



September 29, 2016

File: D06-01-09-WLRT/T01-04-14-WEST

Environmental Assessment - Confederation Line West Light Rail Transit Extension – City of Ottawa

Dear Sir/Madam;

The City of Ottawa completed a Draft Environmental Project Report (EPR) in accordance with Ontario Regulation 231/08 for the Western Extension of the Confederation Line Light Rail Transit Environmental Assessment study, which was released for agency and public review on June 2, 2016. Your agency has been circulated this document as part of this phase, as well as an agency pre-Notice of Commencement review in January, 2016. While typically the Notice of Commencement period is for agency review, the City opted to make it available to the public given the amount of material and the public's interest in the project.

The environmental impact of this transit project was assessed and an EPR prepared according to the Transit Project Assessment Process (TPAP) as prescribed in Ontario Regulation 231/08, *Transit Projects and Greater Toronto Transportation Authority Undertakings*. The Draft EPR documents the entire study process, including a description of the planned project, its anticipated environmental impacts, and the project's consultation program.

The City has received comments from a number of agencies and a number of members of the public. These comments have been considered by the City and have been incorporated into the Final EPR where deemed appropriate. Responses have been prepared for each set of comments. Below is a summary of consultation efforts and feedback received during the agency review period, and how it has been incorporated into the document.

The Final EPR for the Confederation Line West LRT Extension will be available for a 30-day public review period on September 29, 2016, when the Notice of Completion will be issued by the City of Ottawa. This indicates the finalization of the EPR.

Aboriginal Groups

The Notice of Commencement was distributed to all identified Aboriginal Groups as identified by the appropriate ministries. Feedback was received from the Kitigan Zibi Anishinebeg First Nation regarding the sacred place of water to the Anishinabee people, and a desire to lessen or mitigate any impact to the Ottawa River and Pinecrest Creek was expressed.

The mitigation and stormwater management framework detailed in Section 8 was provided in a formal response. Additionally, the preliminary engineering team refinements at Lincoln Fields Station moves the alignment out of the Pinecrest Creek floodplain, and provides for a larger portion of the creek to be daylighted. This alignment change accordingly lessens the impact on the Pinecrest Creek.

Federal Agencies

The National Capital Commission (NCC), Environment Canada, and Public Works and Government Services Canada (PWGSC) were all circulated the EPR during the Notice of Commencement Phase for comment. The National Capital Commission have been consulting with

the preliminary design team on their refinements to the alignment along Pinecrest Creek. The Pinecrest Creek corridor is NCC owned land, of which the NCC is the Environmental Land Manager.

The NCC have expressed support for the alignment changes in the vicinity of Lincoln Fields and the approach to Queensview Station, and as such these design changes have been incorporated into the EPR in Section 5 and Section 7. Their input included a desire to daylight additional segments of Pinecrest Creek, improve flooding conditions, and avoid disruption to the National Capital Pathway in the corridor.

Provincial

The following Provincial agencies were consulted with during the Notice of Commencement phase:

- Ministry of Environment and Climate Change (MOECC)
- Ministry of Transportation (MTO)
- Ministry of Natural Resources and Forestry (MNR)
- Ministry of Tourism, Culture, and Sport (MTCS)
- Infrastructure Ontario (IO)
- Hydro One Networks Inc.
- Rideau Valley Conservation Authority (RVCA)
- Ministry of Health and Long-Term Care

MOECC and their team of reviewers coordinated a pre-Notice of Commencement Review, and provided feedback in several areas that has since been incorporated into the EPR, such as:

- The need to stress and document that the proposed undertaking is a defined project,
- Integrate further details on potential detour implications,
- Document the proper addendum process,
- Expand on the description of Aboriginal consultation,
- Document how source water protection plans will be integrated, and
- Provide more guidance on how to manage contaminated soil and storm water runoff.

