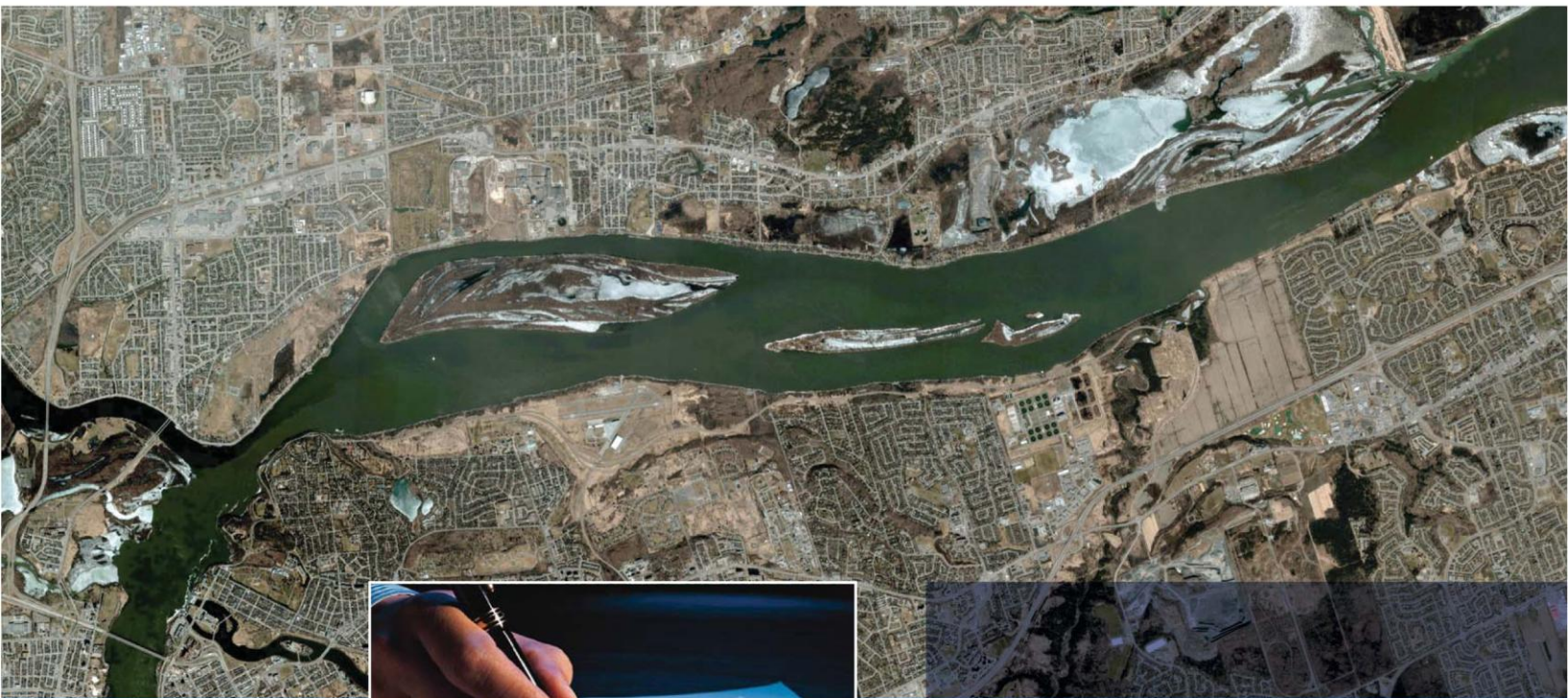




Future Interprovincial Crossings in the National Capital Region Environmental Assessment Study, Phase 2A



Summary Report of Correspondence

January 2010

NCC File No: SC2050

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

Summary Report of Correspondence

Analysis of public comments received October 2008 to September 2009

Final Report

NCC File No : SC2050

AECOM Delcan

Ref : 05-19680

January 2010

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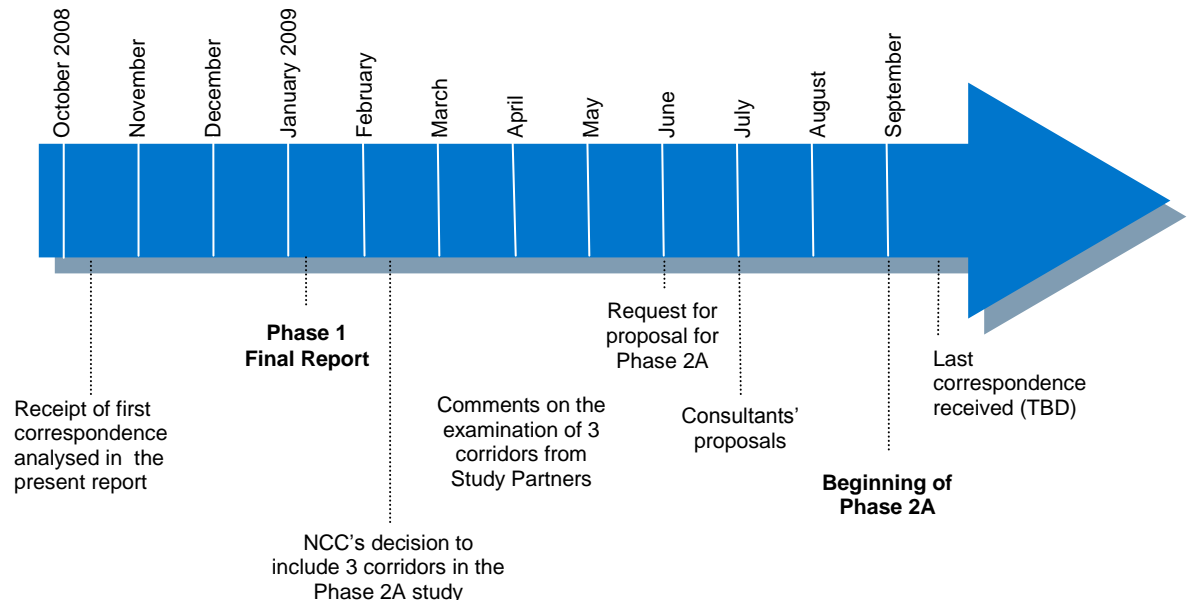
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1 Introduction

This report documents the public comments received between the end of Phase 1 and the commencement of Phase 2A as part of the ongoing Environmental Assessment (EA) Study of the Future Interprovincial Crossings in the National Capital Region (NCR). A timeline of major milestones during this period is presented in Figure 1.1. The final summary report of Phase 1 activities was submitted by Roche NCE on 5 January 2009, while September 2009 marked the commencement of activities of Phase 2A.

Figure 1.1 Timeline of Events



It was decided by the study partners to undertake a two-step approach to Phase 2 for the continuation of the EA Study. Activities for the first step, Phase 2A, include the development of an EA methodology to apply to the three identified interprovincial corridor alternatives. Phase 2B activities will include the comparative environmental assessment of the three corridor alternatives.

This report provides background information from public correspondence, such as their opinion about the previous process, to support the activities of Phase 2A and 2B, notably the development of:

- the public consultation approach to be held during Phase 2A;
- the environmental assessment methodology for Phase 2B work; and,
- the consultation and communications program for Phase 2B.

It also highlights issues that were raised by different stakeholders following the completion of Phase 1 work with respect to the process and outcomes of that work. Stakeholders include interest groups, political officials and members of the general public.

This report begins with a discussion of the methodology employed in the analysis of comments, followed by a presentation of the results of that analysis. Next, a quantitative summary of correspondence is presented to characterize the type and scope of comments received. Finally, the major themes within the correspondence are presented, along with a discussion of the various issues that were raised.

2 Methodology of Analysis

The correspondence analysed within this report was provided by the National Capital Commission (NCC). The contents of each item of correspondence, where information was explicitly written, were entered into an Excel table according to the following categories:

- Date of receipt of correspondence;
- Language of correspondence;
- City of residence;
- Group affiliation or neighbourhood of residence;
- Opinion on whether a crossing should be built;
- Opinion on whether the Kettle Island corridor alternative should be retained; and,
- Major themes (Process, Quality of Life, Traffic Impacts, Costs, Environment, Public Transit and Other).

Each major theme encompasses a range of potential issues. Every issue explicitly raised by a correspondent, irrespective of the stance taken by the correspondent, was categorized in the Excel table under one of the seven major themes. The consultant's judgement was used to categorize the issues raised. For example, if a correspondent expressed concern or asked for clarification regarding the potential effects of a bridge on erosion or water quality, the environment was identified as a major theme. Likewise, if a correspondent expressed support for the selection criteria or results of Phase 1 work, process was identified as a major theme. Many letters raised more than one issue and hence more than one major theme was noted. A more detailed discussion of the issues raised is presented in Section 3 and 4. The Excel table is presented in Appendix A.

The analysis in Section 3 should be reviewed with the understanding that the correspondence examined represents only those opinions expressed from the end of Phase 1 until the beginning of Phase 2. The results of earlier consultation was documented in the Phase 1 Report.

In total, 201 items of correspondence were examined. A review of these messages revealed that identical and unrelated material had been included among the 201 items. The majority of identical items were letters or emails sent by the same correspondent to more than one party. For example, a correspondent may have sent a letter to the NCC as well as to a member of city council, the provincial or federal government. This message was subsequently transmitted to the NCC by the latter parties, resulting in the presence of identical correspondence among the 201 items.

Some messages were also part of a series of communication between the NCC and a member of the public. Such series expressed identical or similar opinions throughout the communication period. Each communication series was treated as one message for the purposes of generating the frequency counts presented in this report. However, the subjects raised throughout the communication series were reviewed and included in a qualitative overview presented in the next section.

Finally, several messages refer to other projects of the NCC that are unrelated to the interprovincial crossings study. These messages were removed from the analysis. A few messages received by the NCC from other agencies did not include the original email or letter from the citizen and therefore the information needed to include these messages in the analysis was missing.

The filtering process to eliminate identical and unrelated material reduced the total number of unique items to 143.

