

**7. STAGE 2 LIGHT RAIL TRANSIT ALIGNMENT IMPROVEMENTS
AMÉLIORATIONS AU TRACÉ DE L'ÉTAPE 2 DU PROJET DE TRAIN LÉGER**

COMMITTEE RECOMMENDATION

That Council:

- 1. Approve the alignment adjustment for the Confederation Line West extension at Cleary Avenue, the alignment adjustment to the Confederation Line East extension in the vicinity of Blair Road and the alignment adjustment to the Confederation Line East extension in the vicinity of Montreal Road, in the Stage 2 Light Rail Transit project, as outlined in the report, and update the Environmental Assessments in accordance with Council's decision;**
- 2. Approve the bundling of the City's planned Montreal Road Bridge replacement with the Stage 2 Light Rail Transit project, as described in the report;**
- 3. Direct staff to include the costs associated with the preliminary engineering and other early activities related to the delivery of Stage 2 Light Rail Transit project in the application to the newly announced Federal Transit Infrastructure Fund, as described in this report.**

RECOMMANDATION DU COMITÉ

Que le Conseil :

- 1. approuve la modification du tracé du prolongement vers l'ouest de la Ligne de la Confédération à la hauteur de l'avenue Cleary, la modification du tracé du prolongement vers l'est de la Ligne de la Confédération dans le voisinage du chemin Blair et la modification du tracé du prolongement vers l'est de la Ligne de la Confédération dans le voisinage du chemin Montréal, à l'Étape 2 du projet de train léger, comme le précise le rapport, et de mettre à jour les évaluations environnementales conformément à la décision du Conseil;**
- 2. approuve l'inclusion du projet de remplacement du pont du chemin Montréal planifié dans l'Étape 2 du projet de train léger, comme le précise le rapport;**
- 3. demande au personnel d'inclure les coûts liés à l'ingénierie préliminaire et aux autres activités préalables à la réalisation de l'Étape 2 du projet de train léger dans sa demande pour le nouveau Fonds pour l'infrastructure de transport en commun du gouvernement fédéral, comme le précise le présent rapport.**

DOCUMENTATION / DOCUMENTATION

- 1. John L. Moser, Acting Deputy City Manager, Planning and Infrastructure, report dated 26 April 2016 / Directeur municipal adjoint par intérim, urbanisme et infrastructure, rapport daté le 26 avril 2016 (ACS2016-PAI-RIO-0001)**
- 2. Extract of Draft Minutes, Finance and Economic Development Committee, 3 May 2016 / Extrait de l'ébauche du procès-verbal du Comité des finances et du développement économique, le 3 mai 2016.**

**FINANCE AND ECONOMIC
DEVELOPMENT COMMITTEE
REPORT 14
11 MAY 2016**

131

**COMITÉ DES FINANCES ET DU
DÉVELOPPEMENT ÉCONOMIQUE
RAPPORT 14
LE 11 MAI 2016**

**Report to
Rapport au:**

**Finance and Economic Development Committee
Comité des finances et du développement économique
03 May 2016 / le 03 mai 2016**

**and Council
et au Conseil
11 May 2016 / 11 mai 2016**

**Submitted on April 26, 2016
Soumis le 26 avril 2016**

**Submitted by
Soumis par:
John L. Moser, Acting Deputy City Manager, Planning and Infrastructure /
Directeur municipal adjoint par intérim, Urbanisme et Infrastructure**

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Ward: CITY WIDE / À L'ÉCHELLE DE LA VILLE File Number: ACS2016-PAI-RIO-0001

SUBJECT: STAGE 2 LIGHT RAIL TRANSIT ALIGNMENT IMPROVEMENTS

**OBJET: AMÉLIORATIONS AU TRACÉ DE L'ÉTAPE 2 DU PROJET DE TRAIN
LÉGER**

REPORT RECOMMENDATIONS

That the Finance and Economic Development Committee recommend Council:

- 1. Approve the alignment adjustment for the Confederation Line West extension at Cleary Avenue, the alignment adjustment to the Confederation Line East extension in the vicinity of Blair Road and the alignment adjustment to the Confederation Line East extension in the vicinity of Montreal Road, in the Stage 2 Light Rail Transit project, as outlined in the report, and update the Environmental Assessments in accordance with Council's decision;**
- 2. Approve the bundling of the City's planned Montreal Road Bridge replacement with the Stage 2 Light Rail Transit project, as described in the report;**
- 3. Direct staff to include the costs associated with the preliminary engineering and other early activities related to the delivery of Stage 2 Light Rail Transit project in the application to the newly announced Federal Transit Infrastructure Fund, as described in this report.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des finances et du développement économique recommande au Conseil :

