“AS WE HEARD IT”

Public Consultation - Stage 2 LRT
Bayshore Station to Moodie Drive LRT Extension Environmental Assessment Study
Michele Heights Community Centre
June 13th, 2017
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As We Heard It – Summary of event

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

Overview of Lakeview Community Association presentation:

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

- Looking for the best options available
- Pleased with accelerating the portion of the LRT from Bayshore to Moodie however, opposed to the placement of both options for the location of the Moodie Drive Station for the following reasons:
  - Removal of soccer field
  - Located in a flood plain
  - It is a significant wildlife corridor
  - Increased congestion will be bad for cyclists and pedestrians
  - Routing of the distributor buses
- Opposed to the storage site area (LMSF) for similar reasons
  - Vibrant wildlife corridor at risk
  - Feels that the buffer area between the facility and the housing will be used by future expansion
  - Risk to bio-physical aspects of creek
  - Unwelcoming vistas as motorists enter Ottawa, Accessibility for cyclists blocked
  - Noise and Vibration
- Would like the decision delayed for the storage facility
Stage 2 Presentation Feedback:

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

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

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

Q: We need one central contact for the community association to express their views on the project. Who do we contact?
A: Questions and comments can be sent to Stage2@ottawa.ca.

Q: Are we abandoning the LMSF option east of Moodie (Option 2) or not?
A: As part of the process, we need to evaluate all three options. So, not off the table, but if there is strong opposition the City will look seriously to another option.

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

Q: Where does the $15M incremental cost for Option 3 come from? There would be many savings for things you wouldn’t need to do for Option 2.
A: Probably right; as we look closer, the cost offset will not be as significant, but probably not completely offset. Land cost was not included in the assessment.

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

Q: Stillwater Creek has several culverts that are in really bad shape; are they being replaced? What are the mitigation plans for future culvert work?
A: One new culvert needed for the LRT, but the other ones are not under our mandate and are under the responsibility of the NCC.

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

Q: When is the next pedestrian consultation meeting and how do we find out about it?
A: We are targeting the end of August to hold the public meeting for the connectivity study. Anyone who has expressed interested in participating in this meeting through the comment sheets or by email will be notified of the meeting. Notice of the meeting will also go out through the Councillor’s office.

Q: How many tracks in the ultimate plan for the LMSF?
A: Answer deferred to discussion after the meeting.

Q: What have you heard from the NCC and how can we find out what their opinions are?
A: NCC meetings are every two weeks and they sit on the Technical Advisory Committee (TAC). They have seen all this. The NCC has not said yes or no to any of the options. They are waiting for the process to take place. Their position will be better defined by September.

Q: Does the NCC perform their own analysis? What has the NCC commented? When will the meetings occur? What is the process? Are NCC requirements weighted the same? Do they perform independent studies or is it based on data provided by the City?
A: They go through a similar process, using the data generated by the Stage 2 team. They review and approve both plans and designs right up to the implementation stage. We have advanced some designs to the 90% level to satisfy the NCC.

Q: Difficulty in understanding the logic of Option 2; based on cost of deadhead costs? Need to consider the cost to the community — market valuation costs, environmental costs. Can you look at a market evaluation study; that would sway the selection to Option 3. Have taken city costs, but not residents costs (property value).
A: We have carried out the evaluation assessment to represent the whole community — residents, the future operator, NCC, etc.; the local community would likely evaluate the options differently than we have. However, we are happy to revisit the evaluation matrix.

Q: Feel that the LRT station and LMSF will deteriorate the community’s quality of life. Is Option 2 really better from a technical point-of-view? It should be built immediately parallel to the revenue line.
A: LMSF’s built parallel and immediately adjacent to the revenue lines are not favourable. Experience has shown there are many problems with that layout.

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

Q: Does the final terminus of the line affect the decision regarding the location of the LMSF?
A: No.

Q: Corkstown Road will become a major link to the Kiss and Ride (K&R) and increase traffic along community roads. Corkstown Road is a residential street with schools, how was congestion weighed in Option 2 vs Option 3?
A: Kiss and Rides are mostly used by local community. They are often a very small number compared to the total number of users of the facility. If we don’t provide a safe place to drop-off passengers, people will do it anyway under unsafe conditions. Also, Bayshore will tend serve the longer traveller K&R traffic better due to its closer proximity to a major mall and the city center.

