“AS WE HEARD IT”

Queensway Terrace North
Woodroffe High School
May 27th, 2017
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Summary:

- 77 participants signed-in (there were likely additional participants who did not formally sign in)
- 1-hour presentation from Stage 2 (PowerPoint presentations posted online)
- Four breakout sessions (participants could attend two of their choice for 45 minutes)
  - Alignment and Route
  - Connectivity
  - Local Bus Service + Ready for Rail
  - Construction, Staging and Mobilization
- 2-hour Q&A session
- Councillor Taylor in attendance as well as several City staff

General comments/concerns:

- Four breakout sessions (as described above) were organized and several participants took the opportunity to ask targeted questions to the staff present in each of these rooms (summary of questions below).
- A large group remained after the initial presentation to have an open forum Q&A instead of participating in the sessions. Issues and concerns raised in this forum generally included the tunnel (above ground versus below), concerns about noise, vibration, and sight lines on the community, the impact on greenspace, as well as questions regarding the general impact of the alignment on the adjacent school. A presentation was also made by a community member.
- The Councillor extended an invitation to residents to participate in the upcoming Queensway Terrace North (QTN) Working Group. The names of those in attendance who were interested in taking part have been captured.

Summary of Questions: Breakout Session Q & A

Breakout 1: Alignment & Route

Q: Can you further explain the rationale behind pedestrian and MUP alignment?
A: We would like to keep the existing pedestrian bridge infrastructure, but station location interferes with the bridge piers. Only way to avoid the piers would be to build a curve station, which doesn’t meet mandated standards.

Q: Will the wooded area behind Connaught Avenue be affected?
A: No, and in fact recent revisions have brought any impact further away.

Q: Can you tunnel this entire corridor instead?
A: To achieve this, we would have to go well under the creek, and wouldn't be able to rise up to grade at Lincoln Fields Station, so that station would actually have to be underground. This would be significant cost impact - over $100M additional funding required.

Q: What will be done for operational noise impacts and vibration?

A: Resilient fasteners can be used, but there may also be opportunity for berms and landscaping. This team is confident all operational noise requirements will be met. Confederation Line trains are not typical subway or diesel trains, they are very quiet. Floating slabs can also be used when required.

Q: There are flood and storm water management concerns in this neighbourhood, how can you guarantee this won't have negative impact on homes, especially in the spring?

A: We took the alignment out of the flood plains in part of this reason. The NCC did not support building LRT within the flood plain only protected by flood walls. This realignment also allows us to build completely outside of this flood plain, with fewer impacts to the community during construction. It also allows for full re-naturalization of this flood plain via utility relocations, etc. This will improve flooding mitigation benefiting both the community and LRT operations.

Q: We live near where the corridor splits and will hear trains going in two directions.

A: Where the train goes across the bridge and down into the tunnel, there will be berms with trees to protect the nearby community.

Q: Why are you planning berms near to some homes but not others?

A: In some areas, it's not worthwhile to remove mature trees to build a berm.

Q: I understand your construction analysis catchment is 50m for construction impacts, but what about homes outside of that area?

A: Construction methods are up to contractor, although we can make assumptions on the best method likely to be used. The contractor must submit their plan for approval. Pre and post construction surveys are usually offered for those residents located 50m in any direction.

Q: What about damage past 50m?

A: In some cases, we investigate alleged damage after the fact and make and assess whether it is related to construction. Homes near this limit who would like to have a pre-construction survey are invited to participate.

Q: When will we be able to participate in this pre-construction inspection/survey?

A: Approximately two months prior to the start of construction.

Q: Are there any changes to the on/off ramp at Carling?

A: Changes to this ramp have nothing to do with the LRT alignment. If the NCC or another level of government decides to do this for long term traffic planning, this would be independent of the LRT project, despite being bundled for coordination purposes.
Q: I was told in the early 60s that there was no plans to build on the land behind Hanlon Avenue.
A: This has not been noted in City planning documents for several decades.

Q: If all buses will be taken off the transitway, what are the noise and volume levels of trains in comparison?
A: Trains every 3-5 minutes, the operational decibel levels can be lower. This is the most benign impact on the community we could land on.

