
D1 Terms of Reference

Introduction

The Community Consultation Group concept will be piloted at Phase 2A to determine its effectiveness and appropriateness for Phase 2B. The premise of the CCGs is to create a mechanism by which the Study Team can be proactive in dialoguing directly with a specific community.

Community Consultation Groups are defined as individual Community Organizations that have demonstrated an interest in the Study and who are potentially directly affected by its outcomes. These groups agree to work with the Study Team in organizing, recruiting and hosting a consultation session with their membership. They further commit (in writing) to have an open and meaningful dialogue with representatives of the Study Team about the Study, in a collaborative, productive and constructive manner.

The Phase 2A Workplan outlines a total of ten Community Organization Events. Five meetings will be held during Step 2 of the Consultation Program (in February), with an additional five follow-up meetings held during Step 3 (in April).

Selection of Groups

The following criteria will be used to select 'host' Community Consultation Groups:

- A demonstrated interest in the Study and its outcomes
- A potential to be directly affected by one of the three crossings under consideration
- A willingness to organize, promote and host a meeting for a specific membership or constituency
- A commitment to follow a pre-determined meeting format
- A written commitment to work in a collaborative and productive fashion with the Study Team representatives at the meeting.

Administration

- Meetings will be co-chaired by a member of the hosting organization that can demonstrate they speak on behalf of their members (e.g., a community association president) and a representative of the Study Team
- Promotion and logistics of the meeting will be the responsibility of the host organization
- Minutes will be taken by a member of the Consulting Team
- Meetings will be held in the language that is customary to the host organization
- Minutes will be distributed to the co-chairs for review and distribution
- To ensure that meetings are productive, collaborative and respect meeting objectives, they will generally not be open to the broader public or media.

D2 Letter of Invitation (Sample)

Dear [Community Organization Executive]:

As you may know, the NCC announced in October 2009 that the Co-Enterprise Aecom-Delcan had been selected to lead Phase 2A of the Interprovincial Crossings Environmental Assessment. This Study is funded by the National Capital Commission (NCC), the Ontario Ministry of Transportation (MTO) and the ministère des Transports du Québec (MTQ), and guided by a Study Team consisting of the funding partners and the cities of Ottawa and Gatineau.

It is important to note that no decision on a crossing location will be taken at Phase 2A. Rather, Phase 2A's objective is to develop a process and methodology that will be used in the subsequent and final phase of the environmental assessment (Phase 2B) to select a crossing location.

At this stage of the consultation program, we are introducing a new forum, the Community Consultation Groups, to discuss one-on-one with residents located within the three corridors under consideration. The CCGs will allow the Consultant Team to be proactive, dialoguing directly with specific communities through their resident associations. The intent is to have an open and meaningful consultation on local issues in a collaborative and constructive manner.

The purpose of this letter is to gauge your interest in working with the Consultant Team as a participating member of the CCGs. We believe that your community association meets the criteria necessary to take part in the Community Consultation Group meetings. I have attached for your reference more detailed information on the CCG terms of reference.

The Community Consultation Group concept will be piloted at Phase 2A to determine its effectiveness and appropriateness for Phase 2B. The consultation meetings will be designed to help identify specific values that are characteristic of those participating communities. In turn, those values will be incorporated into Community Plans (more information on CVPs will be presented at the CCG meetings) that will be developed at Phase 2B and which will help tailor and prioritize mitigation measures for each corridor.

If interested, your organization must demonstrate the following:

- A willingness to organize, promote and host a meeting for a specific community-based membership or constituency;
- A willingness to follow a consultation format developed by the Consultant Team; and
- A willingness to work in a collaborative and productive manner with the Consultant Team representatives at the meeting (as outlined in a 'Letter of Agreement').

A member of the Consultant team will contact you shortly to discuss your association's interest in participating in a CCG meeting. You may also contact these members directly by calling 613-860-1685 (Greg Jodouin at ext. 202, or Monique Stone at ext. 203).

We look forward to your response regarding your association's participation in this collaborative exercise.

Sincerely,

Patrick G. Déoux

D3 Letter of Agreement (Sample)

This agreement outlines in greater detail the relationship between _____ (host organization) and the Co-entreprise Aecom-Delcan, on behalf of the Study Partners (NCC, MTO and MTQ), for the purposes of conducting a Community Consultation Group meeting.

The purpose of the meeting is to discuss Phase 2A of the Environmental Assessment Study, Future Interprovincial Crossings in the National Capital Region. Host organizations accept the terms outlined in the attached CCG Terms of Reference, and agree that:

For the purposes of the meeting, the Consultant Team will provide the following:

- A Meeting Plan that outlines the agenda for the CCG consultation meeting, including presentation materials and an overview of the questions requiring input;
- A facilitator who will moderate the meeting;
- Technical experts as required;
- Meeting materials and equipment: Laptop and LCD projector (as required), handout materials, comment sheets, flip chart (including paper and markers), and individual paper and markers for working groups (if required); and
- A follow-up 'As Heard Report' for distribution to participating CCG members.

The 'hosting' Community Consultation Group will be responsible for:

- The organization and promotion of the meeting (including booking of event location);
- A commitment to follow the Meeting Plan (questions; exercises and break-outs, timelines, etc) designed by the Consultant Team; and
- Working in a collaborative and productive fashion with the Study Consultant Team representatives at the meeting.

Signed by: _____(Community Association Executive)

Date: _____

D4 Workshop Kit (Sample)



INTERPROVINCIAL CROSSINGS
ENVIRONMENTAL
ASSESSMENT

Workshop Kit

Phase 2A Objective:

To develop a process and methodology that will be used in the subsequent and final phase of the environmental assessment (Phase 2B) to select a crossing location



Thank You for Participating!

As a participant you and other group members will provide valuable insight into the Phase 2A Interprovincial Crossings Study.

The aim of today's workshop is to enable proactive dialogue between the Consultant, you, and your fellow participants! The intent is to have an open and meaningful discussion on key elements of the Study in a collaborative and constructive manner.

Meeting Goals

1. To review and discuss the Project timeline and expectations (including an understanding of the current Phase 2A objectives and future Phase 2B objectives)
2. To gather comment and input from you regarding the Draft Study Design for Phase 2B
3. To introduce the Community Value Plan concept and discuss its validity as an effective consultation method to be incorporated in the Phase 2B Study Design
4. To begin to understand the values tied to your particular community, for use in the future development of Community Value Plans at Phase 2B (if deemed an effective consultation method)
5. To discuss forms of engagement that would be considered most effective for this community that should be considered in the development of the Phase 2B Public Engagement Plan.

Don't Forget...

This meeting is one component of the Phase 2A Consultation Program. Please note that the following activities are also key contributors:

1. The project website ~ www.ncrcrossings.ca ~ opportunities for online input and comment
2. The Public Consultation Group ~ a consultation group comprised of over 100 members, representing interest groups and community associations from across the National Capital Region

The following agenda outlines the presentations and opportunities for dialogue.

Item	Presentation and Dialogue Method
Introductions, review meeting objectives (10 minutes)	Roundtable introductions and review
Presentation Understanding the Project and the Draft Study Design (20 minutes)	PowerPoint Presentation <i>Led by the Consultant Team Technical Expert</i>
Input on the overall presentation and Study Design (20 minutes)	Plenary Dialogue
Presentation Community Value Plans and Methods of Engagement (10 minutes)	PowerPoint Presentation <i>Led by the Meeting Facilitator with support from a Technical Expert</i>
Community Value Plans and Methods of Engagement Input (40 minutes)	Small Group Working Groups
Wrap Up & Next Steps (20 minutes)	Small Groups provide feedback (if time permits) <i>Meeting Facilitator outlines Next Steps and participants hand-in all captured ideas (via the Working Group Table Cloth and/or the completed Workshop Kit)</i>

About the Study

As the Region will experience considerable increases in population and employment, a new bridge will be essential in helping to alleviate transportation issues resulting from that growth.

A new bridge will also be an important addition to the Region's landscape and will shape the development, growth and vibrancy of the area, for well into the future.

Given the significant impact of a new crossing, the Study Partners want to ensure that proper public consideration is given to developing a selection process that will lead to the best decision possible.

The Study is made up of two phases.