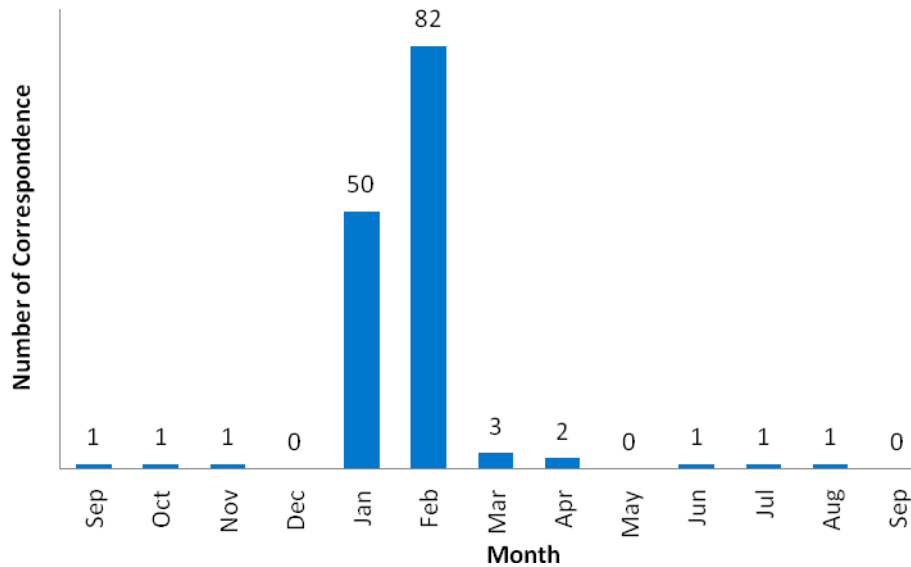
3 Analysis Results

The following section begins with a presentation of quantitative information regarding the origin and content of items received. Next, the frequency of opinions on the necessity of a link and the choice of the Kettle Island corridor is shown. This section continues with a summary of the major themes and issues found in correspondence, the frequency with which they are mentioned, and concludes with a discussion of the results.

3.1 Overview of Correspondence

Among the 143 items of correspondence, 132 were received prior to or on February 13, 2009, the date when the NCC decided to proceed with Phase 2A including the top three scoring corridors in the Roche NCE Phase 1 report. The distribution of correspondence according to the date of receipt by the NCC is presented in Figure 3.1. Note that three messages were received prior to the publication of the Roche NCE Phase 1 report, one in September, one in October and one in November. These messages were in response to the preliminary version of the Roche NCE Phase 1 report, but raised issues that were similar to those raised after the final report and are thus included in this analysis.

Figure 3.1 Distribution of correspondence by date of reception



Among the 143 letters and emails, 121 (85%) were in English while 22 (15%) were in French. A total of 95 (66%) correspondents listed the City of Ottawa as their place of residence or business, nine (6%) listed the City of Gatineau and 39 (28%) gave no address.

Table 3.1 Language of correspondence and place of residence or business

Language of Correspondence	121 (85%) English	22 (15%) French	0 (0%) Other
Place of Residence or business	95 (66%) Ottawa	9 (6%) Gatineau	39 (28%) Not indicated

Table 3.2 presents a list of the various interest groups, affiliations, and neighbourhood of residence found in the correspondence. No values are provided on the occurring frequency of these various groups since 83 of the 143 correspondents, 58%, did not explicitly list an affiliation or neighbourhood of residence.

Table 3.2 Group Affiliation or Neighbourhood of Residence

Group Affiliation
<ul style="list-style-type: none"> • Canadian Aviation Museum • Canadians for Accountability • Cardinal Creek Community Association • City of Ottawa • City of Ottawa councillor - Innes Ward • City of Ottawa councillor - Rideau-Rockcliffe • Common Sense Crossings/Liaisons Raisonables • Community Action for Reasonable Analyses and Decisions (CARAD) • Downtown Rideau Business Improvement Area • Island Park Community Association • Manor Park Community Association • Municipal Affairs Advocate • Nature Conservancy of Canada/Conservation de la nature Canada • Robinson Frères, Transport Spécialisé • Rockcliffe Park Residents Association • StopTheBridge • Ville de Gatineau
Neighbourhood of Residence
<ul style="list-style-type: none"> • Manor Park • Orleans • Rockcliffe • St-Laurent/Ogilvie

3.2 On a Future Interprovincial Link

Among the 143 letters and emails, 98 (69%) were favourable to the development of an interprovincial link. Only two (1%) were specifically opposed to the development of any

link. In the remaining 42 items (30%), no preference was explicitly indicated. With respect to whether a link should be built in the Kettle Island corridor, Corridor 5 of the Roche NCE report, 52 items (36%) were in favour of a Kettle Island corridor option, 67 (47%) were opposed, and 24 (17%) did not indicate a preference (Table 3.3). It should be noted that many of the items of correspondence in opposition to a Kettle Island corridor were not necessarily opposed to a link located in another corridor. Alignments near or in the Greenbelt to the west of Orleans, the location of Options 6 and 7, were often cited as preferred alternatives. An alignment that would also accommodate a ring road around Ottawa was also cited. Correspondents who supported a ring road generally did not believe that the Kettle Island corridor was suitable due to its proximity to the city centre.

Table 3.3 Opinions on a link and its alignment

	Yes	No	Not indicated
On a new interprovincial link	98 (69%)	3 (2%)	42 (29%)
On the Roche NCE recommendation - Kettle Island corridor (Option 5)	52 (36%)	67 (47%)	24 (17%)

3.3 Major Themes and Issues

The type and number of issues raised by correspondence were categorized into 7 major themes (Figure 3.2). Note that some correspondence made reference to more than one major theme. Out of the 143 items of correspondence received:

- 111 (78%) mentioned issues related to process;
- 56 (39%) mentioned issues related to quality of life;
- 43 (30%) mentioned issues related to traffic impacts;
- 33 (23%) mentioned issues related to the environment;
- 15 (10%) mentioned issues related to public transit;
- 8 (6%) mentioned issues related to costs of various alignment alternatives; and,
- 16 (11%) mentioned issues that did not fall into any of the prior themes.

Figure 3.2 A breakdown of issues raised by major theme

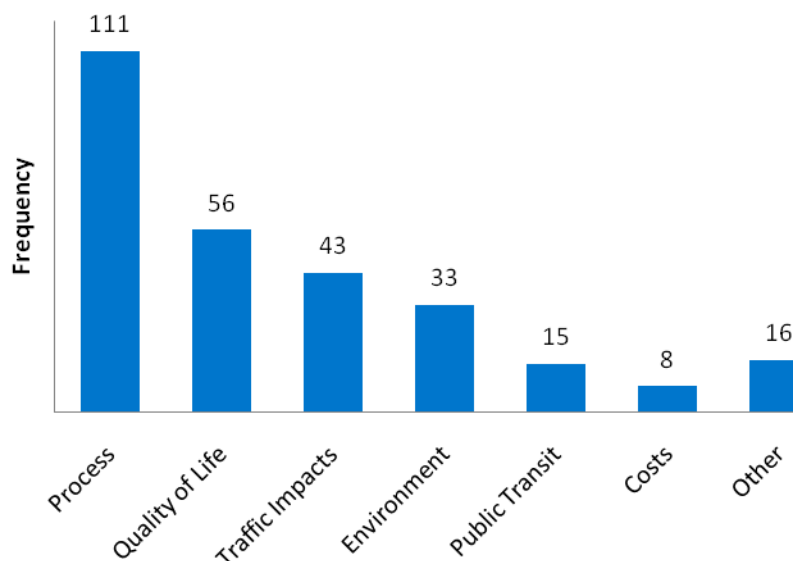


Table 3.4 Summary of themes and major issues

Major Theme	Issues
<p>Process* 111 occurrences (78%)</p>	<ul style="list-style-type: none"> • Phase 2 should pursue Option 5 (Kettle Island) only, as several studies have shown it is the best solution overall for the region. Further analysis of other options would be “a waste of money and time”. • The drawbacks identified for Option 5 could be mitigated in Phase 2, or other options could be considered later on if Phase 2 reveals too many problems with this option. • Phase 2 should consider options other than Kettle Island, as it generates significant controversy. Consideration of less potentially controversial options would accelerate the EA study process due to less public opposition. • The weighting of factors in Phase 1 was not fair: in particular, too much emphasis was placed on technical and cost aspects, and not enough on human and environmental considerations. • Perceived non-objectivity in evaluation of criteria. Specifically, costs of some options were perceived as overestimated, given the fact that monies for construction of some sections of the corridors had already been allocated as part of other projects. • The consultation process seemed pointless to some, in particular because of insufficient treatment of public comments (i.e. response by form letter) and some insensitivity to language and a failure to respond in French during consultations in Gatineau. • There was a lack of transparency and rigorous information in Phase 1 (e.g. the final report erroneously stated that trucks would continue to be allowed on King Edward upon opening of the new link while the OMB had ruled that this would clearly not be allowed). • Certain lobbies have too much weight on the decision making process.

Major Theme	Issues
<p>Quality of Life 56 occurrences (39%)</p>	<ul style="list-style-type: none"> • The proposed options (mostly 5 and 6) would affect the quality of life of whole communities (security, noise, pollution), especially because of the truck traffic. • Kettle Island is the most populated corridor, so the impacts on people's quality of life (health, safety, etc.) would be greater than in the other corridors. • "A bridge should not need to be 'in someone's backyard'", i.e. it should not harm any community. • The impacts on Montfort Hospital operation and expansion plans should be taken into account (improvement of access with Option 5 possible, but problems of vibrations and pollution on health and well-being). • Option 5 would affect several schools located close next to corridor. • Ongoing operation of the RCMP Musical Ride, the Ottawa/Rockcliffe airport and Aviation Museum could be compromised (visitor access, flight path safety, operations of sea planes in the presence of a bridge).
<p>Traffic Impacts 43 occurrences (30%)</p>	<ul style="list-style-type: none"> • Options 6 and 7 would only add to congestion of Highway 174 and the 174/417 interchange. • The proposed options would not solve the trucking problem in downtown Ottawa. • Option 5 fits best in the existing road infrastructure. • Options 6 and 7 are located too far east: people currently using King Edward will not detour so far. • Option 5 would send traffic to Montée Paiement in Gatineau, which is not suited to such traffic.
<p>Environment 33 occurrences (23%)</p>	<ul style="list-style-type: none"> • The proposed options would damage the scenic parkway and numerous recreational areas. • Options 6 and 7 would be harmful to the Greenbelt. • Option 5 would be harmful to the preserved area of Kettle Island. • Options 6 and 7 would be located too close to a natural gas pipe. • A link at Kettle Island may release contaminated sediments into the Ottawa River. • Option 5 may contaminate Gatineau's water intake.
<p>Public Transit 15 occurrences (10%)</p>	<ul style="list-style-type: none"> • Option 5 is not adapted to Ottawa's transit plans and thus will encourage even more use of automobile. • Other corridors than Option 5 would allow for a better connection between the Ottawa light rail at Blair and Gatineau's Rapibus. • The bridge study should be done along with an interprovincial transit strategy, as the two issues are interrelated.
<p>Costs 8 occurrences (6%)</p>	<ul style="list-style-type: none"> • Options 6 and 7 would be more expensive than Option 5, especially with respect to maintenance costs and the cost of building new infrastructure to accommodate the bridge.
<p>Other 16 occurrences (12%)</p>	<ul style="list-style-type: none"> • Lack of overall long-term vision for transportation in the region (e.g. no ring road or bridge to carry light rail). • A link to the west of downtown should be considered.

