

January 4, 2011

Ms. Nancy Schepers, P.Eng.
Deputy City Manager
Infrastructure Services and Community Sustainability
City of Ottawa
100 Constellation Crescent
Ottawa, ON K2G 6J8

Re: West Transitway Extension – Bayshore to Moodie – Noise Barriers

Dear Ms. Schepers:

In your letter of October 25, 2010, you requested a financial contribution from the National Capital Commission (NCC) for the construction of noise barriers for the West Transitway Extension from Bayshore Station to Moodie Drive. The NCC is keen to contribute its expertise in the development, refinement and implementation of this proposal through the participation of our personnel as part of our review process in view of granting a Federal Land Use and Design Approval, as a portion of the project is located on federal lands. However, consistent with NCC's practice for third party projects on federal lands, we will not provide a financial contribution to the project.

I take this opportunity to define the capital interests that are at stake in this proposal and that are part of our analysis to ensure they are properly addressed.

The proposal is located directly south of the NCC's Watt's Creek Pathway, part of the NCC's Capital Pathway Network, the Trans Canada Trail and the Rideau Trail network. In 2008, the NCC asphalted the pathway at a cost of \$380,000. The alignment of the pathway was designed to offer a natural experience close to urban development while winding near to Highway 417 at three points to permit views and improve safety.

As the noise barrier(s) may cast shadows over the pathway at certain times of the day and year, the cumulative visual and aesthetic effect on the pathway must be assessed to ensure that the visual quality of the experience along the pathway is maintained.

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Finally, any proposal must achieve a high quality of design appropriate for Highway 417, a Capital Arrival route and a very high quality of design where the pathway is close to the noise barriers and the proposed station. This will constitute a condition for the use of NCC lands by the City and will be discussed as part of the Federal Land Use and Design Approval process.

The preliminary noise barrier designs prepared for the Ontario Ministry of Transportation's (MTO) Context Sensitive Design Study should be used as a starting point for the development of any design for this section to ensure consistency of the corridor over time. We request that the City personnel who participated in the MTO study also contribute in the development of this noise barrier proposal. Finally, we would encourage the City to ensure that principles of social equity are part of the chosen approach to implementing sound barriers.

Sincerely,



François Lapointe
Vice President, Capital Planning

cc: Phil Pawliuk, MTO
Wayne Newell, City of Ottawa
Darryl Shurb, City of Ottawa
Jeffrey Waara, City of Ottawa
Lucie Bureau, NCC
David Malkin, NCC