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

Q: Is there a chance that the LMSF decision may be deferred until later?
A: Yes; however, the Belfast yard does not have the capacity for post 2023 operation, so a new location will have to be found somewhere. Other sites (19) have been screened along the entire line, but similar issues also exist for all of those sites as well. The Woodroffe LMSF site was costed significantly higher than Moodie. Baseline is also not an ideal location. Fundamentally, Moodie is the best location for the LMSF.
Q: Can the K&R entrance be relocated closer to Moodie? When there is an accident on the 417, the congestion is extremely dangerous to cross for pedestrians (especially with kids).
A: Wouldn’t be a big factor in the usage due to the local nature of the activity. Bus loading/unloading is closer to the station due to the volume of people making the transfer. Don’t want to mix the two.

Q: What can we do to ensure that you go with Option 3 rather than Option 2?
A: Your feedback at this meeting helps to steer the process. We will be taking all of the input on board during our assessment process.

Q: How can we engage with the NCC to help this process along?
A: NCC is fully engaged, but you are welcome to engage with them directly. They have been very productive partners with us on this project.

Q: When looking at the location of the LMSF west of Moodie, is there an option to put the trains on the existing track north and west of there?
A: There are challenges with what will happen further west of our project in the future. Looks good initially, but often more difficult when we look at the finer details.

Q: When will the City know what the final plan is?
A: The recommended alignment will be submitted to Council in September of 2017.
# Feedback Forms

## O-Train Confederation Line (LRT) Stage 2

<table>
<thead>
<tr>
<th>Tell us what you think</th>
</tr>
</thead>
<tbody>
<tr>
<td>The station needs to be located on the east side of Moordie drive to be useful to the community. I am opposed to any station.</td>
</tr>
<tr>
<td>Many of us already bike or walk over 3km to Bayview station because the 152 service is so poor. So I think that the 600 m conventional wisdom may not apply here. In this community people will walk or bike over a km to the Moordie station.</td>
</tr>
<tr>
<td>LSPM Option #2 in the NCC Woodlands on the east side of Moordie is totally unacceptable for many reasons to list here.</td>
</tr>
<tr>
<td>The acceptable option for the LSPM is to deadhead these trains back to Bank St until Kanso expansion. It lowers capital costs and ensures operating costs temporarily.</td>
</tr>
</tbody>
</table>

Please leave your comment sheet in the box on the table or mail/fax/email your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: etapec2@ottawa.ca
### O-Train Confederation Line (LRT) Stage 2

**Tell us what you think**

- I prefer station & storage facility on east side of Moodie running between town line.
- Say yes that park station on east side of Moodie will increase ridership & make station the hub of activity for people below the area — increased activity is great to come from Kanata.
- Crystal Beach community is cut off from walking direct into Bell Creek — even when they added Metro-ovia they put no sidewalks on Moodie from Carling to Rockcliffe Park!

*Maybe look at how far kids have to walk to school before they qualify for busing to elementary school & compare that to how far the bus can walk to school?*

- More concerned about placing station on east side. The more I hear what is involved in station & concern about transformers & health of residents living near.

- Sounds like good idea to want trail access at LRT goes into Kanata before build storage facility.
- Would have established residential community has as much if not more, away from busy Cheese Park, involves.

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O-Train Confederation Line (LRT) Stage 2

Tell us what you think...

During the June 13 public meeting, it became clear that the 2015 R1 cost differential between LRT Options 2+3 was underestimated and the overall scope of the project is equal between 2+3.

If this is the case, and/or other factors negate 2+3 cost, then any wording difference should make it clear for R1.

Option 3:

1. Consider the values if the 2015 plan was to be removed in Option 2 in a properly underestimated (see literature on ecosystem services valuation).

Lastly, there preference for Option 2 in opposition and interaction with residents and businesses concerning impact as well as maintenance of the project.

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O-Train Confederation Line (LRT) Stage 2

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<th>Tell us what you think...</th>
</tr>
</thead>
<tbody>
<tr>
<td>As seen today, the local community strongly oppose the Moodie Drive station - bus transfer - LMSF.</td>
</tr>
<tr>
<td>Consider if affordable or if it saves money.</td>
</tr>
<tr>
<td>Bring this connection &amp; LMSF to Eagleson &amp; LRT.</td>
</tr>
<tr>
<td>We (Kanata) would love it as it speeds up LRT coming to Kanata.</td>
</tr>
<tr>
<td>Moreover, majority of buses will not have to cross the greenbelt.</td>
</tr>
<tr>
<td>Moodie LRT station is ok, build the rest at Eagleson Park &amp; Ride.</td>
</tr>
</tbody>
</table>

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O-Train Confederation Line (LRT) Stage 2

Tell us what you think:

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

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O-Train Confederation Line (LRT) Stage 2

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<tbody>
<tr>
<td>1. RMSF - please defer selection of site until options in Canada can be explored.</td>
</tr>
<tr>
<td>- Option 2 is very bad for impact on people &amp; local views &amp; vistas; Option 3 is second worst; Option 4 is bad for wildlife.</td>
</tr>
<tr>
<td>2. Location of LRT station - I prefer end of Moodie due to more accessibility in catchment area &amp; West of Moodie may serve Wesley Clover better, but would be too far to walk for Crystal Beach (new residents &amp; would be less convenient) for DVD shuttle. Relocating the soccer field would be important &amp; if robust can accommodate new soccer field, perhaps some parking could also be provided.</td>
</tr>
<tr>
<td>3. Noise barriers - I am ok with the proposal as presented.</td>
</tr>
</tbody>
</table>

A special event stop for Wesley Clover could be a good idea.

