

Confederation Line West Queensway Terrace North

May 27, 2017

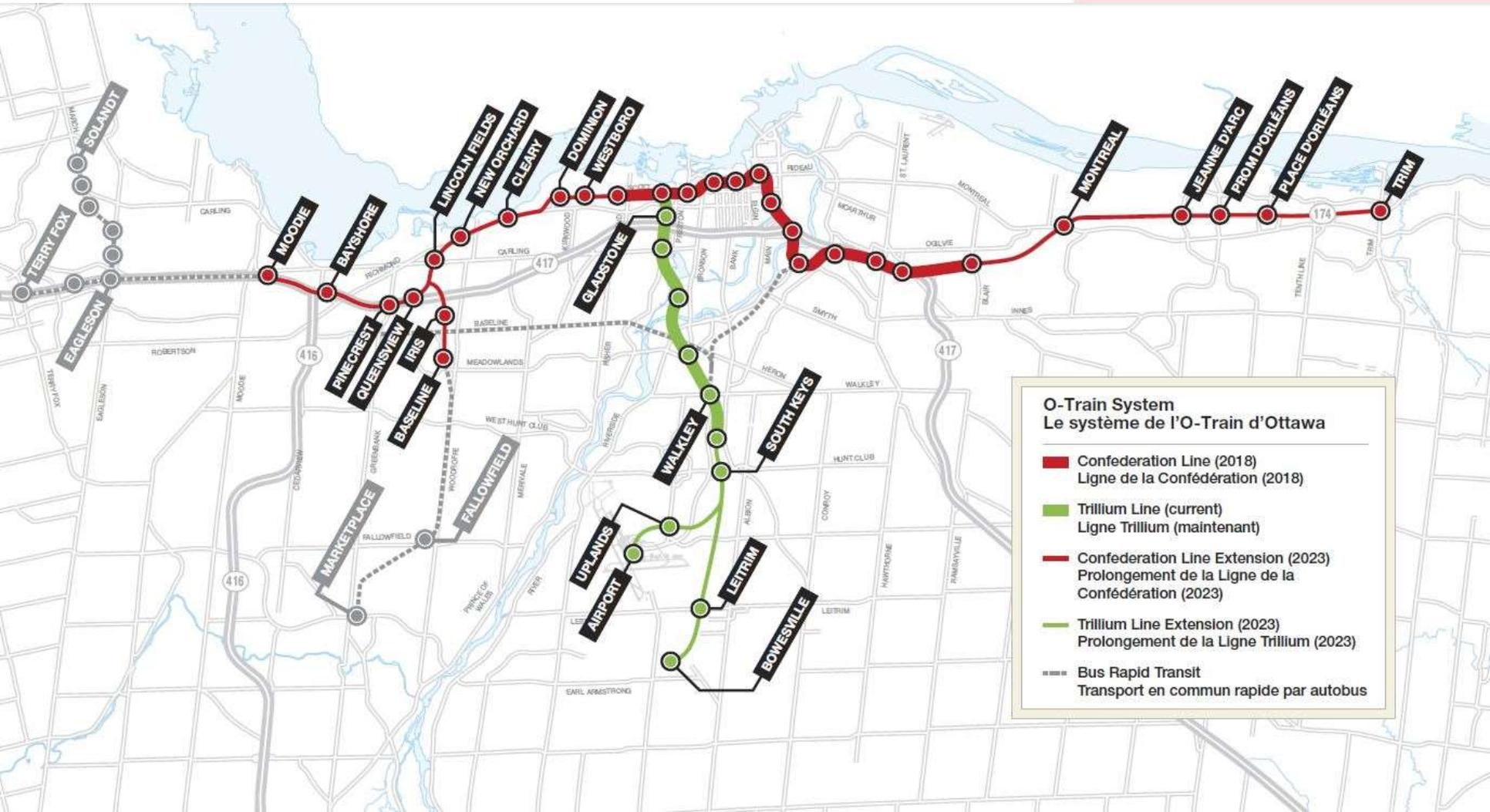


Agenda

- Background
- Lincoln Fields Station Concept
- LRT alignment, southwest of Lincoln Fields to Queensway, including:
 - Pedestrian bridge replacement at Woodroffe High School
 - Elevated LRT structure to grade separate Bayshore and Baseline tracks
 - LRT tunnel alignment at Connaught Avenue
 - Queensview Station and pedestrian bridge
- Future Closure of Queensway Station
- Pedestrian Connectivity
- Next Steps

