

Document 2: Consultation

CONSULTATION

The study benefited from the review and feedback of participants through two rounds of consultation as summarized below.

- Two meetings with the Agency Consultation Group were held with invitations to the National Capital Commission (NCC), Ministry of Citizenship and Multiculturalism (MCM), VIA Rail, CN Rail, Hydro Ottawa and Hydro One, Transport Action Canada, Ministry of the Environment, Conservation and Parks (MECP) and various City Departments.
- Two meetings with the Business Consultation Group were held with invitations to local business owners, developers and school boards.
- Two meetings with the Public Consultation Group were held with invitations to Community Associations, the City's Accessibility Advisory Committee, Barrhaven Senior's Council, Peter D. Clark Long Term Care Centre, Bike Ottawa and ACORN.
- One public consultation event was held to present study information. The consultation event was held virtually with a live presentation followed by a question-and-answer period. An online survey was available for the public to submit their comments from February 8 – February 23, 2023.
- In January 2023, Indigenous Communities were contacted via emails to provide an update of the design change. To date, no responses have been received following that communication. Additional contact is planned during the TPAP process. Currently, the City continues to work with the communities that have expressed an interest to ensure meaningful consultation throughout the project. The Algonquins of Pikwàkanagàn and the City have entered into a Capacity Agreement to allow the Algonquins of Pikwàkanagàn to make formal comments on the Environmental Assessment Report.

August 2022 - Consultation Group Meetings

This round of consultation consisted of three meetings, one with each of the Agency, Business and Public Consultation Groups. **Table 1** provides a summary of the general comments and project team responses.

Table 1	
August 2022 Consultation Group Meetings Comments and Responses	
Comment	Response
Median Alignment	
Landscaping strategy.	Given the requirement to fit the elevated guideway within the existing Woodroffe Avenue right-of-way there is limited space available for landscaping through the Pinch Point. The wide central median may offer some opportunities for greening depending on the final configuration of the piers and median. At some locations, the boulevard between the cycle track and roadway may be enough to permit landscaping. This will be further reviewed as part of detailed design for the project.
Transit	
Future OC Transpo service (bus-only lanes).	Between Knoxdale and the Nepean Sportsplex, the bus-only lanes are removed to support the introduction of elevated LRT guideway and improved active transportation facilities. North of Knoxdale, the bus-only lanes will remain to provide transit priority for buses remaining in the corridor which will provide service to neighbourhoods to the east and west of the LRT line and connect to Algonquin Station.
Active Transportation/ Protected Intersection	
Accessibility considerations, corridor navigation and safety.	Consultation with OC Transpo, Accessibility Advisory Committee and relevant City departments to address concerns. Contemporary design standards incorporated and documented for further refinement during detailed design.
Construction	
Impacts to traffic flow during construction and sightlines/safety and cross section design.	Traffic disruptions will be managed by traffic management plans to be developed as the project moves towards implementation. These plans will consider in more detail how and where traffic can be detoured, the need for any additional traffic or transit priority measures, limitations to traffic lane reductions during peak periods, and how local access will be maintained during construction.
Social Environment	
Potential changes to property/ impacts from the new median design within this segment.	With the shift of the LRT alignment into Woodroffe Avenue right-of-way through the Pinch Point, there is no major property impact nor loss of housing units. Impacts on the residential properties adjacent to the corridor will be minor, including noise, vibration, visual impacts. Appropriate mitigation has been identified and will be further refined as part of detailed design.
Utilities	
Clearances and potential impacts to Hydro infrastructure.	In consultation with Hydro One, it has been determined that the proposed elevated facility and associated overhead catenary system would be below the required clearance

Table 1	
August 2022 Consultation Group Meetings Comments and Responses	
Comment	Response
	<p>envelope for all the steel tower-mounted overhead hydro lines that cross the Woodroffe Avenue corridor. One wooden pole-mounted line adjacent to Knoxdale Road will need to be raised.</p> <p>Select portions of the existing Hydro Ottawa pole line along the east side of Woodroffe Ave and related connections that cross the road will need to be raised, relocated, or buried to maintain adequate clearance from the proposed elevated guideway.</p>
General	
Whether the new Nepean Sportsplex sign design was considered as part of the functional design.	The updated sign design has been incorporated into the design.
Future development/intensification in proximity to the elevated LRT guideway.	Known developments are considered and incorporated into the design. Future developments are incorporated at the time of detailed design.

