

STAGE 2 ETAPE 2

FREQUENTLY ASKED QUESTIONS

What is Stage 2?

Approved as part of the City's 2013 Transportation Master Plan, Stage 2 is a package of three rail extensions that together represent the next phase of rail rapid transit investment in Ottawa. This Stage 2 package will expand the O-Train network, the City's overall Light Rail Transit (LRT) system further to the east, west and the south and specifically:

- West to Bayshore Station (Confederation Line West Extension) and southwest to Baseline Station
- East to Place Orléans Station (Confederation Line East Extension)
- South to Riverside South at Bowesville (Trillium Line Extension)

When will the Trillium Line extensions be built and operational?

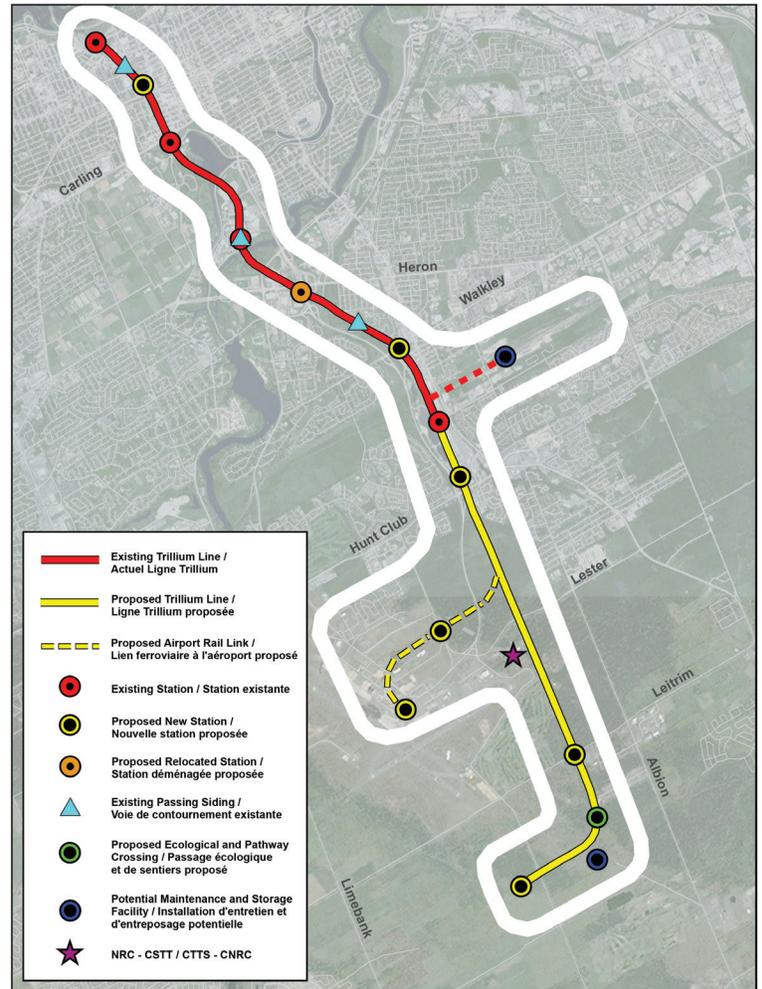
Extending the Trillium Line to Riverside South (Bowesville Station) is part of the City's Stage 2 rail plan, which was approved as part of the City's TMP in November 2013. The City has targeted 2023 for completion of the Stage 2 Rail plan, subject to securing Federal and Provincial funding contributions within the next two to three years.

Currently there is no funding timeline identified for the Airport Rail Link. After this study is approved by Council, the City will assist the Airport Authority with its plans to identify potential partners to fund its implementation.

What are the next steps?

Feedback received from this round of public and agency consultation will be reviewed, summarized and documented in the Study record and suggested refinements will be incorporated as part of the development of the final EA Recommended Plan. This plan will include functional designs for all rail alignments, new stations, and grade separations, as well as identifying the preferred location of the maintenance and storage facility, required property parcels and project cost estimates. It will also set out preferred mitigation strategies to address any identified potential environmental and community impacts as well as list all approvals required prior to proceeding to design and construction.