- 1. d'approuver la modification du tracé du prolongement vers l'ouest de la Ligne de la Confédération à la hauteur de l'avenue Cleary, la modification du tracé du prolongement vers l'est de la Ligne de la Confédération dans le voisinage du chemin Blair et la modification du tracé du prolongement vers l'est de la Ligne de la Confédération dans le voisinage du chemin Montréal, à l'Étape 2 du projet de train léger, comme le précise le rapport, et de mettre à jour les évaluations environnementales conformément à la décision du Conseil;**

- 2. d'approuver l'inclusion du projet de remplacement du pont du chemin Montréal planifié dans l'Étape 2 du projet de train léger, comme le précise le rapport;**
- 3. de demander au personnel d'inclure les coûts liés à l'ingénierie préliminaire et aux autres activités préalables à la réalisation de l'Étape 2 du projet de train léger dans sa demande pour le nouveau Fonds pour l'infrastructure de transport en commun du gouvernement fédéral, comme le précise le présent rapport.**

EXECUTIVE SUMMARY

On November 26, 2013 Council unanimously approved the City's 2013 Transportation Master Plan (TMP) which set out the City's priority for transit and transportation infrastructure investments until 2031. A major component of the TMP was the Stage 2 Light Rail Transit (LRT) plan, a package of three rail extensions that builds on the current Confederation and Trillium Line investments to add 30 kilometres of track and 19 new stations farther east, west and south.

On July 8, 2015 Council unanimously approved the Stage 2 LRT Environmental Assessment and Functional Design Report, which included direction to begin preliminary engineering, finalize the Environmental Assessment (EA) process and request funding from the Federal and Provincial Governments for the Stage 2 LRT Project.

The Stage 2 Project Office undertook a detailed review of the functional designs and EA concepts. This report outlines the recommended refinements to the LRT alignments based on the preliminary engineering work.

Three improvements to the Stage 2 LRT project's alignment from the functional design approved by Council in July 2015 have been identified as a result of ongoing preliminary engineering design work led by the Stage 2 Office as staff and the Owner's Engineer team advances and optimizes the design in preparation for procurement.

These refinements include improvements to the Confederation Line West extension alignment at Cleary Avenue, and two improvements to the Confederation Line East

extension alignment in the vicinity of Blair Road and Montreal Road. The new alignments enhance the functionality of the system and decrease capital costs.

Improved Alignments

- Cleary Avenue - The proposed improvement shifts the alignment at Cleary Station south through the property at 747 Richmond Road so that the station entrance would front on Richmond Road. This significantly improves the station location by increasing station visibility (safety) and accessibility from the street and improving pedestrian, cycling and vehicle connectivity with the surrounding community.
- Blair Road – The alignment improvement includes shifting both the LRT alignment and the future Cumberland Transitway alignment to the north wherein both alignments would share a short section of the existing Transitway corridor. This alignment improvement avoids the need to construct three new LRT tunnel structures and includes the provision for a future widened structure at Ottawa Road 174 eastbound off-ramp to accommodate the future Cumberland Transitway.
- Montreal Road - The alignment improvement recommends shifting the transition of the alignment into the median of Ottawa Road 174 farther west, by approximately 2,300 metres and thereby relocating Montreal Station into the highway median, just above Montreal Road. This alignment improvement avoids the need to construct an expensive elevated structure over Montreal Road and avoids the cost and maintenance issues associated with the structure.

RÉSUMÉ

Le 26 novembre 2013, le Conseil municipal a approuvé à l'unanimité le Plan directeur des transports (PDT) 2013 d'Ottawa, qui recense les priorités d'investissement de la Ville dans le transport en commun et les infrastructures de transport jusqu'en 2031. Parmi les principaux volets du PDT, citons l'Étape 2 du projet de train léger (TLR), un ensemble de trois projets de prolongement de la voie ferroviaire visant à ajouter

30 kilomètres de rails et 19 stations au réseau vers l'est, l'ouest et le sud, dans la foulée des investissements dans la Ligne de la Confédération et la Ligne Trillium.

Le 8 juillet 2015, le Conseil a approuvé à l'unanimité le rapport sur l'évaluation environnementale et la conception fonctionnelle de l'Étape 2 du projet de train léger, qui comprenait des directives visant le lancement du processus d'ingénierie préliminaire, l'achèvement du processus d'évaluation environnementale (EE) et la demande de financement pour l'Étape 2 aux gouvernements fédéral et provincial.

Le Bureau de l'Étape 2 a examiné en détail les résultats de la conception fonctionnelle et de l'EE. Le présent rapport fait état des modifications recommandées au tracé du train léger d'après les conclusions de l'ingénierie préliminaire.

Ainsi, à la suite des travaux d'ingénierie préliminaire continus menés par le Bureau de l'Étape 2, le personnel et l'équipe d'ingénieurs, progressant dans la conception et cherchant à l'optimiser en prévision de l'approvisionnement, ont ciblé trois améliorations à apporter au tracé du projet qui avait été établi au cours de la conception fonctionnelle et approuvé par le Conseil en juillet 2015.

