



# Future Interprovincial Crossings in the National Capital Region Environmental Assessment Study



## Public Consultation Summary Report

May 2010

NCC File No: SC2050



# Future Interprovincial Crossings in the National Capital Region Environmental Assessment Study Phase 2A

## Public Consultation Summary Report

**Overview of the Phase 2A Consultation Program and analysis of comments  
received October 2009 to April 2010**

**Preliminary Report**

NCC File No: SC2050

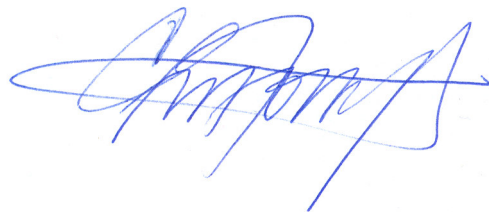
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## Executive Summary

The National Capital Commission (NCC), in partnership with the Ministry of Transportation of Ontario (MTO) and the ministère des Transports du Québec (MTQ), and in cooperation with the City of Ottawa and the Ville de Gatineau initiated the Future Interprovincial Crossings Environmental Assessment (EA) Study in 2006. Phase 1 was completed in 2009, resulting in the decision by the Study Partners to carry forward three corridors for further assessment.

Phase 2A launched in October 2009 with the mandate to develop a Study Design (process and methodology) that will be used at Phase 2B, the Study's final phase, to select the preferred corridor. The Consultation Program developed for Phase 2A reflected the Study Partners' (NCC, MTO and MTQ) commitment to ensuring that the public and stakeholders are consulted in a meaningful way, and that a broad spectrum of input is collected to inform the decision-making process. The following report provides a summary of public consultation activities held in Phase 2A and the results of these consultations.

Consultation activities began in December 2009 and public comments were accepted up until April 16, 2010. A summary of consultation activities, attendance and feedback is provided in the following table.

Date	Audience	Attendance and feedback mechanism
December 15, 2009	Public Consultation Group Meeting #1	20 participants Meeting minutes
February 22, 2010	Public Consultation Group Meeting #2	22 participants Meeting minutes
March 8	Community Consultation Group meeting with the Manor Park Community Association	20 participants As-heard report and Workshop kits
March 22	Community Consultation Group meeting with the Beacon Hill Community Association	100 participants As-heard report and Workshop kits
March 22	Community Consultation Group meeting with the Corporation des loisirs de Masson-Angers	3 participants As-heard report
March 24	Community Consultation Group meeting with the Convent Glen North, organized via Common Sense Crossings	40 participants As-heard report and Workshop kits
March 25	Community Consultation Group meeting with the Comité de vie de quartier Le Moulin des Pionniers du Vieux-Gatineau with promotional support from the Association récréative de Templeton	7 participants As-heard report
March 30	Ottawa Public Session – Ottawa City Hall	230 registered participants 220 English, 24 French written comments
March 31	Gatineau Public Session – Maison des citoyens	30 registered participants 5 English, 2 French written comments



Date	Audience	Attendance and feedback mechanism
April 7	Affected Communities – Ottawa Lowertown	4 community leaders representing Ottawa's Lowertown communities (at their request) Meeting minutes
April 13	Affected Communities – Ottawa East End (through the East End Presidents' Council)	80 registered participants 60 English, 1 French written comments
April 15	Community Consultation Group meeting with the Rockliffe Mews/Carson Grove Community Association	19 participants As-heard report and Workshop kits
April 8 to 16	Online consultation	145 English, 15 French submissions
April 22	Public Consultation Group Meeting #3	25 participants Meeting minutes
December to April 16	Mail, fax, or e-mail	61 English, 9 French submissions

In addition to the public consultation activities, several meetings were held with the Algonquins of Ontario and the Kitigan Zibi Anishinabeg. Promotion of Phase 2A activities included website updates, three media releases or advisories, email notifications of stakeholders and interested individuals, public notices of the Public Events published in daily and community papers, and three information packages for elected officials. A number of councillors and community organizations also helped to promote the Phase 2A consultation activities through notices to their membership, on their websites and in various blogs.

As a result of the public awareness efforts, Phase 2A generated considerable media interest including interviews and attendance at events, and resulted in significant coverage in print and electronic outlets including: *Le Droit*; *The Ottawa Citizen*; *Ottawa Business Journal*; *Bulletin d'Aylmer*; EMC community papers; *Orleans Star*; CBOF-FM Radio; CTV Ottawa; and CBC online.

It is noteworthy that despite significant efforts to promote the Consultation Program and the considerable media coverage that these efforts generated, there continues to be disparity in public attendance at Ottawa and Gatineau events. As a result, steps were taken 2A to help increase participation rates of Gatineau residents and businesses for Phase 2B.

The Phase 2A Consultation Program demonstrated that there was continued public interest and desire to be involved in the EA Study. Generally, the analysis of comments revealed that there was interest in relation to:

- The federal and provincial EA processes as they apply to this project;
- Phase 1 work and results;
- Flexibility in the Site Study Areas;
- Factors and sub-factors with respect to the natural, social, cultural, and economic environments as well as to transportation and costs;
- A fair, transparent and depoliticized evaluation and weighting process;
- An inclusive and meaningful consultation process;
- The role and influence of the Community Value Plan (CVP) process.



Modifications to the Study Design Report and its appendices were made as a result of the comments received through Public Consultations. Responses to many comments are also provided in the present report to clarify aspects of the Study Design Process for Phase 2B in order to better inform the public.

A summary of the consultation activities and findings, as well as a copy of all written submissions, public presentation materials and other supporting documents for public consultation activities are presented in this Summary Report and its appendices.



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# 1 Consultation Program: Objective

## 1.1 Introduction

The National Capital Commission (NCC), in partnership with the Ministry of Transportation of Ontario (MTO) and the ministère des Transports du Québec (MTQ), and in cooperation with the City of Ottawa and the Ville de Gatineau initiated the Interprovincial Crossings Environmental Assessment (EA) Study in 2006. The Study is a component of the long-term transportation planning by the federal, provincial and municipal authorities in the National Capital Region (NCR).

The Study is made up of two phases. Phase 1, which was completed in January 2009, looked at the need, timing and potential locations for new interprovincial crossing, and concluded that a future bridge is required. The Study Partners decided to carry forward for further analysis the three corridors that received the highest rankings during Phase 1:

- Kettle Island (Corridor 5);
- Lower Duck Island (Corridor 6);
- Gatineau Airport/McLaurin Bay (Corridor 7).

Phase 2A launched in October 2009 with the mandate to develop a Study Design (process and methodology) that will be used at Phase 2B, the Study's final phase, to select the preferred corridor. The Consultation Program developed for Phase 2A reflected the Study Partners' (NCC, MTO and MTQ) commitment to ensuring that the public and stakeholders are consulted in a meaningful way, and that a broad spectrum of input is collected to inform the decision-making process.

Phase 2B is scheduled to commence at the end of 2010. The completion of the EA Study and its approvals process is not expected before the end of 2013.

## 1.2 Overview of the Consultation Program

The objective of the Phase 2A Consultation Program was to refine and build support for the Study Design process that will be used during Phase 2B to select a future crossing. This program was comprised of four steps (shown below in Table 1.1)

Consultations were designed to encourage and welcome a meaningful two-way exchange of ideas with participants. Features of the Program included:

- Proactive efforts to inform and engage the broad public;
- Consultative activities that are interactive;
- Mechanisms to record public input and to report back with responses and feedback on ideas put forward.

Members of the public and stakeholders consulted as part of this Program were grouped as follows to allow for a tailored approach in the activities that targeted them:

- *Public at large in Ottawa and Gatineau*: Any member of the public, businesses or other stakeholders that bring a regional perspective to the Study.
- *Public Consultation Group (PCG)*: Established during Phase 1, the PCG is comprised of over 125 members representing 93 organizations with various regional interests. Membership includes representatives of business associations, community associations, environmental groups, transportation groups and any other relevant organization from both sides of the Ottawa River.
- *Corridor Communities, through the Community Consultation Groups (CCG)*: A forum for consulting directly with members of those communities located within or adjacent to the three corridors under consideration.
- *Affected Community Groups*: Communities not located in the immediate proximity to a corridor, but that stand to be affected by a future crossing due to issues such as reduced truck traffic in their neighbourhoods or potential disruptions in their commuting time (e.g. Ottawa Lowertown and east-end communities and Gatineau's eastern communities).
- *First Nations*: Meetings with leaders and representatives of the Algonquins of Ontario and the Kitigan Zibi Anishinabeg.

