

Appendix 5

Station Descriptions and Technical Overview

Stage 2 light rail transit (LRT) stations will follow the same standards, design principles, and connectivity and mobility requirements as Stage 1 Confederation Line. Proponent Teams were instructed, through the guidelines outlined in the Project Agreement (PA), to design stations that will integrate with Stage 1, which include customer facilities, accessibility features, and the ability to support the City's Transportation Master Plan (TMP) goals for public transit and ridership growth.

The station features planned for the Stage 2 LRT Project will be designed and built on these performance standards which include:

- Barrier-free path of travel to entrances of stations;
- Accessible fare gates at each entrance, providing easy access for customers using mobility devices or service animals;
- Tactile wayfinding tiles will trace the accessible route through the fare gates, to elevators, platforms and exits;
- Transecure waiting areas on the train platform will include accessible benches and tactile/Braille signs indicating the direction of service;
- Tactile warning strips and inter-car barriers to keep everyone safely away from the platform edge;
- Audio announcements and visual displays for waiting passengers will precede each train's arrival on the platform and will describe the direction of travel;
- Service alerts will be shown visually on the passenger information display monitors and announced audibly on the public-address system;
- All wayfinding and safety signage will be provided following the applicable accessibility standards (including type size, tactile signage, and appropriate colour contrast);
- Clear, open sight lines and pedestrian design that make wayfinding simple and intuitive; and,
- Cycling facilities at all stations including shelter for 80 per cent of the provided spaces, with additional space protected to ensure cycling facilities can be doubled and integrated into the station's footprint.

Elevators

Elevators serving each platform and entrance will provide access to all station levels. Redundant elevators will be provided at all transfer stations and at all stations where alternative accessible routes cannot be provided.

At Uplands, Leitrim and Bowesville stations, single elevators are provided at stations where accessible ramps could conveniently service those with accessibility needs in the event of an elevator service interruption. At these stations, along with one elevator, a public stair and ramp are provided at each platform. Additionally, where redundant elevators are not provided, space will be identified for an additional elevator to allow for future installation. Due to the nature of Uplands Station being an event station, it will be the only station on the O-Train LRT Network on opening day without elevators and will instead have one ramp and stair per platform, with space identified for a future elevator.

Elevator dimensions will allow for an appropriate turning radius for customers using mobility devices, and buttons and emergency controls will be mounted at an accessible height.

Public Washrooms

As part of the March 2017 *Stage 2 Light Rail Transit Implementation – Project Definition and Procurement Plan Report* (ACS2017-TSD-OTP-0001), Council received information on the provision and location of public washrooms for the Stage 2 LRT Project.

Council previously adopted design standards for public washrooms at rapid transit stations through the *Stage 1 and Stage 2 of Light Rail Transit (LRT) – Provision of Public Washrooms Report* (ACS2015-CMR-OCM-0031).

Based on those two reports and the Ontario Building Code (OBC), public washrooms will be provided at terminal stations and high-volume transfer stations. The stations will be built within industry best practices and the OBC, while ensuring customer security and safety.

For Confederation Line, public washrooms will be provided at Trim, Baseline and Moodie stations. Additionally, in response to previous Council direction, public washrooms will be provided at Place d'Orléans and Lincoln Fields stations. It should be noted that for Stage 1 Confederation Line, public washrooms will already be in place at Tunney's Pasture, Bayview, Hurdman, and Blair stations. Additionally, Lyon, Parliament, Rideau and St. Laurent stations are integrated with buildings that have access to public washroom facilities (not operated or maintained by the City).

For Trillium Line, public washrooms will be provided at Limebank Station only. Public washrooms currently exist at Bayview Station and public washrooms at the airport will

be accessible to customers outside of the fare paid zone. Other stations along the Trillium Line, such as South Keys, Greenboro, and Carleton University, are also in close proximity to buildings that have public washrooms (not operated or maintained by the City).