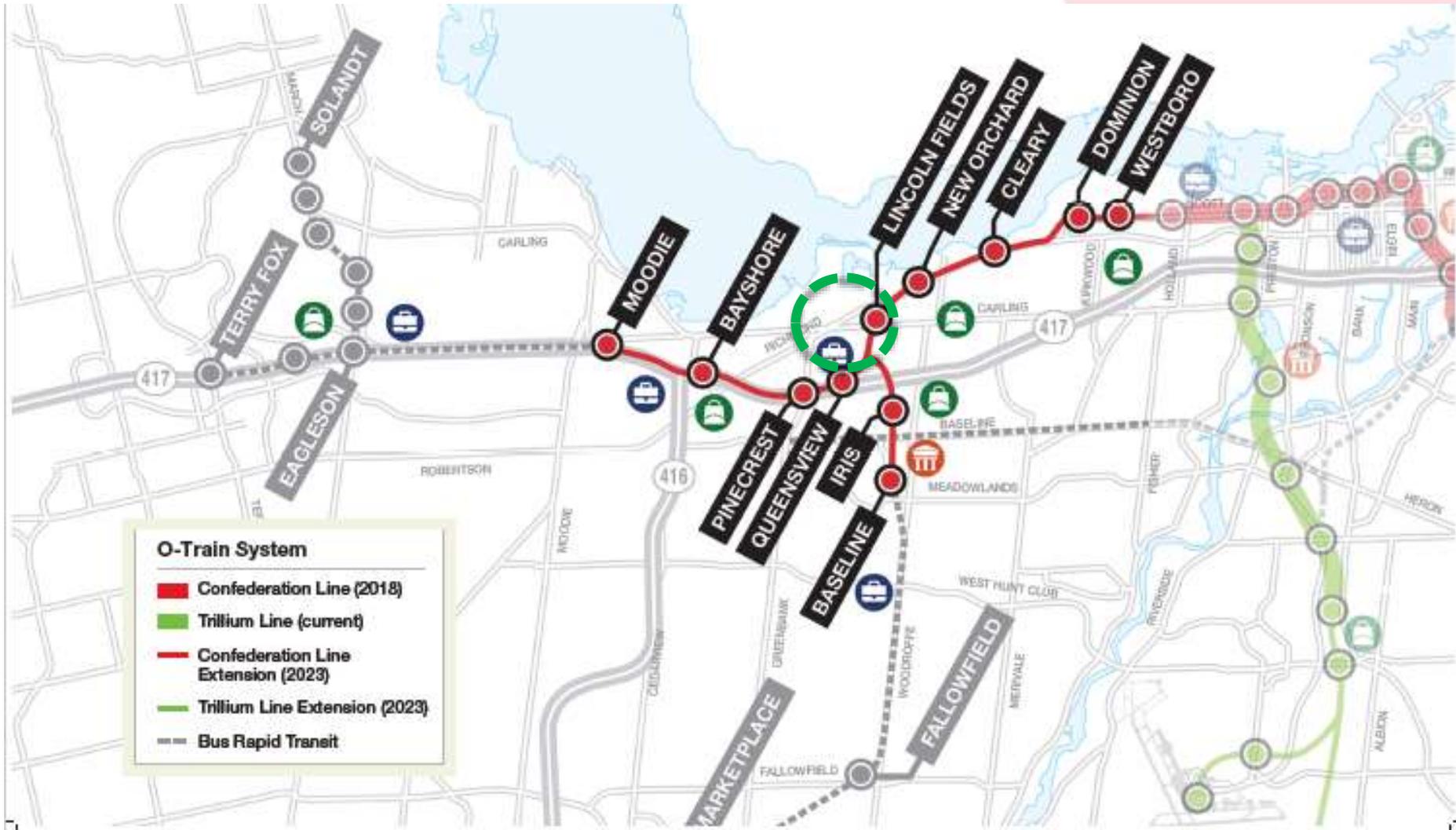
Stage 2 LRT Plan

- Consists of 38 kilometers of rail and 23 new stations
- 3 segments: Confederation Line West, Confederation Line East & Trillium Line



Confederation Line West

- West Extension consists of approximately 15 km of new rail and 11 new stations



Environmental Assessment & Community Consultation

EA Alignment

- 4 EA Public Meetings held in Past (Nov. 2010, Apr. 2013, June 2013 and Apr. 2015)
- Functional design approved by Council in July 2015

