MEMO / NOTE DE SERVICE

To / Destinataire	Mayor and Members of Council
From / Expéditeur	Carina Duclos, P. Eng., A/Director Infrastructure Services Planning, Infrastructure and Economic Development Department
Subject / Objet	Update on the Prince of Wales Bridge Multi-Use Pathway Environmental Assessment and Design
Date:	July 5, 2021

The purpose of this memorandum is to provide an update on the Environmental Assessment (EA) and design for the Prince of Wales Bridge interim multi-use pathway project, as directed by Council in December 2020:

> Council direct the General Manager of Planning, Infrastructure and Economic Development to notify Council via memo upon the approval of the Environmental Assessment and provide further details on the detailed design of the multi-use pathway.

Project History and Overview

The Prince of Wales Bridge is located on the inactive section of the O-Train Trillium Line north of Bayview Station crossing the Ottawa River between Ottawa and Gatineau. The bridge crossing comprises two separate structures consisting of: Prince of Wales Bridge South, spanning the Ontario shore and Lemieux Island, and Prince of Wales Bridge North, spanning Lemieux Island to the Québec shore. Both structures are supported on unreinforced stone masonry piers and abutments founded on bedrock, originally built between 1879 and 1881.

The City of Ottawa purchased the currently inactive railway bridge from the Canadian Pacific Railway (CPR) in 2005 for a future, longer-term rail transit crossing. The City has the obligation to maintain the structure and perform periodic inspections and evaluations to assess the condition and ensure the integrity of the bridge.

The City has identified an opportunity to improve active transportation between Ottawa and Gatineau by building a multi-use pathway that would serve as an interprovincial link for pedestrians, commuting and recreational cyclists, cross-country skiers and visitors, until the structure is once again used as a rail transit connection. The addition of the multi-use pathway is a long-term connectivity investment, which is considered an interim use, leaving the Canadian Transportation Agency's (CTA) regulatory status of the corridor unchanged as a future rail transit link.

Environmental Assessment (EA) Study Update

An Environmental Assessment study for an interim multi-use pathway on the Prince of Wales Bridge, as approved by Council on December 9, 2020, is now complete and has been submitted to the Province of Ontario. The study has been undertaken in accordance with the requirements of a Schedule B project, as outlined in the Municipal Class EA (2000), as amended in 2007, 2011 and 2015.

The purpose of the study was to investigate reasonable alternatives for an interim use of the bridge as a multi-use pathway crossing the Ottawa River to connect the existing pathways in both cities, as well as providing a connection into the Bayview Station at the juncture of the Confederation and Trillium Light Rail Transit (LRT) Lines.

The completed EA report has documented the planning and consultation process undertaken to date. The EA report was posted on Ottawa.ca and at the Ottawa Public Library from April 6 to May 6 for public review for a period of 30 days.

The EA Study has recommended the addition of an interim multi-use pathway to the existing Prince of Wales Bridge deck, temporarily covering the existing rail.

The completed EA has been submitted to the Ontario Ministry of the Environment, Conservation and Parks. At this time, the City is awaiting the Ministry's final approval of the EA before proceeding to tender the project.

Preferred Design Solution

Based on the findings of the EA study, the preferred option is to install a new multi-use pathway deck above the existing railway track, which will maintain the existing steel rails for future rail transit use.This option will:

- Provide an interim multi-use pathway connection between Ottawa and Gatineau in accordance with municipal and federal plans
- Contribute to the active transportation network
- Best maintain the heritage components and visual appearance of the bridge
- Provide an important link to pathways connecting to the City's O-Train Confederation and Trillium Lines

Engagement and Consultation

Engagement and consultation have been an integral part of the project's EA and design process, where input from key stakeholders and the public is key to contributing to the success of the project.

An online engagement opportunity was held from February 22, 2021 to March 8, 2021 for members of the public and stakeholders to learn more about the project. Public feedback on the project was submitted to the project team until March 8, 2021 to be considered for the design of the project.

The engagement and consultation strategy included:

- Outreach to Algonquin communities
- Fulfillment of the Municipal Engineers Association (MEA) Class Environmental Assessment process as a Schedule B project
- Key stakeholder meetings with provincial (both Ontario and Québec) and federal agencies
- Study notifications in area newspapers and on the City's website
- Virtual information session
- Information on Ottawa.ca

Infrastructure Canada (INFC) has confirmed the City of Ottawa's "legal obligation to consult with Indigenous groups" in the context of this project. The City has submitted to INFC the engagement that was undertaken to date, the commitments made by the City to Algonquin communities and the supporting documentation. Infrastructure Canada has confirmed that the City has met its consultation obligations and the project can proceed. The City will continue to engage with its Indigenous partners throughout the project.

