



8 June 2011

Francois Lapointe  
Acting Vice President, Capital Planning and Real Asset Management Branch  
National Capital Commission  
202 - 40 Elgin Street  
Ottawa, ON K1P 1C7

**Re: Western LRT Corridor (Bayview to Baseline) Environmental Assessment Study**

Dear Mr. Lapointe,

This acknowledges the receipt of your letter of 3 June 2011, in which you shared the NCC's perspective on the Western Light Rail Transit Corridor, the work completed to date on the Environmental Assessment and Planning study, and your particular concerns regarding the Ottawa River Parkway as a candidate for an LRT rapid transit corridor.

We appreciate the NCC's continued participation and interest in this study. Through your involvement in this study - the study's scope was developed in collaboration with the NCC, and NCC staff are members of the core study team - you have continuously confirmed your commitment to a full evaluation of all western corridor options through a Planning and Environmental Assessment process. We also believe that this process - which includes an incremental approach and a commitment to consultation and full disclosure throughout the duration of the study - has integrity and it is in the best interest of the City and the NCC to see it through. This includes a full analysis of the benefits of Light Rail Transit through this Western corridor to residents and the entire National Capital Region.

In response to your specific concerns, I want to assure you that the City's Transportation Master Plan and Official Plan emphasizes City-building, and both guiding documents focus on transit as a sustainable transportation solution to address the growing needs of the City.

The TMP contains both **primary rapid transit corridors** (to address commuter needs from the suburbs and transit-oriented development at stations) as well as **supplementary transit corridors** (to address localized transit service and to promote transit-oriented development along the corridor) that collectively contribute to the efficient movement of people and ensure the orderly development and growth management of our City. At this time, the TMP shows a northern corridor in the vicinity of the Ottawa River Parkway as the primary rapid transit facility for commuters from the west and southwest, and a southern corridor (depicted as Carling Avenue) as the supplementary transit corridor.

These corridors were never meant as an either or, but rather as two complimentary and important links in our overall transit network. As you are aware, the current study focuses on identifying and developing a **rapid transit** facility from Bayview Station to Baseline Station that will provide a westerly extension of the rapid transit facility coming from the downtown (known as Ottawa's Light Rail Transit project, from Tunney's Station to Blair Station, including a downtown light rail tunnel).

We are unclear if your most recent letter recognizes these study parameters. In particular, your letter focuses a greater importance on the city-building potential of transit - which we certainly recognize as important to any project, but more so to supplementary transit corridors – than the range of other criteria being used to assess the corridor options.

While all options within the study area are still being investigated at this time, we want to remind you that the current assessment of options is focused on identifying the best rapid transit corridor to serve the commuting public while balancing the needs of our communities. This is reflected in the criteria with which they are being evaluated. In addition to the extremely important City-building criteria (promote smart growth, compatibility with adjacent communities, maximize sensitivity to the natural environment), the City is carefully evaluating each of the corridors along other important factors including: the protection of historical, cultural and archaeological resources; creation of successful rapid transit stations; safety; ability to increase ridership, mobility and capacity; sensitivity to the natural environment; and sustainable design best practices. Further, and as with any publicly-funded organization, the City is paying careful attention to costs to ensure good value for taxpayers' investment dollars.

The evaluation of the corridor options is still underway and in our opinion, it is premature at this time to draw conclusions. As we have throughout this study, the City will share the results of this evaluation with the NCC in order to continue our discussion on the best rapid transit corridor for the commuting public and our westerly communities and neighbourhoods.

We look forward to continuing a fruitful collaboration with the NCC on this important project.

Sincerely,

A handwritten signature in cursive script, reading "Nancy B. Schepers", followed by a horizontal line extending to the right.

Nancy Schepers

Cc: Jean-Francois Trepanier, National Capital Commission  
Executive Committee  
John Moser, General Manager, Planning and Growth Management  
Vivi Chi, Manager, Transportation Planning