

October 31, 2019

Annual Report to the Community from the Transportation, Transit and Infrastructure Committee

Chair: Ian McConnachie

Members:

Lynn Hart	Nancy Shaver
Peggy MacGillivray	Krystal Taylor
Richard Nelson	Kate Twiss
Kamuran Sadar	Doug Wasson

Monica Patten (ex officio)

Following a very busy 2018, the Transportation Committee reconstituted itself under the changed name and mandate of the Transportation, Transit and Infrastructure Committee. It developed both a Terms of Reference for the committee as well as an Action Plan for the 2019 year. It also carried forward from the previous year a protocol for when committee members are asked to or volunteer to oversee an issue within the Terms of Reference of the committee.

1. Transportation

Light Rail Transit (LRT)

The development of the LRT line to Moodie Dr. occupied a significant amount of the committee's time and effort. While final opening of the Stage 2 line to Moodie is not scheduled to occur before 2024, there are many decisions already made, even dating back to the development of the bus transitway station at Moodie as part of the Western Transitway Extension.

a. Corkstown Eastbound Closure

The committee's previous efforts resulted in a number of modifications seen in the updated plan for the Bayshore station to Moodie station portion of the LRT, released in early 2019. One issue, the proposal to close Corkstown Rd. eastbound at the station, was new, and was opposed by the committee. Steps were taken to attempt to overturn the plan. We organized a community meeting with LRT

representatives present. An overflow crowd, along with hundreds more watching via live-streaming on Facebook Live, expressed strong opposition to the planned closure. Further dialogue with the LRT team resulted in their agreement to look for alternatives to the closure. Efforts to reverse the plan through negotiation with the National Capital Commission (NCC) continue. The city now remains committed to keeping Corkstown Rd. open to traffic in both directions.

b. Moodie Drive Overpass

One of the major stated goals of the LRT system is to improve community connectivity, including bus, pedestrian and cycling infrastructure. Our committee is actively working to ensure this connectivity occurs, and is aware that the Moodie Station presents additional challenges in this regard. A multi-use path (MUP) on the west side of Moodie Dr. on the overpass over Highway 417 was planned in the original 2012 Environmental Project Report (EPR) for the western transitway extension. This was eliminated in the LRT EPR and replaced by what we view to be a dangerous alternative design. Other levels of government come into this discussion, as this land is owned by the Ontario Ministry of Transportation.

We organized a working group with community associations in Bells Corners and with Bike Ottawa. The working group recommended design changes, including a full MUP on the west side of Moodie from the current MUP at Carling Ave. and Moodie Dr. to Robertson Rd. in Bells Corners. A MUP on Moodie already exists as far south as Corkstown Rd., with plans for further improvements on this section in 2020. We have shared this recommendation with Councillor Theresa Kavanagh, as well as our Member of Provincial Parliament, Jeremy Roberts. Further meetings are anticipated or already arranged. Councillor Kavanagh is in support of the plan.

c. Stormwater Management Project

The Moodie station will be unique in the LRT system in that it occupies land owned by the National Capital Commission, which is a part of our precious greenbelt. Our committee has worked very hard to preserve, protect and enhance what we have in the greenbelt adjacent to our community. The initial plan for stormwater management was not acceptable. We were therefore pleased when a plan was developed to incorporate stormwater plans into rehabilitation efforts of the wetlands on the west side of Moodie Drive. This project, immediately south of the Department of National Defence site, was to commence this fall. It has 3

components: elevation of the multi-use path above floodplain; alteration of the route of Stillwater Creek, minimizing the portion alongside of Moodie Dr.; creation of cells for the settling of flood waters. We hope that this pathway will be cleared in winter and lighted with environmentally-sensitive lighting for the benefit of DND employees walking to and from the Moodie station. This is not currently a part of the project, and would at least require supplemental funding.

Large parts of our efforts have been in collaboration with the Ottawa Carleton Wildlife Centre, who have been leaders on this and other files. We both recently became concerned with the status of the stormwater management project and made inquiries with those responsible. We are pleased to confirm that, while the project is now delayed until summer of 2020, all concerned parties remain committed to all three objectives of the project. We will remain vigilant on this file.

d. Design of Moodie/Corkstown Intersection

We remain concerned about the ability of this intersection to handle the large increases in bus traffic that will come with the LRT station, along with the increased traffic from DND and significant cycling traffic. We have raised this with the LRT team and provided them with updated cycling statistics for the intersection. We are pleased that they have committed to provide us with the design of this intersection and of the station once the initial design is completed. This will allow us to have a short period to comment on the design in hopes of impacting potential changes.

e. Station Design

Now that LRT has gone live in Ottawa, we are afforded the opportunity to witness aspects of design that may need modification for Moodie station, which will be a terminus station. Our committee has commenced discussions on this and will continue this into the new year.