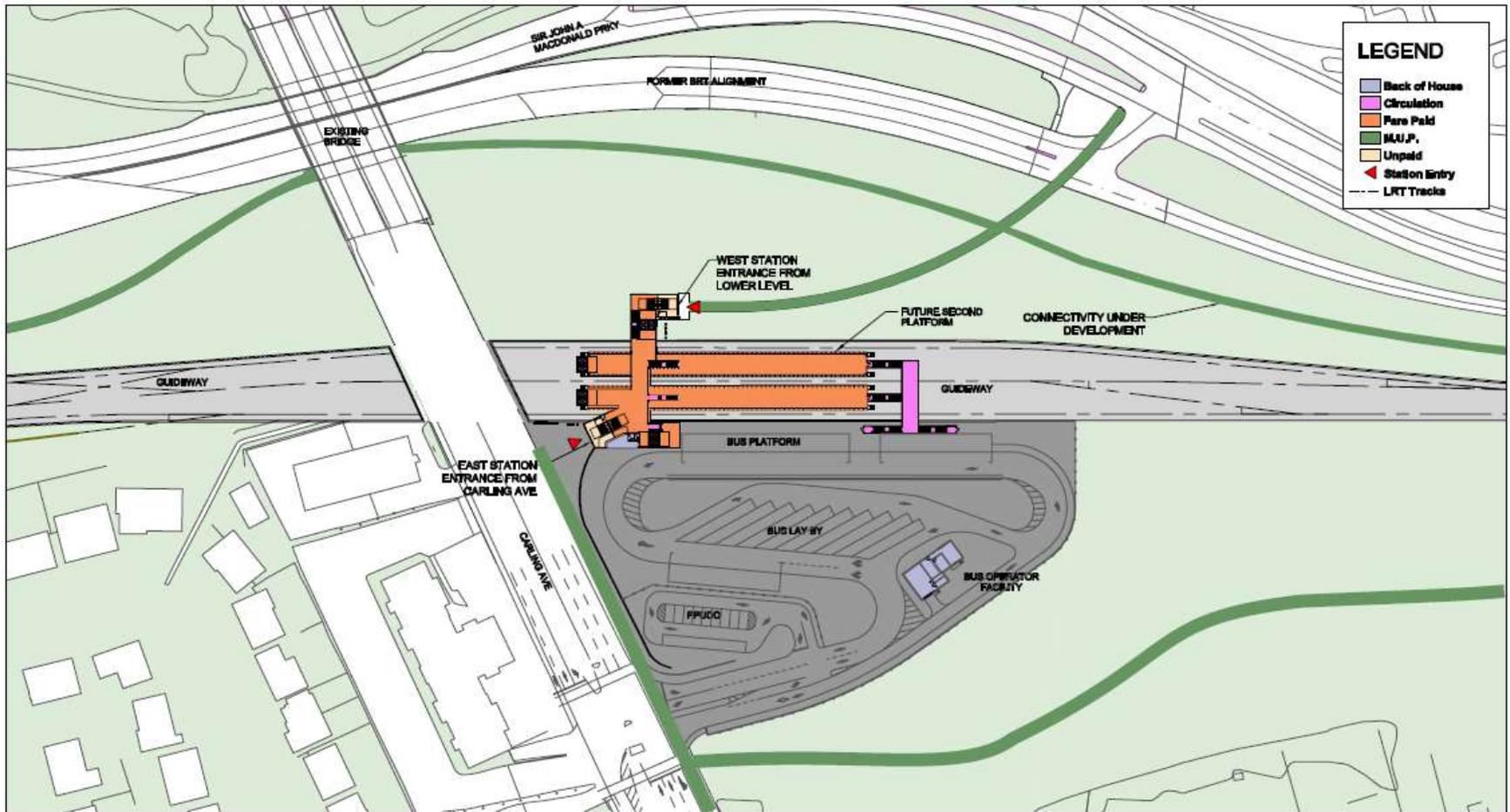
Subsequent Public Consultations

- LRT Connectivity Public Consultation, Lincoln Fields to Cleary – June 4th, 2016
- Open House, Lincoln Fields Station Alignment – September 15, 2016
- Information Session, Queensway Terrace North – September 21st, 2016
- Information Session, Lincoln Fields Station Improved Alignment (Woodpark) – March 27, 2017
- Approximately a dozen presentations and meetings to local stakeholders and residents around Lincoln Fields & New Orchard