The following station descriptions and renderings are based on the submissions provided by East-West Connectors (Confederation Line) and TransitNEXT (Trillium Line).

Confederation Line West Extension

Confederation Line West Extension is one of the three major extensions to Ottawa's light rail transit system. This extension will see LRT continue west from Tunney's Pasture to provide service to both Moodie and Baseline stations, playing a significant part in increasing the O-Train LRT system's reach to bring 77 per cent of area residents within five kilometers of rail. The Confederation Line West extension will connect the communities of Hintonburg, Island Park, Westboro, Mckellar Park, Woodpark, Woodroffe/Lincoln Heights, White Haven, Queensview Terrace North, Bayshore, Crystal Beach-Lakeview, Iris, Centerpointe, and Lincoln Heights.

It will enhance access to some of the City's most cherished greenspaces, including Ottawa River pathways, Westboro Beach, the NCC's future Linear Waterfront Park, Byron Linear Park, Pinecrest Creek Corridor, Wesley Clover Park, as well as the Crystal Beach-Crystal Bay area. The rail will connect employment, shopping and education nodes, including Algonquin College, Bayshore Shopping Centre, as well as the Pinecrest and Westboro retail areas.

Westboro Station is an existing Transitway station to the north of Scott Street between Tweedsmuir Avenue and Athlone Avenue. The Transitway will be converted to accommodate LRT. The new main entrance will be located on Scott Street and an entrance on the north side of the existing Transitway trench will facilitate the non-fare paid transfer of passengers from the bus drop off area on the existing western bus access drive. From there, passengers will connect to the LRT platform below through fare gates.

Pedestrian connections linking the north and south side of the existing trench will be provided at the east and west side of the station. Bicycle parking will be provided in the Scott Street plaza area from the main entrance with passenger pick up and drop off (PPUDO) spaces provided in each direction of travel on Scott Street. North of the existing trench, and west of the station, a bus staging area to accommodate four buses will be provided.

Figure 1: Westboro Station



Dominion Station is an existing Transitway Station, which will be located within the existing Transitway trench between Dominion Avenue and Berkley Avenue. Bicycle parking will be provided in the station's public entrance plaza, which is designed to provide public access across the guideway linking pedestrians and cyclists from Dominion Avenue to Workman Avenue with direct connection to the NCC pathway on the Sir John A. Macdonald Parkway.

The pedestrian bridge east of the station near Roosevelt Avenue will be decommissioned throughout construction.¹ PPUDO spaces will be conveniently located near the station plaza on Dominion Avenue.

¹ Further to an error pointed out at the March 6, 2019 Council meeting, a correction was made to this Appendix after Council Approval, pursuant to the City Clerk and Solicitor's Delegated Authority to correct clerical, spelling, or minor errors of an administrative nature as set out in Schedule C,

Figure 2: Dominion Station



Cleary Station is a new station. The single station entrance will be located within the Bryon Linear Park between Cleary Avenue and Sherbourne Road. The station entrance plaza will seamlessly integrate with the planned functions of the Bryon Linear Park, activating this node within the park. Bicycle parking will be provided in the station plaza and PPDUO spaces will be provided on both the north and south side of Bryon Avenue.

As part of the City's commitment to engaging and listening to the communities most affected by LRT construction, an extensive public consultation campaign was initiated

Subsection 36 of Delegation of Authority By-Law 2018-397, to clarify that the pedestrian bridge east of the station near Roosevelt Avenue will be decommissioned throughout construction.

with the residents along the Byron Avenue corridor and Richmond Road. One area of concern was Cleary Avenue, specifically where the station would be located.

In March 2017, Council approved the Stage 2 Implementation Plan, which included the new alignment and a recommendation to incorporate Cleary Station in a Station-Oriented Development (SOD) Opportunity Study. More information regarding development around Cleary Station can be found in the SOD Section of the report.

