laurent.Joliet@ottawa.ca](#); [Sherry.Beadle@ottawa.ca](#); [royce.fu@ottawa.ca](#); [dana.collings@ottawa.ca](#); [genya.stefanoff@ottawa.ca](#); [Michael.tracey@ottawa.ca](#); [Chris.Swail@ottawa.ca](#); [charles.wheeler@aeom.com](#); [marc.magierowicz@ottawa.ca](#); [Mike.Schmidt@ottawa.ca](#); [chris.brinkmann@ottawa.ca](#); [Krista.Tanaka@ottawa.ca](#); [frank.mckinney@ottawa.ca](#); [kornel.mucsi@ottawa.ca](#); [James.Bowser@ottawa.ca](#); [Dhaneshwar.neermul@ottawa.ca](#); [Sean.Tracey@ottawa.ca](#); [john.kukalis@ottawa.ca](#); [Kevin.Wherry@ottawa.ca](#); [jprice@mvc.on.ca](#); [mcraig@mvc.on.ca](#); [glen.mcdonald@rvca.ca](#); [eric.lalande@rvca.ca](#); [Lyn.Garrah@ontario.ca](#); [Karla.Barboza@ontario.ca](#); [dave.lindensmith@ontario.ca](#); [frank.vanderlaan@ontario.ca](#); [Kate.Green1@ontario.ca](#); [jfraser.mpp.co@liberal.ola.org](#); [Lisa.Wilhelm@opp.ca](#); [Nick.Osburn@opp.ca](#); [Joy.fishpool@opp.ca](#); [Kendra.Moffatt@infrastructureontario.ca](#); [sylvie.lalonde@ncc-ccn.ca](#); [arto.keklikian@ncc-ccn.ca](#); [martin.barakengera@ncc-ccn.ca](#); [Natalie.Ognibene@ncc-ccn.ca](#); [Valerie.Blazeski@ncc-ccn.ca](#); [isabelle.hughes@ncc-ccn.ca](#); [eva.katic@ncc-ccn.ca](#); [bill.mertikas@tc.gc.ca](#); [denise.fell@canada.ca](#); [rob.dobos@ec.gc.ca](#); [vance.bedore@tpsgc-pwgsc.gc.ca](#); [Julie.St-Jean@tpsgc-pwgsc.gc.ca](#); [Valerie.baillard@forces.gc.ca](#); [janice.reisler@enbridge.com](#); [John.hung@enbridge.com](#); [hart@fotenn.com](#); [ScottNichols@hydroottawa.com](#); [klaus@beltzner.ca](#); [David.Jeanes](#); [Linda.Carkner@ottawa.ca](#); [colleen.connelly@ottawa.ca](#); [jstavinga@tanakiwin.com](#); [chiefcouncil@pikwakanagan.ca](#); [Jean-Guy.WhiteDuck@kza.gc.ca](#); [tclavigne@hotmail.com](#); [Benny.f.michaud@gmail.com](#); [Croft, Paul](#); [Stacey, Peter](#); [Hopper, David](#); [Kelly.Roberts](#)  
**Subject:** Kanata LRT Extension Planning and EA Study - Third Agency Consultation Group Meeting Invitation  
**Date:** Tuesday, November 07, 2017 12:15:00 PM

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Good Afternoon,

The City of Ottawa invites you (or a delegate) to participate in the third Agency Consultation Group (ACG) meeting for the Kanata Light Rail Transit (LRT) Extension Planning and Environmental Assessment Study. More information is available at the project website ([www.Ottawa.ca/KanataLRT\[Ottawa.ca\]](http://www.Ottawa.ca/KanataLRT[Ottawa.ca])).