Les améliorations proposées consistent en la modification du tracé du prolongement de la Ligne de la Confédération vers l'ouest à l'avenue Cleary, et en deux ajustements du tracé de son prolongement vers l'est, à proximité des chemins Blair et Montréal. Ces améliorations faciliteront le fonctionnement du réseau et réduiront les coûts d'immobilisation.

Améliorations au tracé

- Avenue Cleary – La proposition vise à déplacer le tracé vers le sud à la hauteur de la station Cleary, par la propriété située au 747, chemin Richmond, de sorte que l'entrée de la station donnera sur le chemin Richmond. Elle serait ainsi beaucoup plus visible (et donc sécuritaire) et accessible à partir de la rue, et offrirait une meilleure connectivité avec le secteur aux piétons, aux cyclistes et aux automobilistes.

- Chemin Blair – L'amélioration proposée consiste en une modification aux tracés du train léger et du futur Transitway de Cumberland au nord afin que les deux partagent un court tronçon du couloir actuel du Transitway. Cela éviterait la construction de trois nouvelles structures de tunnel pour le train léger. Des dispositions seraient aussi prises pour que soit élargie la structure à la bretelle de sortie en direction est de la route 174 pour accueillir le futur Transitway de Cumberland.
- Chemin Montréal – L'amélioration recommandée vise à déplacer le point de transition du tracé au terre-plein de la route 174 environ 2 300 mètres plus à l'ouest, de sorte que la station Montréal soit aménagée sur le terre-plein juste au-dessus du chemin Montréal. Cette mesure évitera la construction à grands frais d'une structure surélevée au-dessus du chemin Montréal ainsi que tout problème lié aux coûts et à l'entretien d'une telle structure.

BACKGROUND

On November 26, 2013 Council unanimously approved the City's 2013 Transportation Master Plan (TMP) ([link](#)) which set out the City's priority for transit and transportation infrastructure investments until 2031. A major component of the TMP was the Stage 2 Light Rail Transit (LRT) plan, a package of three rail extensions that builds on the current Confederation and Trillium Line investments to add 30 kilometres of track and 19 new stations farther east, west and south.

Subsequent to Council's approval of the TMP, the Transportation Committee approved the statements of work ([link](#)) for the Environmental Assessments (EAs) for the three Stage 2 LRT project extensions.

On July 8, 2015 Council unanimously approved the Stage 2 LRT Environmental Assessment and Functional Design Report ([link](#)), which included direction to begin preliminary engineering, finalize the Environmental Assessment (EA) process and request funding from the Federal and Provincial Governments for the Stage 2 LRT Project.

As part of the preliminary engineering work, the Stage 2 Project Office undertook a detailed review of the functional designs and EA concepts, to confirm the constructability and feasibility of the alignments and identify any opportunities for improvements.

This report outlines recommended refinements to the LRT alignments based on this preliminary engineering work and an update on the funding negotiations for the project.

DISCUSSION

Alignment Improvements

Three improvements to the Stage 2 LRT project's alignment from the functional design approved by Council in July 2015 ([link](#)) have been identified as a result of ongoing preliminary engineering design work led by the Stage 2 Office as staff and the Owner's Engineer team advances and optimizes the design in preparation for procurement.

These refinements include improvements to the Confederation Line West extension alignment at Cleary Avenue, and two improvements to the Confederation Line East extension alignment in the vicinity of Blair Road and Montreal Road. The new alignments enhance the functionality of the system and decrease capital costs.

On March 24, 2016 these improvements were outlined in a Memo to Council in advance of a public consultation on the west alignment improvement held on April 14, 2016.

Below is a detailed description of the improved alignments.

