



# Trillium Line Extension Planning and EA Study – Information Bulletin

## The Project

In 2014, the City of Ottawa initiated a Planning and Environmental Assessment (EA) Study to develop a Recommended Plan for the extension of the diesel-powered Trillium Line (formerly O-Train) from its current terminus at Greenboro Station south to Riverside South (Bowesville Road) and to the Ottawa Macdonald-Cartier International Airport.

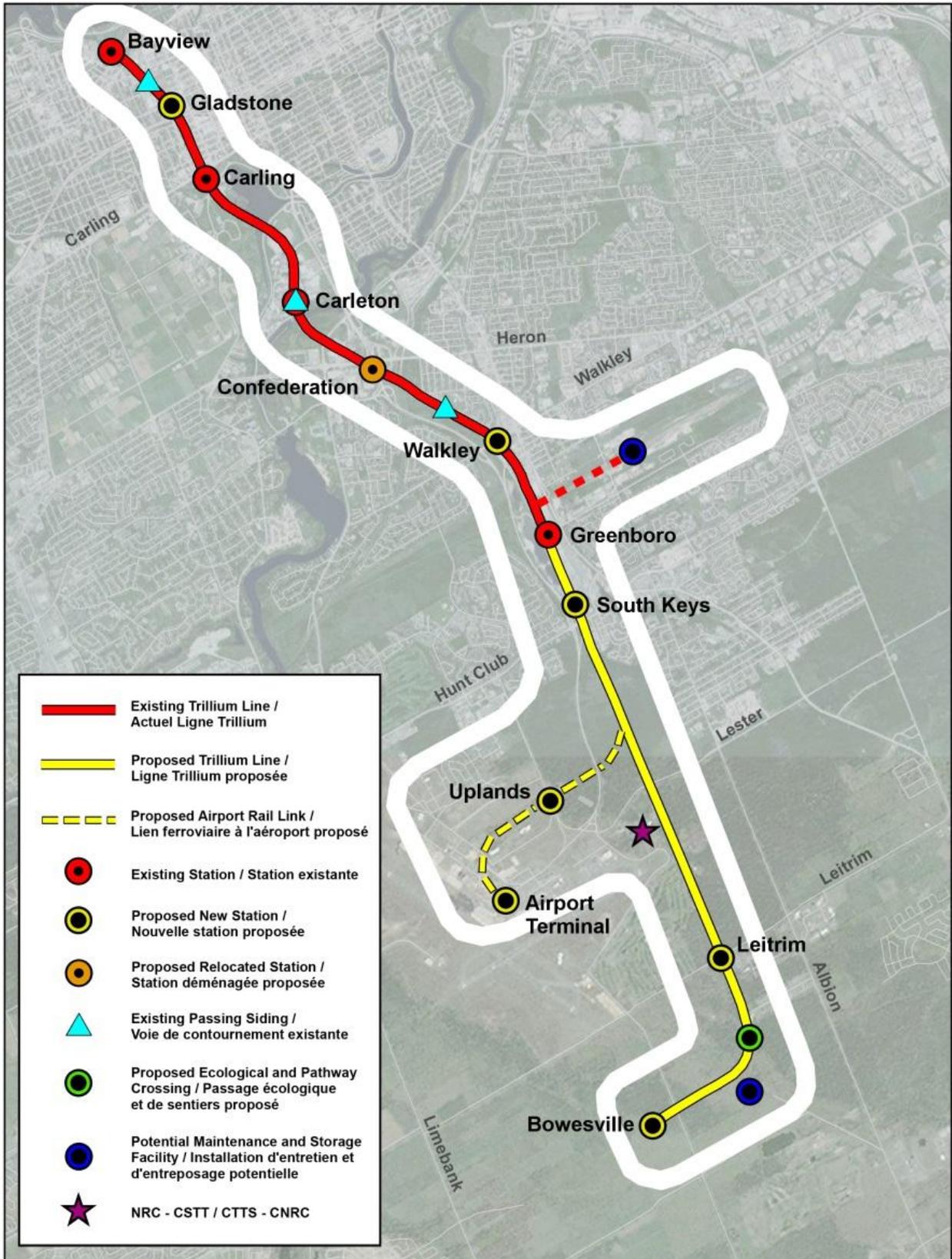
The plan includes options to service the growing communities of Riverside South and Leitrim, the Airport and adjacent lands, as well as new stations at Gladstone Avenue and Walkley Road on the existing Trillium Line. The plan also allows for future conversion of the Trillium Line to electric light rail transit (LRT) technology.