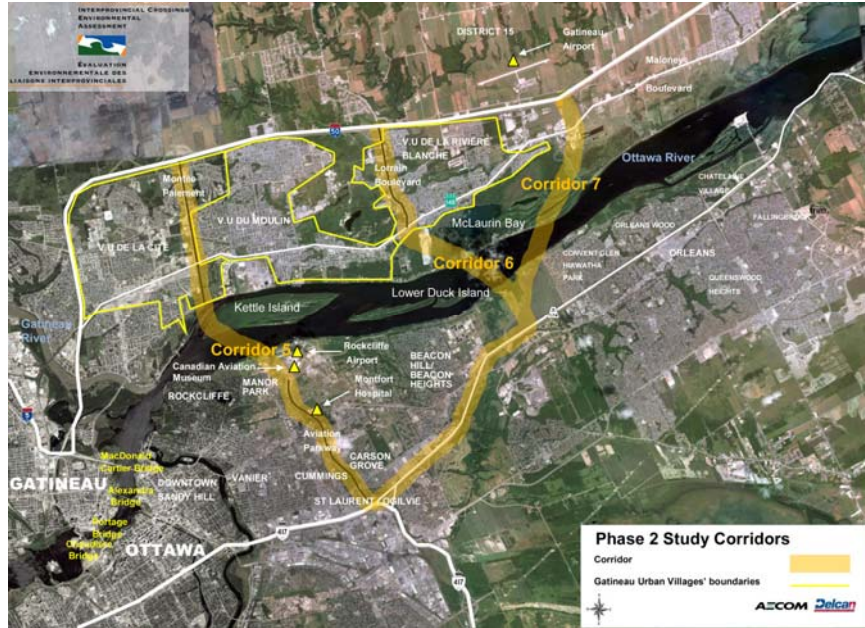
Phase 1, which was completed in January 2009, looked at the need and timing for new interprovincial crossings and evaluated a number of corridors throughout the Region.

This second phase of the Study will take approximately four years to complete and will involve extensive public consultations at each stage of the process. Phase 2A is scheduled to be completed in June 2010. Phase 2B is anticipated to begin in late 2010 and to end in 2013.

At this stage of the consultation program, we are introducing a new forum, the Community Consultation Groups, to discuss one-on-one with residents located within the three corridors under consideration.

Understanding the project and Draft Study Design

In addition to the comments that you provide during the meeting please feel free to provide thoughts and ideas below:



Your Community and the Study Design...

A **'community'** is defined as a group of people who share a common social and/or economic interest and who live in close proximity to one another within a larger society.

A **'community value'** is defined as a shared concept relating to community identity or character that influences the decision of individuals to move to or remain in a particular community.

A **'community value plan'** is a document that captures a community's values (cultural, social, historical, environmental, etc.) in a way that they can be incorporated into a technical analysis for a particular project, leading to a better, more tailored assessment and redress of impacts that the project might have on that particular community.

"Values are what guide our decisions. Articulation of values serves the greatest good when there are difficult decisions and choices to make — they help to steer the planning process and serve as evaluative tools of the plan."

Your Task...

Each group has a blank table cloth, markers, and Post-it Notes to capture the key elements of your discussion. In addition, please feel free to capture your own additional thoughts below.

- You have about 30 minutes to work together as a group.
- Please capture your group's ideas and advice on your table cloth.
- Everyone is invited to add to the table cloth; post-it notes are a great way to add individual thoughts!
- You may find one of the questions below is more important to your group. We leave that to your group to decide... feel free to be creative!
- Please be prepared to provide a 2 minute report to the whole group when we re-gather.
- The Consultant Team will be visiting each group but don't hesitate to ask someone if you have questions!

Question #1

If Phase 2B included Community Value Plans do you think this would help ensure that the Consultant Team has a better and deeper understanding of the communities within the three corridors and how they might be impacted? Why or why not?

Question #2

What values would you suggest are more representative of your community?

Question #3

What forms of engagement are most effective with your community and that should be considered in the development of the Phase 2B Public Engagement Plan?

D5 CCG Meeting – ‘As Heard’ Reports

CCG – As Heard Report

Subject: Interprovincial Crossing Environmental Assessment (EA) Study
Date: March 8, 2010
Time: 7:00 p.m. to 9:00 p.m.
Location: Manor Park Public School
Purpose: Community Consultation Group Workshop
Meeting: Manor Park Community Association

Overall Comments – Collected on Flip Charts

- Social environment – where is “health” impacts – they need to be in the list
- Weighting – different from public and consultant. Public wants involvement
- “Air quality” – must be in social environment as well
- Move footnote # 2 – must be move to “ranked corridor”
- Tempo of “consultation” must be kept up
- Share other minutes of CCG’s with others
- Missing “safety” – in social environment
- How are decisions made that make cities “beautiful” – is that part of the decision of “aesthetics”
- Many of the factors we’re discussing were not there in Phase I
 - RCMP
 - St. Laurent
 - Long-term facility (Montfort)
- We felt that the Kettle Island option was politically motivated
 - If the alignment was increased would that have increased ranking

**Group # 1****Question # 1 – Will the concept of CVP's Work?**

Yes, because:

1. Last process we did not and there were omissions in the factors that skewen the outcome – we can declare what is truly important to use
2. Transparency of process / meeting outcomes, weightings by other communities during the process.

Question # 2 – What are some Values that exist in your community?

- Air pollution/health protection – Diesel (trucks), Qir quality
- Serenity / village feel. Traffic impact on community causing safety concerns of pedestrians/school children hazardous materials (spills)
- Recreation paths – Aviation and Rockcliffe Parkways
- Scenic parkways / riverfront access
- Local institutions: Aviation Museum, Hospital, Montfort wards, Musical ride
- Vibration

Question # 3 – What types of Consultation activities work best?

- Web info (easy to access) before public discussion (arrive informed)
- Small groups – better discussion, allows more opportunity

Group # 2**Question # 1 – Will the concept of CVP's Work?**

We feel strongly that it would help. We want to express our values to the consultants in an effective and meaningful way

Question # 2 – What are some Values that exist in your community?

- Health: Mental; spiritual; physical
- Tourism – aesthetics – RCMP Stable grounds and RCMP Musical Ride (2 different purposes)
- Quality of life, property value, security (old age)
- Greenspace for people to walk, talk, cycle, meet neighbours – de-stress
- Community cohesion (we do not want the community to split)
- Safety: increased traffic through adjacent communities and schools (Our Lady of Mt. Carmel and Historical Foundation Terry Fox centre), how will hazardous materials travel through our neighbourhood safely? What happens if there is a spill? A kids bicycle trip on a pathway – would this be in jeopardy?
- Continuity of recreational pathways and other related facilities (History: ONEC Boathouse, RCMP, log house on the RCMP grounds –oldest structure) Rockcliffe Yacht Club (by the airfield), Montfort Woods (forest), Beechwood National Cemetery *history, Riverfront
- We are concerned about pollution, noise, air, light



- Make sure all stakeholders are engaged in this phase of consultation – including Federal and Provincial institutions (such as Aviation Museum, RCMP Stables, RCMP Musical Ride)
- We are concerned that patient access to the Montfort and to the emergency room will be compromised
- Economic impact – closing the St. Laurent onramp (Queensway)
- Ensuring that safety considerations are created in relation to the size of the population

Question # 3 – What types of Consultation activities work best?

We prefer

1. Small groups and we are interested in receiving the minutes of each public gathering
2. Transparency
3. Dialogue – we want events that encourage dialogue i.e. “Open Space” method

Group # 3

Question # 1 – Will the concept of CVP's Work?

- Listen to what we say, please!
- CVP is valuable if it has an impact –legal protection harmonized EA
- How to measure CVP
- Transit should be encouraged
- Our community and downtown is not a parking lot
- Hospital: MRI machine ambulance access to hospital, noise pollution, chemical spills. Montfort Hospital is part of MP
- Safety: good health, speeding cars, chemical spills, families and elderly
- Health place to live
 - Good air quality
 - Minimal noise for a downtown area
- Downtown rejuvenation needs young families in safe areas of the city core impossible with trucks
- CVPS are valuable if they influence the weighting and the entire process

Question # 2 – What are some Values that exist in your community?

Our values in Manor Park:

- Cohesion negative impacts of trucks on community
- Kids playing on the street, recreation, biking, boating, flying (airplane) riverfront, greenspace, Montfort Woods, dog walking
- Safety: families and elderly, speeding cars, chemical spills, good health
- Heritage, history, tourism, cultural institutions
- Trucks don't belong in residential communities
- Walkability index
- Can it be quantified? Yes! Milieu, aesthetics, heritage buildings, history e.g. New Edinburgh Boathouse / Rowing Club
- Can “views” be measured quantitatively?



Question # 3 – What types of Consultation activities work best?

- Talk to young and the old – different ways of engagement. How? Small groups. Talk to man with dog in street
- The silent majority
- Free from political interference “yes minister” syndrome
- Talk to the children
- Wikis expensive? Critical mass required

Letter Received from Group – March 14, 2010

Mr. Patrick Déoux, ICU, OUQ, RPP
Project Manager / Chargé de projet
Co-Enterprise AECOM-Delcan
569, boulevard Saint Joseph Boulevard
Suite 204
Gatineau, Québec J8Y 4A1

March 14, 2010.

Via e-mail:

Dear Mr. Déoux:

On behalf of the Manor Park Community Association, I would like to thank you and your consultant team for giving our community the opportunity to participate in the Community Consultation Group on March 8. We appreciate this opportunity to make our views known and to receive information provided by the consultant team. We believe that the CCG concept is a good one and should be carried forward into Phase 2B. We also support other methods of public engagement, such as charettes and world café formats.