Confederation Line West Extension: Alignment Improvement at Cleary Avenue

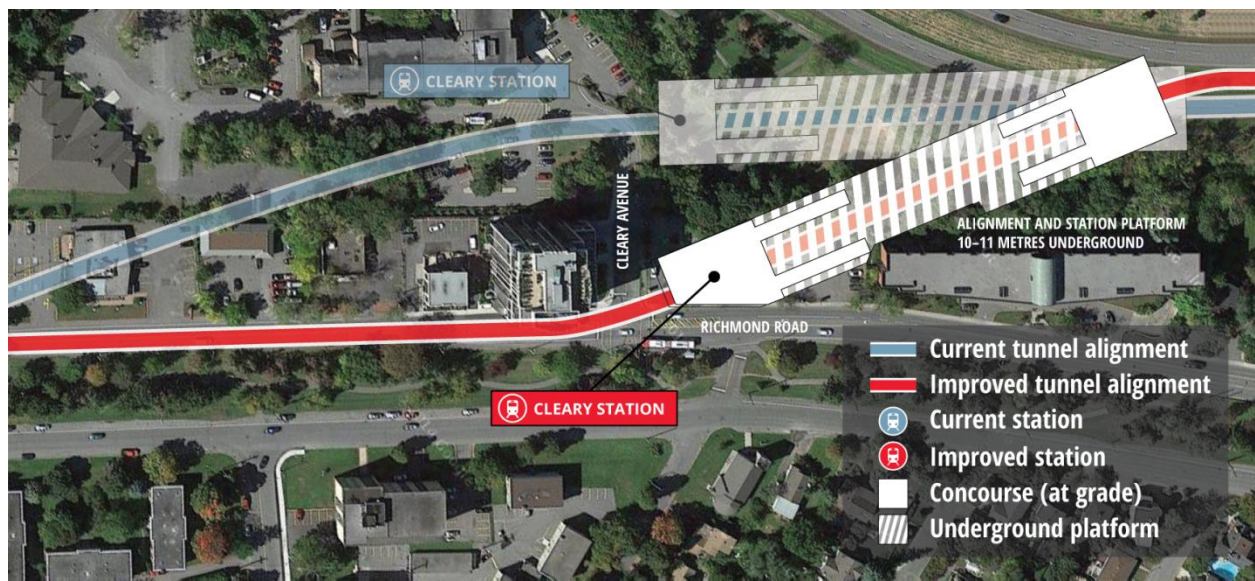
The initial functional design of the LRT alignment near Cleary Station sited the station north of Richmond Road, which resulted in the station entrance fronting off of Cleary Avenue obscured from Richmond Road by the 747 Richmond Road plaza and the existing tree line.

The proposed improvement shifts the alignment at Cleary Station south through the property at 747 Richmond Road so that the station entrance would front on Richmond Road. This significantly improves the station location by increasing station visibility

(safety) and accessibility from the street and improving pedestrian, cycling and vehicle connectivity with the surrounding community.

The design improvement also reduces future development constraints in the Cleary Station area by reducing the number of impacted properties from four parcels to one. It also allows for the potential bundling of the construction of Cleary Station to be integrated with potential future redevelopment of the 747 Richmond Road site which could minimize the construction duration of the combined construction works.

**FIGURE 1 – CONFEDERATION LINE WEST EXTENSION,
ALIGNMENT IMPROVEMENT AT CLEARY AVENUE**



Potential noise and vibration impacts during both the construction and operation stages of the improved Cleary alignment have been assessed and, while some additional mitigation measures may be required, it has been determined that similar construction mitigation measures would be necessary for both the original and revised alignment options.

Overall, the proposed improved alignment results in a better station location with improved visibility at comparable costs and community impacts that are considered

comparable to those of the initial functional design alignment (with the implementation of mitigation measures).

Public consultation on the functional and the improved alignment have been ongoing (please refer to the consultation section for details). At the Public Information Session held on April 14, 2016, approximately 200 residents and business owners provided feedback on the proposed alignment improvement. Comments were generally positive specifically on the new station location and the reduced construction and operational impacts to the Unitarian House. Some concerns were expressed by property owners who are closer to the new alignment. This feedback will be documented in the EA and staff will continue to work with the adjacent stakeholders to address and mitigate concerns as design and procurement documentation and strategies are advanced.

Environmental Assessment Update

Following Council approval, the EA documents will be updated to include the improved Cleary alignment as the recommended alignment.

The change will be incorporated in the Confederation Line West Notice of Commencement, scheduled to be published in June 2016, as well as the subsequent Notice of Completion and the final Environmental Project Report (EPR).

The recommended Cleary alignment improvement for the Confederation Line West extension includes minor differences to the previous Council-approved functional design and changes the environmental impacts mainly for property owners directly adjacent to the proposed improved alignment.

Given changes to the potential impacts to adjacent stakeholders the City hosted a public Information Session on April 14, 2016 to consult with the public and stakeholders in order to ensure compliance with EA requirements. Feedback received from the Information Session, summarized above, will be documented in detail in the EPR.

The proposed improvement does not affect any existing National Capital Commission (NCC) approvals. NCC staff are supportive of the revised alignment with its improved station location as it lessens the station infrastructure that is located in the NCC property behind 747 Richmond Road.