Q: How high does the flyover rail bridge reach? There should be an identified maximum height for this rail bridge in the contract.
A: From rail to the top of the bridge above, there must 5m clearance. We will note the request for a maximum height identified.

Q: Is it possible for the LRT to follow the current transitway, turn west at Iris, and run along the edge of IKEA parking lot?
A: Following the north side of Highway 417 is more feasible in getting the train over to Bayshore, using existing infrastructure. It would be difficult to continue from IKEA to Bayshore.

Q: Can't the Highway 417 widening work be deferred?
A: Highway widening as part of the Stage 2 project is more of a ramp/lane adjustment to accommodate detours. The MTO are moving ahead with their own project and have chosen to bundle it into the Stage 2 project for better price points and contractor coordination. Although building transit and additional highway lanes seems counter-intuitive, they are both required to accommodate future city growth.

Q: Does construction have specific timelines for both 417 and LRT projects?
A: We'll specify to the contractor that there are specifications for each project that must be respected, but no detailed timelines right now.

Q: Will this new contractor maintain this LRT extension?
A: We are currently working with the Rideau Transit Group (RTG), who holds the contract to maintain for 30 years. The City's position is that a single maintainer is required, for accountability and cost. Instead of buying out their existing contract, we decided to work with them on a new MOU agreement for maintenance of the full system, along with supplying trains and systems. Market sounding found that industry did not want to bid so long as RTG was permitted to bid on the full Stage 2 project. RTG will not bid on remaining civil works, allowing other consortiums to bid on civil works.
Q: I understand Iris Station will have a hump, so why not adjust the grade slightly north?

A: At Iris Station, there is currently a grade crossing with the transitway. Rail cannot have a grade crossing, so in order to minimize impact to those on either side, the transit corridor will be half trenched and Iris will be built up a few meters by a bridge, while still maintaining reasonable grade change. Bringing all grades down in the area from Lincoln Fields Station would create pedestrian connectivity problems along the alignment.

Q: Why can’t we tunnel through this area, like it is being done elsewhere?

A: At Richmond Road, the NCC determined they would not want a neighbourhood gateway to be cut off.

Q: The NCC values the land near Richmond Road more than they value the land near us.

A: The NCC has indicated they support the current plan.

Q: What will be the construction impacts on Carling Avenue?

A: For this cut and cover operation, half the road will be cut and recovered with temporary decking, followed by the other side of the road. Then, usual traffic will resume. Towards the end of construction, the same operation will occur in reverse while the final cover is built.

Q: Will construction near Richmond Road be similar?

A: Yes. If the contractor cannot complete this work as efficiently as we believe is possible, there are additional financial impacts to the contractor.

Q: There are very large oak trees that will be removed as part of this project, that are more valuable than any compensation.

A: The only very large oak trees that need to be removed are located in Byron Linear Park. In other areas, conscious accommodations will occur to avoid impacts to greenspaces.

Q: Is there any blasting between Lincoln Fields and Iris Station?

A: Blasting cannot occur this near to the Highway 417 as per the MTO, so if there is hard rock in the area it would have to be addressed in a different way, likely with road-header equipment. We don't anticipate very much rock in this area.

Q: It feels like you already have a plan and we can't prompt any changes.

A: We've had about 15 public meetings on this particular area and have made changes following many of these meetings. Now, there is a Council approved alignment and procurement plan.

Q: Why can’t you spend more here for our neighbourhood, to tunnel the alignment, like in other sections of the western extension?

A: There's a budget envelop that we’re trying to remain within. We’ve consulted with this neighbourhood many times.
Breakout 2: Construction, Staging & Mobilization:

Q. Will construction access be through the community?

A. Conditions will be placed on the contractor construction access plans in the contract documents. Additionally, the City will need to approve the construction access plans prepared by the contractor. As much as possible, the contractor will be required to keep his construction access to the periphery of the community, rather than through it. The use of mobilization sites will help minimize construction traffic as the contractor will have a place to store materials/equipment overnight or in advance of work, rather than needing to continuously bring them in to build the LRT.