As part of the alignment and design improvement process, the location of Cleary Station was shifted into the Byron Linear Park, similarly to New Orchard Station. As with New Orchard Station, Cleary Station will be below grade and open air. This more compact, one-storey station will provide pedestrian access to grade level from sidewalks and pathways on Richmond Road.

Moving the station into the park reduces risks in relation to the tunnel alignment and construction adjacent to the West Nepean Collector Sewer, versus the previous location at the corner of Cleary Avenue and Richmond Road intersection. The new alignment also improves track geometry, reducing the depth and curvature of the tunnel alignment, providing a more subtle turn from the SJAM corridor into the Richmond-Byron Corridor.

All station facilities and system support spaces will be completely below grade except for the fare paid entrance building and the electrical service entry, which will be combined with the required emergency exit from the platform level opposite of the station entrance.

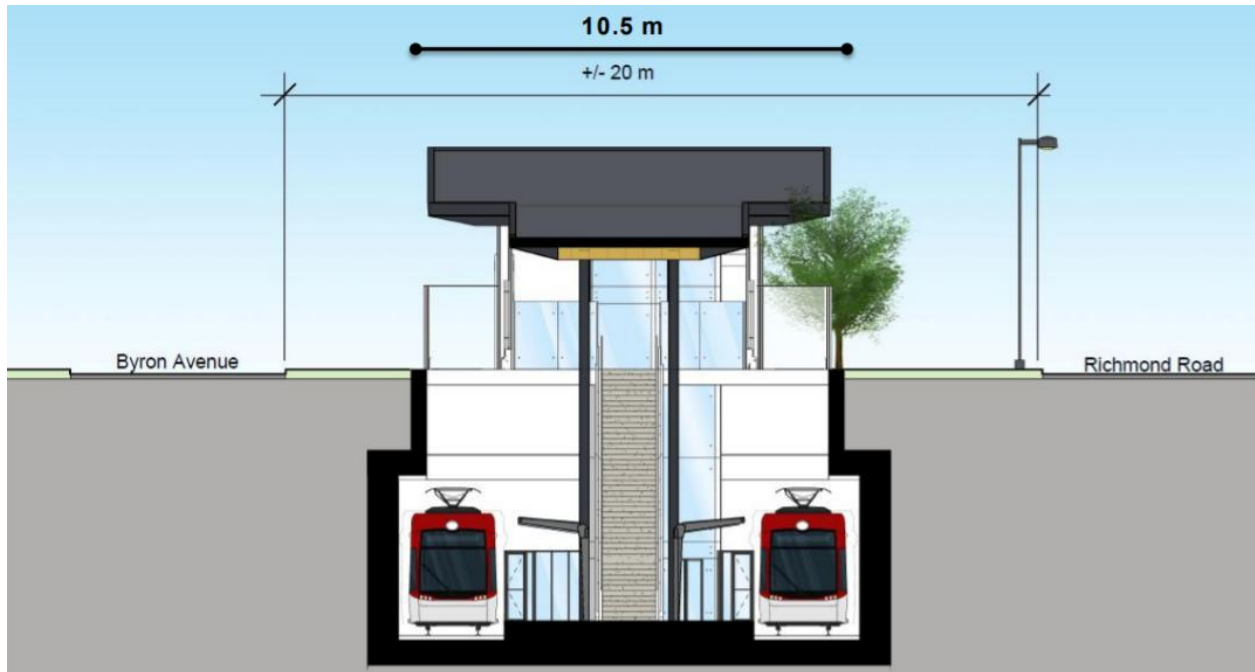
Changing the station design, from a completely underground station, to being a below grade open air station, reduces the need for a fan plant on NCC property within the SJAM corridor. The removal of the fan plant reduces the cost of design while also reducing the visual impact on the SJAM Parkway and views from adjacent properties.