The third ACG meeting will be held (An Outlook invitation will follow):

- **Tuesday, November 21, 2017 from 9:30 to 11:30 A.M.**  
**Ottawa City Hall – 110 Laurier Avenue West**  
**Honeywell Room**

- Should you need to call into this meeting, conference call details are below:
  - Toll-free dial-in number: 1 855-453-6962
  - Local dial-in number: 613-244-1334
  - Conference ID: 8476142

Progress of the study to-date will be discussed, including confirming design alternatives for the preferred corridor, presenting the preliminary recommended plan, and preliminary evaluation on potential sites for a light maintenance and storage facility. The input from the ACG, other consultation groups and the general public will be reviewed after each consultation event and, where appropriate, adjustments will be made to the study findings. All comments received will become part of the Study public record.

Please RSVP to this email to confirm your participation. We look forward to seeing you at the third ACG meeting. If you have any questions, you can reach me by phone or by e-mail.

*\*Sent on behalf of Angela Taylor, Senior Project Engineer, City of Ottawa\**

## **Stephen Fitzpatrick**

Associate Environmental Planner  
1223 Michael St., Suite 100, Ottawa, ON K1J 7T2  
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**Subject:** Kanata LRT Planning and Environmental Assessment Study Open House 2 / TLR Kanata Étude de planification et d'évaluation environnementale Réunion portes ouvertes no 2  
**Date:** Wednesday, November 29, 2017 10:37:00 AM

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*La version française suit*

**Kanata Light Rail Transit Planning and Environmental Assessment Study  
Open House #2**

**Date: Thursday, December 7, 2017**

**Location: Kanata Recreation Complex, Hall A, 100 Charlie Rogers Pl, K2V 1A2**

**Time: 5:30 to 8:30 p.m. (presentation at 6:30 p.m.)**

**OC Transpo routes: 61, 88, 167**

**Parking is available**

The City of Ottawa has initiated this Planning and Environmental Assessment (EA) study to develop a Recommended Plan to extend Light Rail Transit (LRT) from Moodie Drive to Kanata. Extending LRT to Kanata is identified in the Ultimate Network in the City's 2013 Transportation Master Plan (TMP). The previous Open House for this project was held in June 2017. At that time, the City presented the evaluation of alternative corridors and identified a preliminary preferred corridor.

To date, the Study Team has finalized the recommended corridor and at this open house will present design details on the recommended plan, station locations and concept designs, and the requirement for a light maintenance and storage facility.

The Environmental Assessment portion of the study will be undertaken in accordance with the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, Transit Projects. The City must consider alternative corridors and designs for the project, undertake public and agency consultation, assess the potential environmental effects of the Recommended Plan and identify measures to mitigate any such impacts.

Information to date is available at [www.ottawa.ca/KanataLRT\[ottawa.ca\]](http://www.ottawa.ca/KanataLRT[ottawa.ca]). Comments received will be collected under TPAP, and with the exception of personal information, will become part of the public record.

Accessibility is an important consideration for the City of Ottawa. If you require special accommodation, please contact the project manager below before the event.

**For further information or to provide comments, please contact:**

Angela Taylor, P.Eng.  
Senior Project Engineer  
Transportation Planning - Transportation Services Department  
City of Ottawa

Tel: 613-580-2424, ext. 15210  
Email: [Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)

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**Train léger sur rail – Kanata Étude de planification et d'évaluation environnementale**  
***Réunion portes ouvertes no 2***

**Train léger sur rail – Kanata**  
**Étude de planification et d'évaluation environnementale**  
***Réunion portes ouvertes no 2***

**Date : le jeudi 7 décembre 2017**

**Lieu : Complexe récréatif de Kanata, salle A, 100, place Charlie Rogers, K2V 1A2**

**Heure : de 17 h 30 à 20 h 30 (présentation à 18 h 30)**

**Circuits d'OC Transpo : 61, 88, 167**

**Stationnement sur place**

La Ville d'Ottawa a lancé une étude de planification et d'évaluation environnementale (ÉE) afin d'élaborer un plan recommandé pour prolonger la ligne de train léger (TLR) de la promenade Moodie jusqu'à Kanata. Le prolongement du TLR jusqu'à Kanata est une composante du réseau idéal décrit dans le Plan directeur des transports (PDT) de 2013 de la Ville. La précédente réunion portes ouvertes organisée pour ce projet a eu lieu en juin 2017. La Ville avait alors présenté l'évaluation des options de couloir et avait porté son choix préliminaire sur l'un d'eux.