Confederation Line East Extension: Alignment Improvement at Blair Road

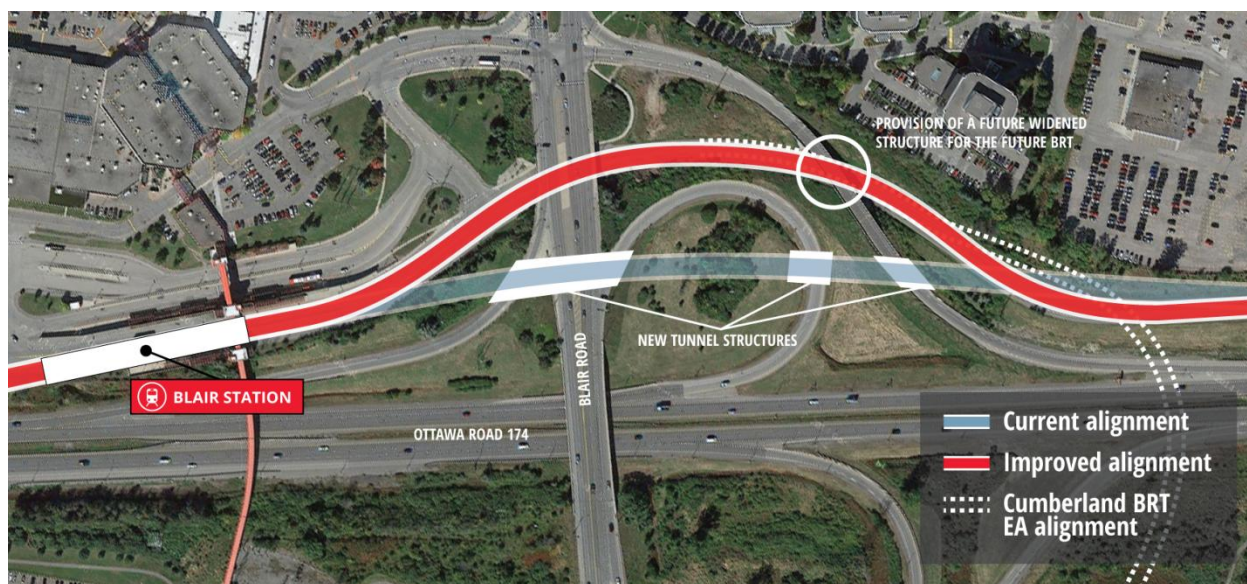
The functional design of the LRT alignment east of Blair Station runs straight below Blair Road and two Ottawa Road 174 ramp structures resulting in the need to construct three below grade tunnel structures.

The original functional design was developed with the mandate of maintaining the Council approved Hospital Link/Cumberland Transitway that would run along and to the east of Blair Road between Innes Road and Ottawa Road 174 and then across the highway to access Blair Station via the existing Transitway (once on the north side of Ottawa Road 174). As the Cumberland Transitway EA predated the 2013 TMP, it did not reserve or attempt to coordinate its work to allow for a potential corridor for a future LRT extension east of Blair Station.

As illustrated in Figure 2, the alignment improvement includes shifting both the LRT alignment and the future Cumberland Transitway alignment to the north wherein both alignments would share a short section of the existing Transitway corridor (with the future Transitway occupying the northern side). This alignment improvement avoids the need to construct three new LRT tunnel structures and includes the provision for a future widened structure at Ottawa Road 174 eastbound off-ramp to accommodate the future Cumberland Transitway.

There will be an additional cost in the future to construct the Cumberland Transitway as a result of this LRT alignment improvement. However, on a net present value basis, the savings now and the potential future cost increase balance out.

**FIGURE 2 – CONFEDERATION LINE EAST EXTENSION,
ALIGNMENT IMPROVEMENT AT BLAIR ROAD**



Overall, this improvement will decrease construction complexity and reduce costs by approximately \$4-5 million while maintaining the functionality of the system and reducing environmental impacts.

Environmental Assessment Update

The improved alignment at Blair Road includes minimal differences to the functional design, environmental impacts and stakeholder impacts of the two alignment options. Therefore, the alignment improvements at Blair Road have been incorporated into the Confederation Line East EPR and the Notice of Completion that was published on March 24, 2016. The Notice of Commencement was already posted on November 26, 2015 and does not need to be re-issued.

The changes were incorporated into the Confederation Line East EPR in anticipation that the improvement would be acceptable to the Ministry of Environment and Climate Change, and following Council approval, the Ministry will be able to approve this alignment as the City's recommended alignment.

Since the Confederation Line East EA efforts were undertaken in conjunction with the EA study for the widening of the Ottawa Road 174, the pertinent design refinement will also be captured in the highway's Environmental Study Report (ESR).