Roads

a. Speeds and Surface Quality

There have been a number of stress points on the regional road network through and around our community. Concerns have been expressed regarding speeds on Corkstown Rd., Carling Ave. and Holly Acres Rd. Further concerns had been raised regarding pavement quality, particularly on Carling Ave. We were pleased to be informed of its resurfacing. At the same time, the speed issue was raised, and a speed board was requested and placed eastbound just west of Holly Acres.

b. Holly Acres Rd./417 Onramp

The city and province plan to close the two eastbound onramps to the 417 from Richmond Rd. In their place, there will be a new intersection/onramp from Holly Acres Rd. at the current T-junction of the highway offramps and Holly Acres Rd. There are significant concerns for the community both during construction and after. We have raised this with the LRT team and requested a copy of the design for this intersection and their construction plan. We anticipate further action from the committee on this issue.

Transit

a. Bus Rapid Transit (BRT) Follow-up

As with the LRT, connectivity of communities to the BRT is a central goal. To this end, the city had identified a connector from Aero Dr. to the MUP that goes to Bayshore Station. This was not completed during construction and is not currently a budgeted item. We have met with the appropriate parties with the city to discuss all aspects and to agree upon a path forward.

The city has requested to take some time to look into options, after which they will engage in further discussion with us. We anticipate this to occur later this fall. It may also include consultation with Lakeview community homeowners impacted by this connector if it is to be built.

b. Transit Routes

The committee has expressed some concerns about several specific OC Transpo routes and changes recently put in place, and has undertaken to better understand the impacts of these changes. This includes dialogue with Bells Corners community associations, as transit connection to Bells Corners is

identified as an important need for members of our community. Further work on this is anticipated going forward.

2. Infrastructure

a. Property Development

There are several development plans on Carling Ave. that are either being considered or actively pursued. One particular development raised concerns in the community, related to aspects of the design for the building planned for the corner of Bedale Ave. and Carling Ave.

Following consultation with the community, CBLCA presented our concerns before the city's Committee of Adjustments in collaboration with other community members. In its ruling on the property owner's application, the committee indicated that a number of changes to the design plan were required. At present, no further action has been taken by the property owner.

b. City of Ottawa Official Plan

The city has commenced a process towards updating of the Official Plan. This will also result ultimately in an update of the Transportation Master Plan and the official Cycling Plan. Our committee has begun activity on this opportunity for input from our community. Further information will be forthcoming.

c. Environment and the Greenbelt

Our community is blessed to be surrounded by wonderful greenspace. Our residents have recognized its importance and are committed to its protection and enhancement. We are very fortunate to have the Ottawa Carleton Wildlife Centre (OCWC) as our neighbour on the Department of National Defense (DND) campus. Through its leadership, we have access to important issues and opportunities for collaboration. There have been several examples of this over the past year. We gratefully accepted the opportunity for a member of our committee to sit on their Natural Environment Stewardship Committee. Among other activities, this committee has worked with federal government departments and the NCC to press for rehabilitation of the three settling ponds on the DND property. The rehabilitation of the remaining two ponds is now nearing completion.

With the completion of the initial pond on the south side of the DND property last fall, our community was given the opportunity to participate in tree and shrub planting around the pond. The restoration of these settling ponds brings environmental benefits to flora and fauna as well as reduces flooding risks.

Last fall we also supported the OCWC and the federal departments as they undertook restoration of the wetlands north of the Watts Creek Pathway between Moodie Drive and Kanata. Culverts under the path were replaced, drainage channels were constructed into the wetlands and settling ponds established. An assessment this summer by the Rideau Valley Conservation Authority has already shown improvements in the ecosystem, which they hope will continue to flourish and expand. Further annual inspections will occur over the next 5 years.

As part of the planned project for stormwater management west Moodie Dr., we had hope for a small mammal wildlife passage under the road. Without this passage, we are concerned about the loss of wildlife due to increased traffic on Moodie Dr. The passage is also an important link between the Core Natural Area of the greenbelt to the west and the Natural Link Area to the east of Moodie Dr. While the passage was initially rejected by the city and the NCC, we have been able to secure a study of the feasibility for such a passage. This study will be carried out under the supervision of the NCC with funding from Public Services and Procurement Canada. The initiative for this originated from the OCWC and CBLCA, but would only have been possible with the considerable involvement of our federal member of Parliament, Anita Vandenberg. Through her efforts, meetings were arranged with representatives from the Minister of Environment and Climate Change and the Parliamentary Secretary to the Minister of Public Services and Procurement Canada. This study is anticipated to be completed this winter. We will continue to press for this passage.

d. Flooding Issues in Lakeview Community

Ottawa experienced both serious snow accumulation and significant flooding this past winter and spring. Our own community was not spared, as residents in the Lakeview area had flooding issues associated with the absence of storm sewers in their community. In enquiring of neighbouring communities whether they had similar problems, our committee contacted the Crystal Bay Community

Association. We combined efforts through a small working group and presented our concerns to Councillor Kavanagh with a request for a specific action plan going forward. She has undertaken to discuss this with the appropriate city staff and to update, us as well as to schedule a community meeting in early December at which it is anticipated there will also be city staff present. Further details will be forthcoming shortly.