I will not attempt to repeat the many points that were made over the course of the evening, but I would like to reiterate the following:

- A heavy truck route should not pass through any established residential community, be it Manor Park or Lower Town. The impact of the Interprovincial Bridge and associated corridor on established residential communities should be a major factor in selecting the recommended corridor. Health and safety issues should be paramount. Community Value Plans can be very helpful in this regard if they are given weight and used in the decision process. In this context, the legal protection given by provincial Environmental Assessment legislation concerning impact on the population is essential. This is why we are concerned that the NCC Study Team has backed away from the promised harmonized EA process.
- In the public consultation process, terms need to be carefully defined. Terms such as ‘the environment’ or ‘traffic impact’ can mean different things to different people. The natural environment, cultural environment and social environment all fall within the umbrella term of ‘the environment’. The safety impact of overflow traffic cutting through local communities needs to be a criterion distinguished from impact on traffic congestion at rush hour. These factors need to be differentiated during consultations and each given a weighting in the decision process.



- The decision process needs to recognize 21st century views of urban and transit planning. Facilitating the flow of automobiles for commuting purposes should not be a goal, but rather should be discouraged. If increasing automobile flow is to be considered, the impact on the entire urban fabric, such as downtown congestion and displacement of buildings by parking lots should also be considered. The interprovincial crossing should rather have a goal of improving travel times by public transit.

I offer the following comments on the slide deck presented at the CCG:

- Slide “Phase 2B Framework Step 1: No corridor should be removed from study prior to the consultation on corridor alternatives and mitigation measures. Hence footnote 2 should appear farther to the right in the Framework, for example at the Analysis block.
- Slide ‘Evaluation Factors – Preliminary Refinements’: public health and safety and impact on NCC Scenic Parkways need to be explicitly considered under Social Environment. Under Economic Environment, the travel time savings factor should be limited to commercial vehicles and public transit (see above) and also should be broadened to include convenience (e.g. number of at-grade intersections to be navigated by heavy trucks). Costs need to be considered on a life-cycle basis and be consistently considered across all options.
- Slide “Phase 2B Technical Tasks”: need to include impact on tourism and cultural institutions as part of Social Environment. Under Land Use and Property, in addition to impact on the Greenbelt, impact on other green space (e.g. Ottawa River shoreline, Montfort Woods) needs to be considered.
- Slide “Values... Ideas drawn from the Manor Park Website”: We were surprised to see reference made to the Greenbelt, since our community is not situated near the NCC Greenbelt. Rather, what Manor Park particularly values is the green space within and adjacent to our community: the Montfort Woods, the Macoun Marsh, Mackay Lake and the Pond, the recreational paths along the river and the Aviation Parkway, etc. This is not the same thing as the Greenbelt, although many people in our community also favour protection of this feature of the National Capital Region.

Finally, I offer the following comments on the slide deck presented at the Feb. 22 PCG:

- Slide ‘Key Environmental Features’ Under Socio-Economic Environment, I note the inclusion of impact on the R.O. Pickard WTCP. This seems rather odd, as I cannot see what impact a road would have on sewage. More relevant would be the impact (due to hazardous spills, for example) on water filtration plants and other sources of potable water.
- Slide ‘Evaluation Criteria –Suggested refinements for Phase 2’ under Social Environment, public health and safety need to be added.

I look forward to working with your consultant team during the remainder of Phase 2A.

Sincerely,

Chair, Bridge Committee

Manor Park Community Association

**Feedback Forms – 2 handed in**

Question: In addition to the comments that you provide during the meeting please feel free to provide thoughts and ideas:

Respondent # 1

Excellent start to the process. Critical issue is weighting of community values vs. traffic flow.

Key issue is impact of heavy truck and commuter traffic through established, older residential neighbourhoods. Negative impacts must be given priority weighting over financial, traffic flow and natural environmental considerations

Respondent # 2

Make map bigger (readable) and corridor more apparent on map.

Add on map:

- Boathouse
- Terry Fox Centre – Historical Foundation
- Montfort Forest
- Hospital – Gatineau hospital
- Beechwood National Cemetery
- Archives
- RCMP station – Musical ride

Shorter PPT presentation so more time for group discussions

Do individual intros at each table instead of whole group to again give more time for discussion

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Question # 3: What forms of engagement are most effective with your community and that should be considered in the development of the Phase 2B Public Engagement Plan?

Respondent # 1

- Use facilitator technique that maximize input.
- Strongly recommend Open Space as a facilitator process.
- Keep agenda open and participant input and agendas

You invited us to send in other ideas after the meeting so here are 3 other suggestions on process. I wanted to keep the suggestions on process separate from the one on values that I sent you earlier to facilitate communications.

Additional Comment sent via Email

Process

-If you are continuing with the format of tables and questions like last night, it would really help in my view to have smaller groups. For evening meetings, time will always be limited for discussion, so a group of 4 persons gives more air time for everyone to



contribute and to be heard especially when there is a list of preset questions. With a table of 6 or 7 and 3 questions, we had about 1 minute per person per question. This creates the conditions for a few to take over, which in a tight time frame, is normal and more effective for producing lists but not for promoting group reflection and constructive dialogue.

-It would also help if you specified that each person in the group should take one of the pens and this is more likely to happen if you actually invite them to do it right away as you are speaking (if not, later on many will wait for the cue of the natural leaders to make a move). There is not time lost because as they choose a pen, you continue explaining that they can scribble ideas anywhere in whatever direction on the paper (as you did explain last night). This shared "pen" does encourage freedom of expression and shared leadership as opposed to scribe control, especially with time restraints.

-I also want to say that I have used Open Space for 2-hour evening public community consultations of with groups of around 50 people, in Ottawa and in eastern Ontario (School boards and also for a national group).

Participants generally communicated they had never been so well consulted before and were extremely happy to have been able to address in such a satisfying way what really mattered to them. In my experience even a 2 hour OS meeting allows for deeper reflection, stronger and more satisfying dialogue than other methods, even World Café - which does not mean WC does not work.

I can give you more information on this abridged version if you are interested. In sharing this information, be assured that I am not looking for work as a consultant because the role of facilitator needs to be neutral and this would not apply to me in this case as I am involved in this bridge issue as a participant and wish to continue to do so. I did not pursue the discussion with you on this point last night because it was not of interest to everyone in our small group but I did have the opportunity for a brief discussion with Patrick and Cécile after and understood they would bring it to you as well.

Thank you again for a constructive meeting last night and the best to you and your team on your next steps.

CCG – As Heard Report

Subject:	Interprovincial Crossing Environmental Assessment (EA) Study
Date:	March 22, 2010
Time:	5:00 to 7:00 p.m
Location:	Beacon Hill Community Centre
Purpose:	Community Consultation Group Workshop
Meeting:	Beacon Hill North Community Association

Attendees

Please Note: There was approximately 100 people in attendance at this event. Many did not complete the sign-in sheet. The following list is of those who did:

Group # 1

- You need a subscription to receive updated info on progress. We shouldn't need to find out at small community meetings – EP
- If you are consulting with specific community you need to know which community voices are in the room. The “values” are not shared.
- You need to answer the question about the Canotek Corridor. Is it part of later realignment once a corridor is chosen or not
- NCC website not very user friendly or informative
- Emphasize the 50 year regional vision in all considerations especially traffic data
- CVP's potentially a good idea. Challenge is how they will be used.
- Mettre en plas des scences de consultation où les preneurs de decipions seront prépents
 - NCC
 - Gouvernement provincial – Ontario, Québec
- Challenge the assumptions built into traffic impact assessment and 3 locations where shorter trip is better. That biases towards downtown locations
- NCC website stinks. It isn't transparent if the info is too hard to find
- This community values long term options. Cumberland crossing is long-term not short term. Think 50 years forward and pick that location



- NCC/Prov/Fed do not have the faith of the people. Too many unanswered questions and too many purely political decisions in the past.
- Traffic study - for Phase 1 - just extrapolated data? Did they actually track where the trucks really originate from and terminate? How big was the sample size?
- Needs a long term transportation vision not one that looks at today's needs. Revisit the option of a bridge at mason-anger
- I'm also a bit jaded on this whole process. At the end of the day, it will be the politicians that will decide where the bridge will go. Community input will have little influence (unless the politicians live in that community and don't want it in their neighbourhood!)
- Environmental concerns
 - Impacts a lot of sensitive areas along the river and Greens Creek
- Areas of concern environment, noise, traffic, pollution, visual impacts
- Need to know how much weight / influence each community groups will have on the study. If only 40 people show up for one community consultation is that considered to be representative of that community?
- I want to talk to:
 - Politicians
 - Bellemare, Bloess, Monet, Jellet
 - Meilleur and McNeely
 - Belanger
 - Substantive technical experts on social, environment engineer on selecting the options
 - Senior NCC officials
- I want to see documents
- I want to see impact 5, 6, 7
 - Incoming from traffic to Orleans
 - Incoming from traffic on Montreal road
 - Incoming from traffic on Ogilvie Road
 - North and South
- Need clarification on the "Canotek" Corridor option being promoted by Madeline M and Mauril Belanger (politicians). Is this a corridor of Study? Does it fall into the option 6 or 7 "alignments"
- I want the Cumberland/Mason option included and tested in jams or option 5, 6, 7

Group # 2

- Let Cumberland ferry option build tall bridge as he offered
- Review corridor choices...numbers 6 and 7 not acceptable to Beacon Hill
 - Traffic