À ce jour, l'équipe d'étude a finalisé la conception du couloir recommandé. Elle présentera à cette réunion publique les détails conceptuels du plan recommandé, l'emplacement des stations et les concepts préconisés. Elle soumettra également les exigences relatives à la construction d'une installation légère d'entretien et de stockage.

Le volet environnemental de l'étude sera analysé conformément au processus d'évaluation de projet de transport en commun énoncé dans le Règlement de l'Ontario 231/08 (Transit Projects). La Ville doit prendre en compte différentes options de couloir et de conception du projet, mener des consultations auprès du public et des organismes visés, évaluer les répercussions environnementales possibles du Plan recommandé et déterminer les mesures qui permettront d'atténuer ces répercussions.

On peut obtenir l'information disponible à ce sujet sur la page [www.ottawa.ca/KanataLRT\[ottawa.ca\]](http://www.ottawa.ca/KanataLRT[ottawa.ca]). Les commentaires reçus seront recueillis conformément au processus d'évaluation de projet de transport en commun et, à l'exception des renseignements personnels, seront du domaine public.

La Ville d'Ottawa accorde une grande importance à l'accessibilité. Si vous avez des besoins particuliers en cette matière, veuillez communiquer avec la gestionnaire de projet avant la séance.



**Pour obtenir plus d'information ou formuler des commentaires, veuillez communiquer avec :**

**Angela Taylor, ingénieure**

Ingénieure principale de projet

Planification des transports – Direction générale des transports

Ville d'Ottawa

Tél. : 613-580-2424, poste 15210

Courriel : [Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)

*\*Sent on behalf of the City of Ottawa\**

**Stephen Fitzpatrick**

Associate Environmental Planner

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**Subject:** Notice of Transportation Committee Meeting - Kanata LRT Planning and Environmental Assessment Study  
**Date:** Thursday, April 19, 2018 1:59:00 PM

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Good Afternoon,

Thank you for your participation in the Kanata LRT Planning and Environmental Assessment Study as a member of a Consultation Group.

The Kanata LRT Planning and Environmental Assessment Study Recommendations are being presented at Transportation Committee on Wednesday May 2, 2018 at 9:30 am, in the Champlain Room at City Hall, 110 Laurier Avenue West. The Committee's recommendation will then be reviewed by City Council on May 9.

The report will be available for viewing and downloading on Wednesday April 25, 2018 at the following link: [http://app05.ottawa.ca/sirepub/agendaminutes/index\\_en.aspx?app05.ottawa.ca](http://app05.ottawa.ca/sirepub/agendaminutes/index_en.aspx?app05.ottawa.ca)

*\*Sent on behalf of Angela Taylor, Senior Project Engineer, City of Ottawa\**

Sincerely,

**Stephen Fitzpatrick**

Associate Environmental Planner  
1223 Michael St., Suite 100, Ottawa, ON K1J 7T2  
[stephen.fitzpatrick@parsons.com](mailto:stephen.fitzpatrick@parsons.com) –  
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## **Review of Draft EPR**



**From:** [Fitzpatrick, Stephen](#)  
**To:** [Jean-Guy.White duck@kza.qc.ca](mailto:Jean-Guy.White duck@kza.qc.ca)  
**Cc:** [Taylor, Angela](#); [Hopper, David](#); [Croft, Paul](#); ["Kelly Roberts"](#)  
**Subject:** RE: Kanata LRT Draft EPR  
**Date:** Tuesday, July 17, 2018 12:47:00 PM

---

Good Afternoon Chief Whiteduck,

This is a follow-up email to the draft Kanata LRT EPR, as circulated below on June 4. We are requesting that should you have any comments on the draft EPR that you provide them by Friday, July 27.