Q. Will there be construction access to/from the existing Transitway?

A. This is not expected. Firstly, there are limited opportunities to access the mobilization sites from the Transitway. Secondly, the Transitway will remain in operation during the construction period and construction traffic will interfere with the efficiency and safety of the transit operations. There is a possibility to use Queensview Avenue or along the LRT alignment as it is built for construction traffic, before tracks are put in place.

Q. Will there be timing restrictions?

A. Yes, there will be timing and other restrictions placed on the contractor in the contract documents to reduce impact on community during construction. Again, the contractor’s traffic access plans will need to be reviewed and approved by the City prior to implementation.

Q. What are the expected detours for the tunnel beneath Connaught Avenue?

A. The contractor will need to submit a traffic diversion plan prior to undertaking any tunnel construction work. It will likely happen in several stages as traffic is moved to one side of the road while excavation is taking place and then switched over to the other side to construct the remainder of the tunnel. Full access will be maintained at all times with flagmen and/or temporary traffic signals being required for a short duration.

Q. Will buses operate on the Transitway after the LRT is in operation?

A. No. Buses will be removed from the Transitway once the LRT is in operation.

Q. Does the BRT end at Iris during construction?

A. The existing Transitway to Iris may remain open during construction.

Q. What is the timing of the construction of the pedestrian bridge?
A. The exact timing will depend on the contractor’s approved schedule. However, it is intended that a new pedestrian bridge be constructed before the old one is removed allowing continuous pedestrian access between the school and the community.

Q. The total construction period is 3.5 years; what about for QTN specifically?

A. It is expected to be about 2-2.5 years in duration. The contractor has a lot of work to do in the area so the actual programme will not be known in detail until their proposed schedule is submitted for approval. There will likely be some early works like utility relocation undertaken before full construction starts.

Q. Will Lincoln Fields LRT Station be opened before or while the QTN section is being constructed?

A. Although that is an interesting option, it is more likely that the contractor will deliver the entire Stage 2 package upon his scheduled delivery date. To reduce the duration of bus detours on Scott Street between Dominion and Tunney’s Pasture that segment is likely to be constructed last, so opening to Lincoln Fields before full extension to Baseline/Moodie would be constrained by that.

Q. When does the Queensway Station get decommissioned?

A. Queensview Station should be open until the new LRT is open. There are coordination issues that also need to be arranged with the MTO regarding the widening of Highway 417 as that work impacts the station.

Q. When is the decision for the Moodie Drive extension expected?

A. The next step is to undertake an Environmental Assessment to identify a wide range of issues related to the construction of the LRT as far as Moodie Drive. Opportunities, constraints and affordability issues will be part of that study. Also, the submissions from the consultants/contractors responding to the Request for Proposal to undertake Stage 2 of the LRT will provide valuable input into the decision regarding the extension to Moodie Drive.

Breakout 3: Connectivity

The connectivity session consisted of several larger group discussions. At a high level, question and comments focused on the park, pathways, parking, construction, accessibility, and pedestrian bridge.

Q: Will there be any rezoning around the stations?

A: The focus is on intensification around the stations. We are encouraging people to live, work and play so a vehicle is not needed. Cleary and New Orchard Stations are a good examples to look at.

Q: What is the standard to rezone within a certain distance?
A: To determine the rezoning, a study is required to look at the broader area.

Q: Are the stations set in stone?

A: The stations have been determined.

Q: What happens to the community during construction?

A: Access will be maintained to the community and if the pathway closes for a specific period of time, another pathway will be put in.

Q: With a pathway on the west side of the LRT, would the City consider putting a pedestrian tunnel under tracks?

A: The problem with a pedestrian tunnel under the tracks is getting to it. The preference is going over the 417.

Q: Will the unofficial paths be gone, dog owners will be impacted by this?

A: Yes the unofficial paths will be gone, safety is a priority.

**Breakout 4: Ready for Rail (R4R) & Local Bus Service**

Q: Excited to hear that there won’t be effect to local bussing for now. Was worried that it would impact my connection to Tunney’s Pasture.

A: Next year there will still be the same service. In 2023 you’ll have to transfer at Lincoln fields instead. When stations between Pinecrest and Bayshore have to close (2021, 2022) buses will have to take the highway.