The community seems to be very split on the location of this station & those who want the station on the west side of Moodie probably don’t plan to use it - perhaps it better be further away from Corkstown, away from existing cycling paths etc.

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<tr>
<td>- pedestrian sidewalks (E/W) connecting only to Carter along hotelic required (to connect Crystal Ray)</td>
</tr>
<tr>
<td>- what will be public access to &quot;shuttle&quot; from station to Main (Is new Crystal Bay community access shuttle to/from station @ Main?)</td>
</tr>
<tr>
<td>- LUST. Option 2 is terrible.</td>
</tr>
</tbody>
</table>

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<tbody>
<tr>
<td>Old Aged Residential Properties (Built 1962), Abbott Pointe Care (Healthcare Lab) and Corkstown Single Track Road with Lakeview Public School — Not a perfect location to handle such a commercially busy project &quot;24/7 LRT Maintenance Shed&quot;</td>
</tr>
<tr>
<td>Big source of noise &amp; traffic pollution</td>
</tr>
<tr>
<td>[ ] Careful planning required before starting such activity in that neighbourhood</td>
</tr>
<tr>
<td>[ ] More emphasis be done on securing sub land structure e.g. sink hole</td>
</tr>
</tbody>
</table>

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O-Train Confederation Line (LRT) Stage 2

Tell us what you think:

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

1. I prefer Option 3
2. People over houses!!
3. Do much more land available without disturbing
4. Visual impact should be focused
   in the Residents
5. Tourists are not going to judge
   Ottawa by that station @ 7 AM @ pile.

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O-Train Confederation Line (LRT) Stage 2

Tell us what you think...

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

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

It's this makes no sense to me.

Build the station to do the job.

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O-Train Confederation Line (LRT) Stage 2

Tell us what you think:

Choosing option 3 for LRT Stage 2 is a better option - social and economic impacts are worth more than $1.5M. Current and future residents will benefit for many years.

Green space and access are proven to improve health and quality of life. I live in Crystal Beach and believe access to LRT will improve health and social costs.

Ease of access to the station is important. I think a station on the east side is desirable as long as it is accessible to pedestrians and cyclists and preserves the natural and naturalised.

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**O-Train Confederation Line (LRT) Stage 2**

<table>
<thead>
<tr>
<th>Tell us what you think...</th>
</tr>
</thead>
<tbody>
<tr>
<td>option #3 - LRT/LMSF</td>
</tr>
<tr>
<td>please inform us of</td>
</tr>
<tr>
<td>next meeting</td>
</tr>
</tbody>
</table>

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O-Train Confederation Line (LRT) Stage 2

June 13, 2017

Please see attached comment, opposing any new Park & Ride at Moodie LRT stn.

SAME AS YOUR RECOMMENDATION.

THANKS.

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

From: [Redacted]

Date: 2017-06-13 11:47 AM

To: [Redacted]

Good Morning

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

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

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

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

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

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

Regards
O-Train Confederation Line (LRT) Stage 2

Tell us what you think:

LMSE option #3 impacts neighborhood and
should be eliminated

Option 3 is only acceptable option

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
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Étape 2 du TLR de la Ligne de la Confédération de l'O-Train

<table>
<thead>
<tr>
<th>LRT Station</th>
<th>Option 3, west of Moodie</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fast Side Station: Kiss &amp; Ride access must be much further west. Keep cars out of neighborhood (and away).</td>
<td></td>
</tr>
<tr>
<td>LMSF 2: Track down, cross over, means deeper underwater</td>
<td></td>
</tr>
</tbody>
</table>

Veuillez déposer votre fiche de commentaires dans la boîte placée sur la table ou nous transmettre vos commentaires par la poste, par télécopieur ou par courriel d'ici au l'attention de : Amanda Thompson, Ville d'Ottawa, 1500, boulevard St. Laurent, 4e étage, Ottawa (Ontario) K1G 0Z4 | télécopie : 613-580-9688, courriel : etape2@ottawa.ca
O-Train Confederation Line (LRT) Stage 2

Tell us what you think...