- Noise/vibrations
- Divide community
- Adverse impact on River
- Impact on greenbelt
- Reconsider ring road concept with bridge further east of Orleans
- Another meeting required with reps from 3 provinces to cover technical issues
- Have provincial and fed reps @ next meeting
- How does bridge benefit Ottawa east? Are we being sacrificed to benefit Quebec?
- Not convinced that another bridge is necessary
- Where are our provincial and federal representatives
- Hold meetings at variety of times → 5:00 pm too early for those working downtown
- Impact of bridges:
 - Noise
 - Traffic
 - Local
 - Montreal Road
 - Ogilvie
 - Queensway
 - Walking neighbourhood
 - Cyclist
 - Pollution
- Need:
 - More technical information including easy access to earlier studies
 - Riverkeepers study
 - Earlier proposes for ring road
 - Traffic study
- What is the purpose of the bridge
 - Trucks
 - Commuters
- What is the evidence for the need for a bridge
- What are the overall benefits to a bridge
 - For the local community
 - For the city
- Need: holistic vision that does not pit one community against another
- #1: A Community Value Plan would be useful. Was there a community value plan for Phase I?
 - It seems that decisions were made with little regard for “community values”
- Values: Integrity, Transparency, Honesty

**Group # 3**

- Clay basis option 6-7 Gloucester fault behind Beacon Hill shopping centre. Extra vibration from traffic could liquefy clay
- Pedestrians have been killed on King Edward – you are proposing to solve the problem by moving the trucks to a suburban neighbourhood – lots of young children and schools – playgrounds and park; so we can be killed by trucks instead??!!
- Reconsider the whole concept of 5,6&7. Put the bridge further out- make a ring road – consider the whole picture. Existing traffic is already at a standstill during rush hour – 6, 000 more cars an hour where will they go? Do not do a traffic survey in the middle of the summer when commuters are on holiday with their children
- Any bridge should be put on a ring road – options 5,6&7 are not viable for this option
- Why are we building a commuter bridge from Gatineau
 - Traffic routes through communities
 - Montreal Road
 - Hemlock
 - Ogilvie Road
 - Vibration
 - Montfort Hospital
 - House vibration
 - Noise
 - Increase truck noise
- Why are we making trucks our priority? We need a ring road and farsightedness instead of tunnel vision
- We need to work together and not pit neighbourhood against neighbourhood
- We need a process that does not eliminate sensible options at Masson/Angers due to criteria where trucks are top priority
- Why are you putting a bridge in a downtown area whereas Beacon Hill North is considered downtown. You are just moving the problem from one downtown area to another as we are considered Vanier are part of Lowertown
- For Beacon Hill North the ambient noise issue is already a problem with respect to 174 traffic. A bridge that even goes through Canotek Park, an essentially non-residential area, would bridge huge additional ambient noise issues
- The Community Value (CVP) approach does not take account of a broader, integrated regional planning approach that looks at the broader interests of the Greater Ottawa area, such as the value and advisability of transportation integration that includes dealing appropriately with Inter-provincial truck traffic, including a ring road, a Cumberland-Masson bridge or a crossing to line up with the 416. (not to speak of dealing with addition traffic flow)
- Water treatment plant putting a bridge here is a disaster waiting as we are setting a fault line never mind destroying the Aviation Parkway with traffic
- No heavy trucks coming into city limits bridge should be further out and have trucks going over at Cumberland
- If Orleans wants a bridge, put it at 10th line
- Connect 417 to Frank Kenny and then to Ferry area. Ring road also connecting 417 E to 417 W
- Traffic on 174 will be horrendous due to volume trucks and cars
- Do not want these bridges here
- Value health: traffic noise pollution, air quality, lead/gas/exhaust pollution



- Value a walkable community where residents can walk or bike to stores and other conveniences. Value the green spaces in the community where families can hike, bike, fish, canoe etc. Value the agricultural land in my community. Want to share and preserve the greenspace so that the wildlife is not threatened by shrinking space or noise/traffic
- Value a safe community where children can hike and walk to school without putting their lives on the line from increased traffic and trucks. Value a safe community where seniors can walk to stores etc without putting their lives on the line
 - 4 senior residents in community
 - 10 schools in the community
- Value a community that is connected together by more than just roads. If the traffic increases on the major roads then the community will become fragmented and disconnected. Value a community that puts people and nature interests before cars and business interests
- A bridge through Beacon Hill (or any other urban community) will:
 - Increase traffic on the Queensway (417/17) which is already bursting at rush hour
 - Increase traffic overflow onto the major streets in the neighbourhood as well as the smaller side streets as people try to bypass traffic
 - Increase the risk for traffic accidents and car-pedestrian/cyclist accidents
 - Decrease the activity level of residents because it will be less safe to walk/bike and less enjoyable to walk/bike in the neighbourhood
 - Increase the traffic and noise pollutions, decrease air quality, increase exhaust pollutants in the air and local wildlife and water system/watershed (impact on health of people and local wildlife)
 - My kids won't be able to walk/bike to friends house/school because it will be unsafe to cross streets
 - My family won't be able to walk/bike to grocery stores, parks, library, pool, etc because it will be unsafe
 - The greenspace will be less enjoyable if polluted by exhaust and traffic noise

Group # 4

- Hold large consultations, not little table talk. Is this “divide and conquer”
- This was not a facilitated session – you could work on that
- We're on clay – it can't support that traffic
- Have consultations at a reasonable time! 5:00? That's not reasonable for a community that works
- Have local consultations. Downtown is not enough
- What's the big, integrated plan?
- Start over! Or go back to real studies as described by Michel Bellemare
 - Ring road?
- Be honest. Be clear.
- What about finishing Hwy 50 in Quebec first?
- CVP:
 - Safety
 - No increased traffic
 - No pollution



- Protect Ottawa River
- Don't interfere with pleasure use of trails, river
- Provide facts and answers
- If you have consultations, respect what is said and listen and respond
- Consultations must include more than these 3 corridors
- Show results of traffic study
- Take consultations beyond these 3 corridors that came out of flawed study of Phase 1
- If the consultations are just "window dressing," save your money
- Please give options for Cumberland – Masson/Anger crossing before going any further
- Protect wetlands
- Remove politicians from decision making process. Conflict of interest, ignore results of studies for political gain
 - M. Meilleur
 - Belanger
- Lower Duck Island Site:
 - This will cause more traffic and congestion on Ogilvie Road. As it is residents of Beacon Hill South already have a problem with traffic but most of all with vibration to our houses along Ogilvie road because of the number of buses to accommodate Gloucester High and Lester B. Pearson students. Our association has already consulted with the City, and to date no response or solution has been put forward.
 - The choice of this site will bring traffic from QW east to get off the St. Laurent exit then right on Ogilvie Road – causing more congestion and taking Kanotek exit on the left to access the new bridge.
 - Also I am concerned with the augment of traffic on Ogilivly if in 5-8 yrs if there will be plans to widen the road within 25 feet years from my front door.
- Negative impact on the community are enormous – everything from noise and vibration to loss of sports fields, parks and social interaction – loss of property value
- The city is growing far faster than the decision –makers can turn their heads! Any crossing to 'Quebec should be much farther out of the city. What happened to the old "ring road" plan?
- You need to start again, consult more often and in detail., this plan of the plan could on forever; with the only result being frustrated property owners and lesser quality of life for Ottawa in general – not what anyone wants
- Basically, none of the options are acceptable. Traffic flows, which are already strained, will be overwhelmed. I fail to see how this will alleviate traffic on King Edward/downtown because trucks and traffic from 417/401 route will not exit here when they can continue further into the city

Group # 5

- How many voices/community members do you need to hear that say no bridge in any residential area or that impacts a residential area
- Traffic should be linked to future growth areas and allow for commercial development around a highway/bridge link, not existing residential areas



- A “community consultation(s)” whose voices and values are not factored into the decision-making process is not a consultation – it is an effort to “rubber stamp” a decision. Hear the “no bridge” voices!
- “Community Values”
 - Seems like a waste of time, as the final decision will by necessity be political
 - People can expand on awful lot of energy coming up with a set of core values, but these will not affect the final decision about what works
- “Through trucks” should be diverted complete out of Ottawa’s residential areas – not just shifted to another community
- Community value: conservation of greenspace and recreational activities such as cross country skiing, cycling through green’s creek, Mon Bleu area?
- Consultation process:
 - Perhaps a line consultation of individuals would be less “unruly” than smaller meetings and workshops where there are such hot issues. People tend to lead others astray or off topic
 - Make sure than the meeting agenda is made clear and communicated effectively prior to any future meetings.
- Future traffic and particularly trucks should be diverted to a ring road that by passes Ottawa, not simply move it just a few km over to another neighbourhood!