Major Theme	Issues
	<ul style="list-style-type: none"> • A link near the Gatineau Airport would help its development. • Options 6 and 7 would be more suitable to the future growth patterns, further and further from the city core. • Several options other than Options 5, 6 and 7 were suggested as possible alternatives. • The NCC should have the strongest voice in the decision-making process.

*Correspondence was also received from the Algonquins of Ontario First Nations (AOO) in February 2009, stating that:

“Aboriginal archaeological potential as well as Algonquin aboriginal rights and interests have not been given any meaningful weight in the evaluation criteria utilized in the identification of the preferred alternative, being corridor 5, Kettle Island.(...) The AOO consider this to be a serious flaw in the study process given that all of the potential bridge crossing sites are located within an area currently involved in our Treaty negotiations”.

3.4 Discussion

The analysis shows that among all the correspondence received, there is an imbalance in the amount of correspondence between Ottawa and Gatineau. Some part of this imbalance can be attributed to a proportionally lower population base in Gatineau as compared to Ottawa. It will be an objective of the public consultation approaches, in both Phases 2A and 2B, to reach as many Gatineau residents as possible and to encourage their participation in EA study process.

The analysis revealed that 69% of correspondents were in favour of a new link somewhere in the region, while only 2% were opposed (29% did not indicate an opinion). Recognition that truck traffic should be removed from downtown Ottawa along the King-Edward corridor was often cited as a valid reason for a new link. However, the location of that new link was more contentious as demonstrated by the balance of responses for (36%) and against (47%) the Kettle Island corridor as the alignment of choice (17% did not indicate a preference).

Issues regarding the process of the EA study and quality of life were two predominant themes among correspondents. Many correspondents expressed dissatisfaction with the means in which the corridors were ranked during Phase 1 work. In their view, the emphasis on technical transportation and cost factors, and in the lower weights applied to socio-cultural factors resulted in corridor rankings that placed the top choice in the most heavily populated of all corridors studied. Correspondents felt that this would generate nuisances such as noise, air pollution and vibration, as well as impact scenic landscapes and reduce access to existing recreational areas for many of the region's residents. Some correspondents also expressed dissatisfaction with the NCC for their decision to carry forward three, rather than one corridor into Phase 2. Several correspondents expressed concern that groups who were better skilled in organization and lobbying efforts had unfairly influenced the decision to include three corridors in Phase 2, despite Phase 1 study conclusions.

4 Summary and Conclusions

The analysis of the correspondence received between the end of Phase 1 and the beginning of Phase 2A has found:

- Very few correspondents expressed direct opposition to a new interprovincial link. However, the location of that link was contentious;
- Process and quality of life issues were the two most frequently noted concerns among correspondents;
- Some correspondents felt that too much emphasis was placed on technical factors, rather than socio-cultural and environmental ones;
- Correspondents requested more transparency, fairness, and consideration for public comments for the next steps of the process. In particular, the decision making process was criticized for giving too much voice to lobbies; and,
- More correspondence was received from people residing in Ottawa than in Gatineau.

This analysis has confirmed the importance of the approach taken by the NCC to complete Phase 2 of the study, starting with Phase 2A. This first phase will include the development of an EA study methodology and public consultation approach for Phase 2B in consultation with stakeholders. This analysis also confirmed the importance of fairness and transparency as key principles in all aspects of Phase 2A work.

Appendix A

Items of correspondence

Appendix A Part 1

Item of correspondence	Date of receipt (dd-mm-yy)	City of residence or business	Affiliation or neighbourhood	Expressed opinion on corridor alternative (or other comment)	Main themes 1-Environment 2-Quality of life 3-Circulation 4-Public transit 5-Cost 6-Process 7-Other
9.0009	12-01-09	Ottawa			6
9.0010	12-01-09	Ottawa			2, 6
9.0011	12-01-09	Gatineau			3
9.0012	12-01-09	Ottawa	Manor Park Hill		2
9.0013	12-01-09	Ottawa	Manor Park Hill		2
9.0014	12-01-09	Ottawa			3
9.0015	12-01-09			For a link, but not at Kettle	2
9.0025	14-01-09	Ottawa			3, 6
9.0026	14-01-09	Ottawa	Centertown		3, 6
9.0027	15-01-09	Ottawa			4, 6
9.0028	14-01-09	Ottawa	St-Laurent/Ogilvie area		2
9.0029	14-01-09	Ottawa	Rockcliffe		6
9.0034	18-01-09	Ottawa	Rockcliffe Park Residents Association	For a link, but not at Kettle	6
9.0035	19-01-09	Ottawa		For a link, but not at Kettle	1, 2, 3, 6
9.0036	19-01-09	Ottawa		For a link, but not at Kettle	2, 6
9.0037	19-01-09	Ottawa	Manor Park East	For a link, but not at Kettle	2, 6
9.0040	19-01-09	Ottawa		For a link, but not at Kettle	1, 2, 3, 6
9.0041	19-01-09	Ottawa		For a link, but not at Kettle	1, 2, 3, 6
9.0042	19-01-09	Ottawa	Canadian Aviation Museum		2, 6
9.0043	19-01-09	Ottawa		For a link, but not at Kettle	2
9.0044	19-01-09	Ottawa		For a link, but not at Kettle	1, 2, 3, 6
9.0045	20-01-09				6
9.0046	20-01-09				2
9.0047	20-01-09		Manor Park Community Association		2, 3
9.0049	22-01-09	Ottawa		Already submitted comment see 9.0027	6
9.0050	20-01-09	Ottawa		For a link, but not at Kettle	6
9.0051	20-01-09	Ottawa	StopTheBridge	For a link, but not at Kettle	6
9.0052	20-01-09	Ottawa	Manor Park Community Association	For a link, but not at Kettle	1, 2, 6
9.0053	20-01-09			Same comment as #44	
9.0054	20-01-09				1, 2, 3, 6
9.0055	21-01-09				2, 6

Item of correspondence	Date of receipt (dd-mm-yy)	City of residence or business	Affiliation or neighbourhood	Expressed opinion on corridor alternative (or other comment)	Main themes 1-Environment 2-Quality of life 3-Circulation 4-Public transit 5-Cost 6-Process 7-Other
9.0057	21-01-09	Ottawa		For a link, but not at Kettle	2, 6
9.0057				Same comment as #57 email	
9.0058				Same comment as #57 email	
9.0059	21-01-09			For a link, but not at Kettle	1, 2, 3, 6
9.0060	21-01-09				2, 6
9.0061	21-01-09		Manor Park Community Association		7
9.0064	21-01-09		Transportation Committee of the City of Ottawa	Transportation committee did not receive documentation for review of phase 1 work	7
9.0065				Same comment as #66	
9.0066	21-01-09			For a link, but not at Kettle	2, 4, 6
9.0067	22-01-09		Manor Park		2
9.0068	22-01-09				
9.0069	22-01-09	Gatineau		For a link, but not at Kettle	2
9.0070	22-01-09				3, 6
9.0071	22-01-09	Ottawa	Orleans	For a link, but one that is located far from the city centre and residential areas.	2, 3
9.0073	23-01-09				4, 6
9.0075	23-01-09		Downtown Rideau BIA	Clarification letter	6
9.0076	26-01-09		Community Action for Reasonable Analyses and Decisions (CARAD)		6
9.0077				Same comment as #76	
9.0078	26-01-09				6
9.0079	26-01-09				6
9.0082	26-01-09				7
9.0083	25-01-09			For a link, but not at Kettle	2, 3
9.0085	26-01-09	Ottawa		For a link, but not at Kettle	2, 4, 6
9.0086	26-01-09				4, 7
9.0092				Study 3 top corridors	
9.0093				Study 3 top corridors	
9.0099	02-02-09	Ottawa		For a link, but not at Kettle	2, 6
9.0103	02-02-09	Ottawa			6
9.0104				Same comment as #103	
9.0111				Same comment as #103	
9.0115	08-02-09				
9.0116				Same comment as 117	
9.0117	06-02-09			Supports Kettle corridor	2, 5