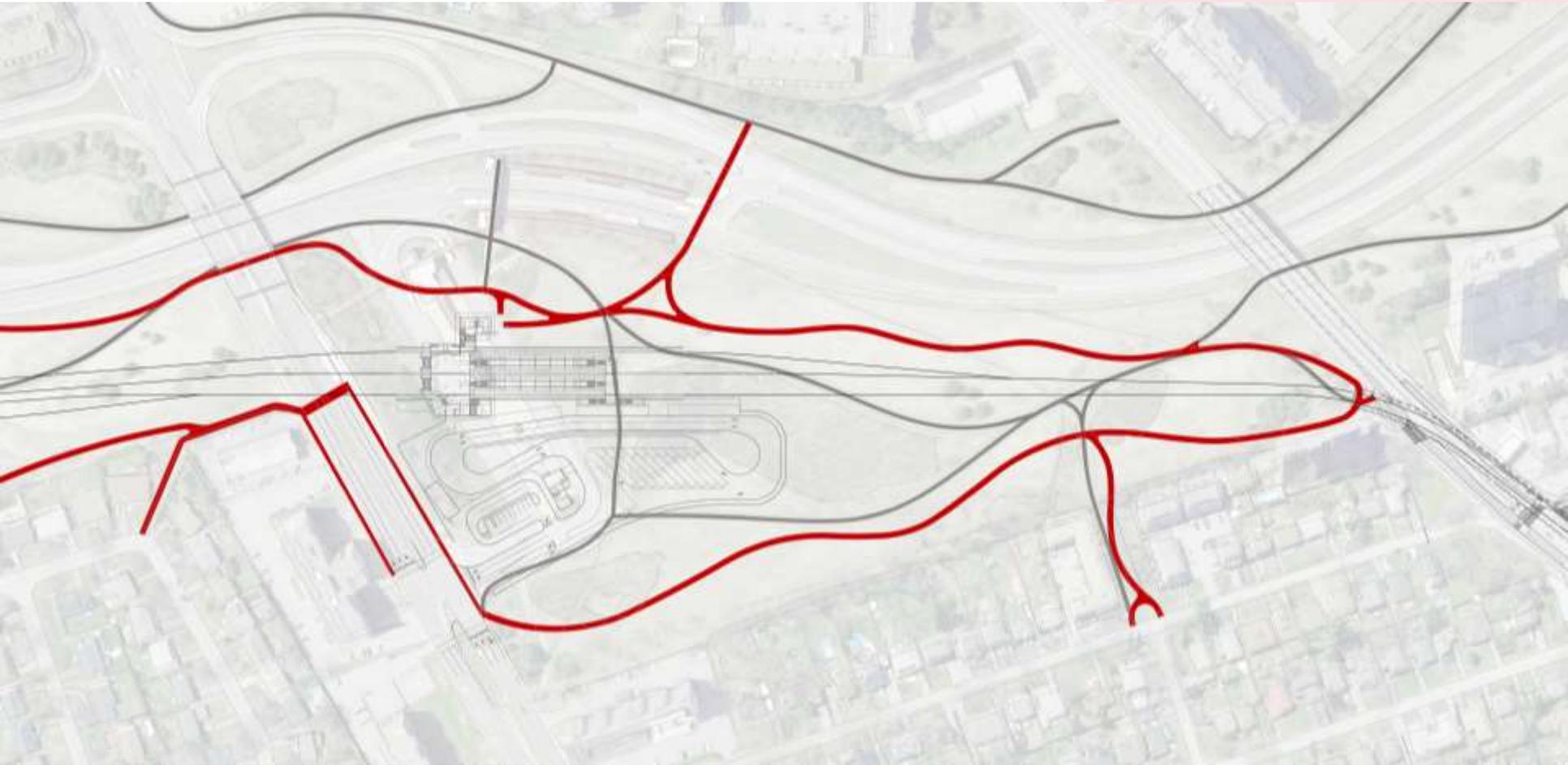
Status of EA

- EA approved by MOECC in December 2016
- Public delegations at FEDCO February 24, 2017
- Approved by Council on March 8, 2017

Lincoln Fields Station Concept



Comparison of Existing and New MUP Connectivity



Lincoln Fields- View Looking North



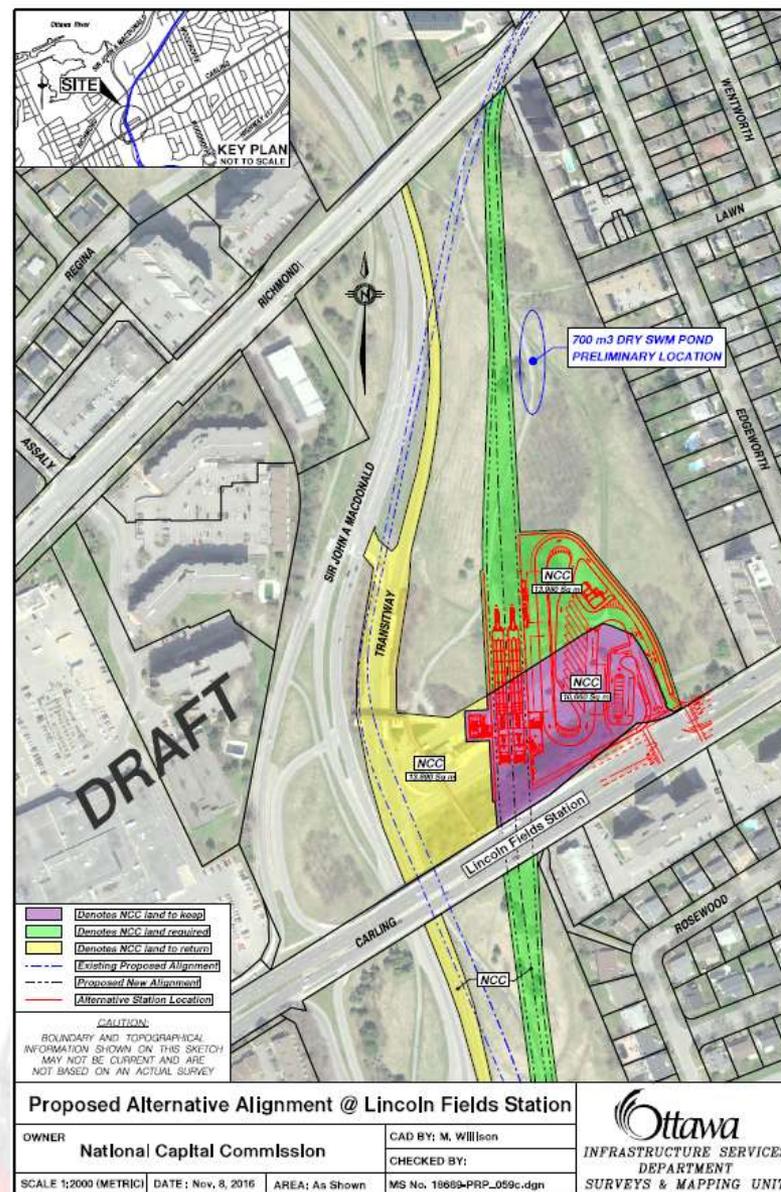
Lincoln Fields- Carling Ave Crosswalk



Ottawa Land Impacts – Lincoln Fields

Land Exchange:

