

# LRT would double employment along roadway

**DEREK PUDDICOMBE**  
City Hall Bureau

A city report says Ottawa's transit plan will dramatically transform Carling Ave. — but don't expect any big changes for more than two decades.

After much review and public consultation over recent weeks on the city's long-range transit plan, city staff are expected to recommend today Carling as the route of the secondary east-west transit corridor. But construction won't begin until at least 2018, when the main rapid transit line is projected to be completed.

Once built, the Carling line will be a stimulus for mammoth redevelopment along one of the busiest streets in

the city. Based on the staff report, by 2031 employment would grow by 100% to 67,900 jobs and population would jump 140% to 66,650 people, all within 600 metres of the corridor.

In the proposal, the trains would travel down the median of Carling and connect to the east-west LRT line at Lincoln Fields Station and the north-south LRT line at Carling Station.

The service along Carling "will provide a local transit service linking communities and employment centres with easy to use on-off service," the report says. "This route will complement the rapid transit service that is proposed in the western corridor connecting

Lincoln Fields Station to the Dominion Station."

City staff have concluded that Carling shouldn't be included with the main rapid transit line because it "would better serve the community if used as the location of an east-west transit corridor to supplement the main rapid transit network."

## Parkway link proposed

The city is proposing using the Ottawa River Parkway as its western link to the city's rapid transit network but is still waiting for approval from the National Capital Commission, which owns the land.

A consultant hired by the city confirmed Carling should not be part of the primary

transit line because there are more than 30 intersections along the street, which would slow the train down.

Building a tunnel to Bayview from Lincoln Fields to avoid the intersections is anticipated to cost \$635 million.

"If at-grade service was selected along Carling, it would take 13 minutes longer during the peak period along Carling Ave. versus the western corridor from Lincoln Fields Station to Bayview Station," says the report. "In addition, there would be service impacts to a number of important destinations, including tourist destinations within Lebreton Flats and Tunney's Pasture/Holland Cross, Ottawa's second largest employment centre outside of the downtown."

Capital Coun. Clive Doucet

and Kitchissippi Coun. Christine Leadman want LRT to start down Carling as soon as possible, not in more than a decade.

Doucet doesn't buy the city's argument Carling should be a secondary corridor and is working with a local consultant and local developer Urbandale to come up with a design he said will adapt to the city's vision of a rapid transit line. Doucet said a Carling line could connect with light rail running along Preston St. then link to Bayview before passing through a downtown tunnel.

"The parkway won't serve people," he said. "This is not a solution. We don't have 20 years to wait."

Doucet will unveil his transit plan Nov. 17.

derek.puddicombe@sunmedia.ca