January 2023 - Consultation Group Meetings

This round of Consultation Group meetings consisted of three meetings, one with each of the Agency, Business and Public Consultation Groups, as well as a Public Consultation Event. **Table 2** summarizes the general comments received from Consultation Group members and project team responses.

Table 2	
January 2023 Consultation Group Meeting Comments and Responses	
Comment	Response
Median Alignment	
Emphasis on landscaping opportunities wherever possible, particularly in the median and the benefits of greening to health, safety and climate change.	Success of greening is challenged by shadows and space available and requires balancing potential safety considerations. Stations at Knoxdale and Nepean Sportsplex, at each end of the pinch point, offer good opportunities for landscaping. Landscaping opportunities will be explored in more detail during future detailed design including incorporation of low-lying shrubs/grass within the median
Discussion of the feasibility of locating	Accommodating a station in the median is challenging based on complexity of construction, hydro corridor

Table 2	
January 2023 Consultation Group Meeting Comments and Responses	
Comment	Response
Sportsplex Station in the median of Woodroffe Avenue.	<p>requirements and clearances, and station design considerations. A mezzanine level would be required to allow for circulation from station accesses located on either side of the road. Raising the height of the LRT station may impact the ability to provide sufficient clearances under the Hydro One transmission lines at West Hunt Club.</p> <p>Avoiding the design of an LRT station in middle of a roadway is preferred. During detailed design there will be opportunities to optimize/minimize land requirements including refinement of alternative station configurations and associated footprints.</p>
Why are there no passenger pick-up/drop-off (PPUDO) facilities proposed at Knoxdale Station?	Formal PPUDO facilities are offered at main hubs such as Algonquin and Fallowfield Stations. At community stations, such as Knoxdale Station, accessing the station by active transportation modes will be encouraged and made more appealing to encourage their use through the introduction of new pathway connections. The study team is aware of the sensitivity in neighbouring communities regarding PPUDO because of the anticipated added traffic it may cause. Enforcement will be implemented to ensure adherence to parking restrictions/curbside management on streets such as Beechcliffe.
Transit	
Clarification that bus lanes would be removed following implementation of LRT and detailed concerns around congestion for operation of replacement bus service.	It was confirmed that post construction, Woodroffe Avenue will be reduced to two general purpose traffic lanes in each direction (same as existing). It is recognized that some congestion may occur during R1 replacement bus service. The study team is working with OC Transpo to identify mitigation measures to reduce this impact which will be documented in the EPR.
Social Environment	
Noise as an issue for the residents on the west side of the pinch point, given the height of the existing noise barrier wall.	The purpose of the existing noise wall at street level is to mitigate noise due to roadway traffic. The LRT will include a noise wall on the elevated guideway to mitigate rail noise. Noise from trains is mostly perception (line of sight) based. Implementing the parapet and barrier wall on the guideway will block the view of the train and rail/wheel interface which will diminish perceived noise.
Timing/Cost	

Table 2 January 2023 Consultation Group Meeting Comments and Responses	
Comment	Response
Project construction time and funding.	<p>Project timing depends on funding availability. Currently, no funding has been identified for the project.</p> <p>Construction timelines will depend on the configuration of the Recommended Plan and preferred phasing strategy. The anticipated construction timeline for the Pinch Point area is about 4 years, with the entire project construction spanning 5-6 years; however, this will depend on the City's project procurement approach.</p>

Public Open House (POH)

The public consultation event consisted of a live presentation followed by a question-and-answer period. Ahead of the POH, all materials including the PowerPoint presentation, display boards and plan and profile drawings were posted in English and French in accessible formats on the website for the study Ottawa.ca/barrhavenlrt. An online survey was available for the public to submit their comments from February 8 – February 23, 2023. The primary means for providing feedback were through completion of the online survey and through contacting the City's Project Manager.