The City was required to purchase the property at the intersection of Cleary Avenue and Richmond Road, where the alignment enters into the Richmond-Byron corridor. Reducing the area, previously affected by the station footprint, allows for a more buildable site above the train alignment. This will help in building a transit-oriented design that is more feasible and desirable. Lastly, locating the station in the park provides an excellent opportunity for integration of landscaping, plazas, people spaces and placemaking within the community, acting as a key gateway to the renewed Byron Linear Park.

Figure 3: Cleary Station



Figure 4: Cleary Station (view at below grade)



New Orchard Station is a new station located within the Byron Linear Park, immediately east of New Orchard Avenue. All station facilities and system support spaces will be completely below grade except for the fare paid entrance and emergency exits. New Orchard will also be constructed as an open station and the platforms will be located below the level of the existing grade.

Figure 5: New Orchard Station



Lincoln Fields Station is an existing Transitway Station that will be re-oriented and completely rebuilt to function as a new LRT station. The train platform will be located under Carling Avenue with a fare paid connection to the bus facility to allow passengers to transfer seamlessly without a requirement to pass through fare gates or revalidate their fare.

There will be a minimum of three fare-controlled entrances: a station entrance will be provided from Carling Avenue; an entrance will provide access from the west side of the Guideway at grade; and, an entrance will be provided at the bus loop. The existing bus terminal will be reconfigured to accommodate bus platforms and bus layby facilities only, and a new bus drivers' facility. The PPUDO spaces currently located within the operating area of the bus terminal will be relocated and segregated from the fare paid zone with access from Carling Avenue, shared with buses as currently configured. This major transfer station will be outfitted with public washrooms available to fare paid customers during LRT operation hours and will have provisions for a future retail space. A signalized pedestrian crossing will also be provided to facilitate improved station access across Carling Avenue.

Figure 6: Lincoln Fields Station



Iris Station, currently a bus stop located at the intersection of Iris Street and the existing Transitway, Iris Station will be converted to a light rail station. The station platform will be located below the level of Iris Street. The station will include vertical circulation elements for passengers to access the station from the sidewalk and bus stops located on Iris Street. Station entrance plazas on the east and west side of the guideway will be provided to safely accommodate both pedestrian and cycling traffic.

Figure 7: Iris Station



Baseline Station is an existing Transitway Station that has been future-proofed for light rail conversion with an existing tunnel. This new terminal/station will be converted to a terminus station serving as the south-western terminus of the Confederation Line, located between College Avenue and Navaho Drive, just west of Algonquin College's ACCE building and beneath the landscaped plaza within the previously constructed transit tunnel. The fare paid new bus facility will allow the existing Transitway Station to be de commissioned and reduced to bus only traffic lanes. The residual station space will be replaced with landscaped areas and improved pedestrian and cycling connections.

The station will be a centre platform configuration, with the platform located within the centre cell of the existing below grade structure. The station will have three fare-controlled entrances. One entrance will front the south side of College Avenue; a second entrance will be provided on the north end of platform, within the existing plaza; and, a third entrance from the pedestrian bridge connecting to the Algonquin ACCE building. The new pedestrian bridge will allow passengers safe and direct access to the ACCE building and to the existing pedestrian bridge crossing Woodroffe Avenue, thus reducing the quantity of pedestrians crossing College and Woodroffe Avenue at grade. This major transfer station will have public washrooms available to customers during LRT operating hours and will have provisions for a future retail space. A new

consolidated bus layby facility and bus driver's facilities will be constructed south of College Avenue between the existing park and ride and the skate park.

Figure 8: Baseline Station



Queensview Station is a new station located to the north of Highway 417. The station is to be served by a minimum of one fare-controlled entrance and will be integrated with a new public access pedestrian bridge spanning Highway 417 and landing at Baxter Road, providing a significant new connection for communities north and south of the highway.

There will be a north entrance building and entry plaza with access from the enhanced MUP and sidewalk system to allow access from the Queensview Drive and Queensway Terrace North communities. This entrance will also serve the new pedestrian bridge spanning Highway 417.