Table 1.1 Four Steps of the Phase 2A Consultation Program

	Steps	Objective	Consultation Activities and Key Dates
Launch	<b>STEP 1: Launch Activities</b> (Nov-Feb)	Project update to inform public, stakeholders of project launch, Phase 2A and B objectives, and opportunities for input	<ul style="list-style-type: none"> <li>Nov-Feb: Project Update (web, information package for elected officials, news release, etc.)</li> <li>Dec 15: Public Consultation Group Meeting #1</li> </ul>
Input	<b>STEP 2: Input</b> (Feb-Mar)	To seek input into the draft Study Design Report and draft CEAA Scoping Report; involves more interactive consultations	<ul style="list-style-type: none"> <li>Feb 22: Public Consultation Group Meeting #2</li> <li>End Feb-March: Community Consultation Group (CCG) Meetings</li> <li>End March: Public Sessions, 1 in Ottawa, 1 in Gatineau</li> <li>April: Online Consultation</li> </ul>
Refine	<b>STEP 3: Refine</b> (April)	Refinement of Study Design and CEAA Scoping reports	<ul style="list-style-type: none"> <li>Mid-to-end April: Additional Community Meetings</li> <li>April 22: Public Consultation Group Meeting #3 (final for Phase 2A)</li> </ul>
Report	<b>STEP 4: Report</b> (May-June)	Final Study Design and CEAA Scoping reports; Project wrap-up and reporting of what was heard	<ul style="list-style-type: none"> <li>May/June: Consultation activity reports</li> <li>May/June: Web updates</li> <li>June: Presentations to city committees</li> </ul>

### 1.3 Description of Consultation Activities

Various consultation activities were carried out to provide the public and stakeholders flexible and convenient opportunities to contribute their input into the Study Design. The outcome was an extensive and diverse collection of perspectives from several hundred individuals and organizations, including residents, business associations, community groups, environmental organizations, government and educational institutions.

Consultation activities began in December 2009 and public comments were accepted up until April 16, 2010. Opportunities to provide comment included:

- Public Events;
- Public Consultation Group (PCG) meetings;
- Community Consultation Group (CCG) meetings;
- One online consultation exercise;
- Affected Community Group meetings for Ottawa's east-end and Lowertown communities;
- Meetings with First Nations leaders and representatives;
- Ongoing opportunities via mail, fax, email and other means.



A description of activities is provided below. 542 written submissions (491 English and 51 French) were received during the course of Phase 2A as a result of consultation activities (summarized in Table 1.2). All comments and submissions received were reviewed and analyzed for consideration in the development of the Study Design. This analysis is provided in Chapter 2; comments received can be found in the appendices.

**Table 1.2 Number of written submissions received by event or format**

Event	English	French	Total
Ottawa Public Event	220 (90%)	24 (10%)	244
Gatineau Public Event	5 (71%)	2 (25%)	7
Affected communities – East End Event	60 (98%)	1 (2%)	61
Email, fax, or mail	61 (87%)	9 (13%)	70
Online Consultation (web survey)	145 (91%)	15 (9%)	160
PCGs, CCGs	Meeting Minutes	Meeting Minutes	N/A
<b>Total</b>	<b>491 (91%)</b>	<b>51 (9%)</b>	<b>542</b>

**A note on participation in Gatineau:** Despite significant efforts to promote the Consultation Program (see Section 1.4 below) and the media coverage that these efforts generated, there was considerable discrepancy between attendance at Ottawa and Gatineau events. In response to this, steps were taken at Phase 2A to help increase participation rates of Gatineau residents and businesses for Phase 2B. For example, several organizations in Gatineau were identified and added to the PCG membership. As well, discussions were held with key stakeholders in Gatineau to encourage and support their efforts to mobilize their communities to participate.

### 1.3.1 Public Events

Two Public Events were held on March 30<sup>th</sup> and 31<sup>st</sup>. Members of the public were invited to attend events held at Ottawa City Hall and the ville de Gatineau Maison du Citoyen to review information boards, consult with Study experts, and provide comment on the draft Study Design report. Over 230 participants registered at the Ottawa event and an additional 30 attended the Gatineau session.

The Public Events were designed using a ‘Consultation Kiosk’ approach. Technical experts from the Project Team were posted at eight different kiosk areas to allow participants to engage in discussions about specific issues. The kiosk areas were:

- Welcome and Registration;
- Introduction and EA Process;
- Study Process Framework;
- Site Study Areas;
- Evaluation Factors;
- Evaluation Methodology;
- Public Consultation;
- Next Steps and Thank You.

Participants were invited to submit their comments through various means at each kiosk, including comment sheets, question cards, post-it note additions to materials, notes written directly onto paper table cloths. Comments were recorded and analyzed. For details on the event structure, or to review the comments and raw data collected at the sessions, refer to Appendix B.

### **1.3.2 Public Consultation Group (PCG) Meetings**

The Public Consultation Group provides a forum for a two-way dialogue between member organizations and the Study Team. Three PCG meetings were scheduled at key points during the Study to facilitate understanding of issues and for members to provide feedback. Details of the meetings are as follows:

- 1) *December 15, 2009* (attended by 20 members): The purpose of this meeting was to introduce the launch of Phase 2A and its mandate. Members provided comment on how they wished to be consulted;
- 2) *February 22, 2010* (attended by 22 members): Members received a presentation on the draft Study Design and were asked to provide comment; and,
- 3) *April 22, 2010* (attended by 25 members): Members received a presentation on the refined Study Design and how public consultation informed the development of the report. Members provided final comments on the revised version of the Study Design report.

Minutes of each meeting as well as a Table of Activity can be found at Appendix C. The Table contains answers to questions asked at the PCG meetings or undertaking commitments to that required further research or analysis.

### **1.3.3 Community Consultation Group (CCG) Meetings**

In an effort to be proactive and innovative, the Consultant Team piloted, at Phase 2A, Community Consultation Group (CCG) meetings, a new forum for consulting directly with members of 'Corridor Communities'. These are defined as communities located within or adjacent to the three corridors under consideration.

For the purposes of the pilot, a select number of community associations from Ottawa and Gatineau that met the CCG criteria and that were interested in working collaboratively with the Consultant Team were invited to participate in CCG meetings. The primary purpose of the meetings was to introduce the concept of 'Community Value Plans' (CVPs) that will be developed at Phase 2B to help identify and tailor the most appropriate and relevant measures to minimize and/or mitigate any environmental effects that a new crossing might have on the Corridor Communities.

Community associations that accepted to participate in the process were asked to sign a letter of agreement (see Appendix D) outlining their commitment to co-hosting a productive meeting with representatives of the Consultant Team. The associations were responsible for organizing and promoting the event to their membership. At each meeting, the Consultant Team delivered a presentation, facilitated workshops and answered questions. In total, six CCG meetings were held with various community associations (described in Table 1.3)

**Table 1.3 CCG Community Associations and Attendance**

Date	Community Association	Area and Attendance
March 8	Manor Park Community Association	Corridor 5, Ottawa: 20 participants
March 22	Beacon Hill Community Association	Corridors 6 and 7, Ottawa: 100 participants
March 22	Corporation des loisirs de Masson-Angers	Corridor 7, Gatineau: 3 participants
March 24	Convent Glen North, organized via Common Sense Crossings	Corridors 6 and 7, Ottawa: 40 participants
March 25	Comité de vie de quartier Le Moulin des Pionniers du Vieux-Gatineau with promotional support from the Association récréative de Templeton	Corridor 5, Gatineau: 7 participants
April 15	Rockliffe Mews/Carson Grove Community Association	Corridor 5, Ottawa: 19 participants

At each of the meetings, the Consultant Team distributed a workshop package which provided guidelines to address the meeting topics. A sample CCG Workshop package is provided in Appendix D. Participant comments were recorded via comment sheets, as-heard reports and workshop kits (see Appendix D).

