Stage 2 LRT
Trillium Line Southern Terminus

Environmental Project Report Process
Connectivity Workshop

October 25, 2017
Presentation Overview

• Environment Project Report
  – Background and Context
  – Scope and Mitigation Measures
  – Next Steps

• Connectivity Study for new station at Earl Armstrong/Bowesville
ENVIRONMENTAL PROJECT REPORT
Stage 2 LRT Project
Background

• Trillium Line Extension Environmental Assessment Approval in March 2016
• Riverside South CDP approved in June 2016
• Trillium Line RFP released in July 2017
• Trillium Line alignment improvement announced in July 2017 and confirmed in report to Council in September features:
  – New southern terminus at Earl Armstrong/Bowesville
  – Potential extension to Limebank subject to certain parameters
Improved Trillium Alignment

• Adds 800 metres of light rail without additional costs
• Uses more of existing city-owned rail corridor
• Extends light rail to the edge of the urban boundary
• Improves access to Riverside South and broader Ottawa South communities
• Reduces environmental impact to sensitive lands, and simplifies construction
• Facilitates potential future extensions to Limebank, for better integration with development as the community grows
Required Study Changes

• EPR Addendum required for the proposed Trillium Line changes

• Riverside South CDP update required for the potential extension to Limebank
  – Subject to future public consultation and further technical review in 2018
Scope of the EPR

• Addendum to the approved Environmental Assessment study, and focuses on:
  – A description and reasons for the change
  – Assessment and evaluation of any environmental impacts
  – Description of any proposed mitigation measures
Original EPR Study Area
Improved Trillium Alignment

- Potential Limebank Extension and Station
- Approximately 3km potential extension into Riverside South
- Previously Approved Bowesville Station and Park & Ride
- New Earl Armstrong/Bowesville Station and Park & Ride
- Grade separation at Earl Armstrong

Leitrim Station
New Earl Armstrong/Bowesville Station and Park & Ride

Current EPR Study Area - Potential Extension to Limebank

Previously Approved Bowesville Station and Park & Ride

Protected for Potential Stations

Potential Limebank Extension and Station

New Earl Armstrong/Bowesville Station and Park & Ride

Leitrim Station
Assessed Environmental Elements

- Species at Risk
- Water bodies and fish habitat
- Land uses
- Cultural heritage and archaeological resources
- Air quality and noise and vibration levels
- Soils and groundwater
Species at Risk – Environmental Gains

• Original alignment crossed through environmentally significant lands including:
  – Woodlot with two at risk bird species
  – Natural meadow
  – Wetland and significant wildlife habitat
• New alignment avoids disrupting over 12 hectares of these lands
• While significantly reduced, some species identified
  – Potential compensation plan
  – Deterrent measures
• Current ecological crossing will be enhanced via a crossing at the former High Road alignment
Mosquito Creek

• Field investigations underway to locate potential Species at Risk (SARs)
• City looking to minimize impact to the creek by crossing at narrowest point
• Design to allow for 100 year plus 20% flood levels
• Geotechnical and geohydrological work being undertaken to better inform the design
Cultural Heritage and Archeological

• No cultural heritage landscape identified
• Archeological assessment ongoing within the former rail corridor
Air Quality, Noise and Vibration

• Predominantly undeveloped lands within the study area
• Closer to Limebank, one property identified within the noise study boundary
• Currently reviewing noise impacts and any necessary mitigation measures.
Soils and Groundwater

• Geo-environmental investigations ongoing
Next steps

• Completion of Environmental Studies (geo-environmental, archeological, natural science, noise)
• Discussions with land owners and developer
• Completion of Addendum Report by end of 2017
  – Notice of Completion in November
• Ongoing coordination with Community Development Plan (CDP) update process into 2018
• Contract award in Q2 2018
• Revenue service to begin on Trillium extension in 2021
CONNECTIVITY
Background

• Connectivity studies and workshops have occurred for all Stage 2 Light Rail Transit (LRT) stations.

• Improved Trillium alignment moved the location of the new south terminus.

• Connectivity study and consultation required for new Earl Armstrong/Bowesville station.
High Road
Cycling Network
Workshop Objectives

• Review existing pedestrian and cycling infrastructure
• Review what the study has identified so far
• Receive input from community and other interested stakeholders
Questions?

Contact us: stage2@Ottawa.ca
www.stage2lrt.ca