- Return valley lands to NCC
- New lands for enhanced alignment
- Net impact is neutral but transit no longer constrains valley



Transitway Lands – Reinstatement Concept

- Reinststate the parkway setting in the valley where Transitway currently exists
- A major disentanglement of transit from natural valley corridor
- Creation of naturalized valley habitat in a meadow setting
- Reinforce the greenspace connecting Pinecrest Creek to the Ottawa River
- Enhance the multiuse pathway experience and safety within the valley lands

LRT Alignment Southwest of Lincoln Fields

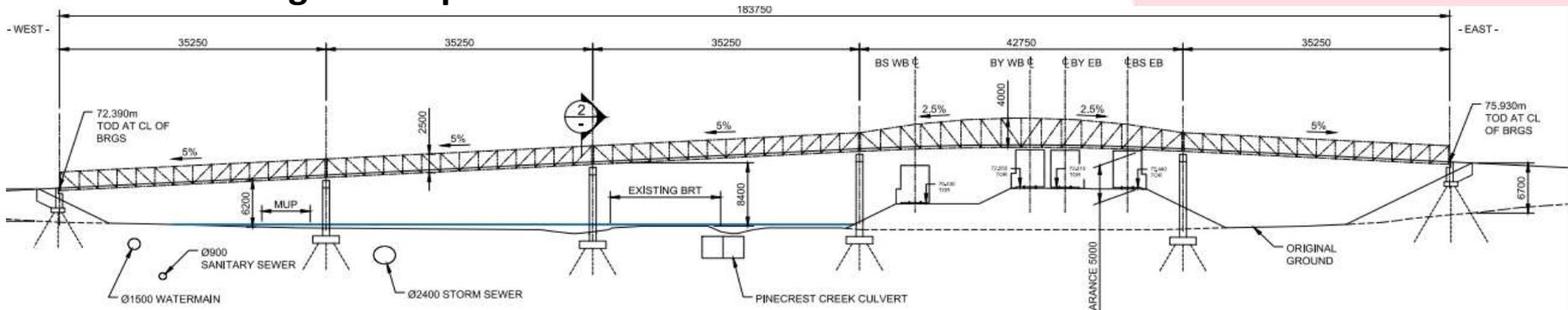


Pedestrian Bridge Replacement

- Alignment cannot avoid the existing east piers of the pedestrian bridge at Woodroffe High School
- The bridge will be demolished and replaced with a new bridge over the LRT alignment
- Construction schedule will ensure new bridge will be in place before demolition of existing bridge
- Construction schedule, once finalized will be shared with Woodroffe High School regarding bridge replacement timing

Woodroffe High School Bridge Replacement

Reference Design Concept



Current Bridge



LRT Elevated Alignment at Bayshore/Baseline Split

- Southwest of Lincoln Fields, the track alignment splits to Bayshore Station and Baseline Station
 - At the split, the tracks must be grade separated ensure reliability of service for both ends of the line
- Tracks to Bayshore go over the southbound track to Baseline (with both Baseline tracks remaining at grade)
 - The existing Transitway to Iris may remain open during construction
 - Multi-use pathways can be maintained under the elevated 'split' structure
 - Visual impact of bridge/berm can be minimized