The station and bridge will be accessed via a combination of sloped pathway, stairs and elevators on the north side of Highway 417 and by accessible vertical circulation elements from Baxter Road on the south side of Highway 417. The public sidewalk will be extended along Baxter Road to the pedestrian bridge access point. Bicycle parking

spaces will be provided conveniently at grade near both station access points, as well PPUDO spaces will be provided on Baxter Road and Queensview Drive.

Figure 9: Queensview Station



Pinecrest Station is an existing Transitway Station that will shift south to align with the Confederation Line West alignment. The new Pinecrest Station will be located on the north side of Highway 417 west of Pinecrest Road.

Off-street bus facilities will be constructed to support the transfer of customers from bus stops located adjacent to the station. There will be a bi-directional route from Pinecrest Road to the station's bus stop location and a bus turnaround after the bus stop to return buses to Pinecrest Road. The transfer of customers at this station will not be within a fare paid zone. The station will be connected to Pinecrest Road and Dumaurier Avenue by MUPs, with PPUDO spaces located on Dumaurier Avenue with convenient access to the station plaza and bicycle parking in the station plaza area.

Figure 10: Pinecrest Station



Bayshore Station is an existing Transitway Station that is currently located adjacent to Bayshore Shopping Centre and Highway 417. The station will be converted to serve as a BRT/LRT transfer station of the Confederation Line. The station platform will be located to provide convenient access to the surrounding community. The station will have a direct connection to Bayshore Shopping Centre by way of the existing overhead pedestrian bridge and improved pedestrian connections to the west, and east via new and improved MUPs, and to the north with an improved sidewalk to Woodridge Crescent.

The new sidewalk and MUP will intersect at the new station plaza adjacent to the existing BRT station entrance where bicycle parking will be provided. The design and location of the station will facilitate the direct and rapid movement of passengers between local buses and trains within a fare paid zone.

Figure 11: Bayshore Station



Moodie Station is an existing Transitway Station that is currently located southeast of the intersection of Moodie Drive and Corkstown Road. The existing station will be converted to a terminal station serving as the western terminus of the Confederation Line. The station platform will be located between Corkstown Road and the eastbound off ramp of Highway 417, east of Moodie Drive. The station will facilitate the direct and rapid movement of passengers between local buses, trains, and the adjacent development.

A bus platform will be assigned for the shuttle service to and from the Department of National Defense, located northwest of the station on Moodie Drive. PPUDO's located on the re-aligned and reconfigured Corkstown Road will allow convenient access to the station by automobile. MUPs and a sidewalk will direct customers to the plaza for entrance to the station and where bicycle parking will be provided.

Figure 12: Moodie Station



Confederation Line East

The easterly extension of Confederation Line will see the LRT continue from Blair Road to Trim Road. Confederation Line East includes stations at Montréal Road, Jeanne d'Arc Boulevard, Orléans Boulevard, Place d'Orléans, and Trim Road. The line will bring 95 per cent of area residents within five kilometers of rail, including the communities of Convent Glen, Queenswood Heights, Chapel Hill, Fallingbrook, Blackburn Hamlet, Beacon Hill and Cardinal Creek. It will also connect to adjacent communities through existing and proposed multi-use pathways, providing opportunities to maximize cycling connections at stations.

The alignment will provide improved access and connections to important east-end employment, retail and recreational hubs, including Canotek Business Park, Place d'Orléans, St. Joseph Boulevard, Taylor Creek Business Park and Petrie Island.

The following is a brief description of each station:

Montreal Road Station will be a new station located at the crossing of OR 174 and Montreal Road. The Station will be served by two fare-controlled entrances located on Montreal Road. One entrance will serve the eastbound lane and one will serve the westbound lane. The platform will be in the median of OR 174, above Montreal Road, and will be located so that the platform spans Montreal Road. Bus stops and shelters will be provided in each direction of travel on Montreal Road. Sidewalks and station entry plazas will be sized appropriately to serve the movement and volume of pedestrians and cyclists along Montreal Road, the bus stops, and the passengers transferring from bus to train.