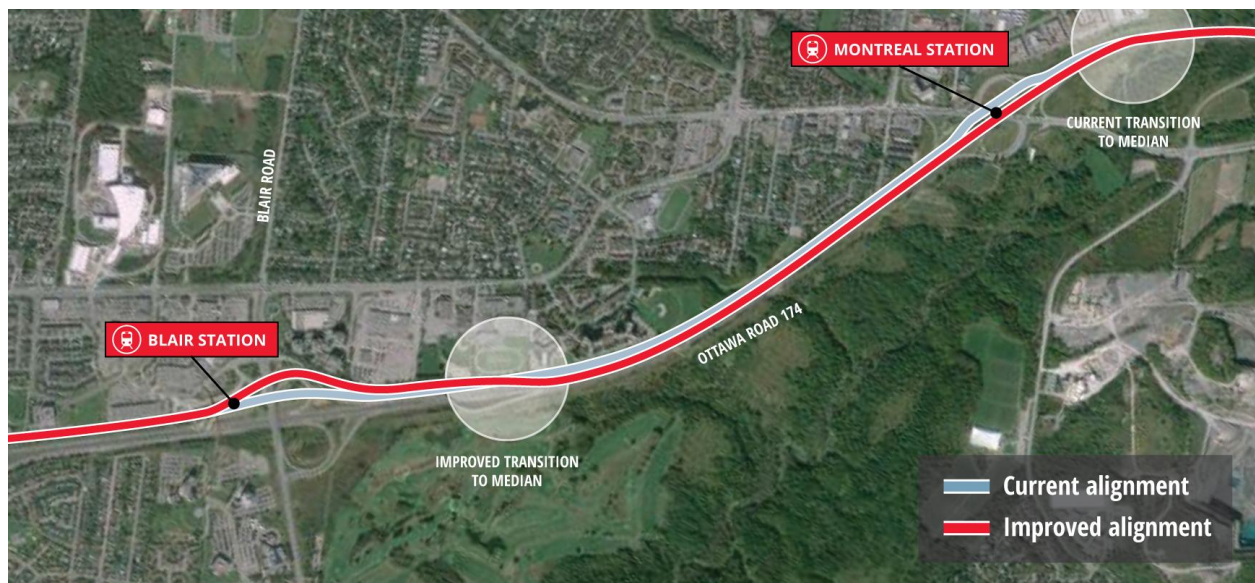
Confederation Line East Extension: Alignment Improvement at Montreal Road

The original functional design of the LRT alignment between Blair Road and Montreal Road runs north of Ottawa Road 174 transitioning into the median just east of Montreal Road and situates Montreal Station north of Ottawa Road 174 and west of Montreal Road. This alignment requires the construction of a 500 meter long, 17 metre high elevated structure to carry the LRT over Montreal Road and Ottawa Road 174 before entering a median alignment east of Montreal Road.

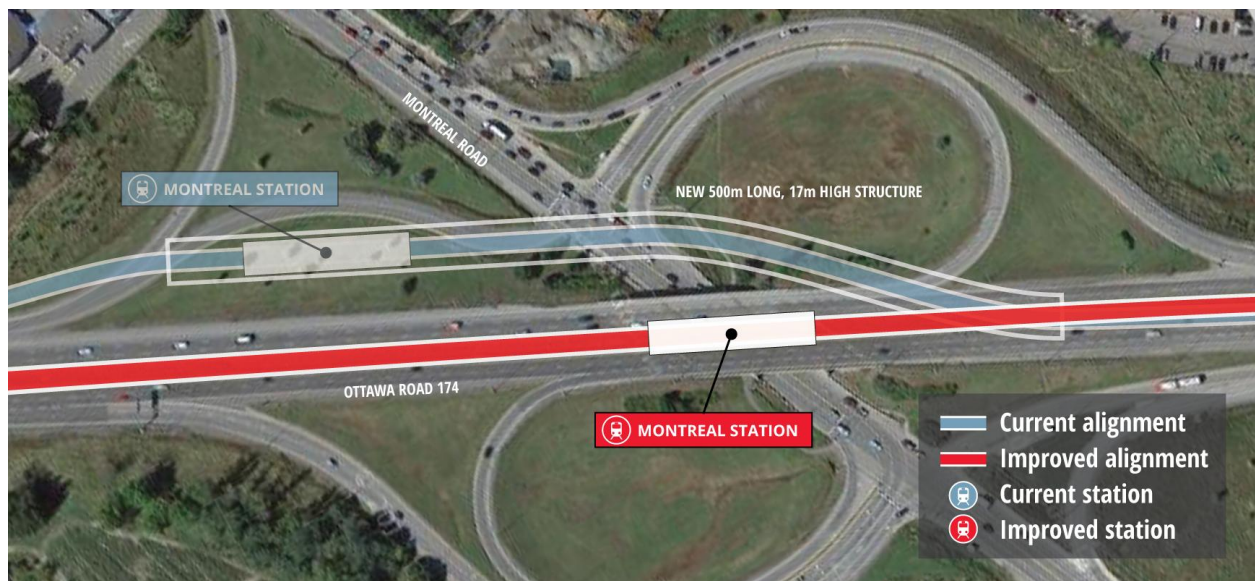
The alignment improvement recommends shifting the transition of the alignment into the median of Ottawa Road 174 farther west, by approximately 2,300 metres and thereby relocating Montreal Station into the highway median, just above Montreal Road. This alignment improvement avoids the need to construct an expensive elevated structure over Montreal Road and avoids the cost and maintenance issues associated with the structure.

Overall, the improved alignment will reduce capital costs by over \$12 million, lower constructability risks and avoid the visual impact of an elevated structure over Montreal Road.