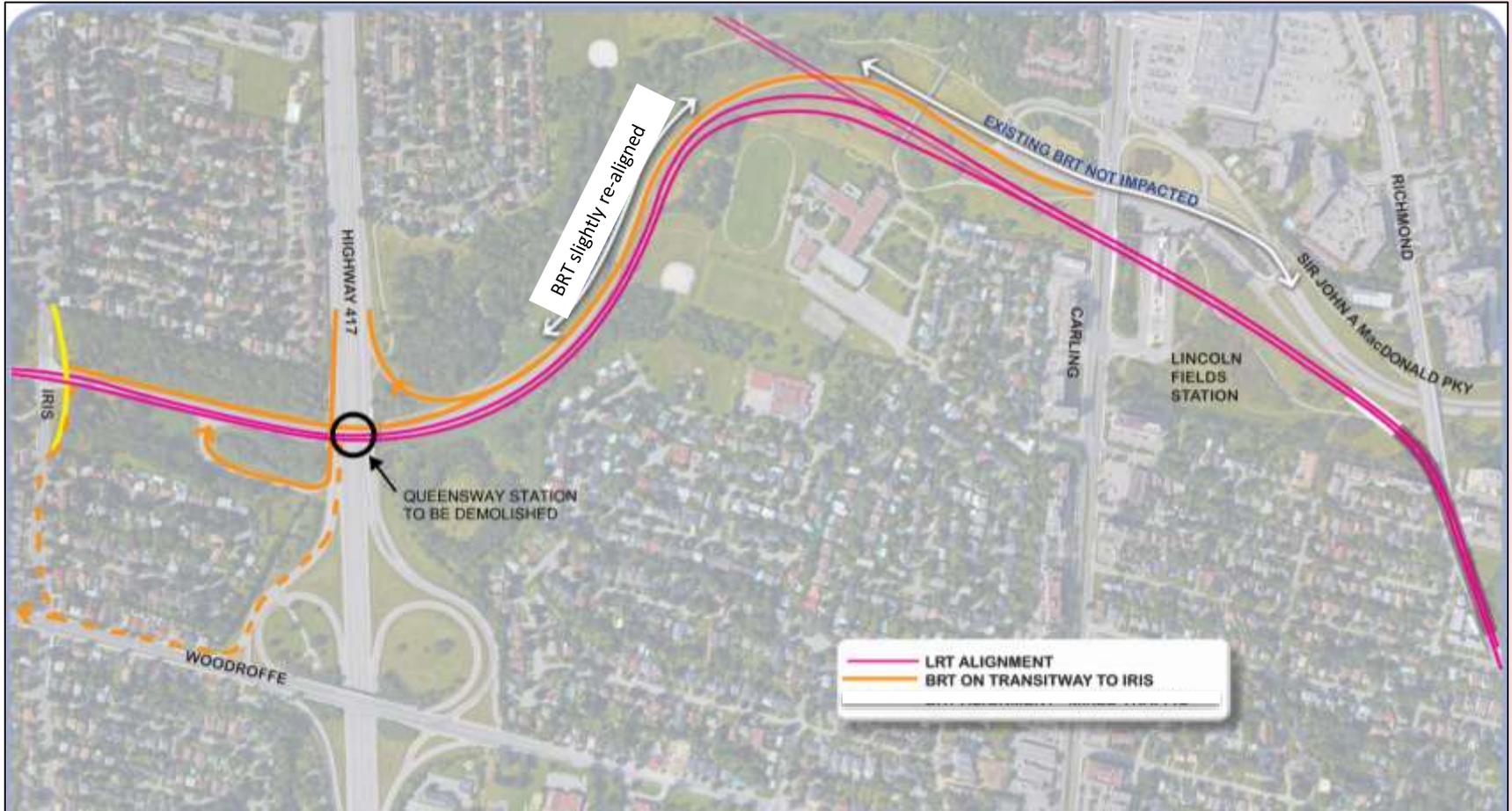
LRT Elevated Alignment at Bayshore/Baseline Split



LRT Elevated Alignment at Bayshore/Baseline Split



LRT Elevated Alignment Traffic Operations during Construction



LRT Tunnel Alignment at Connaught Avenue

- Rapid transit alignment has been protected by City for decades