Notification of the event was distributed to members of the Agency/Business/Public Consultation Group, to the general public (who had previously requested to be part of the mailing list for the study), to Councillors' offices and newsletters. Buckslips (3,484) were mailed to residents within and surrounding the pinch point corridor. Advertisements were placed in the *Ottawa Citizen* and *Le Droit* in the January 25th and February 4th editions and on social media (over 61,000 views on Facebook).

Ninety-two (92) participants logged into the meeting during the live event. **Table 3** provides a summary of the general comments and project team responses.

Table 3 Open House General Comments and Responses	
Questions/comment	Response
Median Alignment	
How far north does the Woodroffe redevelopment go?	The redevelopment extends from just north of Knoxdale south to the southernmost entrance to the Nepean Sportsplex. The redevelopment of Woodroffe is needed to shift the LRT alignment into the median in the pinch point.

**Table 3
Open House General Comments and Responses**

Questions/comment	Response
Why not move Knoxdale Station further north to connect to the CN Rail east-west rail plan.	In the early 2000's that plan for east-west rail was cancelled before being undertaken. The City's Transportation Master Plan (TMP) does not identify a future east-west rail plan. The study team has also met with CN Rail and they have not indicated reviving that plan. With the new TMP (currently being drafted) there might be more knowledge but without concrete plans or an approved EA moving the station further north is not justified. The station had to move further north to accommodate the longer curves with the shift in the alignment to the median. However, keeping the station as close as possible to bus stops and Knoxdale is most ideal to support connection at these community stations.
Will Hunt Club need to be widened, or Woodroffe?	Neither road has been identified for future widening. Further, widening of Hunt Club is not part of the scope of this project. Woodroffe Avenue will be two general purpose lanes in either direction after LRT implementation. The space to construct the elevated LRT guideway in the median through the pinch point comes from the removal of the existing bus lanes so the number of vehicle travel lanes on Woodroffe Avenue remains the same.
Will the shadow analysis be shared?	Analysis undertaken to support the detailed design will be shared; there are public consultation opportunities during that phase before and during construction.
Regarding safety, what are the risks of snow or ice falling from the guideway?	The functional design of the guideway includes features that prevent falling of snow and ice. The track plinth sits higher to allow for additional snow storage. In addition, the walls on the guideway will also help retain snow and ice.
Elevated Guideway	
Does it go over the CN Rail tracks?	Yes, the elevated LRT alignment goes over the existing CN Rail tracks.
Is the elevated LRT guideway illuminated?	Illumination of the guideway is not anticipated, however, during the next phases of the project this and other details will be confirmed and designed in accordance with the City's lighting guidelines and any other applicable policies/standards and guidelines. Note the roadway itself will be illuminated.
Why is the LRT not below grade or at grade?	Below-grade options incur significant geotechnical risks and associated liabilities and therefore higher costs. A below-grade option would require crossing major underground infrastructure that would result in significant disruptions to service and cost for relocating. The 'geotechnical conditions of concern' are: <ul style="list-style-type: none"> • High water table requiring 'water-tight' construction;

**Table 3
Open House General Comments and Responses**

Questions/comment	Response
	<ul style="list-style-type: none"> • Sensitive marine clays ('Leda clay'); • Running sands, like quicksand, because of the high-water table; • Risk of water penetration into tunnel/trench options; • Risk of drawdown of water table and associated structural foundation settlement issues of adjacent buildings up to 250m beyond the corridor affecting ~600 buildings. <p>This project is being planned and will operate as an extension to the Confederation Line LRT, and must match the same system design criteria, which requires an exclusive corridor with grade separations at all road crossings. Given the many street crossings in the Woodroffe Avenue corridor, it is not possible to design over/under at every road crossing.</p>
<p>Why is the LRT guideway not designed to run down the middle of Woodroffe the whole way?</p>	<p>Access to median stations is challenging and would result in the need for an additional mezzanine level to allow people to access the platform or platforms from either side of the roadway, with additional elevators, stairs and escalators needed at those connections and a higher-elevated station overall.</p> <p>The additional height of the stations to accommodate these connections may be challenging given the required clearances under the Hydro One Transmission lines at Knoxdale and West Hunt Club.</p> <p>Median stations which would need to span over the entire roadway are challenging to construct and it is likely that the entire roadway would need to be closed for a significant amount of time, years, to allow for construction.</p> <p>An EA completed 30+ years ago protected for a rapid transit corridor along the west side of Woodroffe Avenue because of the reasons listed and the land being protected for this use the LRT alignment north of Knoxdale is elevated along the west side of Woodroffe Avenue.</p>
<p>Is this the longest extension in the City of an elevated guideway?</p>	<p>The Kanata LRT extension (Stage 3 LRT) also includes a longer stretch of elevated LRT guideway, so it depends on whether the Kanata or this Barrhaven extension is built first.</p>
<p>Are high winds of concern for an</p>	<p>The LRT overhead wires and support structures are designed to withstand high wind. Concerns of this nature</p>