Q: What are you going to do to get people to take LRT? If Queensway is widened people will start driving more and never go back to transit. How much money do you spend to get people on the LRT?

A: Intention of R4R is for riders we have to day.

Q: If there are less buses on the road I would want to take my car.

A: Right, but when you’re taking the train, you aren’t impacted by traffic or car accidents. The reliability factor gives LRT the edge.

Q: I’m against construction but the city is growing so quickly, we need public transit. But I worry about how I am going to get to where my daughter lives.

A: The R4R travel planner will open in the fall. It could be good if you want to prepare for when the train starts next year.

Q: So what is going to happen to the buses? Part of the neighbourhood is going to have to take a bus. Asking specifically about the 97 route
A: Staff explained the bus routes for 2018, with a map.

Q: 154 and 155 are not working. Now there is no service around 8. I agree with the councillor that the community is divided. Until September we didn’t even know what it was going to look like.

A: Once train is running, you will have a very easy transfer.

Q: How will I get to Portage?

A: There will be direct service from Lyon Station. You can still make the trip from Pimisi (former Lebreton) but it will be easier to go to Lyon.

Q: What will Lincoln Fields Station look like?

A: Track layout will be very similar. Just with a third track for Baseline service.

Q: Will buses to Kanata from Lincoln Fields go to Bayshore?

A: They’ll go to Moodie. If you are going to work from Whitehaven, you’ll walk to Lincoln Fields and take the bus to Moodie (or Bayshore) and then catch a local connection route.

Q: What will the rules be with bicycles on the train?

A: They will be allowed, but we are still determining whether we can allow them all day or just during non-rush hours. There will also be runnels and secure parking (showed rendering of train interior).

Summary of Questions: Auditorium Q & A

The Q&A in the auditorium was requested by the residents attending the session. The format was more of an informal discussion than a Q&A, as there were many questions to follow and various comments to each.

At a high level, the residents discussed concerns with the Councillor and staff regarding the impact on the adjacent greenspace and the tunnel (above vs. below ground). Staff indicated that the Stage 2 project budget has been approved and that the project team is working within that affordability enveloped.

Many questions were also asked regarding the noise and vibration impacts, as well as the impacts on adjacent properties, including homes and the local high school. Staff indicated that baseline noise and ambient noise receptors will be captured in advance of the implementation of the project. This assessment will also consider any future noise impacts associated with the LRT and will specify noise mitigation requirements accordingly. There are also vibration requirements and LRT cannot open for service without ensuring vibration can be mitigated (cross reference to the floating slabs and resilient fasteners in the presentation).

Below is a summary of the questions asked by participants:
• Should we be concerned about flooding?
• What is the impact on Woodroffe High School? Have they been consulted?
• What is the cost to put it all underground (tunnel)? Is it feasible? What about putting more underground than what is proposed?
• What is the duration of the construction?
• What is the impact of the baseball diamond?
• Concerns regarding noise levels and vibrations, especially on Connaught
• What lighting will there be in the park/around the tunnel?
• Will there be fencing around the tunnel? Or a barrier?
• Residents want noise studies and statistics on vibration
• What is the reference point for the level of noise?
• Do vibrations pose any health risks?
• Worried about more noise, especially those sandwiched between 417 and now LRT
• How is this different from Byron Linear park?
• Can you put more berms near the high school, it is right adjacent to the track?
• Can you put in a noise barrier for the school?
• The design is like a “roller coaster”, why is that?
• Previously the City/NCC said all greenspace needs to be protected in the green belt. Why was this approved?
• There was not enough consultation with QTN residents. What are the legal requirements for consultation?
• There was a gap between the June consultation and the announcement of the EA which included the “fly over” option. What date was the “fly over” put in place?
• What can be done with regards to noise/vibration when the track will be 5 meters in the air?
• Can the height of the track be looked at?
• Happy that there will be less diesel busses in the area. Will any buses be re-purposed?
• Will anything be done with the OC Transpo garage on Queensview?
• Will the 417 widening project be bundled with Stage 2? Will there be a barrier wall between 417 and LRT?
• Why can’t we use the existing transitway instead of the “fly over”?
• What if there is a flooding incident? How will the track be impacted?
• What is the impact on the orchard at Lincoln Fields?
• Have any seismic tests been done?
• Is there a chance that the tunnel would be used as a Train Maintenance Facility?
• Was there enough notice for this meeting? Should not have been held on a Saturday.
• Will there be another consultation meeting? How do we sign-up for the consultation session?
• With the Community impacted by noise, are there additional efforts to improve sound barriers?
• Will there be a sign that the City will be mitigating noise?
• Is the widening of the 417 looking at noise and is there anything we can do?
• Is it possible to shift pathways by 100m?
• What is the speed of trains between stations?
• What is the main access to get to Queensview?
• What is the planned access route of the North or South side of the School?
• How can traffic lights be synced on Carling Avenue?
In speaking with Charles Wheeler, I am requesting more accurate schematic drawings to show where the path and the LRT line will be. The diagrams from slide 13 and slide 17 show some discrepancy with respect to the distance of the railway and triangular walking path connection on slide(s).