**Park + Ride! Keep it outside Greenbelt!**

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

EMS option 9: NE corner of Mark and HIB.

MUST PREVENT "outside Greenbelt cars" Anne
continuing EAST on Corkstown.
- drop off is too far EAST.
- impacts cycle path, Stillwater Creek (again)
- encourages pass-through traffic BAD.

Using bike and walk, this does not serve wisely either.

BRT mitigation: Stillwater Creek does not change.
- drop off and bike paths both impact still well.

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O-Train Confederation Line (LRT) Stage 2

Connectivity - need a controlled crossing @ Burke for cyclists, go to... 

Station location should be @ west of Moodie because of 
the Wesley Clover facility that has special events & soccer fields & natu... 
these are the people who use transit. 

East of Moodie location services very few people in neighborhood. 
Abbott employers have nice parking and are shift workers. Very few 
use the transit. Their shifts do not coincide with rush hour. 

Option 2 of bridge facility must increase costs as a bridge. 
For people, cyclists and cars must be built so go over tracks. 
At least w/ Option 3 does not require this bridge. 

Option 3 in LMSE should have the station on the west side of phleg... 
extended. The people of Crystal beach/Ikebana will not be walking 
to a station @ the east of Moodie as it is not close to many 
residents. So this is not an advantage to having the station on 
The east side. Only advantage over the better access for 
special events for Wesley/Clover and less deadhead costs. 

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

- There should not be parking provided especially as it is limited.
- Encourages people in Kanata to clean through garbage. What happens when the lot is full? There are enough problems with that at the Eagleson park and ride.

- The 600U catchment area that you cite has no path that people can walk to the east side station that is 600m from people's houses. There are no justification to prolong $300k. Only 14 houses can walk in walking distance of the east side station.

- Your deadhead mileage (what is the actual difference?) How much more time / 300m of track.

15m + d = do you subtract the extra bridge cost?

Cost figure of option 2 is option 3.

Your 15m now would be 25m in 10 years from now.

- West side station would result in less traffic in community

be better for light cycling safety

Veillez déposer votre fiche de commentaires dans la boîte placée sur la table ou nous transmettre vos commentaires par la poste, par télécopieur ou par courriel d’ici au à l’attention de : Amanda Thompson, Ville d'Ottawa, 1500, boulevard St. Laurent, 4e étage, Ottawa (Ontario) K1G 0Z4 | télécopie : 613-580-9688, courriel : etape2@ottawa.ca
O-Train Confederation Line (LRT) Stage 2

**STAGE 2**

The LRT would be better if located at the end of the line closer to Kanata.

Option 2 for the LRT would affect the neighborhood of the people living on School St. on streets nearby.

The noise created by the works in the garage will be very disturbing to the neighborhood. It will cause them no peace in the night time, having noise at 4 AM will have a big impact on our nights and evenings.

The area of the town is a flood plain. By removing the street at Moodie, this will affect our properties and create floods.

All these suggestions for LRT are a great impact on our community. Get the comments received and benefits from it.

LRT option 2 will affect the people of CB for more than the other options.

The noise, smoke, and mud created by DND will be affected by option 2.

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

I do not believe that Option 2 is considered a

Canada's future.

If this facility is being built for the traffic

in Kanata, why not build the LMSF in

Kanata?

IF the LMSF to continue to Kanata:

the LMSF Option 3 is preferable.

IF you are placing $ on the wall, your own

buildings in the North, take that $ for Option 3

IF the 15$ Million is missing to build the LMSF

on Option 3, just wait until you have the

money to build it.

Maintenance facilities, built in conjunct with the

track, produce in Option 3 make most sense for

placing the light rail.

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Ottawa (Ontario) K1G 0Z4 | télécopie : 613-580-9688, courriel : etape2@ottawa.ca
Tell us what you think...

With regards to the proposed location of the Moodie Drive LRT station, I am ambivalent to whether it is located East or West of Moodie Dr. However, I feel that the analysis to estimate station usage is seriously flawed since virtually no resident of the Crystal Beach subdivision is within 1 km of the station using “normal” access routes, instead of the “as the crow flies” method presently being utilized. Also without a survey of the Abbott personnel, it is impossible to know how many of the 800 employees would utilize the station. Locating the station West of Moodie Dr. would provide access to the Leyde Clover Parks area and would still provide access to both the Abbott + DND sites albeit with a slightly longer walk.