Figure 13: Montreal Road Station



Jean d'Arc Station will be a new station located at the crossing of OR 174 and Jeanne d'Arc Boulevard. The station will be served by two fare-controlled entrances located on either side of Jeanne d'Arc Boulevard. One entrance will serve the northbound lane and

one will serve the southbound lane. The platform will be located below Jeanne d'Arc Boulevard in the median of OR 174. The station structure, vertical circulation elements, station entry and entry plaza will be designed and constructed to permit the widening of Jeanne d'Arc Boulevard to an ultimate right of way width of 37.5 metres without major modification to the station elements. The location of the station entrances have been carefully coordinated with the future bridge configuration to accommodate all modes of transportation and to provide sufficient public entry space.

Figure 15: Jeanne d'Arc Station



Orléans Boulevard Station is a new station located at the crossing of OR 174 and Orléans Boulevard. The station will be served by two fare-controlled entrances located on either side of Orléans Boulevard. The platform will be located below Orléans Boulevard in the median of OR 174. Sidewalks and entry plazas will be sized to accommodate the number of pedestrians and cyclists, as required to serve the public along Orléans Boulevard, the bus stops, and the passengers transferring from bus to train.

Figure 16: Orléans Boulevard Station



Place d'Orléans Station is an existing Transitway station that is currently located adjacent to Place d'Orléans Shopping Centre and OR 174, which will be converted to serve as a transfer station. The Station will be served by four fare controlled entrances. Two entrances will serve the station from the existing pedestrian bridge; one at each the LRT and bus platform locations. One entrance will be provided to the LRT platform from Champlain Road and an entrance will be provided to the bus terminal from Champlain Road. A connection to the LRT Station, allowing passengers to transfer between bus service and train service without passing through fare control gates and/or revalidating fare payment will be provided from the bus platform area. The station will be designed to allow the bus terminal to remain accessible to the public while securing the train station during train non-operating hours. The existing pedestrian bridge will continue to allow for a connection from the park and ride (and points north of OR 174) and Place d'Orléans Shopping Centre without having to enter a fare gate.

Figure 17: Place d'Orléans Station



Trim Road Station is an existing Transitway station that is currently located southeast of the intersection of Trim Road and OR 174. The existing station will be converted to a terminal station serving as the eastern terminus of the Confederation Line.

The train platform will be in the median of OR 174 at the existing intersection of OR 174 and Trim Road. In order to locate the LRT platform at this location, Trim Road will be re-aligned to the east of the existing facility and an improved intersection will be constructed, which will have capacity to service the expected future traffic demands.

The bus terminal and the park and ride facilities (with a capacity of 1,111 cars) will be located south of OR 174 and east of the existing Trim Road. The station will be served by one fare controlled entrance providing access from the park and ride area to the station. The station will be designed to allow the bus terminal to remain accessible to the public while securing the train station during non-operating hours. There will also be

a new fully enclosed, naturally ventilated, glazed bridge corridor connecting the fare paid entrance to the LRT platform.

Figure 18: Trim Road Station



Trillium Line

Trillium Line is one of the three major extensions to Ottawa's light rail transit system. Trillium is an existing line with eight kilometres of track and five stations. The extension project will see the Trillium Line continue from Greenboro to Limebank Road in Riverside South, along with an additional four-kilometre link to the Macdonald-Cartier International Airport. New stations will be equipped with fare vending machines and fare gates to be consistent with the fare control system being implemented by OC Transpo on the existing Trillium Line. In total, these extensions will add 16 kilometres of track and 8 new stations to the 8 kilometers and 5 stations that Trillium Line provides today.

Platforms at the existing five stations on the Trillium Line will be re-constructed and lengthened to 77 metres to accommodate the longer Stadler trains. Additionally, the

signage, lighting and communication systems will be upgraded at these stations. An additional elevator will be added to Carling Station to provide redundancy.