Also I'd appreciate seeing drawings of current bridge & proposed bridge to help visualize the difference, how current bridge & proposed future bridge (wrt height)

Another concern: by eliminating dog walking path directly behind Connaught (not pathway), it means more dog walkers will use our juction & increase chance of collisions with bikes, dogs & pedestrians (most walk dogs & walked my leash).
Tell us what you think...

The presenters were amazingly restrained and candid.

Did a good job with tough audience.

It is true though, that the project has been "secretive".

One thing: tunneling under Ottawa

clean and shale is hellish. Dangerous and difficult.

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
Tell us what you think...

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As was made clear during the main presentation, there were many community members angry with Councillor Taylor for not being responsive. The community, between the Expressway and the Kingsway, is one of the busiest in the city. They feel they are under-represented in the decision-making process.

The community between the Kingsway to the south and the Expressway to the north would be squeezed between the noisy Kingsway and the noisy train and on top of that, you would also destroy the park itself. Is there anything else that could be done to destroy the community?

Your noise chart on page "Noise and Vibration Analysis" should provide some factual data. Noise levels are measured in dB and yet the supporting data has been submitted. Why not present data that can be referenced to a sound meter? Measured at 100ft? That way, with the levels included, we can relate to.

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Fax: 613-580-9688 | email: stage2@ottawa.ca
Tell us what you think...

I'd be interested in joining the working group.

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Tell us what you think...

- Lack of consultation re: flyover
- Would like the opportunity to discuss modifications to design
- Concern re: vibrations - immediate cause, long-term & short-term health repercussions
- Concern re: loss of value of property
- Concern re: sight lines from my backyard
- Concern re: noise
- Concern re: dust & debris from trains
- Concern re: light pollution impacting homes
- Concern re: Woodroffe High School noise disruption & sight disruption for students
- Concern re: noise for seniors/students.

- I'd like to be on the 'consultation working group'.

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Tell us what you think...

1. Need to mitigate noise and vibration impacts of HRT on Woodroffe High School.

   Please provide plan for public consultation on this plan.

2. Need to re-install the bridge on the current pedestrian bridge to Woodroffe H.S. on the new pedestrian bridge.

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Fax: 613-580-9688 | email: stage2@ottawa.ca
Tell us what you think...

It is very interesting project. However, I am still very concerned with the visual view from the houses on Kennaught, especially near Stanley. I would like to see more of the details discussed in this area. Would it be possible to shorten the bridge and getting the tress into the ground nearer with the bike path other stop? Our Parks is a special to us and our neighbours. Also, there is great concern about the construction staging and access through our neighborhood and length of time. Is there

To provide better visual barriers along the Queensway
including through the open concepts now (Pinecrest Creek Park) would go a long way towards mitigating noise levels in the neighborhood and improving the community reaction towards the LRT impact.

HT OS

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Fax: 613-580-9688 | email: stage2@ottawa.ca
Tell us what you think...

- Traffic on Carling with a new traffic light - yes prioritize pedestrians & cyclists but don't overly penalize cars.
- There will now be two pavers instead of one - making them feel as connected as possible & minimizing site of trains is important. Bridge & tunnel in Cummer & pav. Increasing research is showing the importance on green space & trees on mental and physical health. This is critical to consider & plan for.