#### 1.3.4 Affected Community Group Meetings

Two meetings were held for community groups that stand to be affected by a future crossing due to issues such as reduced truck traffic in their neighbourhoods or potential disruptions in their commuting time.

The first meeting was held on April 7, 2010 at the request of Ottawa Lowertown community organizations. It was attended by four executives representing the King Edward Avenue Task Force, the Rideau Street BIA, the Lowertown Community Association, the City Centre Coalition and Action Sandy Hill (see Appendix E for a copy of the meeting minutes).

A meeting was also held on April 13 to provide an additional consultation opportunity for citizens who live in Ottawa's east end. The meeting was held at the request of a number of east-end community leaders and was organized and promoted through the East End Presidents' Council. The Council is comprised of community association presidents and local school board trustees, and is managed by Ottawa Councillor Bob Monette's office. Notice of the event was also provided to all PCG members.

Over 80 individuals attended the event, which followed the 'Consultation Kiosk' structure that was used during the Public Events. Kiosks were staffed with technical experts from the Project Team and participants were invited to submit their comments through various means available at each kiosk, such as comment sheets, question cards, post-it note additions to materials and written comments on paper table cloths (see Appendix E).

#### 1.3.5 Online Questionnaire

Online consultation encouraged and facilitated participation by those who do not generally or could not attend meetings in person. An online questionnaire was developed to capture specific input into the Study Design. The questionnaire was launched on April 8

and closed April 16. It was completed by a total of 160 respondents (145 English, 15 French responses).

A copy of the questionnaire, promotional material and all responses can be found at Appendix F.

### **1.3.6 Mail, fax and email correspondence and other submissions**

Members of the public also submitted comments by hand, mail, fax and email.

Between October 2009 and April 2010, a total of 70 email, fax, mail or hand delivered submissions were received (61 English, 9 French) (see Appendix G). Note that some submissions were received as a result of the Public Events held during Phase 2A. Since they were submitted afterwards as correspondence, they were not directly classified in the submission counts for those events.

### **1.3.7 Meetings with First Nations**

Four meetings were held during Phase 2A with leaders and representatives of the Algonquins of Ontario and the Kitigan Zibi Anishinabeg. The purpose of the meetings was to listen to the First Nations representatives and to discuss the best approach for working together on this Study.

The Algonquin representatives indicated that they wanted to be involved in a substantive way from the outset. One of the main areas of interest is in archaeological issues. Representatives also indicated that First Nations wanted to be consulted on how the lands that make up the corridors will be used, and wished to participate in future design discussions.

Minutes of the meetings can be found at Appendix H.

## **1.4 Promotion Activities**

Since the launch of Phase 2A, extensive efforts were devoted to promote the Study and to raise awareness for the multiple activities and mediums to provide input, including:

- Ongoing website updates (the project website received a total of 2,294 unique visits)
- Three media releases or advisories
- Email notifications of various project updates and consultation activities sent to hundreds of stakeholders and interested individuals through the Public Consultation Group membership; the website's database of registered emails; and shared with Study Team representatives
- Notices of the Public Events published in the following daily and community papers:
  - *Le Droit* (Ottawa & Gatineau daily - French);
  - *The Ottawa Citizen* (Ottawa & Gatineau daily - English);
  - *L'Express* (Ottawa-wide community paper - French);
  - EMC (Ottawa-wide community paper, downtown and east-end catchment - English);
  - *La Revue* (Gatineau community paper - French);
  - *Le Bulletin la Lièvre* (Gatineau community paper - French);

- *Bulletin d'Aylmer* (Gatineau community paper - Bilingual, two separate ads, one for each official language);
  - *West Quebec Post* (Gatineau and area community paper - English).
- Three information packages for elected officials.

As a result of the public awareness efforts, Phase 2A generated considerable media interest including interviews and attendance at events, and resulted in significant coverage in print and electronic outlets including: *Le Droit*; *The Ottawa Citizen*; *Ottawa Business Journal*; *Bulletin d'Aylmer*; EMC community papers; *Orleans Star*; CBOF-FM Radio; CTV Ottawa; and CBC online. A number of councillors and community organizations also helped to promote the Phase 2A consultation activities through notices to their membership, on their websites and in various blogs.

Copies of all promotional and recruitment communications material are provided at Appendix A.

## 1.5 Description of modified program to accommodate requests

An initial Phase 2A Consultation Program was drafted in November 2009 that included several opportunities for the public and stakeholders to provide input into the development of the Study Design.

The Program was subsequently modified based on correspondence received from the public and from comments received at the Public Consultation Group meeting of February 22. As separate meetings were being organized for a select number of community groups representing the Corridor Communities (as part of the Community Consultation Group pilot), it was felt that equal opportunity should be afforded to those community groups that are not directly adjacent or within the three corridors, but that stand to be impacted nevertheless by a future crossing.

As a result, the Study Team accepted the Consultant Team's recommendation to modify the Consultation Program to accommodate these requests. As a result, the following meetings were held:

- Common Sense Crossings (CSC) was invited to take an active role in representing its members from Convent Glen North at a Community Consultation Group meeting held on March 24, 2010;
- A meeting was held on April 7 with Ottawa Lowertown community representatives. Discussion focused primarily around truck traffic issues (and associated health and safety concerns) related to Ottawa's downtown core. The meeting was attended by executives from the King Edward Avenue Task Force, Rideau Street BIA, Lowertown Community Association, the City Centre Coalition and Action Sandy Hill;
- A customized consultation activity took place on April 13, 2010 to provide an additional consultation opportunity for citizens who live in Ottawa's East End. The meeting was held at the request of east-end leaders and organized and promoted through the East End Presidents' Council, a network of community association presidents and school board trustees;

- A Community Consultation group meeting was held on April 15 with the Rockcliffe Mews Community Association to accommodate a request from their President.

The original Consultation Program envisioned that a second round of CCG meetings be scheduled for April. Given that the CCG pilot concept evolved since the drafting of that Plan, the Study Team concluded that one round of meetings was sufficient to 'test' the CCG forum and to gauge its relevance and productivity for inclusion in the Phase 2B consultation program.





## 2 Consultation Program: Results and Responses

The following section outlines how comments, collected throughout Phase 2A as described in the preceding chapter, were sorted and analysed. The 2<sup>nd</sup> half of this chapter provides a summary of the comments, trends and points of interest that were raised. Finally, this chapter also presents both a summary of responses to comments and modifications that were made to Phase 2A work as a consequence of feedback.

Further details with respect to each event and activity, notably every comment that was collected, meeting minutes or as heard reports, are found in appendices B to G. Note that any information that may identify individuals has been removed.

### 2.1 The analysis of comments

Public and stakeholder comments during Phase 2A were received through regular and electronic correspondence, an online questionnaire, and during and following Public Events, meetings with Community Consultation Groups, the Public Consultation Group and other community groups. The activities generated considerable input via the following:

- Comment sheets;
- As-heard reports/minutes from CCG and PCG meetings;
- CCG workshop kits;
- Individual correspondence, faxes and hand-delivered submissions;
- Comments recorded at consultation kiosks (table cloths, sticky notes, etc.);
- Comments sent by e-mail through the project website (ncrcrossings.ca) or directly to the Study Team Partners or members of the Consultant Team;
- Responses to the online questionnaire.

All feedback was reviewed by the Consultant Team. The subject matter(s) raised by each comment item was analysed and grouped under eight major themes shown in Table 2.1. These themes represent the subject areas that were presented to the public during the various Phase 2A consultation activities. They also allowed the Consultant Team to better understand and analyse comments, and to modify Phase 2A work where applicable.