Please do not hesitate to contact me should you have any questions. We look forward to your input and are available to answer any questions you may have.

Thank you,

**Stephen Fitzpatrick**

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---

**From:** Kelly Roberts <[KRoberts@morrisonhershfield.com](mailto:KRoberts@morrisonhershfield.com)>  
**Sent:** Tuesday, June 05, 2018 8:27 AM  
**To:** Jean-Guy.White duck@kza.qc.ca  
**Cc:** Taylor, Angela <[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)>; Hopper, David <[David.Hopper@parsons.com](mailto:David.Hopper@parsons.com)>; Fitzpatrick, Stephen <[Stephen.Fitzpatrick@parsons.com](mailto:Stephen.Fitzpatrick@parsons.com)>; Croft, Paul <[Paul.Croft@parsons.com](mailto:Paul.Croft@parsons.com)>  
**Subject:** Kanata LRT Draft EPR

Good Morning Chief Whiteduck,

On behalf of the City of Ottawa, we are providing a preliminary draft of the Kanata LRT Environmental Project Report for your review and comment. We look forward to your input and are available to answer any questions you may have.

The link for the Kanata LRT electronic version can be found.

[https://morrisonhershfield-my.sharepoint.com/:f/g/personal/kroberts\\_morrisonhershfield\\_com1/EvYDkFuyhThHrmzZoo0JD5cB1tmF\\_EYZ-Dj\\_N3EmSb8k0Q?e=NdyNCI](https://morrisonhershfield-my.sharepoint.com/:f/g/personal/kroberts_morrisonhershfield_com1/EvYDkFuyhThHrmzZoo0JD5cB1tmF_EYZ-Dj_N3EmSb8k0Q?e=NdyNCI)

Hard copies can be provided upon request.

**From:** [Fitzpatrick, Stephen](#)  
**To:** [chiefcouncil@pikwakanagan.ca](mailto:chiefcouncil@pikwakanagan.ca)  
**Cc:** [Taylor, Angela](#); [Hopper, David](#); [Croft, Paul](#); ["Kelly Roberts"](#)  
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---

**From:** Kelly Roberts <KRoberts@morrisonhershfield.com>  
**Sent:** Tuesday, June 05, 2018 8:24 AM  
**To:** [chiefcouncil@pikwakanagan.ca](mailto:chiefcouncil@pikwakanagan.ca)  
**Cc:** [Taylor, Angela <Angela.Taylor@ottawa.ca>](#); [Hopper, David <David.Hopper@parsons.com>](#); [Fitzpatrick, Stephen <Stephen.Fitzpatrick@parsons.com>](#); [Croft, Paul <Paul.Croft@parsons.com>](#)  
**Subject:** Kanata LRT Draft EPR

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**From:** [Fitzpatrick, Stephen](#)  
**To:** [maikens@tanakiwin.com](mailto:maikens@tanakiwin.com)  
**Cc:** [Taylor, Angela](#); [Hopper, David](#); [Croft, Paul](#); ["Kelly Roberts"](#); ["jstavinga@tanakiwin.com"](mailto:jstavinga@tanakiwin.com)  
**Subject:** RE: Kanata LRT Draft EPR  
**Date:** Tuesday, July 17, 2018 12:46:00 PM

---

Good Afternoon Megan,

This is a follow-up email to the draft Kanata LRT EPR, as circulated below on June 4. We are requesting that should you have any comments on the draft EPR that you provide them by Friday, July 27.

Please do not hesitate to contact me should you have any questions. We look forward to your input and are available to answer any questions you may have.