Additional Comments

- Provide clarification on the various phase
- Bring more data
- When will new traffic
- We don’t want any of it
- We weren’t heard before
- We want access to the transit studies
- This process doesn’t work
- Need to consider how consultation didn’t work in Phase I
- Concern over the whole process – there are options that aren’t in the process right now
- Concern about studies that have determined the decision made by politicians
- Concern about interlink/reconciling with other studies
- Concern about input from stakeholders like Ottawa Riverkeepers
- Direct attention to the provincial/people
- Mobilize your neighbours
- The voice that needs to be heard isn’t here
- Vibration concern – traffic on Ogilvie and Montreal
- Traffic on Hwy 417 and 174 – at a standstill now
- Community wants to talk to senior decision –makers
- Why are you consulting us after corridors chosen. We are not interested in these 3 options
- We asked for the traffic study and didn’t get it



- Politicians will decide and say they consulted us
- No one took notice of our input

CCG – As Heard Report

Subject:	Interprovincial Crossing Environmental Assessment (EA) Study
Date:	March 22, 2010
Time:	7:00 to 9:30 p.m.
Location:	Centre sportif Robert-Rochon
Purpose:	Community Consultation Group Workshop
Meeting:	Corporation Des Loisirs de Masson-Angers

Minutes:

- Attendance: three residents, one journalist (Le Bulletin) and the project team
- This group was identified as part of District 16, which covers a large area east of Corridor 7
- Attendees generally agree that a bridge is necessary
- They feel that the process is endless and that actual construction should start as soon as possible
- When choosing a location for the bridge, take the employment created by the ferry boat Masson-Cumberland into account. The bridge and the ferry boat could be complementary, so that it does not leave people unemployed
- The interest of the whole community should be taken into account; NIMBY phenomenon is not relevant
- People will get used to the bridge, wherever built. Consulting people is still important (small groups rather than events with 100 people)
- Values that are important to Masson-Angers: quality of life (noise, safety, travel time, green spaces, etc), environment, employment, sustainable transportation (cycling, etc)

CCG – As Heard Report

Subject: Interprovincial Crossing Environmental Assessment (EA) Study
Date: March 24, 2010
Time: 7:00 to 9:00 p.m
Location: Shenkman Centre for the Arts
Purpose: Community Consultation Group Workshop
Meeting: Convent Glen Community Association

Attendees

Please Note: The attendance was drawn from specific geographical areas in the community and groups of interest to provide a broad spectrum of opinion.

Location/Affiliation
Voyageur (17)
Bergundy Lane
Bateau Cresc
Fairwinds
Vineyard/Explorer Beaujolis
Convent Glen South
Roslyni
Ottawa Bike Club
Eastend Pathway Patrol (Amyott)
OCDSB Trustee
Ottawa Fly Fishing Society

**Group # 1**

Question # 1: If Phase 2B included Community Value Plans do you think this would help ensure that the Consultant Team has a better and deeper understanding of communities within the three corridors and how they might be impacted? Why or why not?

- Yes, if it is used
- Yes, but professionalism must be at play in ensuring that communities do not try and game the process
- Yes, if it is used
- Agreed – provided it is done in the most efficient manner taking into consideration cost, environmental issues, special cultural and economic values – not a decision based on “I do not want it in my yard.”
- Provided the most efficient, cost effective, environmental, social and cultural values are used to make the decision – not a political decision or intervention

Question #2: What values would you suggest are more representative of your community?

- Unique community in Orleans
- Preservation of Greenbelt
- Sunset point
- Safety-crime rates in Gatineau among
- Preserving the greenbelt for natural and recreational use
- A safe and un-crowded commute to Ottawa
- A real solution to the truck problem
- L'idee du pont qui affecte la Region est en contradiction avec les Raisons d'être de la Region de la ceinture verte We value open space and vistas not just the natural areas, the whole. It shouldn't be meaninglessly subdivided into small components
- Sunset point is one of the prime focal points on the entire river
- The view is essentially the same as seen by generations of aboriginal people and the major European explorers. It is a historical view that is priceless and needs to be preserved.
- Unique community in Orleans (geographic, topographic)
- Preservation of Greenbelt
- Sunset point
- Safety-crime rates in Gatineau are among the highest in Quebec per capita. Convent Glen is among the lowest in Ottawa.
- Property values are dramatically higher in Convent Glen than Gatineau. This road would change this, hurting Orleans property owners
- Quality of life, year round recreation area
- No political interference – let the consultation win
- This community wants the lowest cost bridge option to be selected – that takes into account:



- Incremental construction costs
- On-going operational costs
- Remediation of environmental and social negative impacts (eg. Bermsre noise, lowered property taxes for noise and sigh and air pollution)
- Safety
 - Gatineau has amongst the highest crime rates in the province of Quebec whereas Orleans (convent Glen North) is amongst the lowest in the region
 - Family focussed community green spaces/parks which would be negatively impacted by drivers using shortcuts through community streets
- Our value is that we are concerned that this underlying process will lead us to a bridge that does not solve the overall problem. If it's trucks, option 6/7 don't work
- Quality of life
 - Year round recreation:
 - Cross-country skiing
 - Jogging/rollerblading
 - Walk
 - Nature watching
 - Cycling
 - Green travel/commuting
 - Cycling to work
- Convent Glen North is a unique "green" community
 - Preservation of cycling, walking paths (Gateway)
 - Sunset Point
 - Wet-lands
 - Sunday Bike days corridor
 - Built in harmony in Greenbelt
 - Large appeal of the community
 - Country living value
- Our values include maintaining and preserving, not ending a jewel that makes Ottawa a special place
- Traffic
 - Currently 174 is the main connection between Eastern communities which are in full expansion
 - 174 is currently unable to fully support vehicles during rush hour
 - 417/174 exchange is a "nightmare" bottleneck with no easy fix
 - Trucks will not want to travel an extra 20 kms through the east to the 174 then back to the 417



- Corridors 6 and 7 do not solve the traffic issue in the downtown core (removal of trucks along King Edward)
- What problem does the bridge aim to solve?
- Cost
 - Corridors 6 and 7 are the most expensive options
 - Cost of building the bridge
 - Environmental costs
 - Increased travel time/traffic of trucks/cars diverted from downtown and from Gatineau
- Commuting
 - Orleans (Convent Glen North) included are the largest transit users
 - Any construction would negatively affect the transit way
 - Increase traffic would further impact an already bad situation
 - More cars mean longer transit time, creased pollution, safety issues
- Costs of infrastructure – implementation and maintenance
- Efficient infrastructure – adding traffic to clogged arteries (pollution0\
- What would \$1B improve the NCR the most?
 - Government transport loop? Mass transit
- Minimize costs (accounting for total life cycle) in era of fiscal constraints and tax load on tax payers
- #6 and #7 option would destroy the recreational aspects of the Greenbelt in the East End – Cycling, walking, cross-country skiing, scenery
- Do we want to disrupt the habitat of geese, birds, deck and wild life
- It is our value that the communities affected by extra traffic consequent to #6 or #7 – the impact on these far communities should not be neglected, because that is reflected on our commuting
- The community is extremely concerned and wishes to see a methodology used that does identify the benefits and costs and to whom they accrue, and that this is the basis of a decision as to a bridge or not
- We believe that a bridge is not the priority for the NCR – many cars could be taken out of downtown by light rail, downtown tunnel – metro subway etc. Therefore, make sure any bridge option is last and parcel of a logical and efficient regional plan
- Maintaining integrity of Greenbelt or a continuous zone
- Maintenance and enhancement, which is a national capital region asset
- Green's Creek is a natural area that is recognized as one of 4 primary significant areas in the Greenbelt. It is treasured by local community. Many rare species.
- Traffic. The community is extremely concerned that traffic should be improved, and not worsened as would happen if bridges at #6 and #7 imposed, increased truck traffic from the 6/7 intersection to the split. Bridge #5 would in comparison, avoid having on #174 those trucks/commuters that wanted to cross from Gatineau over 174 directly onto 417
- Our community is highly oriented toward natural environment. Our community is unique to Orleans



- Protected area for fauna “safe haven”
- Bird sanctuary: bird-learning experience for youth
- Wetlands, creeks with flora and fauna
- Building a bridge in the East end will not solve traffic issues through Ottawa, what’s the bridge for?
- Impact on residence St. Louis Madonna nursing home
- Serenity, quietness, sense of country living
- Efficient infrastructure
- Public transportation – impacted by clover leaf OC Transpo on 174

Question #3: what forms of engagement are most effective with your community and that should be considered in the development of the Phase 2B Public Engagement Plan?

- Use the overpasses...get commuters involved by advertising consultation on overpass
- Streeters! On the bike path and parkway
- Engage commuters by marking the corridors versus web type consultations
- Signage “proposed bridge corridor”
- Ask questions on Sunday bike day?
- It boils down to a question of cost. What approach cost less? The whole issue is concerned sense and should not be “not in my yard” approach
 - Ideal walkway cycle path not to be disrupted
 - Ideal for relaxation and reducing stress
 - Is there not a better solution for eliminating truck traffic

Additional Comments

- Question of need for a bridge. Our community doesn’t believe solving one problem by creating another problem is a solution
- Political impact should be transparent, logical and based on common sense
- The basis for the traffic projections are likely to be obsolete. The assumptions about future traffic need to be based on reasonable demographic assumptions. We are likely to have a shrinking central government and we know we will have an aging population. Where are all the new cars coming from? The downtown truck/vehicle problem could be addressed by a tunnel under King Edward

**Group # 2**

Question # 1: If Phase 2B included Community Value Plans do you think this would help ensure that the Consultant Team has a better and deeper understanding of communities within the three corridors and how they might be impacted? Why or why not?