The Study findings, including the Recommended Plan, will be reviewed by the Study Consultation Groups and regulatory agencies



prior to being presented to the City's Transportation Committee and Council for their consideration and approval in June 2015. Following Council approval, the Provincial Transit Project Assessment Process (TPAP) will be initiated with a Notice of Commencement, which will be published in local community newspapers in both official languages. As part of the TPAP process, additional consultation and analysis will be carried out to refine the Recommended Plan as required; and an Environmental Project Report (EPR) documenting the final Recommended Plan will be prepared and placed on the public record for review in accordance with O. Reg. 231/08. The TPAP process will take approximately six months, culminating in the Minister of the Environment's approval of the project expected by the end of 2015.

FREQUENTLY ASKED QUESTIONS



Why not extend the Trillium Line farther into Riverside South?

Area residents will be well served by this significantly improved service to Riverside South. Further, as there are significant safety and technical challenges associated with extending the line further west of Bowesville Road using the existing technology, such an investment is undesirable.

It's important to note that a future electric LRT corridor has already been highly integrated into the planned Riverside South community, with multiple at-grade roadway crossings, closely spaced LRT stops, and on-street LRT operations within exclusive median transit lanes through the community core area. This configuration is ideally suited to the use of urban electric LRT technology, which was the technology assumed in developing the Riverside South Community Design Plan, and which is planned when the existing train technology is converted to a light rail electric system at some point after 2031.

Existing operating rules for the trains used on the Trillium Line prohibit at-grade roadway crossings. Therefore, extending the existing diesel technology further into Riverside South would require a much larger infrastructure footprint, and related costs, due to the need for grade separations at road crossings, as well as to accommodate the wider width of the vehicles and higher station platform heights (necessitating longer access ramps). Use of this technology would also have increased noise, air quality and vibration impacts and require changes to planned station locations in order to improve the operational effectiveness of the diesel LRT vehicles.

Is the Airport Link part of the City's Stage 2 LRT plans?

The City's 2013 Transportation Master Plan (TMP) update assessed a range of options for rapid transit in the Trillium Line corridor, including the extension of LRT to Ottawa Macdonald-Cartier International Airport. The 2031 Network Concept adopted by City Council includes eventual conversion of this corridor to electric LRT with the construction of an airport rail link. For the first time in its history, the TMP also comprehensively assessed what the

City could afford to build based on expected tax revenues, federal and provincial contributions, and other sources of funding such as development charges within this planning horizon.

The result of this analysis informed Stage 2—a comprehensive \$3 billion package of rail investments that advance plans to extend rail east to Place d'Orléans, west to Baseline and Bayshore, and south to the Riverside South community.

While the Stage 2 package for this corridor identified the continued use of diesel LRT technology as the best and most affordable option for rapid rail transit, the City's affordability model could only accommodate the single line extension to Bowesville. That said, the Airport Link remains part of the ultimate plan for the City's light rail transit network, and as such, our work in partnership with the Airport Authority on this EA will not only ensure that the planning of this link is effectively co-ordinated with the extension to Bowesville, it will also ensure that should other sources of revenue become available, implementing the Airport Link will be made all that much more feasible.

What will happen to the Osgoode Trail between Leitrim and Bowesville roads?

The Osgoode Trail will remain within the former Canadian Pacific (CP) Prescott Railway Corridor, now owned by the City, continuing to provide a recreational connection from the village of Osgoode to Leitrim Station. A short stretch of the trail immediately south of Leitrim Road, where the Trillium Line extension will run, will be shifted slightly to the east side of the corridor to accommodate the rail line and will be paved to become part of the City's Multi-Use Pathway network. It will also be connected to the NCC's future Greenbelt Recreational Trail.

For further information contact:

Colin Simpson, MCIP RPP
Senior Project Manager, Transportation Planning
613-580-2424, ext. 27881
E-mail: colin.simpson@ottawa.ca
Website : ottawa.ca/trilliumline