**Table 3
Open House General Comments and Responses**

Questions/comment	Response
elevated LRT guideway?	have not been reported from the operation of Stage 1. Freezing rain has posed some problems which have been mitigated – these improvements and lessons learned will be implemented on this project. By the time this project is built, there will be more knowledge of mitigation for high winds and other rare storm events.
Is there enough clearance under the guideway?	The guideway has followed the highway road bridge design standard, providing about a 5.5m clearance. This clearance would allow a double-decker bus and large trucks to pass underneath safely.
Transit	
How will rapid transit be considered on Hunt Club, should the station be moved from the Sportsplex to Hunt Club?	The TMP identifies Hunt Club east of Woodroffe Avenue as a transit priority corridor which means improved transit service design such as queue jump lanes and advanced lights. Moving the station closer to Hunt Club would not improve or better support the transit priority designation. The current station location allows for the potential inclusion of a bus loop. if determined to be needed in the future. The study team met with OC Transpo, who support the design and have not identified the need for moving the station. OC Transpo has also deemed on-street bus stops to be sufficient for Woodroffe Avenue. Further, the Sportsplex Station is on City-owned land, which is ideal from a property acquisition viewpoint.
Active Transportation/ Protected Intersection	
What cycling facilities are provided in the plan?	In the pinch point, bike lanes will be provided on both sides of Woodroffe. City standards require a half-height barrier curb to buffer cycle tracks to traffic as shown in the renderings. North of Knoxdale, facilities connect to the existing cycling facilities and the multi-use pathway (MUP) located on the west side only.
How will the bike lanes be integrated into the existing facilities?	The existing MUP at Norice will be extended to Knoxdale and tied into the facilities on Woodroffe. As part of the next phases of the project, connectivity studies will be completed to identify any other network gaps or opportunities for improvements. The functional design has included new facilities, connections to current facilities and incorporation of future facilities.
Construction	
How will the construction impacts be mitigated for nearby residents?	Construction of this project will be similar to other road projects in the City. Contractors will need to adhere to applicable regulations, By-laws, guidelines, and best management practices. The use of cranes will create more

**Table 3
Open House General Comments and Responses**

Questions/comment	Response
	visual impact but will be scheduled off-peak and adhere to other mitigation included in the construction specs prepared at that time. Reducing traffic impacts by keeping crossroads open and cycling and pedestrian facilities open if possible, or alternative routes provided during construction have been noted.
Will there be construction overnight?	Exact construction details will be determined during the next phases of the project. There will potentially be some activity scheduled during the overnight to reduce the impact on transportation on Woodroffe Avenue. The City will determine and the potential sensitivity for nearby residences will be considered in planning.
There has been damage to houses during Stage 2 construction, how will damages and compensation be addressed for this project?	The Contractor manages construction related incidents. Typically, there are pre-construction surveys completed to document conditions. If there is an incident, follow up investigations will be completed. Trenching is not recommended for this section of the corridor based on the known significant subsurface geotechnical conditions and associated potential to cause significant damages. The piers that will support the elevated guideway will be drilled into bedrock. Blasting is not anticipated, and further details will be developed during the next phases of the project
Will the public be informed and able to comment on construction noise mitigation plans?	During detailed design, there will be opportunities to participate. The mitigation plans will adhere to applicable standards, guidelines, and criteria.
Social Environment	
Will there be sound barriers on Fair Oaks and Beechcliffe?	The elevated guideway has been designed to have at-source noise mitigation. Knoxdale Station will be screened through landscaping. The A/C unit of the station may generate a small amount of sound, but it will not be heard over the vehicular traffic along Woodroffe Avenue (which is the dominant noise source in the corridor). The noise from the train itself has been mitigated through meeting provincial and municipal guidelines and designing shallow curves to avoid wheel squeal noise. Additional noise mitigation measures will be explored during the next phases of the project
How will the noise be mitigated on Crestlea Crescent?	Noise studies have determined that the dominant noise source in the corridor is the traffic on Woodroffe Avenue. The existing noise walls in the corridor will remain with