- Yes: if you build it into the planning process and use it in a meaningful fashion in the taking of decisions. Be truly selective of the most critical concerns
- Absolument car les valeurs poursuivies par une communauté de quiétude; de plaisirs extérieurs; de facilité d'accès; aux grandes artères aussi que le bien-être des enfants sont des facteurs à considérer en arrivant à une décision

Question #2: What values would you suggest are more representative of your community?

1. Value retention of Greenbelt as a contiguous entity
2. Value the environment and greenbelt as tranquility, harmony and health
3. Value recreation (skiing, hiking, walking and boating)
4. Value nature (animals, fish, flora) (fish hatching for ice fishing)
5. Value property and property values
6. Value being beyond the "Belt" – a defining feature of Orleans
7. Value a rapid and clean commute
8. Value street safety (local streets will be used for short cutting)
9. Value tranquility for our senior citizens (will be impact at senior's homes) St. Louis Residence Expansion
10. Value local agricultural land use
11. Value minimizing full environmental footprint – local, regional and global (waste, Co2, energy)

- Wildlife includes foxes, beavers, deer, moose, ducks, geese, wolves, raccoons
- Prestigious nature and open field; bike paths, by destroying Greenbelt
- Safe and serial environment for seniors = 7 east end senior long term care and retirement
- Public transportation. Note – east end has increased use of public transit
- As tax payer want value for \$ efficient best use of resources – fiscal responsibility
- We paid a premium to live near the Greenbelt. Would we be compensated from losing this
- Health and pollution concerns from excess traffic during construction and after if roads are not expanded\we value our Sunday during the summer on Rockcliffe Parkway
- Safe family friendly neighbourhood. Walking with Kids, dogs
- Significant wetlands and fish habitat. Green's Creak could be destroyed or at fish
- Full cycle, energy, Co2, emissions, water analysis
- Fishery – hatch for ice fishing
- Commute/time/pollution accidents



- Use of local streets – increase accidents – short cutting, speed
- Impact on animal movement – deer
- Impact on use of Greenbelt for cross country skiing, hiking, dog walking/keep a clear-ring
- Important to include key stakeholders
- Less of Greenbelt – wildlife, birds, fish, water fowl, deer, etc..
- Noise

Question #3: what forms of engagement are most effective with your community and that should be considered in the development of the Phase 2B Public Engagement Plan?

- Involve senior citizen's homes
- Community paper\door to door
- Flyer
- Advise other affected communicated such as Rockland, Cumberland
- Table of residents from:
 - Bateau Place
 - Fortune Drive
 - Voyageur Drive
 - Calumet
 - Lumberman Way
- Should engage Ottawa Riverkeeper
- Should engage the Rideau valley Conservation authority and Ottawa City Stream Watch Group (Green's Creek impact!)

Additional Comments

- Why has the city not prevented 417 (from MTL) travellers that wish to exit at St.. Laurent to exit at the parkway ie Corridor 5 – this would help Orleans traffic as identified years and years ago at the public consultation held at Pineview golf club, this was told to the public by city staff – nothing is ever done for east end folks!
- Double whammy to lose \$ property value and paying for monstrous bridge in our backyards with added traffic delays
- Traffic on 174 through split has only one lane – traffic would be worsened
- Option 5 impacts less population traffic wise versus Option 6 & 7 Orleans, Rockland etc.
- Immensity of construction required to build infrastructure for 6 or 7: increased pollution, cost and traffic
- Significantly increased traffic on 174 Gatineau bridge and St. Laurent
- What about the promise made years ago to Orleans population about never touching the Greenbelt – even when the cows left and the gas line was installed? Was this the city's word worth if you don't keep your promise



- Longer than route the more sand, salt, oil runoff into the environment, including watersheds and greenbelt
- A recent study has confirmed significant increase in watershed salt due to highway runoff

Group # 3

Question # 1: If Phase 2B included Community Value Plans do you think this would help ensure that the Consultant Team has a better and deeper understanding of communities within the three corridors and how they might be impacted? Why or why not?

- Yes, collaboration and interactive. How the values would be weighted.
- Follow-up and transparency
- Yes: Greenbelt, traffic
- Living close to the Greenbelt naturally support to protect the greenbelt environment. They are thousands new houses being built along Innes Road – we need the buffer zone – to separate these communities from the city – we need the greenbelt – we need to filter the air, we need the recreational areas

- Needs to include the impact on the entire community east of the split
- Yes: how will it be used, will it be compared – 6 CVPs
- Continued feedback
- How will it impact the final decision
- Need emphasis on costs \weighting of plans
- Yes, collaboration and interactive
- Yes: Destroying family and quality of life, destroying Greenbelt, retirement home, elderly people is a big concern. Traffic problems already existing. Environment, species, buds.
- We have been paying high taxes for many years / high value for how will go down
- Yes: should be collaborative, interactive and transparent

Question # 2: What values would you suggest are more representative of your community?

1. Sanctity of the Greenbelt – environment, wildlife
2. Recreation – jog, walk, bike on path, ski
3. Quiet, no noise, no vibration
4. Problems commuting on 174 – will affect everyone east of the split, pollution
5. Costs



- We need to consult
 - Retirement homes
 - School
 - Hospital Montfort
 - Small business
- Value: Greenbelt, Split, Property value, noise, crime
- Weighting of values between CVPS – property values\Greenbelt wetlands, noise, safety, pollution, quality of life, why did we buy here?
- Natural environment, wildlife
- Cycling
- Noise
- Property value
- Reasonable access to downtown –traffic on 174/split
- River trails used daily – children cycling/running
- Wildlife species –deer, wolves, owls, turkeys, beaver
- We value our present environment
- Tranquility (noise level)
- We want to keep it undisturbed
- Family days (away from hectic noise/life downtime)
- Split issue
- Greenbelt
- Property value drop and increase in taxes
- Noise
- What is the cost of the bridge
- What is the cost to maintain the bridge
- Crime
- NCC trails/water front
- Elderly / St. Louis residents
- Noise
- Traffic
- Personal values:
 - Paid extra for property close to greenbelt and even more when adjacent to the greenbelt not only purchase price but also Municipal taxes paid above normal for size of house for duration of life in the house



- View looking west from the house sunsets – wildlife – haws, geese twice a year, turkeys, foxes, rabbits etc. – seasons different position of the sunsets during the year – see stars, Gatineau hills and the river – all from the house
- Walk ride, ski, snow shoe, look at plants and animals and insects around the fields and in Greens Creek
- Lack of sound pollution and visual pollution are essential elements of what we have bought with our property
- Travel time to downtown is only 15 minutes outside the extended rush-hours. More traffic will reduce periods when this road can be used by non-rush hour travellers and seriously reduce the productivity of those having to use it during the rush-hours
- Silence in the back yard by the Greenbelt is a treasure broken only by the sound of birds
- A home convenience of suburban living and easy access to downtown outside the rush hour but the peace and tranquility of a country setting with lovely views, especially from the mouth of Greens Creek looking west
- Community values:
 - Bicycling to work
 - Continuous use of the paths around the fields throughout the year
 - Home with country environment yet within easy range of downtown
 - Quiet – when a rowdy neighbour arrived all the others got together to resist them
- Construction phase:
 - Continuous noise and upsetting of wildlife
 - Dirt-mud on roadways and dust in the summer
 - Heavy trucks on local streets
 - Construction period could last for more than two years
 - Quick drop in property values meaning that we cannot sell without appreciable loss and try to find alternative home with similar attributes as we have now. Large personal financial loss. Municipal tax income reduced
- Bridge in operation:
 - Wildlife virtually gone from the area – might as well be living in the midst of Orléans
 - Visual block from the house with bridge and ramps in full view
 - Blockage to the path round the fields. No more lovely walks by the river to Greens Creek
 - Noise all day and night from traffic and trucks and emergency vehicles wailing
 - Traffic on highway 174 much worse, at all times not just in the rush hour
- Need to be able to link Greenbelt with other Green areas – down into U.S and up through Quebec



Question #3: what forms of engagement are most effective with your community and that should be considered in the development of the Phase 2B Public Engagement Plan?

- Public forums
- Involve all of us; even high schools and elderly
- Pipelines
- Energy, greenspace
- Sealing – ration
- Survey trail users
- Continued public forums
- Continues public interaction: website, evaluation criteria
- Street interviews
- Publicize results – transparency
- Again will it be used in evaluation
- The purpose is a great recreation and quality time that serves all Orleans area. It is the only green area that serves Orleans
- Public forum
- Groups like tonight

Additional Comments

- Orleans needs Hayden Park/Crystal Bay area as well!
- Why? Objective 5: 1. Linkage to 50 and 417. 2. Trucks off of King Edward
- How can we trust our City, they promised us and it is help knowing that the Greenbelt will not be touched
- Option # 7: crosses at Ducks limited property and wetlands. What would a CVP plan be like and comparable to the other 5 CVPS

Group # 4

Question # 1: If Phase 2B included Community Value Plans do you think this would help ensure that the Consultant Team has a better and deeper understanding of communities within the three corridors and how they might be impacted? Why or why not?

