

January 16, 2017

Yves Dagassie, PMP, Special Project Officer  
Environmental Approvals Branch  
Ministry of the Environment and Climate Change  
135 St. Clair Avenue West, 7th Floor  
Toronto ON M4V 1P5

Dear Mr. Dagassie,

This is in regard to the Notice of Completion posted on December 22, 2017 for the Environmental Assessment of the Phase 2 Light Rail Transit Extension to Moodie Drive.

Overall, we are satisfied that siting decisions for the rail line itself, the new LRT station and the Light Maintenance and Storage Facility have taken into account the preservation of greenspace. This is especially true as regards the location of the LMSF on MTO lands west of Moodie Drive. This is a great improvement over the initial site selected, which would have destroyed 30 hectares of woodland.

We have two remaining concerns, both pertaining to the protection and preservation of natural corridors. The LRT line, station and storage facility are being built in close proximity to, and in some cases right in, the Stillwater Creek corridor. While the Environmental Project Report addresses mitigation, mainly through a 30 meter buffer and various measures at road and rail crossings, extra care must be taken all through the construction phase of the project to ensure that the health of this stream is not further degraded. It is already stressed by multiple road crossings at this location, with two branches crossing under Highway 417, a Corkstown Rd crossing and a Moodie Drive crossing, all within the footprint of this project. As major engineering work will be undertaken, we would encourage the City to not only preserve existing conditions but to use this project as an opportunity to actually improve the health and condition of this stream through the area.

The Stillwater Creek corridor also serves as an important wildlife corridor. The greatly increased transit use and attendant traffic in the area resulting from the LRT extension will likely add to pressure on wildlife, especially at all the road and rail crossings described above. While the Environmental Project Report addresses certain mitigation measures, we encourage the City to fully adopt road ecology best practices and not shy away from providing adequate crossings, especially across Moodie Drive.

Paul Johanis  
Chair, Greenspace Alliance of Canada's Capital

cc: Mike Schmidt, Planner II, O-Train Planning, City of Ottawa, [stage2@ottawa.ca](mailto:stage2@ottawa.ca)