- Length of tunnel roof sections is approximately 400 metres
- Tracks rise to grade in an open cut with retaining walls at both ends of the tunnel
- Tunnel requires ventilation

LRT Tunnel Alignment Under Connaught Avenue



LRT Tunnel Alignment Under Connaught Avenue



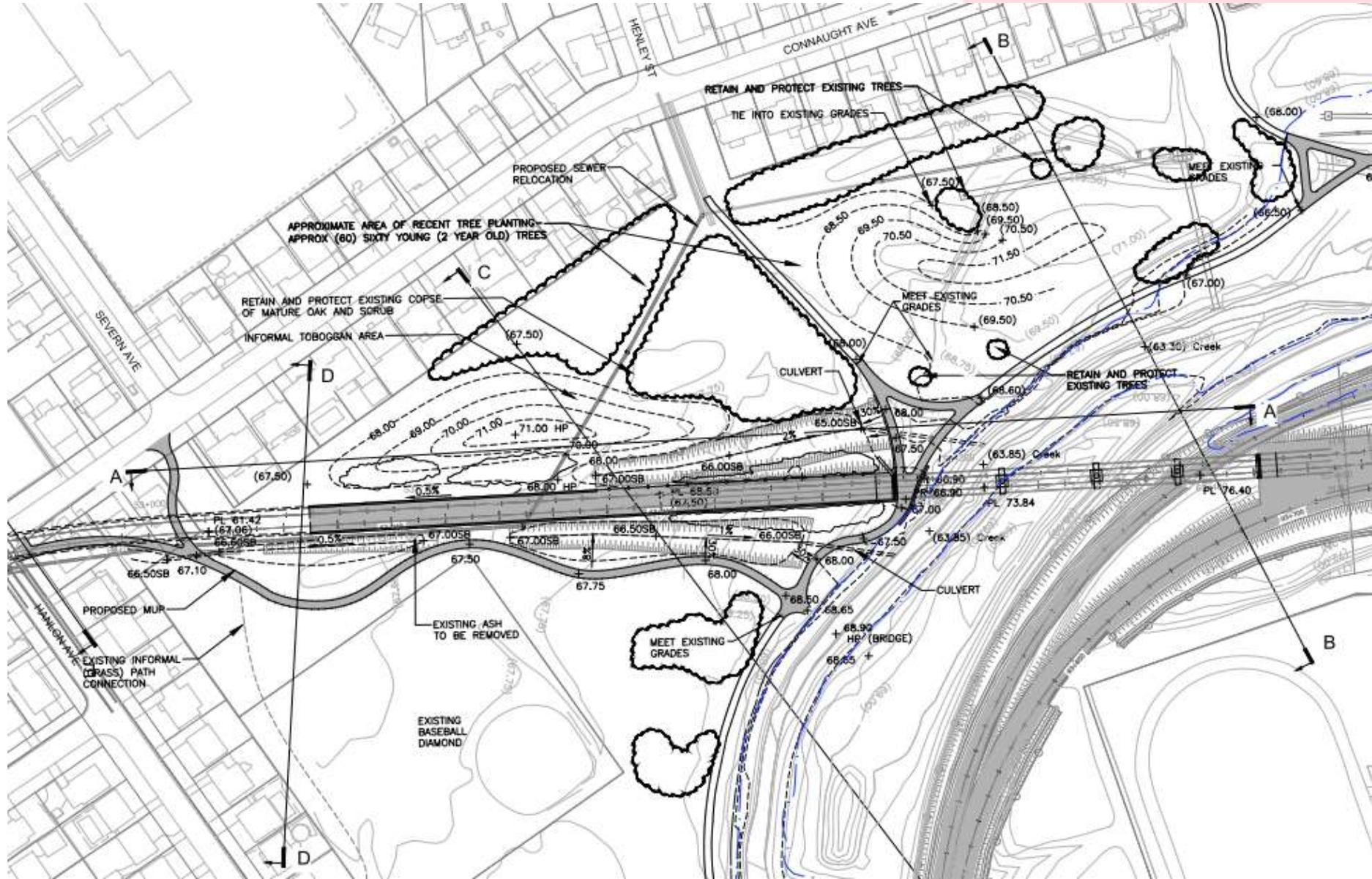
LRT Tunnel Alignment Under Connaught Avenue