I am vehemently opposed to the proposed location for the Light Maintenance Facility. My opposition is two-fold:

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

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

Comment of LRT Stage2 Proposals at Moodie Drive

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

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

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

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

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

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

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

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

Is there a plan to widen Corkstown Road between the LRT station and Moodie Drive to four lanes?
Subject: Stage2 LRT/LMSF Moodie & Corkstown

Dear Sirs,

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

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

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

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

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

Please keep me appraised of future meetings and plans. Thanks in advance for your consideration.
Subject: Stage 2 LRT - Letter of Opposition

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

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

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

In the slide deck, at the meeting, there was a list of pros and cons, charted by the various options for locating the LMSF. However, the presentation focused on two points on this chart, 1) the $15 million dollar premium to locate the facility to another location other than option #2 and, 2) the extra 15 minutes travel time for trains to reach the alternative location to be serviced, hence increasing the operating budget. This project has a total capital budget of $3.6 billion dollars. I am familiar with large project budgets; you do have the funds, it’s your job to allocate the funds and deliver the product. Don’t tell us you can’t find $15 million, (.42% of the budget). You can find the money, it’s just hard, so
make an effort, reprioritise expenditures, think outside the box, be creative, challenge your team, architects, engineers, contractors, consultants, make it happen! I want my tax dollars well spent so work at it, and don’t penalize a neighborhood. The planning stages are not complete for this project so don’t impose this facility on us before you have finalized the Kanata connection; a better, cheaper alternative may present itself. Wait until you have ridership history, this may change your projections and your facility requirements. This facility is not required for stage 2 so don’t build it until it is required!

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

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

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

Yours Sincerely

Bill Baldwin

CC: Mark Taylor, Councillor – Ward 7 Bay
    NCC Client Services, National Capital Commission
    Peggy McGillivray, (President Crystal Beach Community Association)
Subject: RE: Public Input - Please keep the LRT Station on the East side where the community can make use of it.

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

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

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

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

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

And this is mainly from people getting dropped off by only route 96 to walk home. To go to work downtown, you have to cross over all the way to the other side of the Moodie bridge, which far less people do, because crossing Moodie is a long hike and an intimidating affair. It’s a lot further, the path connections are not as great, traffic moves very fast and is quite complex in movement, from a safety and security perspective it’s a harrowingly unlit walk with few eyes on the street to keep you safe. And it’s all backtracking several kms in the opposite direction for most riders. The walkers drop off significantly because of this extra distance across Moodie, if you have access to rider drop offs and pick up numbers broken down by bus stop I encourage you to have a look at the data yourselves. You will see this same decrease in ridership if you move the transit station on the west
side of Moodie. A station west of Moodie will be a wasted opportunity to address real transit issues in the community that exist today and will compound in the future. Out in Wesley Clover, an LRT station serves DND no better or worse, it serves Abbott worse and it serves the community far worse, and Wesley Clover has a handful of events per year, and since when do we prioritize building infrastructure for that. This seems like a very simple and straightforward decision.

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

Pleased to discuss as always.

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

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

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

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

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

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

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

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

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

Sincerely,

Michele Kerschbaumer

Creekwood Crescent
Hello,

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

Why We Oppose the Current Sites

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

Why a West-Side Station is Superior

• The Station footprint does not impact either on Stillwater Creek or any wetlands
• While the west station would impact the wildlife movement within the greenbelt, it is an open area between Corkstown Rd. and the 417 not frequented in significant numbers
• There is no cutting of trees for the station and less cutting for a possible site for the storage facility to the west
• Cyclists and pedestrians will not traverse the station complex but on its perimeter
• Pedestrians going to Wesley Clover will be in close proximity to it and with greater opportunity to use transit year-round for all activities there, not just special events e.g. cross-country skiing
• “Kiss and Ride” drop off away from our community with greater connectivity to Bells Corners
• Much preferred site for 8500 DND staff for walking to work from station

Our Recommendation for the Maintenance Facility (LMSF)

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

Regards,

Barb McGill
Crystal Beach Lakeview Community

Subject: Re: LMSF in Crystal Beach neighbourhood

Good morning,

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

Negative impacts for the community of Crystal Beach:

- loss of property value
- noise pollution
- light pollution
- destruction of habitat/forest for animals/birds
- reduction in quality of life for the community
- electro-magnetic radiation which could impact the health of residents and students at the Crystal Bay School
- located next to Crystal Bay School
- loss of wildlife corridor
- loss of bike path

**Recommended**

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

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

Thank you,

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**Subject: prolongement de la ligne Confederation ouest à Moodie drive**

Bonjour,

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

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

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

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

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

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

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

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

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

-En regardant la vue des airs sur maps.google, j’ai trouvé un beau terrain vide, genre champ. C’est à Kanata, le long de la Queensway du côté nord, vis-à-vis le centre Canadian Tire, entre Huntmar drive
et la rivière Carp. Ce serait parfait! En plus, avec les vents dominants, le son irait vers le centre Canadian Tire et non vers le quartier qui commence à pousser autour de Tanger Outlets. De plus, il est à vendre ou à louer de la compagnie Broccolini! N'est-ce pas que ce serait parfait, même pour un "heavy maintenance garage"?