- The term “value plan” could be misunderstood. Perhaps you should ask for “pros” and “cons” of specifics. In this case can be three crossing routes
- Yes



Question # 2: *What values would you suggest are more representative of your community?*

- Fiscally responsible
- Infrastructure to build would be monstrous compared to the airport Parkway
- Longer transit time to get to work downtown
- Would people want to move to Orleans if it would take longer to get to work
- Traffic congestion, effect in property value, disruption during city construction, change
- Wetlands – McClarin Bay
- Bike path is a Transitway for commuters. Walking on parkway all day, all weathers
- Access to peaceful environment
- Deer
- Connection to agriculture for children
- Noise pollution
- Air pollution
- Transitway
- Bicycle pathway
- Preserving wetlands and NCC property
- Huge Canada geese mitigation path both spring and fall
- Unobstructive → sunsets
- Gasline
- Risk gas pipeline
- Traffic gridlock
- Risk of health loss
- Noise, air (during construction and later with increased traffic)
- Bridge at East End – increase traffic noise, increase in commuting time and increase in pollution
- Property values decreased
- Migratory birds eg Can. Goose
- Heavy use of bike path: commute, pleasure, health/fitness
- Sanctity of Greenbelt
- Civil servants cyclists on bike path riding into the city and back every day
- Impact on agriculture
- Connexion
- Food: berries, apples, corn, etc..
- Wetlands: as citizens of the National Capital Region we are very concerned about the impact on wetlands across the proposed Corridor 7 bridge in Quebec. To destroy precious wetlands flies in the fact of the vision of the Greenbelt
- We moved in North convent Glen because of the family outdoor experiences. We meet each other (our neighbours) while taking walks with our children and our dogs
- Break-up of Greenbelt – loss of large area for animals



- Agriculture:
 - Fields in Corridors 6 and 7 are used for agriculture – important use of arable land. Disturbing it with roadways, etc will reduce available arable land and discourage farmers
 - All Orleans Citizens, especially children are exposed to agriculture within the city. Without the Greenbelt fields in Corridors 6 and 7, children will lose out on understanding the connection between agriculture and food on their table
 - Ontario has had a Greenbelt since 2005 (1.8 million acres)
 - According to their literature: “it also means that farmers can continue to grow the food we eat closer to home”
- Traffic issue:
 - Hwy 174, the overpass at Montreal Rd, and the “split” are very real problems for Orleans residents. This all needs to be included in Rapid Transit discussed in the context of a transportation plan
- Costs:
 - Very important
 - That is part of our quality of life and cannot be ignored
 - We citizens of Convent Glen are very concerned about costs associated with Corridors 6 and 7
- Protect the Greenbelt wildlife, recreational paths, flora, etc.
- Bridge – pollution would negatively impact – land – salt, hydrocarbons
- A bridge would be a misappropriation of Greenbelt lands
- Costs: construction, use and community costs, maintenance
- Pathways that are available for commuting and for recreation
- Sanctity of the Greenbelt
 - Unrestricted access
 - Keeping as a natural environment for wildlife
 - Connection to agriculture for the community
- Wildlife: we had an ermine on our deck last winter. Corridors 6 and 7 will destroy habitat for such creatures
- Fiscal responsibility
- Cohesiveness of the community
- Work/life balance
- Access to safe greenspace, pathways
- Good quality of life
- Peaceful and unobstructed view of the river and sunsets across the river
- Safe community
 - i.e. low risk of gas leaks
 - health – asthma
 - noise pollution
- continued (but improved) road access to downtown and beyond
- river access: kayaking, fishing
- Many young families enjoy the peacefulness, clean air, parks. This area is very much appreciated because of the parks all connected to the streets



Question #3: what forms of engagement are most effective with your community and that should be considered in the development of the Phase 2B Public Engagement Plan?

- Multiple methods to ensure more communities are consulted
- Multiple methodologies
- Access to different communities eg. High schools, senior groups
- Multiple methods – therefore attract different communities
- Costs would be the biggest issue

Additional Comments

- Algonquins of Ontario interest in Upper and Lower Duck Island
- Trust in past promises made being upheld
- Bridge @ Orleans light rail starts @ Blair?? Why
- Place a sign along 174 (east and west) to let commuters known where the proposed crossings are
- The best solution for all the communities involved with the interprovincial bridge crossing whether it is options 5-6-7 is no bridge. And I like the Green Bin
- Believe there is a need to review previous studies that considered ring road and river crossings to the east and west. Seems to me that the main objective of a new bridge was to remove the heavy truck traffic from King Edward and through the city to the Queensway. If so, I now doubt that the thru corridor would alleviate the traffic on the Queensway but rather re-evaluate. If so, which of the three corridors would alleviate the traffic on Queensway and the problem from King Edward?

Group # 5

Question # 2: What values would you suggest are more representative of your community?

- Concern – most of the Orleans population that would be impacted by traffic problems will not participate in consultations, but when they are affected, they will be very angry. Their problems and needs should be fully recognized throughout
- Alt's #6 and #y both require additional lengths of new road as well as improvement of greater lengths of existing roadway
- Appropriate threshold values for all evaluation criteria, should be determined by properly qualified professionals
- Historical aspect of farm which is part of Greenbelt
- Common sense consideration of all costs, capital, maintenance, operation, etc, etc, on a life-cycle basis
- Cost of crossing – tax impact at all levels, property values and impact on property taxes
- Broader Orleans community: a bad situation made worse with any crossing east of split
- Jammed traffic very bad for pollution



- Community time
 - Already v. slow Orleans to split
 - Traffic
 - Additional distance
 - Infrastructure needs
- Protect the greenbelt
 - We and everybody else use it extensively (young and old)
 - Pathway portal greeted over 12,000 users on the pathway May 27 - labour day
- Protect:
 - River access
 - Wildlife in Greenbelt: foxes, coyote, deer, beavers, moose, birds, wild turkeys
 - Greens Creek – please no more encroachment! (and rest of Greenbelt)
 - Truck noise, vibration and pollution will wreck canoeing on Green's Creek
 - Protect Sunday bike days on Parkways
- Biking – crossing 5 with bike lane would link Ottawa bike paths to Quebec Green Route System
- Safety: gas pipeline, sewer system
- Preserve existing bicycle paths along river/through Greenbelt
- Preserve Sunset Point
- Develop existing road infrastructure – don't build ne
- Minimize pollution
- Minimize costs – large burden on Ottawa for light rail project
- Minimize noise pollution
- Minimize light pollution inside Greenbelt
- Preserve Greenbelt
- Preserve Green's Creek (great for canoeing)
- Preserve wetlands on Gatineau side
- I bicycle commute to work from Convent Glen North – I would like the sanctity of this Greenbelt preserved
- Kettle Island Bridge makes the most sense of these three options (shorter, cheaper)

Plenary Group

- Fauna and flora
- Cost de-emphasized
 - Various costs
 - Costs as an “objective” element vs. the other subjective
 - Impact on the decision-matrix
 - Costs of commute, capital, integration
- The weighting of factors – quantify



- For factors ranking, need to know:
 - Who/how it is influenced
 - A thorough understanding of the process
 - There could be a perception of “subjectivity (check on this)” clarity if rank goes b-a
 - Timing – clarify this
 - “green-ness” – pollution due to construction
 - Are we sure province/feds will pay attention
 - Incorporation of other studies and projects
 - Health-impact – asthma/pollution
 - Transparency of impact of CVP – high schools, seniors
 - Visual of the scale of the bridge – video/graphics
 - “sign” in corridor
 - Domino
 - Costs – Kettle is the least impact financially
 - Sceptical about influence and the impact of political influence
 - Measure the use of the Greenbelt
 - Origin/destination of trucks – highways on Gatineau side
 - Building a “white elephant” – need to incorporate transit strategy. Need to incorporate Ottawa destination
 - Where could the \$ go that would be more beneficial to the whole region. Compare against other needed infrastructure
 - Re-examine original King Edward plan (40-50 years ago)
-

CCG – As Heard Report

Subject:	Interprovincial Crossing Environmental Assessment (EA) Study
Date:	March 25, 2010
Time:	7:00 to 9:30 p.m.
Location:	Le Relais des Jeunes Gatinois
Purpose:	Community Consultation Group Workshop
Meeting:	Comité de vie de quartier (CVQ) Le Moulin des pionniers du Vieux-Gatineau

Minutes:

- This meeting was aimed at residents in the Kettle Island/ Montée Paiement corridor
- Seven residents, including Mr. Luc Angers (Promenades district Councillor), attended the meeting in addition to the project team.
- In addition to several other channels (*Le Revue, TÉLÉ 22*), Mr Lortie, who organized the CCG meeting, also distributed the invitation to about 200 homes in the Montée Paiement area
- The group was more or less equally divided into those indirectly supporting the project and those with concerns on the potential impact it would have on their neighbourhood
- Two participants were involved with economic development groups and were not in principle, against the project
- Participants insisted that any potential negative effects should be mitigated in order for the project to be acceptable to the community
- The tunnel option that was examined in Phase 1 was repeatedly brought up by a participant
- The point was strongly made by a participant (Metis person in contact with Kitigan Zibi first Nation) that Kettle Island had a historical and spiritual value
- Values important to the community included: quality of life (noise, vibration on Montée Paiement), safety, the protection of the Island and the shore, environment, business opportunities, sustainable transportation (cycling, etc), urban cohesion.