Item of correspondence	Date of receipt (dd-mm-yy)	City of residence or business	Affiliation or neighbourhood	Expressed opinion on corridor alternative (or other comment)	Main themes 1-Environment 2-Quality of life 3-Circulation 4-Public transit 5-Cost 6-Process 7-Other
9.0118	09-02-09	Ottawa		For a link, but not at Kettle	6
9.0119	09-02-09	Ottawa	StopTheBridge		6
9.0120	09-02-09	Ottawa		For a link, but not at Kettle	2, 6
9.0121	09-02-09				6
9.0122	09-02-09				6
9.0123	09-02-09			No bridge (prior correspondence #115)	
9.0125	09-02-09	Ottawa	Rockcliffe	For a link, but not at Kettle	2, 6
9.0127	10-02-09				6
9.0128				Same comment as #127	
9.0129	09-02-09		Island Park Community Association	Need fair study of the location of a new link	2, 4, 6
9.0131				Same comment as #117	
9.0132	11-02-09				6
9.0133	11-02-09	Ottawa	Orleans		2, 6
9.0134	10-02-09	Ottawa			6
9.0135				Same comment as 09.0134	
9.0136	10-02-09	Ottawa			6
9.0137	10-02-09	Ottawa	Orleans		6
9.0138	10-02-09	Ottawa	Orleans		6
9.0139	11-02-09	Ottawa	Orleans		6
9.0140	11-02-09	Ottawa	Orleans		6
9.0141	11-02-09	Ottawa			6
9.0142	10-02-09	Ottawa	Orleans		1
9.0143				Same comment as 9.0137	
9.0144	11-02-09	Ottawa			6
9.0145	11-02-09	Ottawa	Manor Park Community Association	For a link, but in a corridor other than the ones proposed in the study	4, 6
9.0146	10-02-09	Ottawa	Orleans	For a link at Kettle, against a link at Lower Duck Island	2, 3, 6
9.0147	11-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0148	10-02-09	Ottawa		For a link at Kettle	6
9.0149	10-02-09	Ottawa		Against a link at Kettle	1, 2, 3, 7
9.0150	11-02-09	Ottawa		For a link at Kettle	1, 2, 3, 6, 7
9.0151	12-02-09	Ottawa	Orleans (Convent Glenn)	If there is to be a bridge, in favour of Kettle Island	3, 4, 6, 7
9.0151					
9.0152	11-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0153	11-02-09	Ottawa	Canadians for Accountability		6
9.0154	11-02-09	Ottawa	Rockcliffe	Against a link at Kettle	1, 2, 3, 6

Item of correspondence	Date of receipt (dd-mm-yy)	City of residence or business	Affiliation or neighbourhood	Expressed opinion on corridor alternative (or other comment)	Main themes
					1-Environment 2-Quality of life 3-Circulation 4-Public transit 5-Cost 6-Process 7-Other
9.0155	11-02-09	Ottawa	Orleans	For a link at Kettle	1, 2, 3, 6
9.0156	10-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0157	10-02-09	Ottawa	Orleans	Against a bridge west of Orleans	1, 2, 3
9.0159	10-02-09			Same letter as 09.0132	1, 2, 3, 6
9.0160	11-02-09	Ottawa	Orleans (Convent Glenn)	For a link at Kettle	3, 6
9.0161	12-02-09	Ottawa	Orleans (Convent Glenn)	For a link at Kettle	6
9.0162	12-02-09	Ottawa	Cardinal Creek Community Association	For a link at Kettle	1, 2, 4, 5, 6
9.0163	12-02-09	Ottawa	Orleans	For a link at Kettle	1, 3, 6
9.0164	12-02-09			For a link at Kettle	3, 5, 6
9.0165	12-02-09	Ottawa	Orleans	For a link at Kettle	1, 6, 7
9.0166				Same comment as 09.0164	
9.0167	12-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0168				Same comment as 09.0163	
9.0169	12-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0170	11-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0171	12-02-09	Ottawa		For a link, but not at Kettle	1, 2, 4, 6
9.0172				Same comment as 09.0167	
9.0173	12-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0178	11-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0179	12-02-09	Ottawa		For a link, but not at Kettle	2, 3, 4, 6, 7
9.0181	12-02-09	Ottawa		For a link, but not at Kettle	1, 3, 4, 6, 7
9.0184				Same comment as 09.0145	
9.0185	12-02-09			For a link at Kettle	6
9.0186	12-02-09	Ottawa		For a link, but not at Kettle	2, 6
9.0187	12-02-09	Ottawa		Against any option including Lower Duck	1, 3, 7
9.0188				Same comment as 09.0187	
9.0189	12-02-09	Ottawa		For a link at Kettle	2, 3, 6, 7
9.0193	12-02-09	Ottawa		Against a link at Kettle	1, 2, 3, 6
9.0194	12-02-09	Ottawa		Against a link at Kettle	4, 6, 7
9.0203	16-02-09	Ottawa	Downtown Rideau BIA	Correspondence #75 #410	
9.0205	12-02-09	Gatineau	Robinson Frères, Transport Spécialisé	For a link at Kettle	3
9.0207	13-02-09			Against options 6 and 7	1
9.0215	12-02-09	Ottawa	Orleans	Against options 6 and 7	1, 2, 6
9.0216	12-02-09	Ottawa	Orleans	For a link at Kettle	1, 2, 3, 6
9.0225	13-02-09	Ottawa	Orleans	For a link at Kettle	6

Item of correspondence	Date of receipt (dd-mm-yy)	City of residence or business	Affiliation or neighbourhood	Expressed opinion on corridor alternative (or other comment)	Main themes 1-Environment 2-Quality of life 3-Circulation 4-Public transit 5-Cost 6-Process 7-Other
9.0228	12-02-09	Ottawa	Orleans	For a link at Kettle	1, 3, 6, 7
9.0231	11-02-09	Ottawa	Ottawa City Councillor - Innes Ward	For a link at Kettle	6
9.0232	12-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0233	13-02-09	Ottawa	City of Ottawa councillor - Rideau-Rockcliffe		6
9.0234	11-02-09	Ottawa	Orleans	For a link at Kettle	1, 2, 3, 5, 6
9.0236	12-02-09	Gatineau		Against a link at Kettle	2, 5
9.0237	12-02-09			For a link at Kettle	6, 7
9.0238	12-02-09	Ottawa		Against a link at Kettle	1, 2, 3, 4, 6
9.0239	12-02-09			For a link at Kettle	6
9.0241	12-02-09			For a link at Kettle	1, 3, 5, 6
9.0243				Same comment as 9.0162	
9.0245	12-02-09	Ottawa		Against a link at Kettle	2, 6
9.0247	12-02-09			For a link at Kettle or other alternatives	6
9.0248	12-02-09	Ottawa	Orleans	For a link at Kettle	6
9.0252	12-02-09				6
9.0253	12-02-09	Ottawa		For a link at Kettle	1, 3, 5, 6
9.0254	11-02-09	Ottawa		For a link at Kettle	6
9.0256	15-02-09	Ottawa			6
9.0259				Same comment as 9.0154 (report attached)	
9.0260				Same comment as 09.0185	
9.0261	12-02-09	Gatineau		For a link, but not at Kettle	1, 2, 3, 6
9.0268	20-02-09	Ottawa	Municipal Affairs Advocate	Prior correspondence #86	6, 7
9.0279	27-02-09	Ottawa		For another link	2, 7
9.0283	27-02-09	Gatineau	Ville de Gatineau		6
9.0288				Unrelated - Chaudière falls	
9.0291	04-03-09	Gatineau			6
9.0292				Unrelated - Prince of Wales Bridge	
9.0293	13-02-09	Gatineau			6
9.0314	16-03-09	Ottawa	Ottawa City Council		6
9.0316	16-03-09		Cardinal Creek Community Association	Prior correspondence #162, #243	1, 2, 6
9.0317	16-03-09			Advocates for aboriginal centre on Victoria island	
9.0318	05-03-09	Ottawa	Manor Park Community Association	Correspondence #61, #184, #409 #629	6
9.0323	04-11-08	Ottawa			
9.0345				Letter from the Mayor of Gatineau 16 Feb 2009 missing	

Item of correspondence	Date of receipt (dd-mm-yy)	City of residence or business	Affiliation or neighbourhood	Expressed opinion on corridor alternative (or other comment)	Main themes 1-Environment 2-Quality of life 3-Traffic 4-Public transit 5-Cost 6-Process 7-Other
9.0347				Same comment as #314	
9.0349	02-04-09	Ottawa			1, 3, 5, 6
9.0351				Unrelated - light rail in western side of city	
9.0354	06-04-09		Common Sense Crossings/Liasons Raisonables		6
9.0356				Same comment as #129	
9.0356				Same comment as #129	
9.0409	21-04-09	Ottawa	Manor Park Community Association	Correspondence #61, #184, #318, #629	6
9.0410	20-04-09		Downtown Rideau BIA	Correspondence #75 #203	
9.0428				Same comment as #349 - same ideas but reinforces points previously stated	
9.0454	04-08-09				6
9.0482	05-06-09	Ottawa		For a link but not kettle	3
9.0483	10-10-08		Nature Conservancy of Canada / Conservation de la nature Canada		1, 6
9.0492	17-07-09	Ottawa		For a link but not Kettle	3, 4
9.0539	04-08-09			Related to correspondence #454	
9.0629	16-09-09	Ottawa	Manor Park Community Association	Correspondence #61, #184, #318, #409	6
9.0636					
9.0667	20-02-09	Ottawa	Orleans	No bridge	2, 3
NK MTO	26-01-09	Ottawa		For a link, but not at Kettle	1, 2, 3, 6
SH MTO	29-01-09	Ottawa		For a link, but not at Kettle	1, 2, 3, 6
AS MTO	04-03-09	Gatineau			7
BO MTO				Same comment as #151	
BS MTO				Same comment as #132	
DL MTO				Correspondence received prior 9.0145	
AS MTO				Same comment as 9.0117	
JJ MTO				Letter from citizen missing	
JG MTO				Same comment as 9.0123	
LJT MTO				Same comment as 9.0146	
MSAC MTQ				Letter from citizen missing, only response from MTQ	
KEALRS NCC					
PIK NCC					
BP Transport Canada Marine					