**Table 3
Open House General Comments and Responses**

Questions/comment	Response
	implementation of this project. The implementation of LRT will marginally increase noise in the corridor.
Will there be opportunities for public input on noise mitigation?	Noise is assessed based on provincial and municipal standards and guidelines. The project is meeting those standards. The tonality of the train passing by could be mitigated further as part of ongoing discussions of lessons learned with the City Rail Stage 1/2 Office. During the next phases of the project, there will be opportunities for the public to provide future input.
How will the views for Medhurst and Hunt Club area be mitigated?	The project has been designed to a functional design level so not all details are known or included at this time. There is future direction during detailed design to consider elements such as greening and additional landscaping. The renderings shown are to provide an idea of what the corridor's views will be following implementation. The City reserves 1% of project budgets for public art given the scale of this project that could provide a healthy budget to support opportunities to animate the space around the guideway.
What will the views from the adjacent neighbourhoods be like?	The noise walls included will help to obscure views and protect the privacy of nearby residents. The renderings show clear walls, to provide a visual representation at this stage. The type of wall will be finalized during the next phases of the project
Concerns regarding privacy for residents in the pinch point were expressed. What is the distance from the guideway to them in this area?	Along the pinch point, near the guideway's curves, the townhouses remaining on the west side of Woodroffe will be about 10m from the structure. On average, most houses will be approximately 20m setback, backyards will be closer, at about 5m. Houses on the east side of Woodroffe are further at 20m + to the guideway. Some of the closer distances are a result of the long curve design which will reduce noise generated (from the LRT turning corners) to the benefit of all adjacent residences.
How will the light diffusion from the LRT be mitigated?	The LRT guideway is not likely to be illuminated so would have no light impact. The light casted from the headlights on the train will be considered further during detailed design but it is not anticipated that they will impact nearby houses, i.e., shining into homes as the walls located on the sides of the guideway will also diminish light spillage.
How is future development being mitigated? i.e., the film building, the high rises in Manor Village.	The EA study considers known and planned development in accordance with development applications in progress and as per zoning in the City's Official Plan. The EA cannot anticipate future development that is just hearsay. During the next phases of the project, known developments,

Table 3	
Open House General Comments and Responses	
Questions/comment	Response
	existing conditions and zoning By-laws at that time will be considered. Note that this phase of the project has considered the newly approved City of Ottawa Official Plan.
Have studies been undertaken to forecast the impact on property values?	Specific studies on this element are not part of the requirements of the EA process, however, in general, it is found that property values increase near and adjacent to improved transit corridors.
Where else will intensification occur as a result of this project?	Identification of locations of Intensification is outside the scope of this study.
What can be explained about the freezing of development for the properties at Cheryl Gardens and Manor Village? Regarding the zoning to stop the landowner from making repairs and its effect on tenancy?	The original alignment required a 20m strip of land to accommodate the elevated LRT guideway, which was reserved through a hold in the zoning By-law. To clarify, it did not preclude and still does not preclude improvements that do not increase the square footage of the existing buildings. Revisiting the provisions in the By-law on those properties will follow the Minister's approval of the project.
How many residents live in those houses?	There are 180 units but the total number of people that live in those houses is not known.
Timing	
What is the duration of construction, when will Stage 3 start?	Funding is needed from provincial and federal levels of government. There is no funding identified, so it is unknown when Stage 3 may start. When funding is available detailed design takes time (years) before construction can begin. Starting Stage 3 work is not anticipated for at least the next 8 years. A four (4)-year construction period has been identified for this section of the project.
There is work anticipated at the Merivale substation - will this project overlap with that major project?	The Merivale substation project is expected to occur in the shorter term, so likely there will be no overlap.
Traffic/Parking	
What are the anticipated impacts to	Specific traffic management plans during construction have not been developed as part of this project. Where the traffic