The study consists of two parts. Part A includes the main line extension to Riverside South (Bowesville Road), including new stations at Gladstone and Walkley, and Part B includes a branch line to the Ottawa Macdonald-Cartier International Airport. Note that Part A of the study has been identified by Ottawa City Council as a component of the Stage 2 LRT plan, to be implemented in the near term.

The study area includes: the existing Trillium Line corridor between Bayview and Greenboro Stations; the current Walkley Yard maintenance and storage facility; the proposed southern extension from Greenboro Station to Riverside South (Bowesville Road); and the proposed branch line to the Airport, as shown in Figure 1.

The planning phase of the study concluded with City Council approval of the Recommended Plan on 8 July 2015. The approvals phase of the project is initiated by a Notice of Commencement issued by the City on 24 September 2015. The objective of this phase is to obtain provincial approval for the Recommended Plan through the Transit Project Assessment Process (TPAP) (O. Reg. 231/08). Details on the TPAP are available on the Ministry of Environment and Climate Change (MOECC) website at <http://www.ontario.ca/document/guide-environmental-assessment-requirements-transit-projects>.

Figure 1: Trillium Line Extension Study Area



## The Recommended Plan

The Recommended Plan consists of a number of components, including:

- An 8-km extension of the existing single-track diesel-powered Trillium Line from Greenboro Station to Bowesville Road;
- A 3-km branch line connecting to the Ottawa Macdonald-Cartier International Airport:
- New or relocated stations at Gladstone, Confederation and Walkley on the existing line;
- New stations at South Keys, Leitrim and Bowesville along the main-line extension;
- New stations at Uplands Drive and the Airport Terminal along the Airport Rail Link;
- A new Park and Ride facility at Bowesville Road (700 parking spaces) and expansion of the existing Leitrim Park and Ride (an additional 460 parking spaces);
- Grade-separated rail crossings at Lester Road, Leitrim Road, the Airport Parkway, and Uplands Drive;
- An ecological crossing within the Greenbelt south of Leitrim Station;
- An expanded Walkley Yard maintenance and storage facility;
- New passing tracks to provide 10-minute service along the main line and 6-8-minute service along the Airport Rail Link; and
- New multi-use pathway segments and grade-separated crossings to provide a continuous facility along the length of the extension.

Project information, including the results of consultation completed to date, are located on the City's website: [www.ottawa.ca/trilliumline](http://www.ottawa.ca/trilliumline).

The staff report to Council is available at the following link:

<http://app05.ottawa.ca/sirepub/agdocs.aspx?doctype=agenda&itemid=333028>

During the planning phase of this project, a number of technical studies were undertaken to assist with the evaluation of design alternatives, identify anticipated environmental impacts, and determine required mitigation measures. These included:

- Air quality, noise and vibration;
- Archaeology;
- Drainage and stormwater management;
- Geotechnical and hydrogeological (including environmental contamination);
- Natural Environment (including terrestrial and aquatic ecosystems and Species at Risk);
- Traffic and transit.

Anticipated environmental impacts and proposed mitigation measures were presented at the Public Open Houses on January 13 and 15, 2015. Copies of the display material are available on the City's website at <http://ottawa.ca/en/city-hall/public-consultations/transit/open-house-january-13-and-15-2015>. Impacts, mitigation measures and monitoring requirements will be detailed in the EA documentation and confirmed/refined in future design phases of the project.

## How to Get Involved

While comprehensive consultation efforts have already taken place since the study's initiation in 2014, and City Council has approved the Recommended Plan, the TPAP process allows for an additional period of review of all work completed to date. Interested persons are encouraged to review the project materials and contact staff directly with comments or questions. The deadline for feedback is 31 October 2015.

In early 2016, the City will release the Environmental Project Report (EPR) for a final 30-day public review. A Notice of Completion will be advertised to mark this milestone.

If you would like to be added to our project mailing list, or have questions or comments about this project, please contact:

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