- Pedestrian crossing & Parkway entrances - yield signs for cars makes it safer.

I forgot to ask this question: When redoing multi-use pathways, please widen or create multiple lanes for the commuting traffic (cyclists) versus the people out for an afternoon walk. Will help to make the pathways safer.

Thank you to the lady in Room 2 - she was very knowledgeable & helpful & responsive. There were several mentions of a Working Group, but no information about how to sign up or how you are soliciting members. I would appreciate knowing.

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Fax: 613-580-9688 | email: stage2@ottawa.ca
Tell us what you think...

I'm very excited about Stage 2!

For me, the only worry is about making the Queensview Station easily accessible to the residents on Moncton Rd, Hogsdale, Gold Ave, and Clarendon. A pedestrian cut through between Queensview and Moncton Rd would be critical to achieving this. Currently, we are served by a break in the fence between the Goodlife Lot and the condominium units. This needs to be formalized or an alternative made for those lots of houses to be able to fully benefit from the Queensview Station and the new pedestrian bridge.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
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Tell us what you think...

I am Loving the plan for the LRT in OTN.

It is obvious to me (now that I’ve been able to hear the presentation), that all details relevant to the inhabitants of OTN are well researched and thought out.

My main interests are:
- A continuous bike path (Martha has given explanations to my satisfaction)
- Pedestrian access from Moncton Rd to new Queen View Station. I recommend an easement as far east on Moncton as possible, as those who live at the western end of Moncton will be able to use the Pinecrest station.

As for the presentation, I’m thankful that none of the illustrations or maps had an indication of direction.

One must understand one’s bearings before beginning to understand the map/illustration.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to.
### Tell us what you think...

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| 1. | I live in Whitleraven and use the green space on the east side of the LRT/BRT between Carling and the 417. I would like to see:  
   |   |   |   |   |   |   |   |
|   |   |   |   |   |   |   |   |
| 2. | At the queenway station it would be nice to get from the green space on the east side of the LRT to the green space on the west side of the LRT. So please create a pedestrian pathway on the 417 bridge over the LRT. **(going to Baseline)** |
| 3. | PAGE & of the "Confederation Line West-Dowssett Runway North" presentation shows the MUP (now). There should be access to the MUP in the Lincoln Valley from Carling Ave. |
| 4. | The new pedestrian bridge at WHS should have a connection to the MUP halfway across the bridge. So I don't have to go all the way across the bridge and halfway back to get to the MUP from Whitleraven (WHHS) |

Please leave your comments sheet in the box on the table or mail/fax/email your comments to:
<table>
<thead>
<tr>
<th>Tell us what you think...</th>
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</thead>
<tbody>
<tr>
<td>Need improved pedestrian access to Lincoln Fields Station, for example, need pedestrian right-of-way across Carling off-ramp &amp; on-ramp from STAX parkway as currently people avoid because of concern re' vehicle traffic.</td>
</tr>
<tr>
<td>There is significant background noise already affecting QTW particularly from the Queensway. Efforts to mitigate this noise, even if not directly related to the LRT project, would go a long way towards improving the situation for the community &amp; earning community goodwill towards LRT.</td>
</tr>
<tr>
<td>Improving</td>
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<tr>
<td>Improved access to Queensview from QTW is needed so that community feels this is a reasonably easy access route to LRT.</td>
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<tr>
<td>A pedestrian crossing across LRT at old Queensview station would help connectivity East-West.</td>
</tr>
</tbody>
</table>

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Tell us what you think...

Can’t wait for LRT, but would like to improve pedestrian experience walking on Carling to new station. The south side ramp of Carling walk is too dangerous now and a pedestrian light or yield sign would make it safer.

See page 6 in presentation.

Bike or pedestrian ramp from Carling bridge to new MUP would be appreciated. on West side.

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Fax: 613-580-9588 | email: stage2@ottawa.ca
New MUP Connectivity

*Add ramps down fromCarlivia*
Stage 2 inbox – stage2@ottawa.ca

The following emails regarding the Stage 2 LRT Project and Queensview Terrace North consultation were received by stage2@ottawa.ca.