**Table 3
Open House General Comments and Responses**

Questions/comment	Response
traffic (including time delays)?	is going, and the patterns of travel are needed to develop mitigation closer to the time of construction. These forthcoming traffic management plans would include a level of detail such as road closures. Traffic control plans are required, and this includes all modes of travel. Plans will also consider pedestrians and cyclists. Providing safe detours for all modes will be incorporated into the contracts.
Cost	
Is the cost comparison between the value of the housing and moving the LRT to the median available?	The cost of the original design was provided in the report to Transportation Committee in June 2022. The updated cost estimate will be shared as part of the report to Transportation Committee scheduled for March 23, 2023.
Utilities	
What about burying the power lines?	The City is currently undertaking a feasibility study for undergrounding power lines. Hydro Ottawa has identified Woodroffe Avenue as a candidate for undergrounding. Undergrounding will be determined during detailed design and subject to policies at that time.
General	
What is the point of consultation from tonight? What is the impact on the EA?	Consultation is an important part of the EA process. Refinements to the design can be made where possible based on feedback received. Note that the functional design including longer curves presented tonight has been approved by the Rail Office and has been deemed functional and feasible. Common feedback received is related to guideway greening and this is an example of something that could potentially be further refined. Documenting concerns and input becomes part of the project record in the form of an Appendix to the EPR (Environmental Project Report) as well as Consultation Summary Reports. Note that personal and identifying information will be removed. This documented feedback can become the roadmap to detailed design informing the next phase of the project. Future studies and considerations noted in the EA often become part of the future commitments undertaken during detailed design. As part of the TPAP process the public will have the opportunity to provide input during the up to 120-day notice of commencement phase and again during the 30-day public consultation period. The study team is responsible for sharing feedback received on the design refinement to the median alignment with Transportation Committee and

Table 3 Open House General Comments and Responses	
Questions/comment	Response
	Council in spring this year. Everyone is encouraged to fill out the survey on the project website with their feedback. All feedback received is appended to the EPR.
Why is it called the Barrhaven LRT?	The median design through the pinch point represents a small portion of the overall project. The overall project is the 10km extension of LRT from Baseline Station to Barrhaven Town Centre, hence called Barrhaven LRT. Note that Baseline Station will be renamed Algonquin Station.

Survey and comments by email

The Survey was used to ask the public a series of questions related to the Study. Forty-eight (48) responses to the survey were received during the comment period and are summarized below.

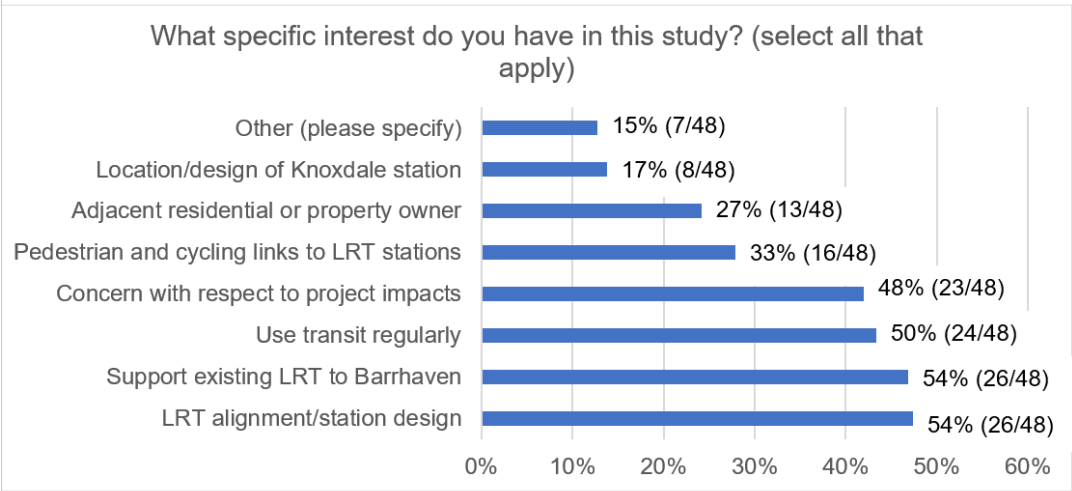


Table 4 summarizes “Other” responses to the Online Survey Questionnaire.