As a result of the engagement with Indigenous communities, the City is proposing to:

- Rename the bridge the Chief William Commanda Bridge. This initiative was announced by Mayor Watson in his State of the City Address and will serve to recognize Canada's colonial past and help us honour the important work of an admired Algonquin leader.

- Dedicate 1% of the construction cost estimate ($9.4 million) for the multi-use pathway portion of the project to Indigenous art ($94,000), in accordance with the City's Public Art Policy. Staff from Recreation, Cultural and Facility Services will work with Algonquin communities to showcase Indigenous culture through the proposed art. This is a dedicated investment in Indigenous art, which is in addition to the prescribed 1% budget towards public art, which will be subject to call for proposals offered to the entire arts community.

- Incorporate in the tender process a provision for the successful contractor to engage with Algonquin communities to identify Indigenous companies and individuals that could be offered employment opportunities throughout the project.

Permits and Approvals

This project involves a significant number of permits and approvals. The project team has been diligently working to obtain the required permits. To date, all permits and approvals have been received with one exception: the City requires approval from the Société de transport de l'Outaouais (STO) to connect the MUP to the existing National Capital Commission (NCC) pathway that runs along the Ottawa River in Gatineau. The team is collaborating with the STO to secure this permit.

Project Scope and Budget

In December 2020, Council approved the following motion:

- authorize the use of existing funds ($540,000) in the “Prince of Wales Bridge” (Pier Work) account (908990) to undertake the Environmental Assessment and design work for the interim use for the Prince of Wales Bridge as a multi-use pathway
- further authorize the City, once the appropriate funding for the project becomes available from another level of government, to proceed with the construction of the multi-Use Pathway, with the concurrence of the City Treasurer and the General Manager of Planning, Infrastructure and Economic Development

Along with building the multi-use pathway, the project will include additional structural work on the piers and abutments. This additional rehabilitation work is required to maintain the structure, and this work has been previously identified by the Asset Management team as a need to ensure the integrity of the bridge.

The total estimated project budget (for both the multi-use pathway and the pier rehabilitation work) is $22,591,000. The City has applied for federal funding under the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Plan (ICIP), and pending approval, this program would cover 40% of eligible costs, or $8.612 million of the total project costs.

To be able to move forward with the project, staff will need approval for the City’s portion of the funding and budget authority for the outstanding project cost of $13,978,600, $5,002,000 of which was previously approved by Council for project #908990 (pier work) as part of previous years’ capital budgets. The proposed funding strategy is as follows:

	Total Project Cost	**910270 POW MUP**	**908990 Pow Pier Work**
Total Budget Required	**22,591,000**	**12,128,000**	**10,463,000**
Existing City Funding – Transit	5,002,000	540,000	4,462,000
Additional City Funding Required (Council approval required):			
Development Charges	6,459,000	3,664,000	2,795,000
Transit Reserves	2,517,600	3,274,400	(756,800)
Federal PTIS Funding (Council approval to proceed with federal funding was provided via the December 9, 2020 motion	8,612,400	4,649,600	3,962,800
Total After Adjustment	**22,591,000**	**12,128,000**	**10,463,000**

The additional **City funding required totals $8,976,600** and is proposed to be funded as follows: $6,459,000 from Development Charges (DCs) for the MUP portion, and $2,517,600 from Transit Reserves for the pier work. The DCs have been identified in the DC Background Study towards both general active transportation infrastructure, as well as a specific Prince of Wales Bridge MUP. The pier work was always meant to be funded from Transit Capital Funding or Transit Reserves,

as the Prince of Wales Bridge is in fact a transit facility identified and protected for future transit use in the Transportation Master Plan.

Construction Schedule
The project is ready to be tendered. The contract will be awarded, subject to confirmation of the remaining permits, approvals, and the required funding. Following these next steps, the timing of construction will be confirmed and communicated to City Council.

Should you have any questions, please do not hesitate to contact me.

Regards,

Carina

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Cc: Senior Leadership Team