**Table 2.1 Major Themes used in the Analysis of Feedback**

Category	Comments in relation to:
Background and Context	<ul style="list-style-type: none"> <li>• Phase 1 work</li> <li>• Environmental Assessment Process</li> </ul>
Study Design Framework	<ul style="list-style-type: none"> <li>• Activities and steps of the Phase 2B Study Design</li> </ul>
Site Study Areas	<ul style="list-style-type: none"> <li>• Alterations to the corridor Site Study Areas</li> </ul>
Evaluation Factors	<ul style="list-style-type: none"> <li>• Additions, modifications, or removal of factor groups and sub-factors</li> <li>• Consideration of important subjects for the comparison of remaining corridors</li> </ul>
Evaluation Methodology	<ul style="list-style-type: none"> <li>• The methods to be used in the comparison of alternative alignments</li> </ul>

Category	Comments in relation to:
Consultation	<ul style="list-style-type: none"> <li>Additions, modifications, clarifications to consultation activities being proposed for Phase 2A and 2B</li> </ul>
Community Value Plans	<ul style="list-style-type: none"> <li>Additions, modifications, clarifications to the CVP process proposed for Phase 2B</li> </ul>
Other	<ul style="list-style-type: none"> <li>All other comments, including those that fell outside of the scope of the current Phase 2A mandate</li> </ul>

The number of comment received is summarized in Chapter 1. Note that the analysis below does not attempt to quantify comments by theme as several correspondents submitted multiple comment items, sometimes in several formats, and sometimes anonymously. Rather, all comments received from the public and stakeholders were given full consideration. The sections below provide a summary overview of what was heard.

## 2.2 Summary of Results by Theme

The next section provides a summary of feedback by theme. The tables also presents the responses to public and stakeholder comments in order to clarify issues, to better inform readers on the various aspects of the EA Study, or to indicate where changes have been made to the Study Design Report. It should be noted that a large part of the consultation process, especially with respect to PCG and CCG events, occurred in parallel to the development of the Study Design. As such, the Study Design Report and Phase 2A and 2B Consultation Program were modified on an ongoing basis during Phase 2A to incorporate comments.

There were also comments received that were beyond the scope of Phase 2A. These are presented in Section 2.2.8. They were referred to the EA Study Partners for further consideration.

### 2.2.1 Background and Context

#### Summary of Comments

#### Response

<ul style="list-style-type: none"> <li>The opt-out of the Ontario government from the EA process was questioned. Clarification of the legal and practical implications of this was sought. Ontario residents were concerned that their rights would not be adequately protected by the EA process.</li> <li>The EA Study should be harmonized.</li> </ul>	<ul style="list-style-type: none"> <li>The Ontario government has stated that their provincial EA legislation does not apply to this Study. However, the federal legislation currently applies.</li> <li>Wording of process clarified with the intent to provide more confidence that the federal process will be conducted in a manner that is respectful of the spirit of the Ontario legislation as well as the federal and Quebec legislation. The best protections and most rigorous standards from all three processes will be used to direct the Phase 2B process. As well, extensive consultation will take place.</li> </ul>
<ul style="list-style-type: none"> <li>Ontario EA legislation must apply all along the process since CEA process only applies once a project exists.</li> </ul>	<ul style="list-style-type: none"> <li>The project is defined as a connection between A-50 and Highway 417. This definition and the alternatives included are within the allowances of federal legislation. Proper notice of the EA has been posted with the CEAA Registry.</li> </ul>

### 2.2.2 Study Design Process

Summary of Comments	Response
<ul style="list-style-type: none"> <li>Transparency is required all along the process.</li> </ul>	<ul style="list-style-type: none"> <li>Agreed. A comprehensive and meaningful public consultation has been built-in to the Phase 2B Study design (see Chapter 4). This was the objective of Phase 2A, to consult with the public and communities into the development of the Study Design.</li> </ul>
<ul style="list-style-type: none"> <li>The Study Design process is somewhat complex.</li> </ul>	<ul style="list-style-type: none"> <li>The process is based on the principles established for environmental assessments as well as legislated requirements and public input. A comprehensive communications and consultation program has been built-in to Phase 2B to ensure that members of the public understand the process and can provide meaningful input.</li> </ul>
<ul style="list-style-type: none"> <li>A more detailed timeline was requested.</li> </ul>	<ul style="list-style-type: none"> <li>More information on the schedule has been added to Section 4.9 of the Study Design.</li> </ul>
<ul style="list-style-type: none"> <li>The Study Design should define the method to handle interacting scores (e.g. development of mitigation measures for noise may impact visual aspects and costs).</li> </ul>	<ul style="list-style-type: none"> <li>Round 2 of the public consultation program at Phase 2B provides an opportunity for community members to validate functional designs and mitigation measures. These types of interacting issues will be discussed at this point with the community.</li> </ul>
<ul style="list-style-type: none"> <li>The role of the expert committee that selects the range of weights to be tested must be clarified. This committee was seen to have most influence over outcomes in Phase 1, which was conducted behind closed doors. It is perceived that the committee is unaccountable to the public.</li> </ul>	<ul style="list-style-type: none"> <li>Wording revised. People will have a chance in Round 2 of the public consultations to comment on results of all studies and to provide input into the weighting process.</li> <li>The opinions and results of the weighting analysis will be presented to the public in Round 3 of public consultations.</li> <li>The reasoned argument method (see Methodology in the Study Design) has been introduced and will be used to support and explain the chosen range of weighting.</li> <li>The expert committee will represent a broad range of fields including environmental and social aspects.</li> </ul>

Summary of Comments	Response
<ul style="list-style-type: none"> <li>More details should be provided as to how other interprovincial studies (goods movement, transit) will be incorporated into the Phase 2B EA Study.</li> <li>Furthermore, the results of these other studies will have an impact on original needs and justification analysis done in Phase 1.</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.1 of the Study Design describes how the other studies will interact with Phase 2B.</li> <li>Where available, information from other studies (such as the Transit Integration Strategy and the Goods Movement Study) will be incorporated in the interprovincial crossings EA Study.</li> <li>This Study is a continuation of Phase 1 work. Phase 1 was based on ongoing travel demand forecasting work for the National Capital Region. The results were consistent with other work done in previous studies.</li> <li>Phase 2B will include technical tasks as needed to provide information necessary for the analysis of transportation. For example, the evaluation of truck traffic is part of Phase 2B.</li> </ul>

### 2.2.3 Site Study Areas

Summary of Comments	Response
<ul style="list-style-type: none"> <li>Site Study areas should allow corridor to pass through industrial or low-density areas.</li> </ul>	<ul style="list-style-type: none"> <li>Criteria for selecting the Site Study Areas were consistent with those established in Phase 1 with input from the public, agencies and other stakeholders.</li> </ul>
<ul style="list-style-type: none"> <li>The Canotek option or other variations of the proposed corridors should be considered.</li> </ul>	<ul style="list-style-type: none"> <li>One of Phase 2A's mandates was to establish Site Study Areas. They were created based on the same criteria used in Phase 1. The Site Study Areas are designed to provide the greatest flexibility in the area of Corridors 5, 6 and 7 within the criteria established. Further technical analysis will be done at Phase 2B to fully evaluate the viability of alignments within the Site Study Areas before any can outright be dismissed.</li> </ul>

### 2.2.4 Evaluation Factors

Summary of Comments	Response
<ul style="list-style-type: none"> <li>Does the study take into account latest population and transportation demand (including trucking and trucking origin and destination data) projections?</li> </ul>	<ul style="list-style-type: none"> <li>Yes. The work on all traffic factors will consider the most up-to-date work by the cities on the TRANS model for 2031.</li> </ul>

