
E1 Ottawa Lowertown Meeting Minutes

Notes of Meeting



Subject: Interprovincial Crossing Environmental Assessment (EA) Study
 Date: April 7, 2010
 Time: 6:00 p.m. to 8:30 p.m.
 Location: NCC Boardroom 324
 Purpose: Consultation Meeting
 Meeting: Meeting with Ottawa lowertown communities

Attendees

Name	Organization	Name	Organization
Peggy DuCharme	President, Rideau Street BIA	Angela Rickman	President, Lowertown Community Association
Marc Aubin	Member, King Edward Avenue Task Force	John Verbaas	Chair, City Centre Coalition and Transportation Representative for Action Sandy Hill
Staff and Project Team			
Gabrielle Simonyi	NCC	Patrick Déoux	AECOM
Fred Gaspar	NCC	Grégoire Jodouin	PACE
Arto Keklikian	NCC		



Item		Assigned
1.0	Introduction	
2.0	Consultant Team Presentation	
	<p>P. Déoux and G. Jodouin delivered a presentation outlining progress on Phase 2A of the Study.</p>	
	<p>A participant suggested that if portions of Corridors 6 and 7 on the Quebec side include protected wetlands, it should be noted in the map legend provided in the Study Areas section of the Study Design.</p>	Aecom
	<p>A participant noted that the positive aspects of a new bridge should be considered in the evaluation factors, such as world class design, tourism impacts, etc.</p>	Aecom
3.0	Discussion and Questions	
	<p>A participant stated concern about timelines for Phase 2B. Inquired if there was a delay between Steps 1 and 2 of the Phase 2B decision-making process.</p>	
	<p>Consultant Team confirmed that there was no delay. In principle, it will be one contract with no pause. Phase 2B is scheduled to take 2 years, starting in the fall of 2010. The entirety of the Study will take 3 years when approvals were included.</p>	
	<p>A participant asked who makes the final decision on a crossings location. The Study`s Project Manager replied that it will be the Study Team`s responsibility, not the consultants.</p>	
	<p>A participant inquired if the current quality of life in Ottawa`s lowertown communities was being considered. Stated that Phase 2B and CVPs take into consideration the future quality of life for corridor communities, but noted that lowertown communities were currently living the effects of truck traffic. Inquired how this was being considered.</p>	Aecom
	<p>Consultant Team replied that their concerns would be incorporated into the process.</p>	
	<p>A participant inquired about the terms of reference for Phase 2 and requested to know what the drivers were for a new bridge. Stated that the terms of reference for Phase 2 does not seem to be about the removal of trucks on King Edward, yet their understanding was that this was the main driver behind the project.</p>	
	<p>Consultant Team replied that the focus of Phase 1 was to look at the need for a future bridge. It determined that status quo wasn't acceptable. The terms of reference were not carried forward because the question regarding a need for a bridge was answered. This Study is on a continuum and it has progressed since Phase 1. The Study Design will form the Terms of Reference for Phase 2B. The objectives from Phase 1 still apply, yet Phase 2B will allow for a much deeper study and analysis of the issues that Phase 1 permitted. As well, a number of new factors will be considered.</p>	