Thank you,

**Stephen Fitzpatrick**

Associate Environmental Planner  
1223 Michael St., Suite 100, Ottawa, ON K1J 7T2  
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---

**From:** Kelly Roberts <[KRoberts@morrisonhershfield.com](mailto:KRoberts@morrisonhershfield.com)>  
**Sent:** Tuesday, June 05, 2018 8:32 AM  
**To:** [maikens@tanakiwin.com](mailto:maikens@tanakiwin.com)  
**Cc:** Taylor, Angela <[Angela.Taylor@ottawa.ca](mailto:Angela.Taylor@ottawa.ca)>; Hopper, David <[David.Hopper@parsons.com](mailto:David.Hopper@parsons.com)>; Fitzpatrick, Stephen <[Stephen.Fitzpatrick@parsons.com](mailto:Stephen.Fitzpatrick@parsons.com)>; Croft, Paul <[Paul.Croft@parsons.com](mailto:Paul.Croft@parsons.com)>  
**Subject:** Kanata LRT Draft EPR

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Hard copies can be provided upon request.

**From:** [Fitzpatrick, Stephen](#)  
**To:** [president.ormc@gmail.com](mailto:president.ormc@gmail.com)  
**Cc:** [Taylor, Angela](#); [Hopper, David](#); [Croft, Paul](#); ["Kelly Roberts"](#)  
**Subject:** RE: Kanata LRT Draft EPR  
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---

**From:** Kelly Roberts <[KRoberts@morrisonhershfield.com](mailto:KRoberts@morrisonhershfield.com)>  
**Sent:** Tuesday, June 05, 2018 8:30 AM  
**To:** [president.ormc@gmail.com](mailto:president.ormc@gmail.com)  
**Cc:** [Taylor, Angela <Angela.Taylor@ottawa.ca>](mailto:Angela.Taylor@ottawa.ca); [Hopper, David <David.Hopper@parsons.com>](mailto:David.Hopper@parsons.com); [Fitzpatrick, Stephen <Stephen.Fitzpatrick@parsons.com>](mailto:Stephen.Fitzpatrick@parsons.com); [Croft, Paul <Paul.Croft@parsons.com>](mailto:Paul.Croft@parsons.com)  
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Hard copies can be provided upon request.

**VI. TRANSPORTATION COMMITTEE AND CITY COUNCIL PROCEEDINGS**

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## **Transportation Committee**

**Wednesday, 2 May 2018**

**Champlain Room, 110 Laurier Avenue West**

**9:30 a.m.**

### **Disposition 33**

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- Note:*
- 1. Underlining indicates a new or amended recommendation approved by Committee.*
  - 2. Except where otherwise indicated, reports requiring Council consideration will be presented to Council on May 9, 2018 in Transportation Committee Report 32.*
  - 3. Please note that the recorded votes and dissents contained in this Disposition are to be considered DRAFT until the Minutes of the meeting are confirmed by Committee.*

#### [ANNOUNCEMENTS/CEREMONIAL](#)

#### [2017 BRUCE TIMMERMANS AWARDS](#)

#### [DECLARATIONS OF INTEREST](#)

No declarations of interest were filed.

CONFIRMATION OF MINUTES

Minutes 32 - 4 April 2018

CONFIRMED

COMMUNICATIONS

Response to Inquiries

- TRC 01-18 - City's standards for vehicle crossings of sidewalks

PUBLIC WORKS AND ENVIRONMENTAL SERVICES DEPARTMENT

**ROADS AND PARKING SERVICES**

1. PARKING SERVICES 2017 ANNUAL REPORT

ACS2018-COS-PWS-0012

CITY WIDE

---

**That the Transportation Committee recommend that Council receive the Parking Services 2017 Annual Report.**

RECEIVED with the following direction to staff:

**DIRECTION TO STAFF**

That staff in consultation with legal services and the City treasurer review and report back with a Memo to Transportation Committee and Council on what parking revenues and reserve funds can currently be used for, including whether they can be directed to other City initiatives including:

- Provision of affordable housing

## DISPOSITION 33

WEDNESDAY, 2 MAY 2018

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- Enhancing bicycle parking
- Subsidizing bike sharing or bike rental
- Park and Rides

So that this information may inform a more fulsome review of the Policy in the next Term of Council, should Council so direct.

