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Please leave this comment sheet in the appropriate Comment Box. You may also send it by mail to Marley Ransom, PACE Public Affairs and Community Engagement, 302-370 ave. Churchill Ave., Ottawa, ON, K1Z 5C2 or by fax to 613-686-1889.

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Before spending another taxpayer dollar on this study, could I first suggest that the NCC produce a "Regional Transportation Master Plan" that will address all modes of transportation for Ottawa-Gatineau? It should show the major waterway, auto, heavy & light rail, bus transit ways, and the truck routes. It should also show the connections between Highway 50 and Highway 417, which would avoid the downtown core. The transportation routes to the airports at Ottawa, Carp, Gatineau and Rockcliffe should also be visible. The idea of both inter-urban travellers and commuters from outlying communities being able to connect without using their cars should be an objective. The question of the transit connection for the bus depot should be addressed. I believe Mr. O'Brien is suggesting the bus depot be moved to the train station.

One would have to identify the most effective heavy rail and light rail routes that could provide a loop around Ottawa-Gatineau as well as the commuter hubs required to get people out of their cars onto buses, trains or to the airports. Tunnels that are required, as part of this Regional Master plan should be clearly marked.

The issue of an eventual ring road around Ottawa-Gatineau that is outside the Greenbelt must also be addressed. All major urban centres have ring roads and there should be one or two in the future strategic planning for Ottawa-Gatineau. The Frank Kenny Roadway was supposedly built to handle the traffic coming from Montreal to cross the river to link with highway 50. Any part of the Province's strategic planning effort for a ring road should be included.

The public would like to see some due diligence and some strategic planning before proceeding with smaller, disparate projects. The public is paying for a bridge location study, a Greenbelt Master Plan study, a Transit study, and a Light Rail Study. The public wants to see all these studies synchronized within an integrated Regional Transportation Plan.

Please address the lack of a regional strategic plan before there is any further capital outlay of public funds for this project.



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I realize the study team recognizes the importance of meaningful and effective public consultation and dialogue. By reading comments and suggestions in the newspapers, I have collected quite a few. Unfortunately, I am not certain that questions, comments or suggestions from the public actually receive responses. Based on my review of the public input to date, it appears that questions are only aggregated as topics, and responses are often very vague and written in general terms without any opportunity for challenge or rebuttal. I have not yet seen any specific answers to an individual's questions and I find this a major shortcoming for effective public consultation.

Without logical and rational answers to all questions, I am very concerned that the public is being asked to comment on a result that has been predetermined. I would like to know why members of the public are not getting specific responses to valid points, concerns or questions? Secondly, what public consultation appeal mechanism exists should answers prove to be insufficient? Will the consultants or NCC Staff formally answer each question from the public at this point in the process? If not, why not?



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When another bridge becomes necessary in 20 years why not make it a freeway connection in the west end that joins the 417 along March Road with Boulevard des Allumettières directly in Aylmer? Why can't these corridors be identified and protected now for when they are needed in the future. It is essential that no residential settlements are built near them until they are required?

And before either of those freeways are built why not build a route for the O-train running across the Prince of Wales Bridge to a major STO bus stop in the Hull core?



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The owners of Kettle Island, namely the Nature Conservancy of Canada have expressed their concern in a letter to a consultants of Roche-NCE on 2 October 2008. Why have the owners concerns about the potential destruction of an environmentally sensitive area not been highlighted as a consideration to the public? Some people believe the NCC owns Kettle Island which is not the case. Since the mandate of the Nature Conservancy is to protect natural habitats forever for the public, could you please explain why the negative consequences on Kettle Island, just like other areas such as the Greenbelt, have not been discussed?



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Some of these Crossing Corridors, specifically the Kettle Island corridor, will have a significant impact on our Residential Well Water.

The memo from Mr. Swan on 9 Jun 2008 (in the PCS 3 report) indicates that negative impacts on wells were only considered within 50 metres in the vicinity of alternative crossing locations. Any blasting or vibrations will have an impact much further than that.

Based on our own actual experiences with construction during the Montfort Hospital expansion, our well water was contaminated on 2 separate occasions. 1. When the foundations were drilled for a Parking Garage (Distance 70 meters) and 2. When the foundations for the East Wing Extension (Distance 100 meters) were drilled.

The cause of well water contamination was due to vibrations much greater than 50 meters between the well and the point of nearest construction. Either drilling augers, road compactors or ram-hoe machinery can cause e-coli and coli form contamination.

Impacts and contingency plans for well water and aquifers for any future corridor location should therefore consider wells up to a minimum of 500 meters. Geotechnical studies and risks, as well as the liability and contingency plans for loss of well water must be clearly established before any approval is given to this future project.

Please address this concern and confirm that the loss of our well water will be addressed.