Several new pedestrian bridges will be constructed, including: at Bayview Station to link the station with the development at 900 Albert St.; over the Rideau River at Carleton University to provide better access to Carleton Station; over Hunt Club Road to connect the North-South MUP network; and, a new wildlife crossing at High Road.

The extension project will provide light rail service to residents living in the south end of the city in communities such as Riverside South, Greely and Manotick. The extension will also connect important hubs such as the Ottawa Civic Hospital, airport, EY Centre, Carleton University and South Keys.

To provide maintenance and storage facilities for Trillium Line, a new Walkley Yard will be constructed on City-owned land west of the current Walkley Yard Facility. The new Walkley Yard will be a LEED certified facility.

Bayview Station is an existing transfer station on the Confederation Line and also serves as the north terminus station of the Trillium Line. The existing single-track Trillium Line station platform located on the lower level will remain in place and be extended to accommodate the new longer Trillium Line trains. A second track and platform will be provided on the east side of the alignment to allow the station to operate as a two-track station, creating enhanced operational flexibility.

The two platforms will be connected by a partially enclosed walkway to allow customers access to each platform from the station entrance to the Confederation Line without being completely exposed to the elements.

A new fare controlled entrance and plaza will be provided at the southern end of the western train platform extension. Located adjacent to the new entry, outside of the fare paid zone, a vertical circulation core consisting of two elevators and stairs will serve a new fully enclosed pedestrian bridge providing the public a safe, direct, and weather protected connection across the Trillium Line corridor connecting to the adjacent development on Albert Street.

Trinity Developments Inc. have agreed to fund this pedestrian bridge link from their future development at 900 Albert St., which will be implemented through the Stage 2 project.

Figure 19: Bayview Station



Gladstone Station will be a new station located north of Gladstone Avenue. A single-fare paid entrance will be centred upon the alignment with a new station plaza integrated with the existing Gladstone Avenue Bridge. The public plaza design will include a mix zone near Gladstone Avenue to allow the mixing of pedestrians and cyclist utilizing the north-south MUP in a controlled manner, while the eastern edge of the public plaza will be separated from the north-south MUP with landscape and urban design elements to prevent the uncontrolled mixing of pedestrian and cyclists within in the plaza.

The station is being designed to protect for a second level to ensure overhead connections are supported from future development on both the east and west side of Gladstone Station.

Figure 20: Gladstone Station



Carling Station is an existing station located north of Carling Avenue served by an entrance from the adjacent MUP to the east of the alignment. A new elevator will be constructed to provide redundancy in serving the station entrance and platform. In addition to the new elevator, the existing elevator will be refurbished.

Design and construction of the station will not preclude a future double tracking, as well as a potential connection to the future hospital site, south of Carling Avenue.

Carleton Station is an existing station with two platforms serving Carleton University and surrounding areas. The station is located between Campus Avenue and University Drive at the intersection of Campus Avenue and Library Road. It has two existing fare paid entrances, one from the east and one from the west. The existing fare control enclosure will remain. There will be a new additional pedestrian underpass structure north of the station platform to support Carleton University's long-range development plans.

Taking advantage of the shut-down of Trillium Line and the major civil works planned, a new pedestrian tunnel segment will be constructed below the tracks for future connection to the university's tunnel system, with the potential to provide direct weather-protected access to the station from the University's tunnel network.

Mooney's Bay Station is an existing station located south of Heron Road, which will be served by one fare paid entrance located west of the alignment and accessible from the adjacent MUP. The existing fare control enclosure will remain. The station will be designed for any modifications needed at the entrance enclosure. Platform extensions will be designed and constructed with all related shelters and requirements.

Walkley Station will be a new station located south of Walkley Road adjacent to commercial property to the east. The station will front onto Walkley Road east of the South East Transitway Station and will consist of stairs and elevators from the entrance to the platform within the fare paid zone. It will include a combination of signage, architectural elements, and landscape features directly adjacent to Walkley Road to clearly announce the station location from Walkley Road.