Summary of Comments	Response
<ul style="list-style-type: none"> <li>How do traffic projections take into account changes in travel behaviour due to peak-oil?</li> </ul>	<ul style="list-style-type: none"> <li>The assumption of an aggressive transit share of trips helps to account for changes in oil prices.</li> </ul>
<ul style="list-style-type: none"> <li>There is confusion as to whether transiting trucks will be removed from King Edward, Rideau, Waller and Nicholas (KERWN) corridor.</li> <li>The KERWN corridor should be evaluated as the status quo/baseline scenario to aid the comparison of the three corridors.</li> <li>The severity of impacts due to trucking in downtown is greater than future impacts to communities within corridor 5.</li> </ul>	<ul style="list-style-type: none"> <li>At the beginning of Phase 2B, a number of environmental and technical studies will be conducted – including studies on truck traffic. Several scenarios with respect to trucking will be analysed, including the status quo and scenarios that either restrict trucking on King Edward, or remove the truck route designation from King Edward altogether.</li> </ul>
<ul style="list-style-type: none"> <li>There is a perceived bias in favour of Corridor 5 throughout the report and factors, especially when they are used as examples.</li> </ul>	<ul style="list-style-type: none"> <li>This was not the intent. The Study Design Report has been reviewed to add examples from all 3 corridors.</li> </ul>
<ul style="list-style-type: none"> <li>The Study should explicitly consider impacts on schools and school children (safety of walking route, air pollution, quality of external spaces).</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on schools and school children are explicitly considered as part of a number of sub-factors: <ul style="list-style-type: none"> <li>Sensitive land uses with regard to air quality/human health for example consider locations of day cares, schools, hospitals and seniors facilities.</li> <li>Traffic safety includes the safety of vulnerable road users (pedestrians and cyclists).</li> <li>The connections to non-motorized infrastructure sub-factor will include an examination of pathways.</li> <li>Community Study will also consider the impacts on schools and bussing.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>How will impacts to community establishments be measured?</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on entrances, parking lots and property will be assessed as part of the Land Use and Property Study. The Community Study will also assess impacts to community facilities.</li> </ul>
<ul style="list-style-type: none"> <li>Consider impacts on Blackburn Hamlet community to the South of the 174 (e.g. through traffic through the community).</li> <li>Evaluate impacts of through-traffic routes travelling on arterials and collectors in local neighbourhoods due to new corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Technical tasks for traffic operations were revised to include impacts on roads other than crossing routes and assess traffic diversion to other routes and its significance. As well, communities not within or directly adjacent to the corridors but that stand to be significantly impacted by a future crossing are included in the Affected Communities stream of the consultation program.</li> <li>Local study areas for different impacts will be determined in Phase 2B.</li> </ul>

Summary of Comments	Response
<ul style="list-style-type: none"> <li>Consider risk of dangerous goods movement.</li> </ul>	<ul style="list-style-type: none"> <li>Hazardous goods are currently permitted on all public roads in Ottawa and Gatineau. The transportation of hazardous goods is regulated by the federal and provincial governments. There is no significant difference between the alternatives. Mitigation measures will be considered in Phase 2B.</li> </ul>
<ul style="list-style-type: none"> <li>Consider risks to water well quality.</li> </ul>	<ul style="list-style-type: none"> <li>Groundwater sub-factor was added to Appendix A list of sub-factors and Appendix B Technical Task.</li> </ul>
<ul style="list-style-type: none"> <li>Are evaluation factors biased for any particular area? Are residents in Gatineau adequately considered by sub-factors?</li> <li>Factors should not bias one corridor over another. There are cultural, community and natural features in all corridors that could be affected.</li> </ul>	<ul style="list-style-type: none"> <li>Evaluation factors are not biased. The factors cover a broad definition of the environment in accordance with the provincial and federal legislation on environmental assessment. This thorough approach to consider all aspects of the environment should not result in bias.</li> </ul>
<ul style="list-style-type: none"> <li>Consider potential to increase urban sprawl.</li> <li>Consider light pollution.</li> </ul>	<ul style="list-style-type: none"> <li>Compatibility with municipal planning documents is a sub-factor.</li> <li>Scope of assessment in Visual Assessment Study was enlarged to include evaluations of day and night.</li> <li>Current illumination standards are designed to minimize light pollution by focussing light downwards and shielding luminaires to prevent spillage.</li> </ul>
<ul style="list-style-type: none"> <li>To what standards are the impacts being measured and compared?</li> </ul>	<ul style="list-style-type: none"> <li>Considerations include: <ul style="list-style-type: none"> <li>Government legislation, policies and guidelines;</li> <li>Municipal development policies;</li> <li>Input obtained through consultation with responsible agencies, community groups and the general public; and,</li> <li>Project team expertise.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>Consider actual and unofficial bike and walking paths within corridors.</li> </ul>	<ul style="list-style-type: none"> <li>The factor on non-motorized infrastructure will consider connectivity to routes (on and off-road) that the Cities have documented in relevant studies.</li> <li>Field investigation was added to technical task to confirm routes.</li> </ul>
<ul style="list-style-type: none"> <li>Consideration for travel time savings and fuel consumption should be omitted since the three corridors were judged suitable for Phase 2 and since they will become part of the central core during the lifetime of the bridge.</li> </ul>	<ul style="list-style-type: none"> <li>We have included these considerations as they can help measure efficiency of the road network and impact on air quality.</li> </ul>

Summary of Comments	Response
<ul style="list-style-type: none"> <li>A better measure than yes/no is required for measuring impacts to non-motorized infrastructure sub-factor.</li> </ul>	<ul style="list-style-type: none"> <li>Measure changed.</li> </ul>
<ul style="list-style-type: none"> <li>Assessment of cultural landscape features seems to be the same as the assessment of visual intrusion of new crossings.</li> </ul>	<ul style="list-style-type: none"> <li>Cultural landscapes consider the historical aspects of the views (riverscapes, railsapes) and how the project would change them. Visual intrusion considers the current land use and how the project would impact on views for residents.</li> </ul>
<ul style="list-style-type: none"> <li>Visual intrusion sub-factor should not be limited to road expansion or new bridge, because more heavy trucks and congestion constitutes a new visual intrusion.</li> <li>Are disruptions to existing communities due to a new truck route considered?</li> </ul>	<ul style="list-style-type: none"> <li>Change in traffic volume and character is considered under traffic operations and community sub-factors.</li> <li>Community Study revised to consider these impacts.</li> </ul>
<ul style="list-style-type: none"> <li>Vibration impacts should consider all facilities, not just residences.</li> </ul>	<ul style="list-style-type: none"> <li>Description changed to include all buildings.</li> <li>New text added on the development of possible mitigation measures to vibration impacts and their costs.</li> </ul>
<ul style="list-style-type: none"> <li>Consider impacts to property values, especially due to the uneven impacts (gains and decreases) in both provinces.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts that residents may relate to property values are considered in many of sub-factors in the evaluation. The use of the reasoned argument approach to evaluation also facilitates this discussion.</li> <li>Where impacts are directly linked to mitigation measures identified for sub-factors such as noise, air quality, visual intrusion, community, etc., the cost of implementing mitigation measures will be considered.</li> <li>However, only the cost of property that is required for the right-of-way and the cost of properties where access will be affected by the project will be explicitly considered.</li> <li>The Community Value Plans will provide insight into potential mitigation measures that may then enhance the community.</li> </ul>
<ul style="list-style-type: none"> <li>The bridge mainly benefits Quebec. Compensation for impacts to Ontario residents should be considered.</li> </ul>	<ul style="list-style-type: none"> <li>One of the objectives of this Study is to provide an alternative truck route to King Edward Avenue in Ottawa.</li> <li>Another objective is to improve interprovincial transportation capacity.</li> <li>Mitigation of identified impacts will be included in the process.</li> </ul>



Summary of Comments	Response
<ul style="list-style-type: none"> <li>Consider impacts to land development (residential, commercial, industrial, trucking destinations, intermodal facilities) beyond those published in official plans.</li> </ul>	<ul style="list-style-type: none"> <li>Known future development will be included to the extent practical.</li> </ul>
<ul style="list-style-type: none"> <li>Boating activities should also reflect human powered craft in addition to sail and power boating activities. River hydraulics will have impacts on human-powered water craft and ability to recreate around alluvial islands or McLaurin Bay.</li> </ul>	<ul style="list-style-type: none"> <li>Text revised accordingly.</li> </ul>
<ul style="list-style-type: none"> <li>Where are recreational boating activities off the Ottawa River, especially in Green's Creek, Blanche River and McLaurin Bay considered?</li> </ul>	<ul style="list-style-type: none"> <li>The sub-factor and technical task on Recreational Water Uses has been revised to be more inclusive of all water bodies and courses.</li> </ul>
<ul style="list-style-type: none"> <li>Description of how costs (construction and mitigation measures, operations and management) are being handled should be better described in Report and Appendices.</li> </ul>	<ul style="list-style-type: none"> <li>Text of report and appendices updated.</li> </ul>
<ul style="list-style-type: none"> <li>Many factors were repeatedly mentioned by the public as important considerations: air pollution, noise, vibration, traffic volumes and congestion, public transit, bike and walking paths, health and safety, natural environments (wetlands, wildlife, habitat, etc.), green spaces, institutions (schools, Montfort Hospital, RCMP, Rockcliffe Airport, Aviation Museum, etc), the Greenbelt, property values, recreation, heritage and cultural environments, aesthetics, economic development, and costs.</li> </ul>	<ul style="list-style-type: none"> <li>Factors were reviewed as part of Phase 2A activities to ensure that all areas of concern were included in the factors proposed for Phase 2B of the EA Study.</li> </ul>
<ul style="list-style-type: none"> <li>The number of impacted residences or people should be a major consideration.</li> </ul>	<ul style="list-style-type: none"> <li>The impacts on land use and property and communities adjacent to the corridors will be assessed. A broad range of weighting will be considered in consultation with the public.</li> </ul>
<ul style="list-style-type: none"> <li>The new link should enhance public transport, through its ability to link with present and future transit infrastructure and encourage greater transit use.</li> </ul>	<ul style="list-style-type: none"> <li>Transit issues to be studied are described in Transit Technical Task, which is part of Phase 2B work.</li> </ul>
<ul style="list-style-type: none"> <li>Community and residential impacts should have greater value than those of natural environment, and vice versa.</li> <li>Evaluation sub-factors should favour less through traffic (trucks and people).</li> </ul>	<ul style="list-style-type: none"> <li>A range of weights will be considered in the sensitivity testing to reflect a range of perspectives.</li> </ul>