Table 4: Summary of “Other” responses from Online Survey Questionnaire	
# of comments	Comments on the Specific Interests in the Study
2	Noise and vibration concerns
1	Support for original alignment

Table 4: Summary of “Other” responses from Online Survey Questionnaire	
# of comments	Comments on the Specific Interests in the Study
1	Technical problems with LRT – do not support phase 3
1	Length of elevated guideway/blight
1	Timing of implementation
1	Environmental concerns

Survey responses are summarized below in **Table 5**. In addition to the online survey, five (5) emails were received. Comments and responses to emails are presented in **Table 6**.

Table 5 – Survey Comments	
Median Alignment	
<ul style="list-style-type: none"> • Support for median alignment/avoiding the displacement of residential homes west of the pinch point; • Not supportive of revised alignment; • Prefer original alignment; • Revisit original alignment with different housing solution • Not amenable to introduction of curves (inefficient/safety); • Supportive of cheapest option; • Supportive of reexamination of tunnel or trench option; • location where the LRT switches back along the pinch point near Hunt Club could have been switched a bit more south to maximize the distance from the housing on the west side of Woodroffe • Support for decreasing the number of vehicle lanes on Woodroffe Avenue; and • Looking forward to what solutions are provided for traffic signaling, lighting, and pedestrian protection along the avenue as part of detail design 	
Elevated Guideway	
<ul style="list-style-type: none"> • Concerns related to debris/snow impacting road below; • Consideration should be given to preserving the view from the train as much as possible in the design of barriers along the guideway • Concerns related to safety of structure and ability to withstand high winds and protection during extreme weather event (tornado/derecho); and • Concerns related to negative visual impact. 	
LRT	
<ul style="list-style-type: none"> • Not supportive of overall LRT alignment; 	

Table 5 – Survey Comments	
	<ul style="list-style-type: none"> • Re-envision to provide connectivity from Barrhaven to Tremblay (between two VIA rail stations); • Would support extension of LRT to Barnsdale; and • Expressed concerns for the lack of success regarding the entire LRT system and the costs associated with being a drain on taxpayers.
Transit	
	<ul style="list-style-type: none"> • Not supportive of removal of bus-only lanes on Woodroffe – not conducive to reliable transit/concern for travel times for R1 buses (in the event of LRT shutdown); • Concerns related to transit connectivity • Concern for safety of location of bus stops and where pedestrians crossing Woodroffe – especially when disembarking midblock; • Concerns regarding access to Knoxdale transit station from the existing northbound bus stop at Knoxdale and Medhurst; and • Consider introduction of bus-only lanes in the future.
Active Transportation/Protected Intersection	
	<ul style="list-style-type: none"> • Support for improving the cycling/pathway network in the corridor and introduction of protected intersections; • There are sections of 1.8m cycle track that have additional space on the other side of the road to shift the design and increase the cycle track to 2m and reduce the boulevard spacing on the opposite side of the road; • More cycle and walking infrastructure to connect to both stations along the route; • Right turn channels should not be a part of a protected intersection; • Woodroffe southbound to Knoxdale should be removed and all smart channels at Woodroffe and Hunt Club should be removed; • Private and local street entrances should have raised and continuous sidewalks and cycle tracks; • Inclusion of pedestrian refuge islands along the Woodroffe median at all intersections with bollards for the safety of pedestrians and protected bike lanes for cyclists; • Including radar detection for pedestrians and vehicles to enable the use of smart signaling would help the flow of traffic at the Knoxdale intersection, as with this design, it will become a complex space to navigate; • Lowering and moving traffic signals closer to stop lines for motor vehicles will avoid confusion for drivers and prevent the grade-separated railway from potentially blocking the line of sight of said signals from drivers farther behind the stop line; and • For the corner safety islands, the size of some can be reduced to increase the queuing area for cyclists.
Construction	
	<ul style="list-style-type: none"> • Concern for access to Nepean Sportsplex during construction; • Concerns related to noise, vibration, and dust impacts to nearby residents during construction;