Figure 21: Walkley Station



Greenboro Station is a transfer station on the existing Trillium Line. Platform extensions will be designed and constructed with all related shelters and requirements.

South Keys Station is an existing Transitway station located adjacent to the South Keys Shopping Centre, which will be expanded to serve as a transfer station between the Airport Link and Trillium Line. The station will be a centre platform station and

include a minimum of one fare paid entrance. The fare paid entrance will be from the passageway

connecting the MUP on the west side of the expanded Trillium Line corridor to the existing Transitway entrance.

A roof will shelter the Airport Link passengers transferring to the Trillium Line.

Figure 22: South Keys Station



Leitrim Station is an existing bus station and park and ride facility located south of Leitrim Road. The new Leitrim Station will be a line and transfer station. The existing park and ride will be expanded to 330 spaces initially and designed to facilitate a capacity of 925 spaces.

The new station will have a minimum of one fare paid entrance with access to the park and ride. It will be designed and constructed to allow the bus platform to remain accessible to the public while securing the train platform during non-operating hours.

Figure 23: Leitrim Station



Bowesville Station will be a new station located east of Bowesville Road and south of Earl Armstrong Road. The new station is a line and transfer station with a park and ride facility, which will be constructed with an initial capacity of 800 spaces and designed to facilitate a capacity of approximately 2,000 spaces. It will provide parking facilities for southern communities such as Greely, Manotick and Metcalfe.

The station will have a minimum one fare paid entrance and designed to allow the bus platform to remain accessible to the public while securing the train during non-operating hours.

Figure 24: Bowesville Station



Limebank Station will be a new terminal station located west of Limebank Road, south of Earl Armstrong Road and east of Main Street. The station will have a minimum one fare paid entrance with access to Main Street, the north east-west Connector Road, and the future south east-west Connector Road. It will be designed as an urban station with direct access to the on-street bus facility located to the north of the alignment.

Figure 25: Limebank Station



Uplands Station will be a new station located east of Uplands Drive adjacent to the EY Centre. The station will have one fare paid entrance serving the EY Centre and future development north of the alignment. The plaza and site will be designed to accommodate EY Centre event patrons. The access road will be realigned directly in front of the EY Centre and the existing parking will be reconfigured to allow for direct sightlines and access to the station from the EY Centre entrance.

Figure 26: Uplands Station



Airport Station is a new station at the Macdonald-Cartier International Airport and will represent the terminus of the Airport Link. It will be a new elevated station located adjacent to the airport departure roadway and the airport passenger terminal building. The entrance and lounge will be an extension of the airport terminal building and the station platform will be at the same elevation as the third level of the airport passenger terminal building.

The design of the station will be closely co-ordinated with the Airport Authority throughout design development as they will extend the existing airport passenger terminal structure to the station. The station, platform, guideway and guideway structures will be constructed to allow the Airport Authority to construct the airport passenger terminal expansion, including the entrance and lounge directly, together.

Figure 27: Airport Station



Additions to Stage 1 Stations

In order for Stage 2 LRT to seamlessly integrate with the existing Confederation Line, there will be modification requirements at the connecting stations.

Tunney's Pasture Station is an existing station serving as the interim western terminus of the Confederation Line. The station will provide easy movement from bus to rail, and be a hub for Westboro and the thousands of federal employees who work nearby. The existing bus terminal will be significantly reduced in size and the residual area will be transformed into a new transit plaza and landscape area as identified in the Tunney's Pasture Master Plan.

Blair Station is an existing station serving as the interim eastern terminus of the Confederation Line. The station currently plays a critical role as a high volume transfer station and will continue to do so into the future. The design allows riders to move easily between bus, light rail, and local commercial areas. The existing bus terminal will be modified to allow the rail system to extend east and the quantity of bus facilities will be slightly reduced, reflective of the number of buses required for service once rail has commenced to Trim Station.