Summary of Comments	Response
<ul style="list-style-type: none"> <li>The definition of the sub-factor on wildlife habitat not covered by provincially or regional significant areas is too broad. The importance of these areas has not been sufficiently demonstrated and this sub-factor should be removed.</li> </ul>	<ul style="list-style-type: none"> <li>Consideration for wildlife habitat is a legislated requirement. The nature and significance of any impacts will be assessed and an appropriate weighting, reflecting the demonstrated importance of this sub-factor, will be considered during Phase 2B. The public will contribute to the weighting at Round 2 of the Phase 2B Consultation Program.</li> </ul>
<ul style="list-style-type: none"> <li>Concern about soil stability and impacts of a small earthquake.</li> </ul>	<ul style="list-style-type: none"> <li>Slope stability has been added. These concerns will be addressed through geotechnical and foundation studies in Phase 2B.</li> </ul>
<ul style="list-style-type: none"> <li>Greenhouse Gas emissions should be reduced.</li> </ul>	<ul style="list-style-type: none"> <li>The potential greenhouse gas emissions burden will be assessed for each alignment. Alignments generating the lowest emissions will be preferred.</li> </ul>

### 2.2.5 Evaluation Methodology

Summary of Comments	Response
<ul style="list-style-type: none"> <li>Evaluation method must be unbiased and as objective as possible. NIMBY attitudes and political interference should be kept away.</li> </ul>	<ul style="list-style-type: none"> <li>Two approaches are used to reinforce results. The methodology is not biased.</li> </ul>

### 2.2.6 Consultations

Summary of Comments	Response
<ul style="list-style-type: none"> <li>Many insisted that it is essential to consult public on weightings.</li> </ul>	<ul style="list-style-type: none"> <li>Additional clarity provided in the Study Design. The public will contribute to the weighting at Round 2 of the Phase 2B Consultation Program.</li> </ul>
<ul style="list-style-type: none"> <li>Request that consultation be advertised better.</li> <li>More representation by Gatineau residents is required.</li> </ul>	<ul style="list-style-type: none"> <li>Phase 2B will include a comprehensive communications program to promote participation in the consultation activities (see Chapter 5 of the Study Design for details). Media releases and advisories will be issued to help promote the consultation program. Public events will be advertised in daily and weekly community papers in Ottawa and Gatineau. Notices will also be sent to all those registered on the project website to receive study information.</li> </ul>

Summary of Comments	Response
	<ul style="list-style-type: none"> <li>• Steps were taken at Phase 2A to help increase participation rates of Gatineau residents and businesses for Phase 2B. For example, several organizations in Gatineau were identified and added to the PCG membership. As well, discussions were held with key stakeholders in Gatineau to encourage and support their efforts to mobilize their communities to participate.</li> <li>• The proposed consultation process includes the flexibility to organize consultation activities in Gatineau that are not necessarily the same as will be held in Ottawa so as to be better adapted to Gatineau residents (e.g. Shopping Centers kiosks, better use of the City's Web page, etc.).</li> </ul>
<ul style="list-style-type: none"> <li>• Health experts should be specifically consulted.</li> <li>• Consultations should avoid large groups and presentations.</li> <li>• More opportunities to ask questions are better.</li> <li>• The kiosk format was successful.</li> <li>• Consider surveys.</li> </ul>	<ul style="list-style-type: none"> <li>• Human health sub-factors are included.</li> <li>• A variety of consultation techniques are proposed for Phase 2B as detailed in Chapter 5 of the Study Design Report. Focus will be on creating meaningful and interactive opportunities to provide input.</li> </ul>
<ul style="list-style-type: none"> <li>• The language describing factors and weighting must be clear so as to avoid confusion and misunderstanding of the impacts and significance.</li> </ul>	<ul style="list-style-type: none"> <li>• Agreed.</li> </ul>
<ul style="list-style-type: none"> <li>• Limiting input to only recognized community groups is going to eliminate input from people that are not in the "clique" of their local community association. It is important to include the voice of citizens that are not aggregated by these organizations.</li> </ul>	<ul style="list-style-type: none"> <li>• A variety of consultation techniques are proposed for Phase 2B as detailed in Chapter 5 of the Study Design Report. Focus will be on creating meaningful and interactive opportunities to provide input. No one is restricted from participating.</li> <li>• Those wishing to participate in Community Consultation Groups should contact their community association.</li> </ul>
<ul style="list-style-type: none"> <li>• All information should be available to the public, including consultation materials and feedback.</li> <li>• Responses to comments should be provided.</li> </ul>	<ul style="list-style-type: none"> <li>• All public presentation materials and feedback will be made available to the public.</li> <li>• Responses will be provided where they are warranted.</li> </ul>

Summary of Comments	Response
<ul style="list-style-type: none"> <li>Consultations must be substantive and meaningful, i.e. suggestions must be taken into account.</li> </ul>	<ul style="list-style-type: none"> <li>All feedback is considered. Consultation activities will be designed to be meaningful and interactive. All community, public and stakeholder input will be considered by the Project Team and will help guide outcomes.</li> </ul>

### 2.2.7 Community Value Plans

Summary of Comments	Response
<ul style="list-style-type: none"> <li>The Community Value Plan (CVP) process was seen as a good tool to improve communications with communities along the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Agreed. It has been incorporated into the Phase 2B Study Design</li> </ul>
<ul style="list-style-type: none"> <li>The CVP process is exclusive to corridor communities and would allow them a greater opportunity to influence the evaluation process and defend their rights. The CVP process should be broadened to include other communities.</li> </ul>	<ul style="list-style-type: none"> <li>The evaluation process and weighting of factors will not be biased towards corridor communities because everyone will have an opportunity to contribute to the weighting process. CVPs will not bias final weightings in favour of any one corridor over another.</li> <li>The CVP process is designed to ensure that the integration of a new corridor occurs in close consultation with communities that are located within or adjacent to a proposed corridor. The CVP will be used by the Project Team as a tool to identify and address potential local impacts and serve as a lens to help guide the design of mitigation measures most appropriate to those communities along the new corridor.</li> </ul>
<ul style="list-style-type: none"> <li>Clarification required on the utility and impact of the CVP process on the evaluation process and outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>The Study Design Report has been modified to clarify the role of the CVP. Appendix C has been added to clarify the role of the CVP.</li> </ul>
<ul style="list-style-type: none"> <li>How would one CVP would be compared with another? Would a given CVP have greater influence over the final outcomes than another?</li> </ul>	<ul style="list-style-type: none"> <li>CVPs are not in competition with one another. As mentioned earlier, all weighting scenarios will be considered equally. The CVP is aimed to facilitate the integration of a corridor into a community by ensuring that the priorities and values of corridor communities are documented. In doing so, they can be incorporated into corridor alignment designs and mitigation measures.</li> </ul>

## 2.2.8 Summary of Comments that were Beyond the Scope of Phase 2A

The following table is a list of comments that fell outside of the scope of the Study Design Report. They may refer to statements that have no bearing on the Study Design Process being proposed. They may also refer to issues that have either been addressed in Phase 1, or will be addressed in Phase 2B or later. They may also refer to issues to be considered by the Study Partners or other agencies of government. These comments were referred to the Study Partners for information.