**TRANSPORTATION SERVICES DEPARTMENT****TRANSPORTATION PLANNING**

2. **LEITRIM ROAD REALIGNMENT AND WIDENING (RIVER ROAD TO BANK STREET) ENVIRONMENTAL ASSESSMENT STUDY – RECOMMENDATIONS**

ACS2018-TSD-PLN-0003

GLOUCESTER-SOUTHGATE (10);  
OSGOODE (20); GLOUCESTER-  
SOUTH NEPEAN (22)

---

**That the Transportation Committee recommend that Council:**

- 1. Approve the functional design for the Leitrim Road Realignment and Widening Environmental Assessment Study, as described in this report and supporting documents one through six; and,**
- 2. Direct Transportation Planning staff to finalize the Environmental Study Report and proceed with its posting for the 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment process.**

CARRIED

## DISPOSITION 33

WEDNESDAY, 2 MAY 2018

---

3. [KANATA LIGHT RAIL TRANSIT PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY \(MOODIE DRIVE TO HAZELDEAN ROAD\) – RECOMMENDATIONS](#)

ACS2018-TSD-PLN-0002

KANATA NORTH (4); STITTSVILLE (6);  
BAY (7); COLLEGE (8);  
KANATA SOUTH (23)

---

**That Transportation Committee recommend that Council:**

1. **Approve the functional design for the Kanata Light Rail Transit (Moodie Drive to Hazeldean Road), as described in this report and supporting documents one and two; and,**
2. **Direct Transportation Planning staff to initiate the Transit Project Assessment Process in accordance with the Ontario Environmental Assessment Act (Regulation 231/08), including the preparation and filing of the Environmental Project Report for final public review and comment.**

CARRIED with the following direction to staff:

DIRECTION TO STAFF:

That staff provide the ridership projection from the Kanata Environmental Assessment Study prior to Council on 9 May 2018.

4. [MONTREAL-BLAIR ROAD TRANSIT PRIORITY CORRIDOR \(ST. LAURENT BOULEVARD TO BLAIR STATION\) ENVIRONMENTAL ASSESSMENT STUDY – STATEMENT OF WORK](#)

ACS2018-TSD-PLN-0005

BEACON HILL - CYRVILLE (11);  
RIDEAU-ROCKCLIFFE (13)

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## **OTTAWA CITY COUNCIL**

**Wednesday, 09 May 2018**

**10:00 am**

**Andrew S. Haydon Hall, 110 Laurier Avenue West**

### **MINUTES 69**

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The Council of the City of Ottawa met at Andrew S. Haydon Hall, 110 Laurier Avenue West, Ottawa, on Wednesday, 09 May 2018 beginning at 10:00 a.m.

The Mayor, Jim Watson, presided and led Council in a moment of reflection.

#### **CLOSED CAPTIONING TRANSCRIPTS**

*(note: the transcript can be found at the Confirmation of Minutes link)*

#### **NATIONAL ANTHEM**

The national anthem was performed by La chorale de l'école Secondaire Catholique Franco-Cité.

#### **ANNOUNCEMENTS/CEREMONIAL ACTIVITIES**

##### **[RECOGNITION - MAYOR'S CITY BUILDER AWARD](#)**

Mayor Watson presented the Mayor's City Builder Award to Karen Taylor, long-serving president of the Fitzroy Harbour Community Association. A lifelong resident of the community, Ms. Taylor is known for organizing community activities and for mobilizing volunteers to get things done. She has been instrumental in leading the annual Harbour



Days summer festival, Winter Carnival, New Year's Eve Community event, Spring Fling fundraiser, and the 25<sup>th</sup>, 35<sup>th</sup>, 40<sup>th</sup> Fitzroy Harbour Community Centre anniversary events. She is also being recognized for her leadership during the 2017 floods in Fitzroy Harbour, where she was instrumental in organizing volunteers and actions to help the community. Ms. Taylor received the Queen Elizabeth II Diamond Jubilee Medal in 2012

### **ROLL CALL**

All Members were present at the meeting except Councillor J. Mitic.