MTO have provided input in the areas where the West LRT alignment runs adjacent to Highway 417. Additional analysis in the vicinity of Pinecrest Road has been undertaken to document that the arrangement shown in the EPR does not cause any excessive traffic queuing. It has been confirmed that the proposed ramp underpasses at Pinecrest reinstate the ramps at an acceptable geometry, and that existing underpasses at Richmond Road are at an acceptable clearance. Clarification has also been made that visual screening for west bound traffic will be installed along the alignment where it is in vicinity to the highway, and that land occupancy of the Western LRT will be determined during subsequent design phases, a schedule acceptable to both parties.

MNR provided input on the language concerning identified Species at Risk, specifically Butternut and Blanding's Turtle. Additional text was added to Section 8.4.5.2 to reflect the need for approval under the Endangered Species Act, and to do species specific surveys during detailed design and distribute information from these surveys to the MNR.

MTCS reviewed the archaeological work done and was satisfied with the current work, as well as the commitments for a Phase 2 Archaeological Assessment. MTCS and the study team have agreed that a Heritage Impact Assessment will be done during the Federal Approval process for identified heritage structures, and coordinated with MTCS and the NCC. This timing is reflected in the EPR, and is satisfactory to the MTCS.

IO was consulted with to clarify that none of their managed lands were required to implement the project. This was confirmed in consultation with their real estate staff, and documented in the EPR consultation record.

Municipal

The EPR was circulated to a number of Municipal stakeholders and City of Ottawa departments for their review, such as Ottawa Public Health, Traffic Operations, Transportation Planning, Urban Design, Land Use and Natural Systems, Heritage Planning, Parks, Recreation, and Cultural Services, OC Transpo, Ottawa Hydro, and the Stage 2 Preliminary Engineering Team (Stage 2 Office).

The Stage 2 Office is responsible for the preliminary engineering for all of the LRT extension proposed in Ottawa – to the East, South, and West. The City has commenced preliminary engineering in advance of completion of the environmental assessment to meet desired implementation timelines. The timing of the preliminary engineering work and the finalization of this EPR provided an opportunity for Stage 2 Office to share their lessons learned from the current Confederation Line under construction, as well as examine the original EPR proposed alignment in further detail. During the Notice of Commencement period, the Stage 2 Office developed modifications to the Recommended Plan in several areas, which were assessed against the EPR original alignment. These modifications include:

- Shifting the LRT tunnel from under Richmond Road to under Byron Linear Park between Cleary and New Orchard Stations;
- Shifting Lincoln Fields Station east, out of the floodplain;
- Modifying the junction south of Lincoln Fields Station to improve operational flexibility;
- Modifying the approach to Queensview Station;
- Modifying the realignment of Pinecrest Creek near Iris Station to improve the LRT alignment, and;
- Shifting the LRT platform at Bayshore station approximately 25 metres to the east to accommodate a future connection directly into the mall.

The modifications were determined to be an improvement over the original alignment, and as such were imported to ensure that the proposed undertaking in the EPR constitutes a final project description.

These changes have been consulted on with the public during the Notice of Commencement by way of three Public Open Houses, and are reflected in the EPR that is now available for public review. The consultation efforts for these changes are described in Section 3, the rationale for these changes outlined in Section 5, the changes themselves described in Section 7, potential impacts discussed in Section 8, and any new commitments as a result documented in Section 9.

OC Transpo provided operation input with regards to station layout and bus staging areas. Their input was incorporated with clarifying language with regards to local bus connections and decommissioning of Queensway Station.

Ottawa Public Health expressed a desire to be involved in subsequent stages of the study with regards to air quality, noise, and vibration impacts on surrounding communities, and to have the definition of sensitive receptors clarified throughout the document. The EPR has been modified to reflect this, in Sections 6 and 8.

The Land Use and Natural Systems staff provided two thorough reviews of the EPR. Input from staff was incorporated to reflect current, best practices for work surrounding Species at Risk, consistency in how existing conditions are presented, and the most appropriate mitigation for wildlife, animal crossing examinations, and station design. The staff were engaged in corresponding with the MNRF.