Hello Mr. Taylor:

I live on Hopkins Rd and while I support the LRT phase 2 coming to our neighborhood, I do want to ensure it is done properly, and provides proper benefits to the community. Below is a list of initial questions I currently have with the LRT. I am not overly knowledgeable about the current design so it is possible that these issues are already taken care of, but as you and your staff review plans for phase 2 LRT I would appreciate it if you could keep these points in mind.

- Access Quick Access to the new Queensview Station via walking paths at Connaught Ave and Hankin, as well as Connaught Ave and Roman. This pathway connection is captured in the scope of the project.
- Ensure the existing bike path is maintained, without interruption all the way from downtown to baseline (especially important under the Queensway, and under Carling). This too is within the scope of the project.
- Ensure the bike path is extended following the light rail corridor as far west as Bayshore Mall, piggybacking on the train’s right of way, (especially important under Pinecrest and under Richmond rd). There are pathway connections under both the Pinecrest and Richmond Road overpasses to provide access to the east end of each respective station. That said, between Pinecrest Station (west of Dunrobin) and Bayshore, we are not building a single continuous pathway to run alongside LRT as grading and access issues have deemed this a significant challenge with respect to ensuring public safety.
- Ensure noise concerns regarding the above grade LRT bridge through Connaught Park are taken seriously and a reasonable solutions found. This is taken very seriously. Compliance with respect to remaining within mandated noise and vibration thresholds are a contract requirement and the train is not allowed to go into operation without these being met.
- Ensure a pedestrian link (currently via the pedestrian bridge) between Queensway Terence North and Woodroffe high school is maintained. As the existing Woodroffe Pedestrian bridge is in conflict with the LRT alignment, a new bridge will be built in its place. This new bridge will need to be built before the other bridge is decommissioned.
- Ensure bikers can use the planned pedestrian bridge linking Queensview station with Ikaz. Both cyclists and pedestrians will be able to use this bridge—this is a key community connection that is being built to serve both transit and non-transit users.

***

Hello Mr. Taylor and Ottawa Staff, after attending the light rail presentation on Saturday and speaking with staff about the walking path connectivity of Queensview station I suggested two additional walking paths, one that services Alpine, Arkell, and Severn St. and another that services Moncton, Mossdale, and Rue Golden (blue lines added below).

I was told that the city was trying to avoid expropriating land at all costs. I fully agree with this reasoning, I would like to propose an alternative method of obtaining the land.

1. Pick a group houses where it would be feasible to place a walking path [highlighted in yellow below].
2. Offer the residence of each house 10 or 20% above market value to the first house that is willing to sell.
3. If nobody offers, offer the residents’ additional money (+30% or 40%) to the first house willing to sell.
4. If nobody is willing to sell then make it city policy to buy the first of these houses that go on the market.

With this technique it is highly probable, that within the next 6 years the city will own at least one house where it is feasible to construct a walking path, and if not they will soon enough.

These additional paths are of course in line with the city’s policy on transit oriented design, and will make this station much more useful if it is easier to access.

Thank you for your time

***

Can you please guide me to background reports on LRT routing in and around Connaught Park.

***

Thanks for getting back, what I want are the background reports on various route options that were considered, they are not in the document set that you sent me. Cheers,

***
Dear Councillor Taylor,

I am writing to express my concerns about the LRT Expansion. I will not be able to attend the meeting on May 27, but I did want to register my concerns.

I live at 2658 Moncton Rd. I expect that there will be increased noise as the line will be going straight behind my house. I think that the burden of this should be accompanied by the benefit of easy access to the Queensview station which I understand will be directly behind my house. I understand that both the Lincoln Fields station and the Pinecrest station will be moved further from my house. Both require crossing major roads (Curling and Pinecrest). If this community is going to bear the brunt of the noise and disruption during construction, it should not be disadvantaged in terms of access.

I would really like to see some creative solutions to give people in this neighbourhood easy access to the Queensview Station.

Thank you very much for your consideration.

***

Hi,

I am a business owner on Queensview Dr. and I would like to inquire about the station that will be built.