Appendix A Part 2

Item of correspondence	Summary of Issues
9.0009	Were weighting factors fair and justifiable?
9.0010	<ol style="list-style-type: none"> 1. Kettle Island should not be the only site considered - it is the longest of routes and the most expensive one. 2. Kettle passes through the most heavily populated area of all sites considered.
9.0011	Other studies from Quebec and Europe found that ring roads were preferable. Why is there the desire to centralise towards the city centre of Ottawa?
9.0012	<ol style="list-style-type: none"> 1. Truck and commuter traffic would destroy the quality of life. 2. Manor Park Hill is a treasure for the city. 3. Would bring the traffic close to hospital and national aviation museum.
9.0013	<ol style="list-style-type: none"> 1. How will NCC compensate for loss of property values? 2. Will NCC pay for noise abatement? 3. Will NCC compensate the First Nations and the RCMP?
9.0014	Aviation Parkway should stay a Parkway.
9.0015	Build a ringroad instead of Kettle Island Bridge, which would destroy the neighbourhood.
9.0025	<ol style="list-style-type: none"> 1. Supports the process of selection and the recommendations of Phase 1 report. 2. The selection of Kettle is for greater good, build the bridge to alleviate downtown traffic.
9.0026	<ol style="list-style-type: none"> 1. Supports P. Hyde's comments : wrong selection criteria, wrong weighting (more focused on impacts on people, less on environment and costs). 2. Insufficient consideration of Montfort Hospital expansion. 3. NCC Parkways are not for truck traffic.
9.0027	<ol style="list-style-type: none"> 1. A solution must be found that reconciles the need for transportation with the need to respect for the environment, quality of life and beauty of the region. 2. Public transit needs to be encouraged. 3. Poor weighting of criteria.
9.0028	<ol style="list-style-type: none"> 1. Would destroy the quality of life being built in the neighbourhood. 2. Would destroy the scenic views of the river. 3. There are traffic safety concerns at Aviation Parkway and Ogilvie Rd.
9.0029	<ol style="list-style-type: none"> 1. Wrong selection criteria, wrong weighting (place more weight on impacts on people, less on environment and costs). 2. Montfort Hospital expansion would be affected. 3. NCC Parkways should not be for truck traffic.
9.0034	<ol style="list-style-type: none"> 1. It would disrupt the quality of life of the area. 2. Montfort Hospital expansion would be affected. 3. Wants options 6+7 also to be considered in going forward, Ottawa City Council supports this.
9.0035	<ol style="list-style-type: none"> 1. Truck and commuter highway would be located along the most heavily populated corridor of all options studied, affecting quality of life and homes. It would not be encouraging for bicycling and pedestrians. 2. Aviation museum and RCMP Musical ride stables would be affected. 3. Would affect Montfort Hospital. 4. Would generate a loss of recreational space and parkland along Aviation parkway. 5. It would negatively impact Kettle Island, owned by Nature Conservancy of Canada. 6. Consider other alignment, Kettle is not actually the cheapest option, important detailed impacts were excluded from consideration.
9.0036	<ol style="list-style-type: none"> 1. Would generate increased traffic through established neighbourhoods. 2. Thought consultant method for selecting criteria was good, but the weighting system was poor (traffic and costs were valued above people!) 3. Felt like the consultants were going through the motions and lecturing rather than listening. 4. Support the evaluation of top 3 in Phase 2.
9.0037	<ol style="list-style-type: none"> 1. No adequate weight for effects on community or number of residents (quality of life, impact on schools, daycares, colleges and churches). 2. Montfort Hospital would be affected. 3. Kettle does not respect the City of Ottawa Official Plan for Aviation Parkway. 4. Supports the consideration of other options. 5. Other options have shorter distances to highways and will affect less people.
9.0040	<ol style="list-style-type: none"> 1. Truck and commuter highway would be located along the most heavily populated corridor of all options studied, affecting quality of life and homes. It would not be encouraging for bicycling and pedestrians. 2. Aviation museum and RCMP Musical ride stables would be affected. 3. Would affect Montfort Hospital. 4. Would generate a loss of recreational space and parkland along Aviation parkway. 5. Would negatively impact the environmentally sensitive Kettle Island, owned by Nature Conservancy of Canada. 6. Consider other alignment, Kettle is not actually the cheapest option, important detailed impacts were excluded from

Item of correspondence	Summary of Issues
	consideration. 7. Would bring additional congestion at 417\174 split due to additional cars from Quebec.
9.0041	1. Truck and commuter highway would be located along the most heavily populated corridor of all options studied, affecting quality of life and homes. It would not be encouraging for bicycling and pedestrians. 2. Aviation museum and RCMP Musical ride stables would be affected. 3. Would affect Montfort Hospital. 4. Would generate a loss of recreational space and parkland along Aviation parkway. 5. Would negatively impact the environmentally sensitive Kettle Island, owned by Nature Conservancy of Canada. 6. Consider other alignment, Kettle is not actually the cheapest option, important detailed impacts were excluded from consideration. 7. Does not address the transportation needs of the 21st century - public transit and future growth outside of the core.
9.0042	1. A highway would compromise the operations of the Rockcliffe Airport runway, as well as the viability of the museum, the Rockcliffe Flying Club, and the water landings. 2. Would affect visitor access to the museum. 3. Museum and Board of Trustees of the Canada Science and Technology Museum Corporation were not given proper opportunity to participate in any discussions with expert consultants - want to participate in round 2 to determine whether satisfactory mitigation measures can be developed for the operation of the museum.
9.0043	1. Would affect the operations of Aviation museum and Rockcliffe Aerodrome. 2. Would affect the NCC Parkway.
9.0044	1. Truck and commuter highway would be located along the most heavily populated corridor of all options studied, affecting quality of life and homes. It would not be encouraging for bicycling and pedestrians. 2. Aviation museum and RCMP Musical ride stables would be affected. 3. Would affect Montfort Hospital. 4. Would generate a loss of recreational space and parkland along Aviation parkway. 5. Would negatively impact the environmentally sensitive Kettle Island, owned by Nature Conservancy of Canada. 6. Consider other alignment, Kettle is not actually the cheapest option, important detailed impacts were excluded from consideration. 7. Does not address the transportation needs of the 21st century - public transit and future growth outside of the core.
9.0045	Believes the study was reverse engineered.
9.0046	1. Would negatively impact people, family residences. 2. Would impact the RCMP musical ride and the Aviation museum. 3. Would affect Montfort Hospital. 4. Would create an environmental hazard. 5. Would affect the Rockcliffe parkway bordering the Ottawa river.
9.0047	1. Would degrade the scenic Aviation parkway, and spoil recreational use. 2. Would compromise the RCMP musical ride and the Aviation Museum. 3. There are health and safety concerns from trucks and noise, air pollution, accidents and toxic spills, trucks would share route with other users, which is dangerous. 4. Would degrade the residents' quality of life.
9.0049	Bad weighting - too much on technical and cost aspects, not enough on environmental aspects.
9.0050	1. The preliminary report was made public, but no response was given by the consultants and no change was made to the final report so the process of consultation seemed pointless. 2. Problem with weighting of criteria (too technical).
9.0051	Not enough weighting on cultural factors.
9.0052	1. Would move the truck route from one populated area to another. 2. Build the bridge as soon as possible but do not affect communities. 3. Hospital and institutions would be affected. 4. Remove the Kettle Island option to be less disruptive to quality of life and property values. 5. Removing the Kettle option would decrease protests and speed up the process and reduce the process costs. 6. Kettle Island should be preserved for environment and First nations. 7. Would preserve the NCC Scenic parkway on Aviation.
9.0053	
9.0054	1. Would affect the quality of life for neighbouring residents. 2. There are concerns about safety at intersections crossing the Aviation Parkway. 3. Would affect the hospital, the RCMP ride and the aviation museum. 4. The weighting was improper. 5. It would negatively affect Kettle Island environmentally. 6. The 417 westbound exit to St. Laurent Boulevard N will be closed.
9.0055	1. Would affect the quality of life for citizens, cause noise, air pollution, property values' decrease. 2. Would impact Montfort Hospital. 3. Would impact the scenic Aviation parkway and Rockcliffe Parkway. 4. Reexamine the criteria used in the evaluation. 5. The report was short sighted with no regard for long term consequences.

Item of correspondence	Summary of Issues
9.0057	<ol style="list-style-type: none"> 1. Would affect the quality of life of residential neighbourhoods. 2. Improper weighting of criteria. 3. The problem should not be about solving Gatineau commuter problems, but about rerouting truck traffic from downtown Ottawa.
9.0058	
9.0059	<ol style="list-style-type: none"> 1. Truck and commuter highway would be located along the most heavily populated corridor of all options studied, affecting quality of life and homes. It would not be encouraging for bicycling and pedestrians. 2. Aviation museum and RCMP Musical ride stables would be affected. 3. Would affect Montfort Hospital. 4. Would generate a loss of recreational space and parkland along Aviation parkway. 5. Would negatively impact the environmentally sensitive Kettle Island, owned by Nature Conservancy of Canada. 6. Consider other alignment, Kettle is not actually the cheapest option, important detailed impacts were excluded from consideration.
9.0060	<ol style="list-style-type: none"> 1. The scenic beauty of Rockcliffe Parkway will be affected by traffic. 2. The study needs more consideration of aesthetics.
9.0061	<ol style="list-style-type: none"> 1. Claim of overwhelming public opposition to Roche-NCE report. 2. City of Ottawa's position has changed since the report was released, two City of Gatineau councillors are opposed. 3. Montfort Hospital administration is opposed to Kettle.
9.0064	
9.0065	
9.0066	<ol style="list-style-type: none"> 1. Diesel emissions would be farther away from the population in corridors farther east. 2. Other corridors would allow the extension of light rail transit from Blair station to STO Rapidbus in Gatineau, the Kettle corridor would bring the STO buses to St-Laurent via Parkway along Ogilvie, which is currently congested. 3. Roche NCE report gives insufficient consideration of health impact zone (air pollution). 4. Choosing another corridor will allow the evaluation to go farther because there will be less opposition. 5. The decision criteria and weights were not set correctly (should have also considered LRT, inability to mitigate diesel particulate emissions). 6. Roche NCE report does not consider ban on trucks along King Edward, and displacement of multi-modal freight hub to Gatineau airport, no LRT over the bridge.
9.0067	<ol style="list-style-type: none"> 1. Would destroy the quality of life, with air and noise pollution. 2. Would affect Montfort Hospital. 3. Would affect the scenic parkways as entry points into the city. 4. Would affect the environment of Kettle Island. 5. The weighting was flawed, favours automobile.
9.0068	<ol style="list-style-type: none"> 1. The CCN is not fulfilling its role in protecting and beautifying the region. 2. Would affect Montfort Hospital, the RCMP musical ride and the Aviation museum. 3. Build a bridge to the east to encourage development there, and where there are no residential developments yet.
9.0069	<ol style="list-style-type: none"> 1. The Kettle corridor is the most populated, so it would affect the quality of life, with air pollution and noise. 2. Kettle corridor would harm a place where cycling and walks are encouraged. 3. Would affect the hospital, the RCMP ride and the aviation museum. 4. Expropriations would be necessary on Montée Paiement, Gatineau. 5. A crossing near Gatineau airport will help its development.
9.0070	<ol style="list-style-type: none"> 1. What will be the consequences for the St-Laurent/417 interchange, the access to St-Laurent shopping centre and the transit hub? 2. Unhappy with the treatment of comments sent after January 12 presentation of Phase 1 by NCC (form reply).
9.0071	<ol style="list-style-type: none"> 1. This corridor is located far from residential neighbourhoods and downtown. 2. Lack of long term vision by the NCC. 3. The chosen solution should alleviate traffic on both sides of the river and remove trucks from downtown Ottawa.
9.0073	<ol style="list-style-type: none"> 1. Failure by consultant to take into account environmental and cultural concerns. 2. No long term vision for transportation in the region considered by consultant (like ring road or bridge to carry light rail).
9.0075	Roche NCE report erroneously considers that trucks continue to be allowed on King-Edward upon the opening of the new interprovincial link - this is not the case according to OMB ruling in 1999.
9.0076	Two other corridors should be carried forward into Phase 2 by a different consultant with stronger public consultation credentials, more legitimacy and transparency in the treatment of public concerns.
9.0077	
9.0078	<ol style="list-style-type: none"> 1. Roche NCE report erroneously considers that trucks continue to be allowed on King-Edward upon the opening of the new interprovincial link - this is not the case according to OMB ruling in 1999. 2. The project will be faster with other options since there is no public opposition there. 3. Wants one or two other options studied.
9.0079	<ol style="list-style-type: none"> 1. Insufficient treatment of public comments, the public consultation process was not seen as legitimate, but disrespectful of the public. 2. Weighting of criteria were based more on technical grounds.
9.0082	<ol style="list-style-type: none"> 1. Claim of overwhelming public opposition to Roche-NCE report.