Donc, en conclusion, merci mais non merci! Nous n'avons pas besoin de cette extension du train léger pour le moment. Le train devrait s'arrêter à Bayshore. Quand vous serez prêts à continuer à Kanata, là on pourra penser à mettre une station à Moodie, probablement du côté ouest de Moodie pour désservir le parc Wesley Clover et DND. De toute façon, presque personne dans notre quartier est dans le "600 mètres". On continuera d'utiliser le circuit 152, qui semble très bien servir notre quartier, même si la plupart des habitants possèdent une voiture ou plus, et Bayshore en attendant. Je suis aussi tout à fait en faveur de garder la station de transitway entre Moodie et Corkstown, qui est en construction en ce moment, telle qu'elle a été prévue dans les plans (avec kiss-and-ride seulement et pas de stationnement) ainsi que la piste cyclable telle quelle. Dans le futur, ça pourrait aider à déterminer la location (est ou ouest) de la station de train à Moodie dont les avis étaient partagés moitié-moitié lors de la rencontre publique.

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

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

Subject : New Corkstown/Moodie station draft design

Hello,

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

The current West Transitway extension project is constructing new ramps to allow buses to access the new Transitway directly from Moodie Dr. This even includes a grade-separated underpass of a Hwy 417 off-ramp for east-bound buses.
The draft design seems to propose decommissioning this infrastructure in favour of directing buses to the station via Corkstown Rd. What is the rationale for this? It is a much longer route for buses coming to/from the west. I think the new bus loop could be re-designed to make use of these ramps by shifting the new LRT station slightly east.

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

Cheers,

Brad Nixon

Subject : Moodie LRT Public Consultation

Dear Sir/Madam:

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

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

Thank you.

Best regards,

Neil Collie

Attachment:

Dear Sir/Madam.

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

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

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

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

I believe that either the LMSF should be located west of Moodie Drive, or ideally, that the development should be done as part of Stage 3 which would almost certainly allow the consideration of more suitable sites. We are going to be reliant on this critical infrastructure for a century. There is no need to choose an inferior and ill-suited site rather than wait perhaps five years for one that is a far better long-term solution.
I am also strongly opposed to the Moodie Station being located east of Moodie Drive.
Let's review the case presented for locating the station east of Moodie as presented on the 'Evaluation of Preferred Station' slide presented on June 13th. I have quoted your bullets annotated with my commentary:

- 'Some re-use of existing BRT facilities'
- 'Provides better connection [to] NCC trails' - There are few NCC trails co-located with the east of Moodie location, and those are frequented by local dog walkers, not people travelling to use them. There are tens of thousands of cyclists that will be severely negatively impacted by this location for every user of the NCC trails arriving by LRT that will benefit.

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

So the argument seems to come down to 'Some re-use of existing BRT facilities'. Not very compelling. And the slide doesn't consider other factors such as:
- The location east of Moodie Drive has a considerable negative impact on cyclists with the station in a sense "on" the main east-west cycling corridor which will dramatically increase the risk for cyclists. A location west of Moodie would mean that the east-west cycling corridor is somewhat unaffected, and the increased risk to cyclists avoided.
- The considerable negative impact on the delicate eco-system of the area including: The unique eco-system and endangered wildlife in the Stillwater Creek area
- The elimination of the wildlife corridor
- The kiss-and-ride facility will increase vehicular traffic in the area resulting in an increased risk to cyclists
- The kiss-and-ride facility will increase the traffic on Corkstown Road, and in particular, increase the risk to children travelling to and from Lakeview School
- There was reference made to running a spur across Moodie Drive to service functions at Wesley Clover Parks, but it wasn't elaborated upon, and probably not included in the cost of putting the station on the east side of Moodie. What would be the cost of the spur? Would a dangerous train 'Level Crossing' need to be created on Moodie Drive? If the station was west of Moodie the spur would be unnecessary.
Ridership models don't seem to consider the people who could take the LRT to Wesley Clover Parks for everyday activities (playing soccer, riding, ...) outside of major events if the station was west of Moodie Drive.