**FIGURE 3 – CONFEDERATION LINE EAST EXTENSION, ALIGNMENT IMPROVEMENT AT
MONTREAL ROAD (ALIGNMENT SHIFT)**



**FIGURE 4 – CONFEDERATION LINE EAST EXTENSION, ALIGNMENT IMPROVEMENT AT
MONTREAL ROAD (STATION SHIFT)**



In order to accommodate the median LRT alignment and station, sections of Ottawa Road 174 will require partial widening. In addition, the Montreal Road bridge replacement, planned by the City in the next five years, would need to be advanced and bundled to the Stage 2 LRT program.

As per Council's direction in the Functional Design Report ([link](#)) additional bundling of City works into the Stage 2 LRT program are also being reviewed in terms of feasibility, cost, traffic impacts, construction logistics and construction scheduling. The results of this analysis will be presented to Council later this summer.

The improved alignment would also protect for a future Gloucester High School station. While not planned as part of Stage 2, interest in this potential future station was identified through the EA process. This station would be located farther east than was contemplated in the EA and located in the median rather than on the north side of the Ottawa Road 174.

Environmental Assessment Update

The improved alignment at Montreal Road includes minimal differences to the functional design, environmental impacts and stakeholder impacts of the two alignment options. Therefore, the alignment improvements at Montreal Road have been incorporated into the Confederation Line East EPR and the Notice of Completion that was published on March 24, 2016. The Notice of Commencement was already posted on November 26, 2015 and does not need to be re-issued.

The changes were incorporated into the Confederation Line East EPR in anticipation that the improvement would be acceptable to the Ministry of Environment and Climate Change, and following Council approval, the Ministry will be able to approve this alignment as the City's recommended alignment.

Since the Confederation Line East EA efforts were undertaken in conjunction with the EA study for the widening of the Ottawa Road 174, the pertinent design refinement will also be captured in the highway's ESR.

The proposed improvement does not affect any existing National Capital Commission approvals.

Senior Government Funding and Preliminary Engineering

As part of the Stage 2 LRT Environmental Assessment and Functional Design Report ([link](#)) Council directed staff to begin preliminary engineering and to request Federal and Provincial funding contributions for the Stage 2 LRT Project.

Subsequent to the Council direction in July 2015, the Mayor sent letters to the Prime Minister and Premier requesting at least 1/3 funding for the Stage 2 LRT Project and 100% funding for the Trim Road and Airport Link Extensions. Concurrently, staff submitted applications to both levels of governments for funding.

To date, the City has received strong signals of support for the project including references in the 2016 Federal budget and the 2015 and 2016 Provincial budget. These indications have been reinforced by public statements of support by the Prime Minister and Premier.

Federally, the project has been screened through the latest P3 Canada funding round, and staff are developing the relevant materials to meet the P3 Canada Business Case requirements which includes a Value for Money Assessment, procurement options analysis, and updated cost estimating which will be completed this summer. Staff anticipates more details of the Federal infrastructure funding programs and mechanisms to be announced over the next few months, at which point, a new funding application process may be required.

As part of the 2016 Federal Budget, a \$3.4B Transit Infrastructure fund was created to be available over the next 3 years to municipalities based on transit ridership. The projects/activities under this fund will be eligible for up to 50% cost sharing. The City has confirmed that this funding can be used for the Stage 2 LRT project's preliminary engineering and preliminary implementation activities to meet the schedule outlined in Table 1 below. Staff recommend that Council direct staff to include the Stage 2 preliminary activities in the City's application to this fund. Staff are compiling a list of projects that would meet the criteria for this fund and will present the recommended list for Council's approval later this summer.

Table 1: Stage 2 Implementation Schedule

Schedule Element	Timing	
	Start	End
Procurement Options Analysis including VfM	July 2015	Q3 2016
Preliminary Engineering	September 2015	Q1 2017
Funding Agreement Negotiation	Q2 2016	Q3 2017
Design Update and Procurement Report to Council	Q3 2016	
Request for Qualification	Q3 2016	Q1 2017
Request for Proposal & Evaluation	Q1 2017	Q1 2018
Council Approval and Award Contract	Q1 2018	
Construction	Q2 2018	Q1 2023
Revenue Service	Q3 2023	

Provincially, staff have submitted a Business Case to the Ontario Ministry of Transportation (MTO) and have been working closely with MTO staff on its review. Indications are that the review and analysis of the Business Case are in the final stages and that a recommendation from staff to the Minister will be forthcoming in the coming months.

RURAL IMPLICATIONS

The Stage 2 LRT Project will have significant City-wide benefits as outlined in the Stage 2 LRT Project Benefits and Business Case ([link](#)).

CONSULTATION

Confederation Line West Extension

The West EA study's finding and recommended design have been presented to the public in a series of Public Open Houses, as detailed below:

- Open House #1 – November 29, 2010;
- Open House #2 – April 25, 2013;

- Open House #3 – June 17, 2013;
- Open House Sir John A. Macdonald – March 30, 2015; and,
- Open House #4 – April 29, 2015.