### Background and Context

Phase 1 accomplished its task to select a corridor. Criticism that 3 corridors are still being considered.

Various positive and negative comments of Phase 1 study.

Various comments, questions or proposals related to findings from Phase 1 that have already been addressed.

### Study Design Process

The EA Study timelines are too long (end date 2013).

### Other

Many comments expressed a choice for the best corridor.

Turning Aviation Parkway into a truck route sets a bad precedent for other Parkways in the City.

Consider a toll system to fund the project.

Show fiscal restraint for this project.

Reconsider tunnel, freight by rail, and other corridor options such as the ring road.

The development of Autoroute 50 would remove the necessity for a bridge.

The heavy trucking problem should not be moved from one central neighbourhood to another.

Heavy trucks should be prohibited in residential areas.

The choices being made for this new link must reflect the symbolic value and quality of Canada's capital city.

The bridge should be of world class design and create a landmark. Urban integration of the new roadway (as a boulevard), including excellent mitigation measures, and urban intensification along the corridor should be used to facilitate the project insertion.

Information on expropriation criteria in Ontario and Quebec should be provided.

## 2.3 Summary of Results by Event

The following section presents a summary of the issues that were raised at each public consultation event. This section is intended to provide information on the potential nuances that may arise through consultations at different geographic scales and locations (regional vs. local). An analysis by theme is not presented here since the thematic

breakdown of comments was already presented in the preceding sections. Summaries of the two public events, the PCG meetings, CCG meetings, and affected community groups are presented sequentially.

During CCG events, participants were asked to suggest values that were important to the community group. This values exercise was intended to introduce the concept of the CVPs and to begin a discussion on community values that were characteristic of the participating CCG groups. As such, the values were recorded but not prioritized. The lists of recorded values are presented in each CCG sub-section for information purposes, and will serve as a starting point for CVP discussions in Phase 2B of the project.

### **2.3.1 Public Events – Ottawa, March 30 and Gatineau, March 31, 2010**

- The public clearly stated that they were pleased with the consultation format, which included kiosks with interactive activities for each theme related to the Study Design and the Consultation Program;
- The most popular kiosks were on the Site Study Areas, the Consultation Program and the Evaluation Factors that will be used in Phase 2B;
- Ottawa Public Event: 219 written English comments and 24 written French comments were received;
- Gatineau Public Event: 6 written English comments and 2 written French comments were received.

### **2.3.2 Public Consultation Group Meetings #1 – December 15, 2009**

- A request was made for more responsive interaction with the consultants through the PCG forum. For example, comments and submissions need to be acknowledged;
- The participants welcomed new methods of being consulted and in a meaningful way;
- There was a lack of trust in the decision-making process, especially as related to the weighting of evaluation criteria. For example, one of the participants felt that several of the corridors that were reviewed were only there to help justify a decision for Kettle;
- There was a desire to get further information on the decisions around Phase 1 and more justification around what led to Phase 2;
- A few participants asked to be involved in the criteria and weighting selection;
- Several participants were not clear on what the term “screening” meant and whether it would result in a very large and extensive EA;
- There was discussion about re-opening the mandate to review new corridors, or to expand the existing three. The participants wanted to know who to speak to about this, to change the mandate. Many felt the mandate for Phase 2A and B was “restricted”;
- It was not clear who would make the final decisions at Phase 2B.

### **2.3.3 Public Consultation Group Meetings #2 – February 22, 2010**

- There was concern that this study was not an EA process. The member felt that legislation would not apply until a corridor had been chosen. Concern was also expressed that Ontario EA legislation would not apply at Phase 2B;
- There was concern about how the OMB ruling (on removal of truck route designation from King Edward) would be considered in the process. Participants wanted reassurance that the truck route would be removed from King Edward once a bridge is built;
- Participants felt that the study timing was not integrated well with the Interprovincial Transit Study, Strategic Goods Movement Study, and Highway 50 completion to Montreal;

- Members asked whether the proposal for an alignment along Canotek road, or other variations, would be examined?
- Members asked why Corridor 5 was still being considered, despite overwhelming public opposition?
- Some noted that Lowertown and Sandy Hill are not being adequately recognized during Phase 2A while others felt that people east of the Greenbelt need to be heard;
- A member felt that the CEAA Notice study language (i.e. the objective to alleviate truck traffic issues downtown) had changed from Phase 1 to Phase 2;
- Some felt glad to see the Study Design being broadened; however that raised questions as to why the project was not proceeding directly to a panel review;
- Value of CCGs was recognized by the group. The criteria for determining them were questioned;
- Some felt that targeting communities within or adjacent to corridors excluded other communities not in direct proximity;
- Some felt that consultation in 2A would not adequately meet the needs of other groups who considered themselves to be impacted by a future corridor such as Lowertown, Sandy Hill, Rideau Street BIA and Orleans east of Convent Glen. They wanted to take part in a CCG or other targeted meetings;
- Members noted that there seemed to be low involvement from the public in Quebec in the Phase 2A process.

#### **2.3.4 Public Consultation Group Meeting #3 - April 22, 2010**

- A lengthy discussion was held around the expanded Site Study Area 6. Several questions were asked on this. Many from the east-end expressed concern that:
  - the new area as shown in maps was too wide to be considered an expansion of Corridor 6;
  - the area was different from what was presented at Phase 1 and insufficient justification was provided for this change;
  - it encompasses a wider area of the Greenbelt;
  - criteria to define the Site Study Area were requested;
- Others expressed support for the expansion of Corridor 6, but asked:
  - why the width was not expanded on the Gatineau side (in particular Lac Beauchamp); flexibility was not shown on the Québec side
  - whether the new extension captured all of the 'Bélanger' proposal.
- The timing of other studies was raised as an issue, in particular how the Goods Movement Study would inform this EA Study;
- There was concern that the public would not be consulted on the weighting of factors in a meaningful way. One member stated that he felt the process had improved but he would take a wait-and-see approach to Phase 2B;
- The issue of Ontario's participation at Phase 2B was raised. One member felt that if Ontario legislation did not apply, the public would be offered less protection under the federal EA process because appeals and public consultation was discretionary.

#### **2.3.5 CCG Meeting with the Manor Park Community Association – March 8, 2010**

- There was strong support for Community Value Plans;
- Needed to establish how the CVPs will be measurable and used; people requested commitment that the CVPs will have a real weight in the Study;
- In the Study Design, people wanted assurance that the weighting process would involve the public;



- Flexibility is needed when considering alignment variations. For instance, the Canotek alignment should be considered;
- Transparency between groups and throughout the whole process is essential;
- The project must be de-politicized.

#### **Values Recorded at the CCG Meeting with Manor Park**

- Protection of scenic communities, riverfront
- Air quality
- Bike and walking paths
- Concern for increased traffic and trucks
- Property values
- Ability to commute/access

#### **2.3.6 CCG Meeting with the Beacon Hill North Community Association – March 22, 2010**

- A number of participants expressed that they expected a more technical discussion concerning the corridors;
- Significant Phase 1 legacy frustration. People felt that they were not listened to or responded to last time and were cynical about any consultation process. They wanted to meet with senior decision-makers;
- Several participants were opposed to all 3 corridors;
- Participants did express concern for a number of factors, including traffic (on Highway 417, 174, Ogilvie, Montreal), vibration (trucks and buses on Ogilvie and Montreal).

#### **Values Recorded at the CCG Meeting with Beacon Hill North**

- Mobility/Safety: protection of mobility and safety issues (children and seniors)
- Recreation/lifestyle: protect sports fields, parks, social interaction; walking and bike paths; activities
- Community cohesion: not fragmented by roads/traffic
- Health: noise; air quality; mobility
- Protection of greenspace and environment (enjoyment)

#### **2.3.7 CCG Meeting with the Corporation des loisirs de Masson-Angers – March 22, 2010**

- This group was identified as part of District 16, which covers a large area east of Corridor 7;
- Attendees generally agreed that a bridge is necessary;
- They felt that the process is endless and that actual construction should start as soon as possible;
- When choosing a location for the bridge, participants asked that employment created by the ferry boat Masson-Cumberland be taken 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 concerns are not relevant;
- Participants believed that people will get used to the bridge, wherever it is built. They felt that consultations are still important, and that smaller groups rather than events with 100 people are preferable.