Item		Assigned
	<p>A member of the Study Team also noted that 'improving quality of life' was an objective at Phase 1, which includes reducing trucks on King Edward. To clarify, however, there was no mention in the Phase 1 objectives that all truck traffic would be removed from King Edward.</p> <p>A participant noted that there is no mention of the lowertown communities in the draft Study Design or anywhere in the Study materials. They noted that Phase 2 seems to focus on communities yet their community does not appear to be included. It was also noted that the corridor communities will have a Community Value Plan (CVP) at Phase 2B to 'defend' their interest; yet the lowertown communities will not have such a tool/platform to defend their own interests.</p> <p>Consultant provided an explanation of the CVP process and how the Plans would be used to assist in the identification and recommendation of mitigation and enhancement measures for the corridor communities. Also expanded on the Phase 2B consultation program and how lowertown communities would be consulted as part of the 'affected communities' stream.</p> <p>A participant stated that there will be a number of important economic development initiatives in the Ottawa/Gatineau cores, including the newly developed Congress Centre, LRT and BRT, and 5,000 new condo residents in Ottawa's downtown. All these point to all point to huge growth, all centered around the King Edward apex.</p> <p>A participant inquired how all studies (transit, good movement, crossing) will be coordinated.</p> <p>Consultant Team replied that these studies are not linear (i.e., they don't start and stop in sequence). They are all coordinated. For example, both the Crossings Study and the Transit Integration Strategy are tri-partite.</p> <p>A representative noted that truck traffic on the Booth Street bridge should be year round and not seasonal.</p> <p>A participant noted that at Phase 1, there was a scenario presented that looked at a 40% diversion rate of trucks from King Edward. A discussion ensued as to what the scenarios would be for Phase 2 – whether 40% was a fixed number or whether multiple scenarios would be looked at. One representative stated that a 40% reduction was not an acceptable solution for their communities. The issue of hazardous waste and cement trucks was also raised.</p> <p>Consultant Team replied that the issue has to be looked at from both a quantitative and a qualitative perspective (local traffic, traffic management measures, etc.). Stated that at this point it was premature to discuss the scenarios as that level of analysis will take place at Phase 2B. At this point in the Study, no assumption has been made as to what truck traffic will remain on King Edward. At the beginning of Phase 2B, a number of environmental and technical studies will be conducted – including studies on truck traffic, health and safety as well as the Goods Movement Study. Stated that truck numbers will probably be done with models and would likely include a scenario that would have no trucks on King Edward.</p> <p>A member of the Study Team acknowledged that a new crossing won't solve the entire truck problem, and that as a result, terms of reference were currently being developed for a regional truck study to be launched hopefully by the end of the year. The Study is being worked on with both cities and will inform this Study.</p>	



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	<p>Participants stated that they were very interested in the goods movement study.</p> <p>The representative for the Rideau Street businesses asked whether a meeting could be organized for the business and cultural facilities in their area.</p> <p style="padding-left: 40px;">The Consultant Team noted that a meeting could be organized for Phase 2B, and that business organizations were considered key stakeholders of the Phase 2B consultation program.</p> <p>A participant stated that the Study should look at mitigating traffic for their communities, and not just those located within the future corridor. Inquired if the same impact assessment studies (noise, density, etc.) that would be conducted in the three corridors could be conducted for the lowertown communities as well for comparative purposes. Stated that existing conditions need to be factored in and that the King Edward corridor could serve as the context for why this study is going forward. The results could also be useful in explaining to the corridor communities that a new corridor won't be 'as bad' as King Edward.</p> <p style="padding-left: 40px;">Consultant Team replied that this would be considered. Also noted that the Study will show how any future corridor will reduce heavy truck traffic on King Edward; this is one of the objectives. Consultant also stated that the lowertown communities will have the opportunity at Phase 2B to make the point that truck reduction on King Edward should be a criteria to be used in the analysis.</p> <p>A participant asked if the 1999 OMB ruling had been taken into account in the Study Design; stated that they have never received a response to their letter to the NCC regarding the ruling. Given the OMB's, the Study should not include any other scenario or modelling than 'zero' trucks on King Edward. Noted that they felt that their legal position had not been taken into consideration and that the Study was going forward on the assumption that there will be trucks on King Edward. The participant further stated that they would consult with their lawyer regarding their position on Phase 2</p> <p style="padding-left: 40px;">Study Team replied that Phase 2A is not a definitive process, but rather about the design of a process. As such, no assumption is being made about scenarios at this point in the Study. The decision on scenarios will take place at Phase 2B and their input/recommendation has been recorded for that purpose. Confirmed that the furthest the Consultant Team can go at Phase 2A regarding the OMB ruling is to recommend that the 0% premise be considered.</p> <p>A participant expressed concern about timelines. Stated that they have received a lot of promises regarding a future bridge. They also expressed concerns about political interference and process as other communities seem to command more attention (money, political capital).</p> <p style="padding-left: 40px;">Consultant Team confirmed that they will be fully included in the process at Phase 2B.</p>	<p style="text-align: right;">Aecom</p> <p style="text-align: right;">Aecom</p>

E2 Notice for Presidents' Council Event

(le français suit)

Subject: Interprovincial Crossings Environmental Assessment Study – Consultation Event for Ottawa East End Communities / Étude d'évaluation environnementale des liaisons interprovinciales – Activité de consultation pour les citoyens de l'est d'Ottawa

April 7, 2010

NOTICE OF CONSULTATION FOR OTTAWA'S EAST END COMMUNITES

On Tuesday, April 13, a consultation event will be held for Ottawa's east end communities as part of Phase 2A of the Interprovincial Crossings Environmental Assessment Study. The public will be given an opportunity to provide input on the draft Study Design report (process and methodology) that will guide Phase 2B, the EA's concluding phase, to identify a recommended crossing in the Region's east end.