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

Yours sincerely,

Neil Collie

Subject: LRT Moodie extension

Attention:
Amanda Thompson, City of Ottawa

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

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

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

The city's current development of the Rapid Bus Transit on the south side of Corkstown Road has already altered the the crystal beach neighbourhood as we know it. The city's proposal for stage 2 LRT Moodie E extension would be a bombardment of industrial facilities to our community reducing our community to an industrial environment. Something which began as the development of BRT has within an unusual short period of time turned into an encapsulation of a community, and will significantly affect the way this community lives.

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

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

These facilities along with increased traffic will affect the the movement of cyclist, hiker joggers, and especially children of this community.
Expropriating our treasured NCC lands for industrial purposes will have a definite impact on the current wildlife inhabiting this area.

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

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

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

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

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

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

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

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

Sincerely,

[Redacted]

Residents of Crystal Beach

Sent from my iPad
Subject: LRT light rail maintenance

Dear Mr. Taylor,

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

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

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

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

Thank you for your time,

Ella, Ullswater drive

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Subject: LRT Extension to Moodie Drive and Location of LMSF

Dear Leaders, Influencers and Decision Makers:

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

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

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

- Disruption to our beautiful green space that surrounds our community, including losing the soccer field that our local kids and people use for recreation. The local wildlife suffers too.
- Walls, walls and more walls just to keep out “unnatural sounds”…. These walls/barriers (can you imagine 8 meter barriers) start to become unsightly and “prison-like”. Let’s keep the natural beauty of our space.
- Increased noise from any Light Maintenance Storage Facility (LMSF) placed next to Abbott and through traffic on Corkstown Rd (our home backs onto Corkstown Rd so we know about passing busses vibrating our home and the traffic noise).
- Decrease in property and home values as the community becomes less desirable due to the changes.
PLEASE DO NOT:
- place a LMSF next to Abbott i.e. on the East side of the 417.
- waste $3 million to $5 million of tax payers dollars if it can be avoided. Think ahead, plan ahead and do any major project once…and do it right….band aid and patch jobs are never good. So consider the overall plan that the Light Rail will eventually go to Kanata and look to have a maintenance facility west of Moodie Drive where an area can be designated that has minimal impact on nearby residential communities.
- take away the Corkstown soccer field or reduce its size in any way. Beauty and nature is being removed e.g. we have already lost the view of seeing the west corridor along the 417 when driving along Corkstown Rd towards Moodie Drive – the Bus Transit ramps will impeded those prior views – bye-bye Corkstown sunsets)
- ruin the beauty of our neighbourhood with its peace and tranquility. It truly has been a gem in this city so far (in our opinion).
- ignore the voice of the residents in the community.

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

Yours respectfully and sincerely,

Steven and Shannon Harrison
1 Brookbend Crescent
Ottawa, ON

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

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

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

If the decision is to proceed with one of the three options near Moodie Drive and the 417, our preference would be for the location west of Moodie Drive along Corkstown Rd. In our view, any impact of the LRT on the Greenbelt ought to be concentrated in the 417 corridor. This is consistent
with our position on the extension of the LRT to Kanata, which we recently communicated to city staff, wherein we expressed a preference for option #8. This option follows the north side of the 417 through to the terminal in Kanata.

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

Paul Johanis
Chair,
Greenspace Alliance

Sent from my iPhone

Subject: Letter Opposed to Moodie LMSF preferred site

Dear Amanda Thompson,

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

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

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

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

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

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

I think the City of Ottawa LRT project planners need to give their heads a shake and reconsider their plans for a Moodie LMSF. (I suggest choosing a more appropriate site when the LRT to Kanata is built.) The City needs to make it clear to its tax-paying residents that they are not going down the road, as the city of London, UK has done with regards to the Grenfell Tower catastrophe, whereby
decision making is based on the interests (especially financial) of the few private/corporate elite rather than those of the many ordinary residents. I for one would like to know that the City of Ottawa makes the needs and concerns of all of its residents a priority. Should the City not back down from its plans to construct a LMSF on Moodie between Corkstown and Carling, I have heard that there will be an organized protest by residents to oppose it.

Sincerely,

[Name]

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

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

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

The points last night were well made;

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

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

Thank you for the opportunity to comment.
Subject: Moodie Drive LRT Storage and Maintenance Facility

Good Day Mr. Wheeler,

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

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

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

Thanks,

Kevin Scribner

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

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

1. I wanted to thank Counselor Taylor for engaging with me in a timely fashion (as he has done before either in person or in writing when I politely expressed either my concerns with or support of city proposals). People don’t get enough credit for when they do things well, so I wanted to take the time to recognize that.

2. I am supportive of the transit projects in general and this is in large part coloured by the fact that our community has experienced severe transit cuts over time and is very poorly served currently (more on this below in our exchanges if you are interested). The BRT project with a walkable station east of Moodie will go a long way to address transit issues for our community.
while still serving the interested of all east west commuters. If done properly and staying conscious of the problems that it could introduce to the area, the LRT station at Moodie can also be of value as well.