Heritage Planning provided input on the City of Ottawa listed properties versus designated properties with regards to built heritage. Staff provided input to resolve concerns raised by the MTCS that has since been added to the EPR to clarify the City of Ottawa's interests. Heritage Planning will play an active role in the completion of a Heritage Impact Assessment during subsequent design stages.

Parks, Recreational, and Cultural Services provided input with regards to fencing and screening at nearby parks, and the desire to be included in subsequent stages for reinstatement work, and advisory of any temporary closures for construction.

Ottawa Hydro offered a number of clarifying comments, and drew the study team's attention to the necessity of access to infrastructure nearby stations.

General Public

Due to the high level of public interest in this study, it was determined that it would be appropriate to make the Draft EPR available for public review during the Notice of Commencement phase of the TPAP process. The EPR was made available to review in person at three different locations, and available for download online.

This has provided an additional 120 days to the upcoming 30 day review period to garner public feedback, and incorporate this feedback wherever possible. The public has been actively engaged, with over 400 unique views/downloads of the EPR document in whole or in part, and active in-person review being reported.

There were extensive comments, questions and feedback received on the EPR from individuals throughout the study area and study context. All correspondence is contained in Appendix B, Annex XIII. Below is an overview of some of the major issues raised:

- ***Bayshore Station and West Transitway Connection*** – The relationship between the Western Transitway Extension from Bayshore to Moodie (currently under construction) and the treatment of the access to Bayshore Station at the intersection of Holly Acres was the subject of much feedback from the Crystal Beach Lakeview Community Association. Through written and verbal correspondence with the community, additional analysis and content is now contained in the EPR to explicitly demonstrate that there are no air quality, noise, or vibration concerns associated with the recommended plan in this area. Clarification has been added to explain the relationship between the previously approved grade separated design and the EPR under review, that the study area has indeed considered any new conditions up to the match line of the West Transitway Extension (shown in Section 11.1), and that the existing berm will be uncompromised as a result of the work.
- ***Maintenance and Storage Facility Site*** – The Crestview Meadowlands Community Association, several nearby residents and the Poet's Pathway Committee were active in discussing the implications of the Maintenance and Storage Facility (MSF) proposed within the Woodroffe-Merivale Corridor lands just south of Norice Street at Woodroffe Avenue. The community expressed concern over noise and vibration, offered design suggestions, and provided their preference for timing of any works on-site. Questions regarding noise and vibration were answered, design suggestions appended and forwarded onto the detailed design team, and the general preference for timing reflected in updated phasing language in the EPR that puts priority on expanding the current Belfast Facility and maximizing on-line storage prior to implementing the MSF.
- ***Connaught Tunnel and New Orchard Station Sites*** – The Queensway Terrace North and Woodpark communities provided input regarding tunnel and station design, and the effects of construction staging on their respective neighbourhoods, particularly regarding tree loss. Members and representatives of each community were engaged to answer any questions on construction, and mitigation in terms of the Tree Conservation Report and Landscaping Plan was explained.
- ***General Issues and Editorial Comments*** – A number of responses provided good editorial and editing feedback. These comments are greatly appreciated by the City and the edits have been incorporated into the EPR.

Conclusion

The Final EPR, reflecting feedback received from the agencies, groups, and individuals outlined above, will be available on September 29 for the statutory 30-day public review period under the TPAP regulation. To review the Final EPR, consult the project website: Ottawa.ca/westernlrt.

To assist in identifying where the changes are located in the main document, a tracked changes version and a final version of each of the main sections is provided. This will facilitate review. Note that editorial, editing and formatting comments are not tracked, but have simply been incorporated in the document.

Your continued interest on this study is appreciated, and fundamental to the overall success of the project.

Sincerely,

A handwritten signature in black ink, appearing to read "Nelson Edwards". The signature is fluid and cursive, written in a professional style.

Nelson Edwards

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