- when do you expect the work to begin on Queensview Drive? I know the website indicates between 2018-2023, however is there a more specific timeline?
- how long does it take to build a station?
- my business is located at 2650 Queensview Dr - will the parking area for that building be taken over by the construction of the station?

I am concerned of the potential impact the construction will have on my business, and would appreciate some clarification.

Thank you very much,

***

I want to start off by saying that although I am not happy with the current LRT Phase two plans in Connaught Park I don’t align myself with some people in the community who in my opinion have been disrespectful to City of Ottawa staff.

I would like some clarification on why you believe that an additional $130 million expenditure to tunnel under the park would derail the entire project. The Phase 2 project’s budget is over $3.6 billion dollars, and for a project which is expected to be in operation for decades I’m finding it hard to believe an extra ~5% expenditure would derail the entire project.

Thank you for your response,

***

Hi

I just saw the deck for the Lincoln Fields & QTN area (http://www.stage2lrt.ca/wp-content/uploads/2017/06/EN_CON_QueenswayTereceNorthPresentation_20170527_CW_ED_JTM.pdf), and have the following comments.

1) Near Lincoln Fields Station, can we also open a door on the South side of the building that has the West Station entrance? This is to make it easier for people to walk/bike between the LRT station and the Lincoln Fields Plaza.

2) Near Queensview Station, can we make it so that people can use the new pedestrian bridge to cross the 417 without needing to go through the LRT station? This is so that people can make use of the new pedestrian bridge to cross between the East end of those 2 commercial areas when they are not needing to ride the LRT.

***

Hello Chris, thank you very much for the clarification around the Iris to baseline section of the pathway, it seems I was misunderstanding what was planned, and thank you for looking into all option regarding the bridge height I do appreciate the efforts.

On the subject of the pathways to Queensview station I am glad to hear that the path on Moncton may be built, I would also like to apologize for any misunderstanding as I don’t want you to expropriate land from anyone, that would simply end in a large fight. I was suggesting an amicable purchase if and only if willing seller could be found, thus avoiding the fight. I would suggest this be considered near the corner of Severn and Arkell.

With regards to the pathway from Queensview to Bayshore, is it possible you could explain what these safety issues are that prevent following the railway? Or could you perhaps link me to a document on safety issues that are normally considered in such a decision so I can better understand the restrictions.

Thank you for your time,

***
A pressing previously-arranged meeting in Renfrew kept me from your session on Saturday May 27th. Millie attended though and brought home a copy of the handout, whose content was very clearly presented.

I am writing to propose an alternate layout for the “LRT Alignment Southwest of Lincoln Fields”. I would appreciate it if you were to share it as soon as possible with the appropriate project engineering authorities - and specifically the ex-TTC engineer who I believe was at yesterday’s session, so that my proposal may be professionally evaluated.

The objective of my proposal most simply stated is: to reduce the physical and visual impact of that section of the Bayshore Branch between the south of Lincoln Fields station and the north portal of the proposed tunnel under Connaught and Haulon.

To attain this objective, my proposal calls for:

a) the construction of an “inverted siphon” to carry the waters of Pinecrest Creek under the dual-track right-of-way of the LRT’s “Bayshore Branch” without the need to elevate the line above grade;

b) the construction of a bridge EAST of Pinecrest Creek and the existing bus transitway to separate the grades of the Bayshore Branch, and the southbound track of the Baseline Branch.

If implemented, my proposal, or some flavour of it, will:

a) greatly ease the physical, visual, and aural impact of the LRT to the park and in the Queenway Terrace North neighbourhood;

b) eliminate the requirement for a bridge to carry the Bayshore Branch over the creek, the existing transitway, and part of the Baseline Branch;

c) similarly eliminate the need for the gradual approach sections either side of the bridge;

d) save electricity every day, forever, because the trains will no longer need to ascend the approaches to the bridge;

e) save the considerable amount of concrete which would have been used to build the bridge and its approach structures.

I am not aware if or where inverted siphons are used in the Ottawa area, but I note that the technique was recently and successfully employed recently to facilitate the elimination the crossing at-grade of the eight-track CN/ Via GO Oakville Subdivision at Stouleham Avenue in Toronto.