An information session was organized for members of the Unitarian Campus on November 17, 2015.

With respect to the improved alignment, the City hosted the following stakeholder and public consultations:

- Briefings with elected officials from all levels of government, including ward Councillors Taylor and Leiper and Chairs Blais and Egli – March 2016
- Property Owners and Stakeholders Briefing Session – March 24, 2016
- Memo to Council and Media Availability – March 24, 2016
- Briefings with individual property owners abutting Cleary Station – April 11 and 12, 2016
- Public Information Session on April 14, 2016 detailing the proposed alignment improvement:
 - Approximately 200 residents and business owners were in attendance
 - Ward Councillors Taylor and Leiper were in attendance and stated their support for the alignment improvement
 - Comments were generally positive specifically on the new station location and the reduced construction and operational impacts to the Unitarian House; some concerns were expressed by property owners who are closer to the new alignment
 - The feedback will be documented in the EA and staff will continue to work with the adjacent stakeholders to address and mitigate concerns as design and procurement documentation and strategies are advanced.
 - Notification for the Information Session included:
 - ‘Buckslip’ notice inserted in the EMC West on April 7, 2016
 - Notification sent to all adjacent stakeholders and local MPPs and MPs on April 6, 2016, by email

- Notification posted on the project website, www.stage2lrt.com, on April 7, 2016
- Notification to area Community Associations
- Notification of technical and approval agencies, by e-mail
- Notification of identified First Nation groups by e-mail and letter
- An e-news bulletin to over 800 subscribers to the West LRT email list

A Notice of Commencement of the Transit Project Assessment for the EA study is scheduled for release in June 2016.

Confederation Line East Extension

The East EA study's findings and recommended design have been presented to the public in two Public Open House stages, as detailed below:

- Open House #1 series – April 20, 21 and 23, 2015; and,
- Open House #2 series – February 3, 4, and 5, 2015

With respect to the improved alignments, given the minimal differences to the functional design, environmental impacts and stakeholder impacts of the two alignment options, the following notifications were undertaken:

- Briefings with elected officials from all levels of government, including ward Councillors Tierney, Mitic and Monette and Chairs Blais and Egli – March 2016
- Memo to Council and Media Availability on March 24, 2016

A Notice of Commencement of the Transit Project Assessment for the EA study was published on November 26, 2015, followed by the Notice of Completion on March 24, 2016.

COMMENTS BY THE WARD COUNCILLOR(S)

This is a City-wide report.

LEGAL IMPLICATIONS

There are no legal impediments in implementing the recommendations as outlined in this report.

RISK MANAGEMENT IMPLICATIONS

Implementation for the Stage 2 Project requires a significant risk management process. A comprehensive risk register has been developed and best in class risk mitigation processes and procedures have been put into place.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications with this report.

FINANCIAL IMPLICATIONS

The Stage 2 project will proceed with spending of the 2016 approved budget of \$43M. While formal agreements are not yet in place with either the federal or provincial government we have noted that the 2016 federal government budget has specifically mentioned accelerated design for new light rail transit lines in Ottawa as a project under the Public Transit Infrastructure Fund. A similar reference was made in the 2016 Ontario budget. Hence, we believe that the two-thirds senior government contribution as planned in the 2016 budget will be received.

The bundling of the Montreal Road bridge advances this forecasted capital project by approximately two to three years. Any incremental debt servicing costs that might be incurred in order to do so would be more than offset by the \$12M projected savings resulting for the Stage 2 alignment improvement at Montreal Road.

ACCESSIBILITY IMPACTS

The Stage 2 LRT Project is being designed to meet the accessibility goals set by Council and to comply with the *Ontario Building Code* and to the greatest extent possible, the new *City of Ottawa Accessibility Design Standards*. The same criterion is applied to the alignment improvement designs.

ENVIRONMENTAL IMPLICATIONS

The Stage 2 environmental implications and the environmental implications associated with the alignment improvements are documented in the Confederation Line East and West Environmental Project Reports (EPR).

TERM OF COUNCIL PRIORITIES

The work summarized in this report is supportive of the Following Term of Council Priorities:

- TM1 – Ensure sustainable transit services;
- TM2 – Maximize density in and around transit stations;
- TM3 – Provide infrastructure to support mobility choices;
- TM4 – Promote alternative mobility choice;
- GP3 – Make sustainable choices;
- FS2 – Maintain and enhance the City's financial position; and,
- EP3 – Support growth of the local economy

DISPOSITION

Upon Council approval, staff will implement the recommendations outlined in this report including the updates to the respective Environmental Project Reports and Environmental Study Report. Staff will provide an update and seek Council direction once details of Federal and provincial funding are confirmed.