CCG – As Heard Report

Subject: Interprovincial Crossing Environmental Assessment (EA) Study
Date: April 15, 2010
Time: 7:00 p.m. to 9:00 p.m.
Location: Cite collégiale
Purpose: Community Consultation Group Workshop
Meeting: Rockcliffe Mews Community Association

Group #1:

- I still don't understand why a bridge is not going to link to a ring road around the City of Ottawa
- The community value plan should weigh heavily on quality of life of residents living in close proximity to the proposed routes. I am concerned about noise and other environmental factors. Congestion of traffic unbearable considering a hospital, retirement residence and thousands of people living in the communities. The 'greening' of our communities will be destroyed.
- We value containment of traffic in order that citizens will be able to commute across the city in a timely manner.
- The community values a healthy setting for residents and especially our senior citizens of which there are many in the affected area and more coming (i.e. Den Haag)
- The community values green space, the parkway and the recreational paths and want them preserved for residents and future generations.
- Value of church and community; loss of peace and quiet in a place of worship
- We want access to our recreational green space
- The selection process pits one community against another and one province (P.Q) against another (ON).
- Natural environment, cultural, social, water use, land use and property, economic, traffic and transportation
- Objective of bridge-initial weight is traffic-available on web site
- Improve quality of life
- Close proximity to the project.
- Schools, businesses, etc. close to project
- Corridor communities: community value plan-what are the community values
- CVP examples: quality of life, community well being, social and economic



- Having a safe and healthy environment for my children to grow up in proximity to green areas (i.e. Aviation Parkway, bike trail to the river, etc.)
- Having an appropriate environment for Montfort Hospital's patients to recover
- Health, peace, safety, environment, quiet, open green space, outdoor activity
- Kettle Island Corridor would affect cycling path proposed along the Parkway (on the west side) of Aviation and foot path from parkway area west of Aviation towards Donald and down to proposed footbridge.
- My property value will go down.
- I chose to live here for its beauty and clean environment
- I moved to this area to be close to the city centre yet in an area that offers a quiet lifestyle.
- Proximity to the musical ride and aviation museum
- Safe and peaceful environment
- Maintain green areas and increased bike trails
- Focus on healthy lifestyle (not toxic dumping in our air)
- Safe school zones without splitting them and split in community
- Rather than shift truck and car traffic to my community, encourage residents to commute by bike or transit
- I think this process is excellent and should ensure that my community's voice is heard. I hope that it will not be derailed by some greater political agenda (which is what Phase 1 felt like)
- Hopefully this CVP approach won't lead to pitting communities one against the another rather than working together for a greater good and solution.
- I already am concerned with increased traffic in our area as our communities grow. I don't want to increase traffic at Montreal Road and Aviation.
- Route trucks as far away from residential areas as possible.
- Preserve and enhance the human/social environment. Preserve the natural environment. Quiet/peace-relative freedom from excessive traffic noise.
- Safety-high traffic volumes increase danger.
- Air Quality-do not add to pollution
- Emphasis on promoting public transit and alternate means of transportation
- Implement proven effective ways to limit car traffic
- Limit the isolation of one community from another that comes from major traffic arteries.
- Church of the Epiphany at Ogilvie and Aviation: churches are by nature quite, reflective places. They contribute to quality of life in the community. Efforts should be made to maintain conditions (e.g. quiet, green space) that will preserve the church's capacity to serve the community.



- To have big transportation trucks go through our well established communities is just not the right thing to do. Many of us will have to move. Our property values will decline as nobody will want to move to such an area. I hate to think of the consequences ahead.
- Property values will have to be affected. Who would want to live here, close to a truck route??
- We believe for the process to be open and fair, the Environmental Assessment acts of the three levels of government (Canada, Ontario and Quebec) must be enforced under the law. None of the levels of government should be allowed to opt out. It is not enough to say that the EA process is harmonized.
- We believe that the values of our community is to have a healthy and safe community to raise our families.
- We believe that the problem of trucks in the core needs to be solved, not moved to another location.
- We believe that the impact of air quality on human health should be rated as very high (see studies on childhood cancer rates on long truck routes)

Group #2

- Preserve liveability of communities
- Preservation of greenspace and recreational infrastructure
- Greenspace is not only synonymous with greenbelt
- Maintain social, cultural and health institutions
- A solution that favours public transit
- Important to find solutions that unites values of various communities as they are not necessarily different
- Current limit of study to 3 corridors has effect of having communities oppose each other
- Consideration of modifications of corridors should be considered in effort to reach a form of consensus between communities
- Good air quality (no diesel particulates)
- No noise pollution
- The cycling path that runs beside the Aviation parkway from Montreal Road to the Ottawa River.
- Include cycling under transportation as well as recreation.
- Ability to enjoy greenspace beside Aviation Parkway.
- Trucks and communities don't mix.
- Worry about air particulates, especially in populated areas.
- Consider the economic development importance of a new bridge crossing
- Don't move problems, solve them
- Cultural institutions are important, don't hide them with trucks!
- The entrance to a capital city should unveil quality, serenity and beauty!
- Protect greenbelt and green spaces such as urban forest
- Maintaining exclusive access/quality access to Montfort Hospital



- Maintaining aesthetic appeal and value as a capital city
- Not moving pollution from one urban area to another
- Affect on our property values
- Affect on road safety and traffic volume

Additional Community Values:

- Air quality- particulates in the corridor communities
- Noise is bad for the peace of our parks/schools
- Our community hospital (ambulance access; MRI; flow of Quebec patients into our community's hospital- access to health care)
- Transparency: openness of process (phase 1 was not transparent) therefore we are choosing amongst 3 corridors in a process that is flawed. We value looking at all options including changing the corridors e.g. Canotek park →148→Gatineau
- Greenspace of the Aviation Parkway and bike path
- Trucks should not mix with any community
- Trucks should be kept out of urban areas
- Not only should our concerns be listened but also heard
- Seeking to have a common vision with other communities

Group #3

- Nos valeurs sont d'abord sociales:
 - qualité de vie, paix dans le quartier, bruit minime, qualité de l'air, etc.
 - une communauté (Vanier-Overbrook/Carson Grove-Rockcliffe Mews, Rockcliffe Mews et Cummings-Vanier) qui fréquentent écoles franco du côté Est de la promenade (Ecole élémentaire Montfort, Collège catholique Samuel-Geneist, la Cité collégiale)
- Noise pollution!
- Timely access to quality hospital services especially for francophones
- Ability to give birth, recover or die in a quite environment
- Access to clean air
- Access to hospital
- Greenspace used by people across the city, by tourists
- Impact of accidents involving dangerous goods next to a hospital, next to a community
- We value being heard and our opinion and concerns listened to. High density area along Kettle, yet our concerns were neglected leaving impression that the selection of Kettle was a foregone conclusion. Will it truly be different this round? This is far from evident at this time.



- Size of community needs to be considered. (i.e. the more people, the more health impact, etc.)
- Health should have its own category rather than be part of social
- We want our children to be able to learn in a quiet environment at school.
- Personal safety
- Safe access for children to their school
- Property value
- Panoramic access
- Prioriser ces soins aux Ontariens en évitant d'augmenter l'influx de patients québécois vers les hôpitaux d'Ottawa (50 000 visites aux urgencies d'Ottawa/année)
- Assurer un accès aux soins de santé de qualité aux francophones d'Ottawa de l'Estrie ontarien
- Having a bridge next to Montfort will increase influx of Quebec patients, and decrease access to community
- Scenic aspect of access to National Capital
- Faut préserver la tranquillité de notre communauté. Ça veut dire de ne pas permettre de poids lourds sur la promenade.
- La promenade de l'aviation est l'entrée la plus belle et la plus panoramique à Ottawa. Il ne faut pas la transformer en route par camions.
- Cherish our established greenspace vs. yet to be used Greenbelt
- Segregation of communities
- Rendez plus clair comment le présent processus est différent et se distingue de la Phase 1. Phase 1 a mené à une recommandation Kettle. Notre input est recherché mais recommençons nous à partir de zéro à cette étape-çi.
- Air pollution!
- Tranquility
- We are a community which uses green spaces, values exercise. We chose this community because it is quiet.
- Quality of life for: residents, hospital patients, nursing home residents, school children.
- Safety
- Quiet environment
- Access to parkways for cycling and walking
- Protection of vulnerable populations: the sick (hospital); the young (school); the old (nursing home)
- Want a hospital that will have equipment not affected by vibration.