Table 5 – Survey Comments	
	<ul style="list-style-type: none"> • Concerns related to 4-year timeline for construction for relatively small stretch of LRT; • Concerns related to impact to adjacent house foundations during construction; and • Reliable bus service during construction.
Natural Environment	
	<ul style="list-style-type: none"> • Plant trees to block noise/add green space - subsidize planting trees for nearby residents.
Social Environment	
	<ul style="list-style-type: none"> • Concerns for noise and vibration impacts post construction; • Loss of privacy and views for homes adjacent to pinch point; • Effect on property values; • Concerns related to level of effort to locate appropriate property in the area for low-income housing (as part of working group); • Request to examine potential sites for low-income housing • Request to provide additional housing in City property adjacent to Knoxdale Station; • Concern that owner of protected residences may demolish existing buildings in the future; and • Creating the raised tracks creates neighborhood divide.
Timing	
	<ul style="list-style-type: none"> • Project should be on hold until low-income housing needs met, address housing crisis, ridership returns to pre-Pandemic levels; and • Phase 3 should be paused until Phases 1 and 2 are running smoothly and bus lines have been improved to get people where/when they need without over-working drivers.
Traffic/Parking	
	<ul style="list-style-type: none"> • Concern for traffic impact to adjacent corridors during construction; • Concerns related to speed of vehicles diverted to local streets during construction; • Concern for how parking will be addressed adjacent to Knoxdale Station that does not impose restrictions for residents; • Widening of Greenbank should be completed prior to alleviate traffic impacts; and • Ability to make turning movements (Grenfell to access Woodroffe, Grenfell onto Slack north or south during peak times)
Cost	
	<ul style="list-style-type: none"> • Concerns based on cost of median alignment/other spending priorities/future cost to maintain infrastructure; • Cost savings by incorporating basic design for stations; and • Proposal to provide support to affected residents by reverting to original alignment and use cost savings to provide subsidy top-up until construction complete.

Table 6 Summary of Email Comments Received	
Questions/comments	Responses
Median Alignment	
Request for clarification of approval status of median alignment	Median alignment approved by Council in June of 2022
Request for details on process to approve a recommended plan	Report to Transportation Committee in November of 2020 provides assessment and criteria and identified recommended plan
Elevated Guideway	
Inquired about the process for emergency exit in the case of train breakdown from the elevated platform	Provided directions to details of emergency response in the scenario suggested.
Concerns related to ability to widen Woodroffe in the future given median alignment	The Transportation Master Plan does not identify Woodroffe Avenue for future widening
LRT	
Expressed concerns for the lack of success regarding the entire LRT system and the costs associated being a drain on taxpayers	Indicated comments will be included as part of the project record. Indicated opportunity to provide additional commentary by completing survey and/or attending upcoming live consultation event
Active Transportation	
Request for more direct pathways and access to the north end of the Knoxdale Station	Pathway alignments and station layout will be determined as part of detailed design.
Request for detail pertaining to expected pedestrian volumes at Knoxdale Station originating from adjacent residential areas accessing through south entrance	While the EA study considers trip generation in a general sense to site stations in proximity to connecting local transit routes, intersecting roadways and major destinations, etc., the layout and design of the station itself, including the location and orientation of entrances and connections is determined during detailed design. This will be based on more detailed analysis of ridership flows and consider actual conditions at the time of project implementation.
Construction	
Concerns expressed for noise, vibration, and dust impacts to nearby residents during construction	Provided noise impact assessment details and construction schedule and proposed mitigation measures.
Social Environment	

Table 6 Summary of Email Comments Received	
Questions/comments	Responses
Concerns regarding privacy and noise barriers not being provided for Beechcliffe Street	Provided the details and adherence to standards and guidelines for noise. Detailed privacy mitigation measures, best practices, lessons learned and documentation in the EPR as well as future consideration during detailed design
Request to provide additional housing in the space not occupied by Knoxdale Station	Locations for affordable housing are outside the scope of the EA Study.