### **CONFIRMATION OF MINUTES**

Confirmation of the Minutes of the regular Council meeting of 25 April 2018.

CONFIRMED

### **DECLARATIONS OF INTEREST INCLUDING THOSE ORIGINALLY ARISING FROM PRIOR MEETINGS**

No declarations of interest were filed.

### **COMMUNICATIONS**

The following communications were received:

Association of Municipalities of Ontario (AMO):

- Canada-Ontario Bilateral Agreement Signed for the National Housing Strategy

Response to Inquiries:

- [OCC 04-18 - Zoning of Bars and Restaurants](#)

[Other Communications Received:](#)

- [Submission received containing the names of 34 individuals requesting the commitment of the City of Ottawa to developing a formal action plan for the Fringewood South Community, comprising of regularly scheduled Public consultations and meetings, and a willingness to address the community's priority concerns with realistic solutions and funding plans for these concerns.](#)
- [Correspondence received from the City Clerk and Solicitor advising Members of Council of notification received from a City employee, Laura Dudas, that she will be taking a leave of absence, as she intends to run in the upcoming 2018 Municipal Election.](#)

**[REGRETS](#)**

Councillor J. Mitic advised that he would be absent from the City Council meeting of 9 May, 2018.

**MOTION TO INTRODUCE REPORTS**

**MOTION NO 69/1**

Moved by Councillor T. Nussbaum

Seconded by Councillor D. Deans

**That Ottawa Board of Health Report 14B; Agriculture and Rural Affairs Committee Report 34; Audit Committee Report 15; Community and Protective Services Committee Report 32; Finance and Economic Development Committee Report 34; Planning Committee Report 62A; and Transportation Committee Report 32 be received and considered; and**

That the *Rules of Procedure* be suspended to receive and consider the report from the City Clerk and Solicitor's Office entitled "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of April 25, 2018", so that it is considered by Council while the application is still within its appeal period.

CARRIED

## REPORTS

### OTTAWA BOARD OF HEALTH REPORT 14B

- |  |
|--|
| 1. <a href="#"><u>A PUBLIC HEALTH APPROACH TO REDUCING HARMS FROM GAMBLING IN OTTAWA</u></a> |
|--|

### BOARD OF HEALTH RECOMMENDATION

That City Council receive this report for information.

RECEIVED

### DIRECTION TO STAFF:

That the City Clerk and Solicitor's Office circulate the letter of commitment dated May 9, 2018 from Paul Pellizarri (OLG) and Jeff Hook (Hard Rock) to Chair Qadri to all members of Council.

2. **Direct Transportation Planning staff to finalize the Environmental Study Report and proceed with its posting for the 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment process**

CARRIED

- |   |
|---|
| 16. <a href="#"><u>KANATA LIGHT RAIL TRANSIT PLANNING AND ENVIRONMENTAL ASSESSMENT STUDY (MOODIE DRIVE TO HAZELDEAN ROAD) – RECOMMENDATIONS</u></a> |
|---|

## **COMMITTEE RECOMMENDATIONS**

### **That Council:**

1. **Approve the functional design for the Kanata Light Rail Transit (Moodie Drive to Hazeldean Road), as described in this report and supporting documents one and two; and,**
2. **Direct Transportation Planning staff to initiate the Transit Project Assessment Process in accordance with the Ontario Environmental Assessment Act (Regulation 231/08), including the preparation and filing of the Environmental Project Report for final public review and comment.**

CARRIED

### **DIRECTION TO STAFF:**

That staff in Transportation Services, Housing Services, Corporate Real Estate, and Planning, Infrastructure and Economic Development be directed to initiate the creation of a working group to explore and steward opportunities for implementing tools and resources to ensure affordable and attainable housing in close proximity (600m) to current and future LRT and BRT stations. This can include existing and proposed initiatives such as funding models, policy tools, and both City and privately lead initiatives.