**Values recorded at the CCG Meeting with Masson-Angers**

- Greenspace
- Bike paths
- Commute time
- Noise pollution

**2.3.8 CCG Meeting with Convent Glen North (through Common Sense Crossings) – March 24, 2010**

- Meeting attendees contributed to the Community Value Plan process;
- Comments included that costs are improperly being de-emphasized in this approach. All other factors are too subjective;
- Participants wanted to know how the weighting of the evaluation factors would be developed and whether factors would be equally weighted;
- Participants believed weighting should be set before the scoring;
- More clarification on the use and role of the CVP was requested;
- How is this project being incorporated with broader priorities of federal and provincial governments?
- Participants asked how the methodology and analysis differed between Phase 1 and Phase 2;
- There was concern that the final bridge location choice will be overridden by political influence;
- Re-designation of NCC land usage (Greenbelt) sets a bad precedent.

**Values Recorded at the CCG Meeting with Convent Glen North**

- Natural Environment: Greenbelt; riverfront; geese migration path, birds and other wildlife
- Environmental: air pollution and GHGs; footprint; light pollution
- Serenity: noise pollution
- Recreation/lifestyle: pathways; river access
- Mobility: proximity to services; access to road and path ways
- Property values
- Crime: current low crime rates threatened by access
- Safety: increased traffic
- Fiscally-minded: lowest cost option
- Community spirit

**2.3.9 CCG Meeting with the Comité de vie de quartier (CVQ) Moulin des Pionniers – March 25, 2010**

- In addition to several other information channels, invitations were hand-delivered to about 200 homes in the Montée Paiement area;
- The group was more or less equally divided into those who indirectly supported the project and those with concerns on the potential impacts of the project 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 that Kettle Island had historical and spiritual value.

#### **Values Recorded at the CCG Meeting with CVQ Moulins des Pionniers**

- Kettle Island has historical/spiritual value
- Support for Economic development
- Concern for noise pollution and vibration
- Cherish bike paths
- Protect natural environment

#### **2.3.10 CCG Meeting with the Rockcliffe Mews Community Association – April 15, 2010**

- Flexibility in alignments was raised. Questions about the width of the corridors and flexibility within them was raised by several participants;
- Participants raised the importance of explaining that Phase 2 is starting fresh in an unbiased way and that the three corridors are equally viable for evaluation. Corridors would need to be compared in a manner that was independent of Phase 1 results;
- There was concern about the usefulness of the Community Value Plans and whether all corridors have the same values. There was dialogue around the need to ensure that consultations (including CVPs) did not cause communities to fight against each other.

#### **Values Recorded at the CCG Meeting with Rockcliffe Mews**

- Environment: maintain greenspace, parkway and urban forest
- Health: good air quality; promoting bike and transit; access to Montfort Hospital; limit adverse impacts on Montfort
- Recreation: maintain bike trails and Aviation Parkway; proximity to RCMP Musical Ride and Aviation Museum
- Short commute times
- Social: keep noise (from traffic and construction) to a minimum in schools, parks, places of worship, hospitals, nursing homes
- Safety: safe environment for children to play and travel to school
- Property: maintain property values

#### **2.3.11 Affected Communities –Meeting with Ottawa’s Lowertown Community Executive – April 7, 2010**

- Participants felt that ‘corridor communities’ would have a better platform to defend their interests than Lowertown communities because of CVPs and political influence;
- Participants felt that truck removal from King Edward was not completely being addressed and that it has been forgotten as an issue;
- Lowertown communities generally have been forgotten in this process;
- Participants expressed strong interest in participating in the Goods Movement Study - and how that would inform Phase 2B;
- Participants requested that same qualitative analyses (noise, quality of life, etc) being done in the 3 corridors be completed for the Lowertown corridor. This would allow the Consultant Team use Lowertown as a base case;

- Participants asked how the OMB ruling would be taken into account? There was considerable discussion throughout the evening about what scenarios would be used at Phase 2B with regards to remaining truck traffic on King Edward. One participant pushed for a 0% scenario for trucks on King Edward. This person felt that this was the only scenario that respected the 1999 OMB ruling, and this scenario should be incorporated into the Study Design.

#### **2.3.12 Affected Communities –Meeting with Ottawa’s East-end Communities, through the Presidents’ Council – April 13, 2010**

- Attendees felt that regardless of the process being developed, the decision would be a political one;
- There was a concern that the Corridor 5 communities have more influence (in this regard, it was noted that the text and examples used for the event information boards demonstrate a bias for Corridor 5, such as listing a predominance of Corridor 5 cultural and environmental features – Montfort Hospital; Rockliffe Airport; RCMP Musical Ride);
- A bridge at Corridors 6 or 7 is too far east (out-of-the-way travel);
- There was support for a ring road.
- 59 written English comments and 1 written French comment were received;

### 3 Conclusions

The Public Consultation Program for Phase 2A demonstrated that there was continued public interest and desire to be involved in the EA Study. Consultation activities were generally well attended and well received, and the diversity of formats for input led to the receipt of 542 comments in addition to the meeting minutes from the PCG and CCG meetings.

Despite significant efforts to promote the Consultation Program and the considerable media coverage that these efforts generated, consultation events held in Gatineau were less well attended than events in Ottawa, and fewer comments were received in French than in English (51 French vs. 491 English). In response to this, steps were taken at Phase 2A to help increase participation rates of Gatineau residents and businesses for Phase 2B. For example, several organizations in Gatineau were identified and added to the PCG membership, and discussions were held with key stakeholders in Gatineau to encourage and support their efforts to mobilize their communities to participate. As well, more emphasis was placed on communications and promotions of events, as described in Chapter 5 (Consultation) of the Study Design.

All comments received from the public and stakeholders have been given full consideration and have helped guide the development of the Study Design, along with the Canadian Environmental Assessment Act Scoping Report. Issues ranged from the Study Design process to the many considerations of importance to the different communities that participated in the consultation process.

By far the subject most frequently raised related to the evaluation factors and sub-factors. Comments suggested factors and sub-factors that should be included in the comparative analysis or sought clarification in the definition and method of measurement of sub-factors. They raised issues with respect to the natural, social, cultural, and economic environments as well as to transportation and costs. Many of the comments also expressed opinions on how the relative importance, or weighting, of different factors should be set, and the need for the public to be involved in that determination. While weighting will be a task at Phase 2B, the Study Design clearly sets out at Chapter 4 that the public will be consulted on the weighting process (Round 2).

Comments received in relation to the Site Study Areas expressed for the most part a desire for more flexibility in the route alignments to be considered in Phase 2. Notably, variations of the Phase 2A corridors and alignments outside of the Site Study Areas were proposed.

The analysis of comments further revealed that there were concerns regarding the applicability of the federal and provincial EA processes to this project. Generally, comments questioned the determination by the Ontario Ministry of the Environment that the Ontario legislation does not apply to this project. Concern was expressed that the rights of Ontarians would not adequately be protected.

Feedback on the evaluation methodology was mainly concerned about the weighting process. The public also sought assurances that the evaluation method would be fair, transparent and kept free of political and other influences.

Comments on the consultation process requested that consultations be transparent and meaningful. The public expressed concerns that consultations should not be limited to select groups or communities, that all relevant stakeholders should be consulted, and that consultations have the potential to influence project outcomes. Participants also

expressed general support for the Community Value Plan process, although several also sought clarification on the role and influence they would have on the EA Study.

Public consultations have provided valuable input into the Study Design Process and the deliverables of this phase of work, and provided the Consultant Team and Study Partners with valuable insight into the perspectives of the population.

# Appendix A

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## Promotions and Communications





## Appendix B

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### Public Events



## Appendix C

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Public Consultation Group



## Appendix D

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### Community Consultation Groups



## Appendix E

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### Affected Community Groups





# Appendix F

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Online Consultation



## Appendix G

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### Mail, Fax and Email Submissions



## Appendix H

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### First Nations Meeting Minutes





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