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

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

Kamuran Sadar.
613 617 2658

Subject : FW: comments

To Whom It May Concern,

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

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

-----Destroy our wildlife habitat(deer, many birds, trees, small animals).
......Stillwater Creek would be negatively impacted.

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

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

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

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

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

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

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

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

......Stillwater Creek will be compromised

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

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

Elizabeth Halia Osadca
22 Solva Drive
Nepean, Ontario
Subject: feedback on LRT Stage 2

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

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

Thanks,

Eric Fortin
140 Corkstown rd
Ottawa

Subject: Comment Sheet: Stage 2 LMSF

Hi there:

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

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

ENVIRONMENTAL

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

SOCIAL

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

After reviewing the city's evaluation charts in more detail, I would prefer Option #4 with Option #3 as the secondary option.
On the LRT Station front, I know many residents, including me, are concerned about the east side option, given that it would cut off a number of well-used bike commuting routes. This is also a flood plain every spring so I’m not sure it’s a great choice for environmental/practical reasons. I would like to record my being in favour of a west side option if that is feasible.

Thanks.

Looking forward to being kept in touch with developments.

Sarah Brown
43 Ullswater Drive
"email: sarahvsbrown@rogers.com
Phone: 613-721-8290

Subject : Bayshore Station to Moodie Drive LRT Extension

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

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

1. Holly Acres bridge build deferral - My comment at the June13th meeting was that this bridge was recommended in the BRT to Moodie EA, but somehow got deferred. This is a failure of the compliance to the EA process and as such should not have happened. It was explained that given the current build status, the bridge cannot be accommodated until conversion to LRT. I spoke with Charles Wheeler after meeting explaining the history of incremental congestion of the Holly Acres intersections and resulting safety issues, and that this is the only corridor for our community's pedestrians and cyclists to access our major areas of commerce and schools south of Queensway. I pleaded with Charles to do everything possible to mitigate the safety on Holly Acres intersections, especially until bridge is built in next decade. MUP signage and signalling could help.

2. LMSF - There was clear consensus from crowd at meeting that this is not wanted on east side of moodie, and preferred not on west side of Moodie, due to loss of Greenspace flora and fauna, and air, water, and noise pollution. The east side is a protected habitat and movement corridor for animals and birds. Although every community should bear some burden of LRT, this would be inordinate and extremely close. The possibility of having LMSF away from residential areas received general consensus.

3. LRT Moodie station - the suggestion that the community was split on having station on east or west side of Moodie is wrong, as observed by unanimous guffaws from crowd when it was suggested by Mark Taylor near end of meeting. The clear majority wanted west side. Since the meeting I have witnessed some residents who prefer east side as they can walk to station instead of using local bus route to bayshore. Given streets layout it seems that very few transit users would actually walk to station, as there is no break on Cleadon where a path could be inserted, and the path at north end of Solva offers little advantage if a path was made west of back...
yards. Also given vast majority of kiss and go zones at stations are very local users, suggests locals would likely get a lift to station instead of walking. Therefore west side would have very little impact of access for local users. I do not understand why DND and Wesley Clover are not asking for station on west side of Moodie? Having station on east side and suggesting another LRT stop on west side seems to suggest the station should be on west side? I understand that reusing BRT station is more efficient. I don't know logistics, but re-use of BRT station for some LRT functions with additional west side station/stop functions would be interesting, especially once LRT goes to Kanata.

Yours respectfully

Grant Millar, CBLCA, Parks and Rec.

Subject : Attention Amanda Thompson re Confederation line

West stage 2

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

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

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

1) it brings unwanted noise, and light to the community

2) it makes a visual mess of the Abbot site and certainly doesn't give a good impression to tourist driving to Ottawa

3) it destroys the soccer field, and disrupts the cycle path

4) Corkstown road traffic on the portion of Corkstown east of Moodie may increase if people use this route to get to the terminal. Moreover residents of Crystal beach may no longer find it practical to travel to Bells Corners via the Corkstown to Moodie route.

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

1) should be in line with a future continuation of the tracks to Kanata and thereby reduce system capital costs

2) should enable bidirectional road access to the station from Moodie and from Corkstown roads

3) could reduce negative impacts on Corkstown due to further rerouting
4) would provide space for "kiss and ride" as well as for O train staff parking

5) would facilitate a shuttle link to the DND site

6) would not impact on soccer field, Abbott surroundings or roads and lessen noise for Crystal beach residents

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

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

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**Subject: Amanda Thompson LRT Moodie Drive**

Good morning

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

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

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

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