Item of correspondence	Summary of Issues
	2. City of Ottawa's position has changed since the report was released, two City of Gatineau councillors are opposed. 3. Montfort Hospital administration is opposed to Kettle.
9.0083	1. Kettle Island is the worst solution because it will build a truck route through an urban environment. 2. Long term careful and respectful urban planning is needed on the part of the NCC.
9.0085	1. Include other options in phase 2. 2. The Kettle corridor is the least favourable for public transit. 3. Improper weighting, not enough consideration of human factors. 4. The Truck route would go through a populated area with Kettle.
9.0086	1. Advocates for the use of rail or completion of Highway 50 as alternatives for the freight in the region. Rail would decrease wear on roads. 2. Advocates Masson-Angers-Cumberland as the best solution - many reasons are provided in correspondence. 3. Move federal public sector jobs to Gatineau near corridor 10 as promised by politicians. 4. Consider existing VIA line for commuter rail service.
9.0092 MTQ	
9.0093 MTO	
9.0099	1. Wrong weighting of criteria 2. Would affect the hospital, the RCMP ride and the aviation museum. 3. Pollution and spill over traffic for area residents. 4. Consider other three options, remove Kettle Island corridor from consideration. 5. Consider ring road in long term planning, which Kettle corridor is not suited for.
9.0103	1. Roche NCE report is legitimate and they support their recommendation - it will get trucks out of downtown. 2. Kettle will catch more commuters who normally use King Edward - commuters would not have to detour too far east. 3. NIMBY attitudes by Manor Park and Rockcliffe are detrimental to the rest of the city. 4. Believes that negative effects of Kettle corridor can be mitigated.
9.0104	
9.0111	
9.0115	Request for information regarding traffic analysis of Kettle corridor.
9.0116	
9.0117	1. Corridor 7 + 8 will worsen traffic for Orleans and hwy 174, Montreal, Ogilvie, Blair and the quality of life for east Ottawa residents. 2. The costs of the study would increase with the study of two other corridors. 3. Option 7 would affect the quality of life, and the recreation spaces for Convent Glen and Orleans residents. 4. The scenic views of the river would be disrupted by option 7.
9.0118	Supports addition of Lower Duck route to further study due to the lack of urban settlement or other institutions.
9.0119	1. Roche-NCE report makes technical recommendation, not one that is overall best for region. 2. The citizens of the region must be considered as primary stakeholders. 3. The weighting was on factors on technical and cost elements, whereas the citizens had completely different weighting - claim that citizen weighting was ignored. 4. Further assessment must take greater account for impact on communities, usage of public transit, and stimulation of economic development.
9.0120	1. There was not enough weight on community values. 2. Options 6 + 7 are very close to 5, and would score higher if the community impact was taken into account.
9.0121	1. Roche-NCE report is technical recommendation, not one that is overall best for the region. 2. NCC CEO comments about now or never infuriating. 3. The weighting criteria are wrong. 4. Would affect Montfort Hospital, the RCMP and the Aviation museum. 5. Perception that Kettle corridor was preferred from the beginning.
9.0122	Consider other options other than Kettle, given the \$500-million cost of building the bridge.
9.0123	Complete A-50 to keep trucks in Quebec.
9.0125	1. The analysis of Roche-NCE report was detailed. 2. Improper weighting. 3. Perceived bias: believes that Kettle was selected as choice before Roche NCE study. 4. Would affect the quality of life, with air pollution, health effects on elderly and school children in close proximity to Aviation Parkway.
9.0125	The analysis of Roche-NCE report part 2 was detailed.
9.0127	1. Consider two other options in Phase 2. 2. Consider social, economic, transportation and environmental impacts in weighting in Phase 2.
9.0128	

Item of correspondence	Summary of Issues
9.0129	<ol style="list-style-type: none"> Concerns about large volumes of traffic in the neighbourhood. Wants a west side option explored, perceived that the west side option was excluded because of community opposition and NIMBY, but not a good reason. NCC has no vision on transportation outlook, including interprovincial transit strategy.
9.0131	
9.0132	<ol style="list-style-type: none"> Do not study options other than Kettle, too much time and money would be wasted on finding another corridor when Kettle has been shown to be best more than once. Do not want to give perception that one community has more power than another because they are more vocal.
9.0133	Do not study options other than Kettle, option s in Orleans west would affect the quality of life.
9.0134	Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.
9.0135	
9.0136	"No other option but Kettle Island makes sense": it is the best solution given the existing corridors, and also regarding costs, traffic and pollution.
9.0137	<ol style="list-style-type: none"> Only the Kettle Island alternative should be retained and project should proceed with environmental evaluation. Stop spending time and money on studying three alternatives. Corridor 6 (Lower Duck Island) should not be considered (cost, noise, nuisances to the community, etc.).
9.0138	<ol style="list-style-type: none"> Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. Study participants demonstrated great professionalism and carried out the study rigorously.
9.0139	Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.
9.0140	Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.
9.0141	<ol style="list-style-type: none"> Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. This solution has been sufficiently approved and the other proposed corridors would create traffic problems, notably in Orleans.
9.0142	Building a bridge in the Kettle Island or Duck Island areas could free contaminated sediment and risk heavily polluting the Ottawa River
9.0143	
9.0144	<ol style="list-style-type: none"> Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. The inconveniences identified for Kettle Island can be mitigated in Phase 2.
9.0145	<ol style="list-style-type: none"> A link between Lower Duck Island and Beauchamp would bring the advantages of Kettle without the drawbacks. "It should be examined as a viable alternative solution". This link would be located further from the city centre (in the Greenbelt) and thus would fit better with the regional development beyond the Greenbelt. It would improve traffic and access to the main regional services and infrastructure, especially to interprovincial public transit. Would have the "least impact on health and safety of people of any corridor by significant amount". Would generate "no removal of a scenic parkway". "No hospital affected". This option "preserves Kettle Island as a nature reserve". The cost would not be greater than that of the cheapest options.
9.0146	<ol style="list-style-type: none"> Orleans could not handle the increase in traffic that a bridge at Duck Island would generate. A bridge at Duck Island would increase the noise level and would remove green spaces. Kettle Island should be the only considered solution.
9.0147	"As detailed in the consultant report Kettle Island is the best option and no more options should be added at this point."
9.0148	<ol style="list-style-type: none"> Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. Interest groups should not be allowed to prevent the construction of a bridge at Kettle, which is the best alternative.
9.0149	<ol style="list-style-type: none"> Instead of solving trucking problems in downtown, a bridge at Kettle Island would add a second truck route to downtown. Kettle Island corridor is the most populated among all corridors studied, and would generate high levels of noise and vibrations for the community. The water supply for Gatineau could be contaminated It would disrupt recreational spaces and paths around Rockcliffe. It would affect the protected character of Kettle Island. Increase in traffic in residential zones would endanger pedestrians and cyclists.
9.0150	<ol style="list-style-type: none"> Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. The two Duck Island options make an illogical detour and will send traffic into already saturated infrastructure. These two corridor alternatives will cause more noise and pollution.