Members of the East End President's Council along with residents from their respective neighbourhoods will be invited to review information boards, consult with Study experts and provide input on the draft Study Design, anytime between 7:00 p.m. and 9:00 p.m. Details of the event are as follows:

Date: Tuesday, April 13

Time: 7:00 to 9:00 p.m.

Location: The Shenkman Arts Centre, Lower Lobby
245 Centrum Boulevard, Ottawa ON

The draft Study Design is now available on the project's website at www.ncrcrossings.ca. **Note that no decision on the bridge location will be taken at Phase 2A.**

Thank you for your continued interest in the Interprovincial Crossings EA Study.

Sincerely,

Patrick G. Déoux, ICU, OUQ, RPP
Directeur, Planification des transports et urbanisme
Région de l'Outaouais

Co-Entreprise AECOM-Delcan
569, boulevard Saint-Joseph, bureau 204
Gatineau (Québec) Canada J8Y 4A1
Tél. : 819 777-1630 poste 223 Téléc. : 819 777-2047

The mandate of Phase 2A, the current stage, is to consult with members of the public and stakeholders to develop a Study Design and a Canadian Environmental Assessment Act Scoping Document. The Study Design will include a process and methodology that will be used at Phase 2B to identify a recommended crossing location. No decision on the bridge location will be taken at Phase 2A.

To receive notifications of public consultation activities and other Study updates, please register your contact information on the project website at: www.ncrcrossings.ca.

Le 7 avril 2010

AVIS DE CONSULTATION POUR LES CITOYENS DE L'EST D'OTTAWA

Le mardi 13 avril, une activité de consultation aura lieu pour les collectivités de l'est d'Ottawa, dans le cadre de la Phase 2A de l'Étude d'évaluation environnementale des liaisons interprovinciales. Le public aura l'occasion de donner son avis sur le Rapport préliminaire de conception de l'Étude (processus et méthodologie) qui orientera la Phase 2B, phase finale de l'EE, dans la recommandation d'une liaison dans l'est de la région.

Les membres du Conseil des présidents de l'Est, ainsi que les résidents de leurs quartiers respectifs, seront invités à examiner les panneaux d'information, à consulter les experts de l'Étude et à formuler des commentaires sur la conception préliminaire de l'Étude, en tout temps, entre 19 h et 21 h. **Les détails de l'événement figurent ci-dessous.**

Date : Le mardi 13 avril

Heure : De 19 h à 21 h

Endroit : Le Centre des Arts Shenkman, hall inférieur
245, boulevard Centrum, Ottawa (Ontario)

Le Rapport préliminaire de conception de l'Étude est actuellement affiché sur le site Web du projet à l'adresse suivante : www.liaisonsrcn.ca. **Veillez noter qu'aucune décision sur l'emplacement du pont ne sera prise au cours de la Phase 2A.**

Nous vous remercions de votre intérêt à l'égard de l'Étude d'évaluation environnementale des liaisons interprovinciales.

Cordialement,

Patrick G. Déoux, ICU, OUQ, RPP
Directeur, Planification des transports et urbanisme
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Le mandat de la Phase 2A, l'étape actuelle, est de consulter les membres du public et les intervenants, afin d'élaborer un Plan de conception de l'Étude et un Document d'orientation en vertu de la Loi canadienne sur l'évaluation environnementale. La conception de l'Étude comprendra un processus et une méthodologie qui seront utilisés au cours de la Phase 2B pour recommander un emplacement pour un pont. Aucune décision sur l'emplacement du pont ne sera prise au cours de la Phase 2A.

Pour recevoir les avis sur les activités de consultation publique et d'autres mises à jour sur l'Étude, veuillez inscrire vos coordonnées sur le site Web du projet : www.liaisonsrcn.ca.

E3 Comment Submissions