Item of correspondence	Summary of Issues
	<p>4. These two corridors would harm a sensitive environment.</p> <p>5. These two corridors pass too close to a gas pipeline.</p>
9.0151	<p>1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. The advantage of Kettle Island has been sufficiently demonstrated.</p> <p>2. A bridge at Duck Island will, unlike a bridge at Kettle Island, concentrate rush hour traffic.</p> <p>3. These two options pass too close to a gas pipeline.</p> <p>4. Other measures would make the construction of a bridge unnecessary: public transit, completion of A50 to Montreal, etc.</p>
9.0152	<p>1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.</p> <p>2. The inconveniences identified for Kettle Island can be mitigated in Phase 2.</p>
9.0153	<p>1. There was a lack of transparency, responsibility and public consultation in the Phase 1 study.</p> <p>2. Weighting of criteria in Phase 1 is debatable, and the study should be redone by allotting more weight to human factors.</p>
9.0154	<p>1. The choice of Kettle Island as the best option was based on insufficient information (notably concerning impacts on communities, local commerce, and environmentally sensitive zones).</p> <p>2. A lack of rigour and integrity was inherent in the Phase 1 study led by Roche (the Kettle Island bridge was chosen 18 months prior to the submission of the final report).</p> <p>3. A bridge at Kettle Island will affect a school and hospital.</p> <p>4. Truck traffic will affect 100 000 people and generate pollution.</p> <p>5. Environmentally sensitive zones were not sufficiently taken into account in Phase 1 report.</p>
9.0155	<p>1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.</p> <p>2. The inconveniences identified for Kettle Island can be mitigated in Phase 2.</p> <p>3. Interest groups should not be allowed to prevent the construction of a bridge at Kettle, which is the best alternative, and which has been discredited and reconsidered several times.</p> <p>4. The two Duck Island corridors will greatly affect the natural environment of the Greenbelt.</p> <p>5. Pollution, noise, safety concerns due to traffic, elimination of recreational spaces will lower the quality of life for communities.</p>
9.0156	<p>Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.</p>
9.0157	<p>A bridge west of Orleans would create noise, pollution and congestion for all inhabitants of Orleans.</p>
9.0159	<p>1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.</p> <p>2. Citizen concerns (quality of life, environment, congestion, etc.) are legitimate but Kettle Island was chosen as the best location. A courageous political decision should be made to proceed with this corridor.</p>
9.0160	<p>1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.</p> <p>2. Interest groups should not be allowed to prevent the construction of a bridge at Kettle, which is the best alternative. A courageous political decision should be made.</p> <p>3. Kettle Island corridor would resolve congestion problems on King Edward while other alternatives would create congestion in the east.</p>
9.0161	<p>Only the Kettle Island alternative should be retained (which was designated as the best choice in Phase 1).</p>
9.0162	<p>1. Kettle Island corridor should be adopted NOW: 3 studies in 30 years have recommended this alternative.</p> <p>2. Interest groups should not be allowed to prevent the construction of a bridge at Kettle. A courageous political decision should be made.</p> <p>3. The two other alternatives would require greater maintenance costs.</p> <p>4. Kettle Island is the best adapted to public transport in the City of Ottawa.</p> <p>5. The two other corridors would create traffic for Orleans and alter the quality of life for 100,000 people.</p> <p>6. The two other corridors would negatively affect the protected character of the Greenbelt.</p>
9.0163	<p>1. Only the Kettle Island alternative should be retained. Stop spending time and money on studying three alternatives.</p> <p>2. Interest groups should not be allowed to prevent the construction of a bridge at Kettle Island.</p> <p>3. The two other alternatives will negatively affect the Greenbelt.</p> <p>4. The two other alternatives would create congestion for Orleans.</p>
9.0164	<p>1. Only the Kettle Island alternative should be retained. Several studies have already shown that it is the best option, road infrastructure has already been planned for 40 years to accommodate this bridge.</p> <p>2. A bridge farther east will only create more congestion on the 174.</p> <p>3. Alternative other than Kettle would require the construction of expensive roads while the infrastructure for Kettle already exists.</p> <p>4. Arguments by interest groups against Kettle Island are not valid.</p> <p>5. If the environmental assessment reveals problems with Kettle Island, other options could be considered.</p>
9.0165	<p>1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. Several studies have already shown that it is the best option, road infrastructure has already been planned for 40 years to accommodate this bridge.</p> <p>2. If the environmental assessment reveals problems with Kettle Island, other options could be considered.</p> <p>3. The two other alternatives would damage the protected areas of the Greenbelt.</p> <p>4. The two other options are located too close to a gas pipeline.</p>

Item of correspondence	Summary of Issues
9.0166	
9.0167	<ol style="list-style-type: none"> 1. Only the Kettle Island alternative should be retained. Stop spending time and money on studying three alternatives. 2. If the environmental assessment reveals problems with Kettle Island, other options could be considered. 3. Arguments by interest groups against Kettle Island are not valid and decision makers should not be intimidated.
9.0168	
9.0169	<p>Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.</p>
9.0170	<ol style="list-style-type: none"> 1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. 2. Citizen concerns are legitimate but Kettle Island was selected as the best location for the entire region. All alternatives will have inconveniences for adjacent communities.
9.0171	<ol style="list-style-type: none"> 1. Alternatives other than Kettle Island should be considered before a decision is made. 2. The weighting in the Phase 1 study gave too much importance to cost and traffic aspects and not enough to communities and the environment that will be affected. 3. A bridge at Kettle Island will affect the quality of life for 100 000 people, as well a school and a hospital. 4. Kettle Island is the least adapted solution for public transit, and will encourage the use of the car. 5. A Kettle Island bridge will destroy protected natural environments.
9.0172	
9.0173	<p>Only the Kettle Island alternative should be retained (which was found to be the best option by Phase 1).</p>
9.0178	<p>Only the Kettle Island alternative should be retained (which was found to be the best option by Phase 1) in Phase 2.</p>
9.0179	<ol style="list-style-type: none"> 1. A bridge at Kettle Island will affect the health and safety of many people, notably those of children. 2. The Phase 1 study lacked rigour and sensitivity to impacts on communities. 3. A bridge at Kettle Island will send trucks to Montée Paiement (Gatineau), which is not adapted to such flows. 4. Corridor 7 is the only one which will not directly affect communities or place lives in danger. 5. Corridor 7 is the best adapted for public transit projects.
9.0181	<ol style="list-style-type: none"> 1. Phase 1 study by Roche lacked rigour and neglected numerous impacts and costs. 2. Corridor 5 would not solve problems associated with heavy trucks in established communities. 3. Corridor 5 is not adapted to plans for public transit or to actual land use. 4. Corridor 5 would not generate economic benefits for the region. 5. Further study of 3 corridors is necessary. 6. Corridor 5 will damage green space and scenic walkways along the river.
9.0184	
9.0185	<p>Only the Kettle Island alternative should be retained (which was found to be the best option by Phase 1)</p>
9.0186	<ol style="list-style-type: none"> 1. Phase 2 study should include 3 top corridors as determined in Phase 1. 2. The public should be consulted before retaining Kettle Island as the best solution. 3. The impact of pollution by trucks was not taken into account in Phase 1. Yet, corridor 5 would generate a lot of pollution in the community, which will affect children.
9.0187	<ol style="list-style-type: none"> 1. A bridge at Lower Duck Island will only add congestion to the 174. 2. A bridge at Lower Duck Island will greatly affect the natural environment of the Greenbelt. 3. A bridge at Lower Duck Island will be too close to a gas pipeline.
9.0188	
9.0189	<ol style="list-style-type: none"> 1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives: Several studies have already shown it to be the best option and the infrastructure on both sides of the river has been set aside to accommodate this bridge. 2. Mitigation measures can be found for communities impacted by traffic. 3. Corridors other than Kettle will only add traffic congestion to the 174. 4. Citizen concerns are legitimate but Kettle Island was selected as the best location for the entire region. All alternatives will have inconveniences for all adjacent communities. 5. Corridors 6 and 7 are too close to a gas pipeline.
9.0193	<ol style="list-style-type: none"> 1. Phase 1 study did not take into account the well-being and health of communities. 2. A bridge at Kettle Island will not solve trucking problems in the downtown. 3. Corridor 5 will generate significant pollution and nuisances for the community. 4. Corridor 5 will encourage people to move out of the downtown and into the suburbs, which will create more congestion.
9.0194	<ol style="list-style-type: none"> 1. Questions the quality of Phase 1 study. 2. Corridor 5 is not the best solution, should consider others. 3. A bridge alone will not solve all problems: a better interprovincial public transit service as well as a designated trucking route is necessary.
9.0203	<p>Error in Roche NCE summary report that permits trucks on King Edward after the construction of a bridge.</p>
9.0205	<ol style="list-style-type: none"> 1. One bridge (Mc Donald-Cartier) is insufficient to accommodate all truck transport in the National Capital Region. Repairs to this bridge will create a terrible situation for road transport.

Item of correspondence	Summary of Issues
	<ol style="list-style-type: none"> 2. Corridor 5 will solve congestion problems in downtown. 3. Today, truck transport is strictly regulated and less polluting.
9.0207	Corridors 6 and 7 should be abandoned because of their impact on the Greenbelt.
9.0215	<ol style="list-style-type: none"> 1. Corridors 6 and 7 will destroy the natural character of the Greenbelt. 2. Corridors 6 and 7 will negatively affect the quality of life for residents of Orleans. 3. Arguments of interest groups against Kettle Island are not representative of the population of Ottawa. 4. A bridge at Kettle Island will allow direct access to Montfort Hospital for residents of Gatineau. 5. The NCC should have more authority than the provinces in the decision.
9.0216	<ol style="list-style-type: none"> 1. Only the Kettle Island alternative should be retained, enough money and time have already been allotted to studies which have always shown this option to be the solution. 2. A bridge at Kettle Island will create better access to downtown, the Parkway and the Montfort Hospital. 3. Road infrastructure is already present to accommodate a bridge at Kettle Island. 4. People having bought their house in the last 20 years were aware of the Kettle Island bridge project, and purchased their property with this knowledge. 5. Corridors other than Kettle Island will add pollution and congestion to the 174.
9.0225	<ol style="list-style-type: none"> 1. Interest groups have too much power in the decision, and their arguments are often less valid. 2. Objections to corridor 5 can be taken into account in Phase 2, but other corridors should not be considered: it would be too expensive and slow the process down.
9.0228	<ol style="list-style-type: none"> 1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. The advantage of Kettle Island has been sufficiently demonstrated in several studies, the first dating some 40 years ago. 2. Corridor 5 is best to accommodate traffic, and corridors 6 and 7 will only worsen congestion on the 174. 3. Corridors 6 and 7 would harm the preserved sites of the Greenbelt. 4. Corridors 6 and 7 are located too close to a gas pipeline.
9.0231	The Ottawa City Council's motion advised that the option 5 be pursued as the unique option in Phase 2.
9.0232	<ol style="list-style-type: none"> 1. Only the Kettle Island alternative should be retained (which was found to be the best option by Phase 1), for the good of the community and stop spending tax payers' money for additional studies. 2. The inclusion of the two other solutions is only a result of interest groups. 3. If other corridors are added to Kettle Island, all of them, and not only the two additions, should be considered.
9.0233	<ol style="list-style-type: none"> 1. Corridors in the west side of the city should be abandoned in Phase 2. 2. Corridors 5, 6 and 7 should be studied in Phase 2 (official position of the Ottawa Public Transportation Committee 13 Feb.).
9.0234	<ol style="list-style-type: none"> 1. Corridor 5 best accommodates existing road infrastructure and will have the least impact on traffic. 2. Citizen concerns are legitimate but Kettle Island was selected as the best location for the entire region. All alternatives will have inconveniences for all adjacent communities. Certain inconveniences for affected communities can be mitigated. 3. A bridge farther from downtown will create greater traffic, pollution and costs of travel. 4. Costs of construction and operation of corridors 6 and 7 will be higher.
9.0236	<ol style="list-style-type: none"> 1. The future bridge should remove all heavy truck traffic from King Edward. 2. The Kettle Island corridor is the most populated and includes numerous schools, a hospital, etc. Increases in traffic in this corridor will endanger the health of many citizens. 3. Corridor 7 affects no community. 4. Option 7 is best adapted to public transit plans of the National Capital Region. 5. Phase 1 study did not sufficient account for the health and safety of residents.
9.0237	<ol style="list-style-type: none"> 1. Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives. The advantage of Kettle Island has been sufficiently demonstrated. 2. If the objective in building an interprovincial bridge is to resolve the problem of traffic increases between Gatineau and Montreal, the completion of A50 would be a better solution to a bridge, the latter being financed in part by the tax payers of Ottawa and Ontario.
9.0238	<ol style="list-style-type: none"> 1. The choice of corridor should not be made at the expense of any community. 2. The decision should be made within the framework of a vision of interprovincial public transit. 3. Lower Duck corridor should not be directly linked to the 174 to avoid increasing congestion. 4. If the Blair Golf course could be relocated, the impact on natural spaces is lower with corridors 6 and 7 than 5. 5. The environmental impacts caused by the Lower Duck corridor would be easier to internalise than the social costs and opposition attached to Kettle Island. 6. The Lower Duck corridor would create a link between Orleans and Buckingham. 7. Questions the quality of Phase 1 study, notably in the weighting used and in public consultations..
9.0239	Only the Kettle Island alternative should be retained and project should proceed with the environmental evaluation. Stop spending time and money on studying three alternatives.
9.0241	<ol style="list-style-type: none"> 1. Only the Kettle Island alternative should be retained (which has been rigorously shown as the best option in Phase 1). 2. Opposition to corridor 5 are only presenting a part of the information. 3. Corridors 6 and 7 will only add congestion. 4. Corridors 6 and 7 are more expensive than corridor 5. 5. Corridors 6 and 7 will damage the protected environment of the Greenbelt.
9.0243	

Item of correspondence	Summary of Issues
9.0245	<ol style="list-style-type: none"> 1. "A bridge should not need to be "in someone's backyard"", i.e. should not harm any community. 2. Concerns about the quality of Phase 1, especially regarding the weighting. 3. Phase 2 must include more than one alternative, especially because Kettle has been rejected twice before. 4. Contrary to what is commonly stated, certain drawbacks related to Kettle cannot be mitigated. 5. Lower Duck option would have much less impact on surrounding communities (less populated corridor, industrial area, etc). 6. The aim of the people in favour of Kettle Island is only to keep the bridge out of their backyards.
9.0247	<p>"Please be progressive and move this issue forward and not backward by adding two more options for consideration. (...) This is a waste of money and time. (...) Kettle Island has several times already been identified as the best site for another bridge."</p>
9.0248	<p>We should move on the Kettle Island option only. "This matter has been studied "to death", no further expense is needed.</p>
9.0252	<ol style="list-style-type: none"> 1. Phase 2 study should include 3 corridors. 2. Phase 1 study omitted several elements (public transit, impact on communities, economic development, etc.). 3. Maintaining 3 corridors will safeguard the process in case of unforeseeable obstacles to the construction of a bridge at Kettle Island, such as First Nations land claims.
9.0253	<ol style="list-style-type: none"> 1. Only the Kettle Island alternative should be retained. Stop spending time and money on studying three alternatives. 2. "The Roche NCE report is clear, balanced and unemotional". The weighting of the factors was perfectly fair. 3. The Kettle bridge "will transport more vehicles more efficiently than any other option". 4. Option 5 is less expensive than options 6 and 7. 5. Option 5 would have less impact on the environment than options 6 and 7.
9.0254	<p>Only corridor 5, scientifically based, should be retained in Phase 2.</p>
.0256	<ol style="list-style-type: none"> 1. Stop the controversy over the location of the interprovincial bridges. 2. Take into account the construction of the provincial highway. 3. The Cumberland ferry owner's idea is interesting (Bridge at Montée Paiement).
9.0259	
9.0260	
9.0261	<ol style="list-style-type: none"> 1. Phase 1 study, especially the weighting of criteria, was biased. 2. Corridor 5 will only aggravate current traffic problems. 3. Corridor 5 will destroy the precious environment of Kettle Island. 4. Corridor 5 will expose more than 100,000 people to noise, vibrations, toxic spills and the transport of dangerous materials and tanker trucks in their communities.
9.0268	<ol style="list-style-type: none"> 1. "The parameters that have been set up for this study do not include a plan to maximize and/or make more efficient the goods distribution system/network within and throughout the NCR." 2. Wants to "open up the discussion on a possible NCC-CCN lead initiative to hold a conference on Goods Distribution throughout the National Capital Region."
9.0279	<p>The proposed solution should utilize vacant land and have the least impact on communities.</p>
9.0283	<ol style="list-style-type: none"> 1. Supports the Roche NCE report and its recommendations. 2. Hopes that citizens will be strongly included in consultations in Phase 2.
9.0288	
9.0291	<p>Proceed with only Kettle corridor and Stop spending money studying others.</p>
9.0292	
9.0293	<ol style="list-style-type: none"> 1. Correspondent wishes to be consulted in Phase 2. 2. Has concerns about the urban, natural, noise, physical, socio-cultural and economic environments. 3. The correspondent wasn't included in the consultation process.
9.0314	<ol style="list-style-type: none"> 1. Lower Duck corridor should not be included in next study phase. 2. Lower duck corridor will pass through the Greenbelt splitting it into 2, will not go through Canotek industrial park. 3. Constituents who do support Kettle corridor are not given much voice, and voices of their councillors should be heard.
9.0316	<ol style="list-style-type: none"> 1. Concern that the process is being too heavily influenced by private interests. 2. The Lower duck options will go through the Greenbelt and destroy environmentally sensitive areas. 3. It will affect the quality of life for Orleans community. 4. How will it affect public transit to Blair St. Station?
9.0317	<ol style="list-style-type: none"> 1. Include Aboriginal World View in planning for river. 2. Advocates for an Aboriginal centre on Victoria Island.
9.0318	<ol style="list-style-type: none"> 1. Concerned about the process - there should be independent analysis by different consultants than Roche NCE. The Terms Of Reference are important. 2. Meaningful public consultation is absolutely necessary. 3. The selected corridor must be able to absorb all of interprovincial truck traffic because of the closing of King Edward and the difficulty in approach to Chaudière bridge. 4. Roche NCE is erroneous in allowing continued truck traffic on King Edward.
9.0323	

Item of correspondence	Summary of Issues
9.0345	
9.0347	
9.0349	<ol style="list-style-type: none"> 1. Disappointed by the inclusion of two other corridors. 2. The development of the Greenbelt will set precedent for other developments. 3. Examining 2 other corridors would be costly to taxpayers and would delay the project to build bridge. 4. Options further east will cause more congestion at 417/174 interchange and more traffic on 174.
9.0351	
9.0354	Concern that powerful third parties are allowed to influence the process without due process and scrutiny, or the opportunity by other stakeholder groups to make representations.
9.0356	
9.0356	
9.0409	<ol style="list-style-type: none"> 1. If the Greenbelt Master Plan is to be included, so should the review of NCC policy on NCC scenic parkways. 2. Public consultation is important to set direction and scope of phase 2B study.
9.0410	Stress clarification that King Edward corridor should not be open to truck traffic after the construction of a new bridge due to the OMB decision.
9.0428	Disapproves of the form letter he received for his correspondence in 349.
9.0454	Wants to see the terms of reference and the procurement strategy for Phase 2.
9.0482	Kettle is too close to downtown to connect to a ring road - other sites farther east should be considered.
9.0483	<ol style="list-style-type: none"> 1. Correspondents want to be involved in the consultation process. 2. 95% of Kettle Island is protected by the NCC, strong concerns about the environmental impacts.
9.0492	<ol style="list-style-type: none"> 1. Wants to see a public transit system integrated into the corridor. 2. A bridge at Canotek would be better adapted to the demographic growth of the region.
9.0539	
9.0629	<ol style="list-style-type: none"> 1. Flexibility in assessing 3 corridors during Phase 2A is important to define before the beginning of phase 2B. 2. Wants to be involved in community consultation group and PCG.
9.0636	
9.0667	<ol style="list-style-type: none"> 1. Complete highway 50. 2. Traffic spillover into surrounding neighbourhoods
NK MTO	<ol style="list-style-type: none"> 1. Truck and commuter highway would be located along the most heavily populated corridor of all options studied, affecting quality of life and homes. It would not be encourage bicycling and walking. 2. Aviation museum and RCMP Musical ride stables would be affected. 3. Would affect Montfort Hospital. 4. Would generate a loss of recreational space and parkland along Aviation parkway. 5. Would negatively impact the environmentally sensitive Kettle Island, owned by Nature Conservancy of Canada. 6. Consider other alignment, Kettle is not actually the cheapest option, important detailed impacts were excluded from consideration. 7. Does not address the transportation needs of the 21st century - public transit and future growth outside of the core.
SH MTO	<ol style="list-style-type: none"> 1. Truck and commuter highway would be located along the most heavily populated corridor of all options studied, affecting quality of life and homes. It would not be encouraging for bicycling and pedestrians. 2. Aviation museum and RCMP Musical ride stables would be affected. 3. Would affect Montfort Hospital. 4. Would generate a loss of recreational space and parkland along Aviation parkway. 5. Would negatively impact the environmentally sensitive Kettle Island, owned by Nature Conservancy of Canada. 6. Consider other alignment, Kettle is not actually the cheapest option, important detailed impacts were excluded from consideration. 7. Does not address the transportation needs of the 21st century - public transit and future growth outside of the core.
AS MTO	Advocates using a demand management system to reduce traffic congestion going across the river.
BO MTO	
BS MTO	
DL MTO	<ol style="list-style-type: none"> 1. Wants only 1 study to go forward in phase 2A, and that choice of study should be done prior because of the costs to evaluate 3 corridors in detail. 2. Interprovincial transit strategy should be done prior to 2A. 3. The choice of a corridor sooner will leave less people in limbo sooner.
AS MTO	
JJ MTO	

Item of correspondence	Summary of Issues
JG MTO	
LJT MTO	
MSAC MTQ	
KEALRS NCC	
PIK NCC	
BP Transport Canada Marine	