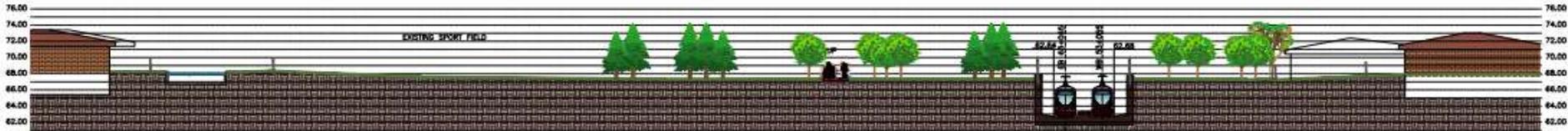
LRT Tunnel Alignment Under Connaught Avenue



Landscape Plan – Connaught



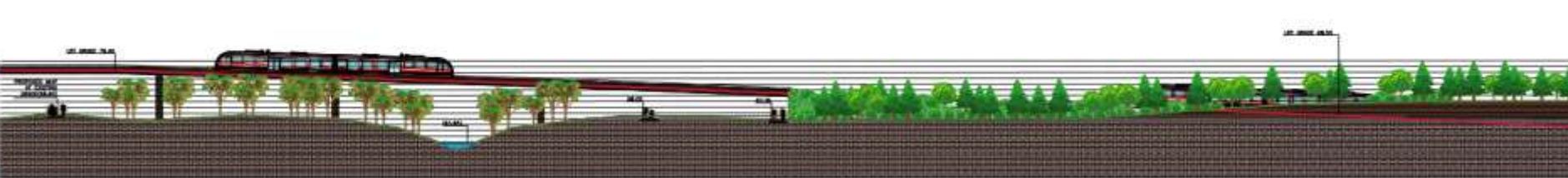
Cross Sections – Connaught



SECTION D-D



SECTION B-B



SECTION / VIEW A-A

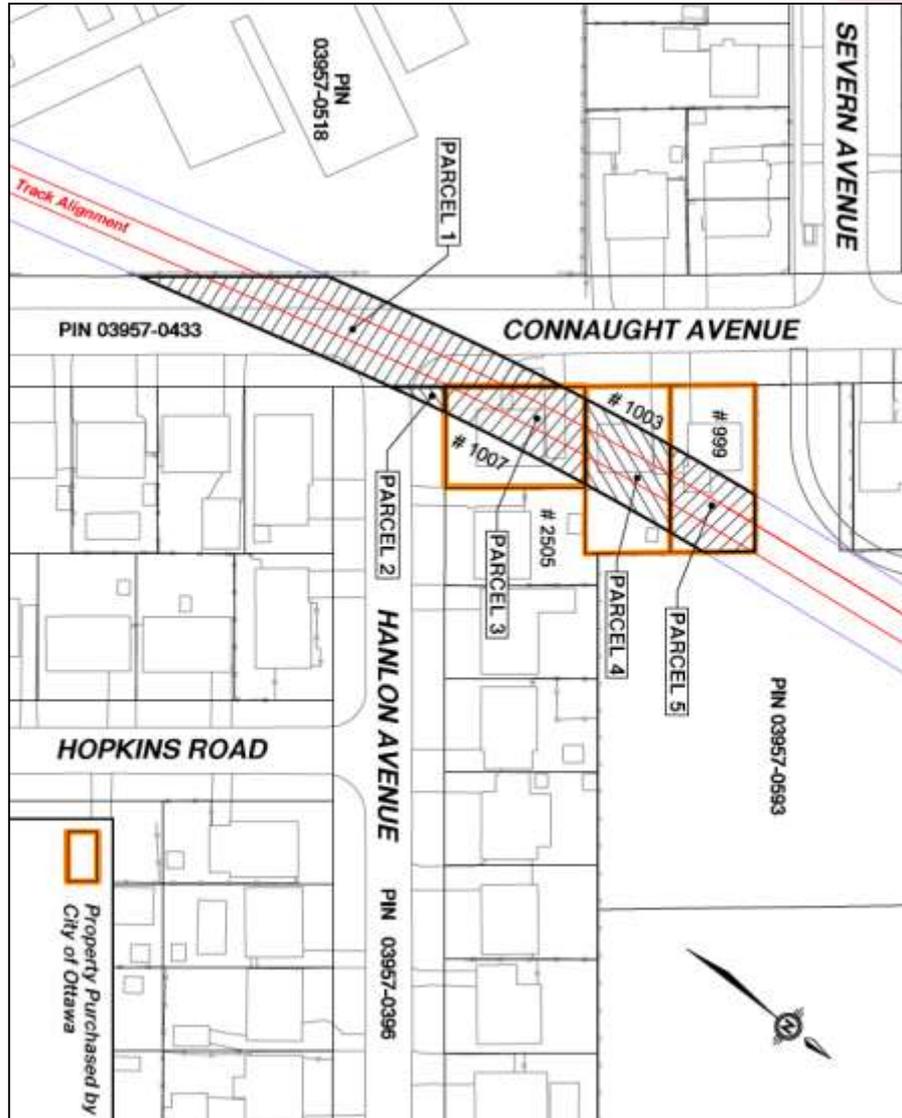


SECTION C-C

LRT Tunnel Alignment Property Impacts

- Three City properties, purchased when the corridor was approved in the 1990s and currently under lease, will be required for construction
- A small portion of two properties will be required for a subsurface utility easement
- Mobilization sites for construction staging will also be required adjacent to the Connaught tunnel and the Pinecrest Creek bridge
- Includes use of existing baseball diamond for duration of construction

LRT Tunnel Alignment Property Impacts



Noise and Vibration Analysis

- Ambient noise levels will be impacted by LRT operations at the following locations:
 - Pinecrest Creek Bridge
 - Elevated LRT structure (bridge) at the Bayshore/Baseline split
 - Connaught Tunnel (at grade through a short section of the park)
- Ambient noise levels are currently impacted by:
 - Highway 417 and Transitway operations
 - OC Transpo garage on Queensview
- Preliminary noise & vibration analysis has been completed:
 - Length of buried structure with roof (i.e. Connaught Tunnel) has been increased by 15m and east portal moved further north away from residential area by that distance
 - Resilient track fasteners will mitigate vibration
 - Track bed system will be confirmed by successful bidder

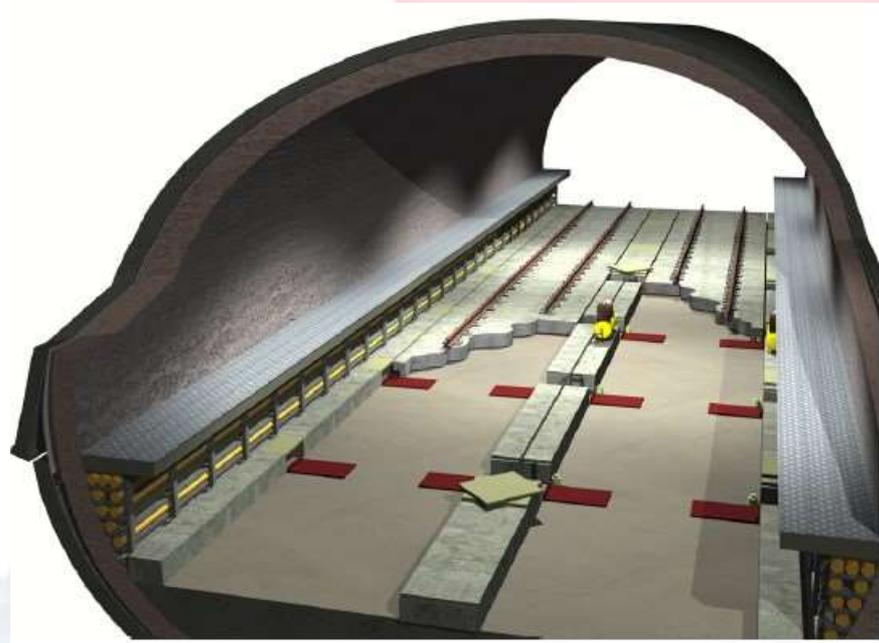
Vibration Mitigation Measures



Vibration Mitigation Measures



Resilient Fasteners

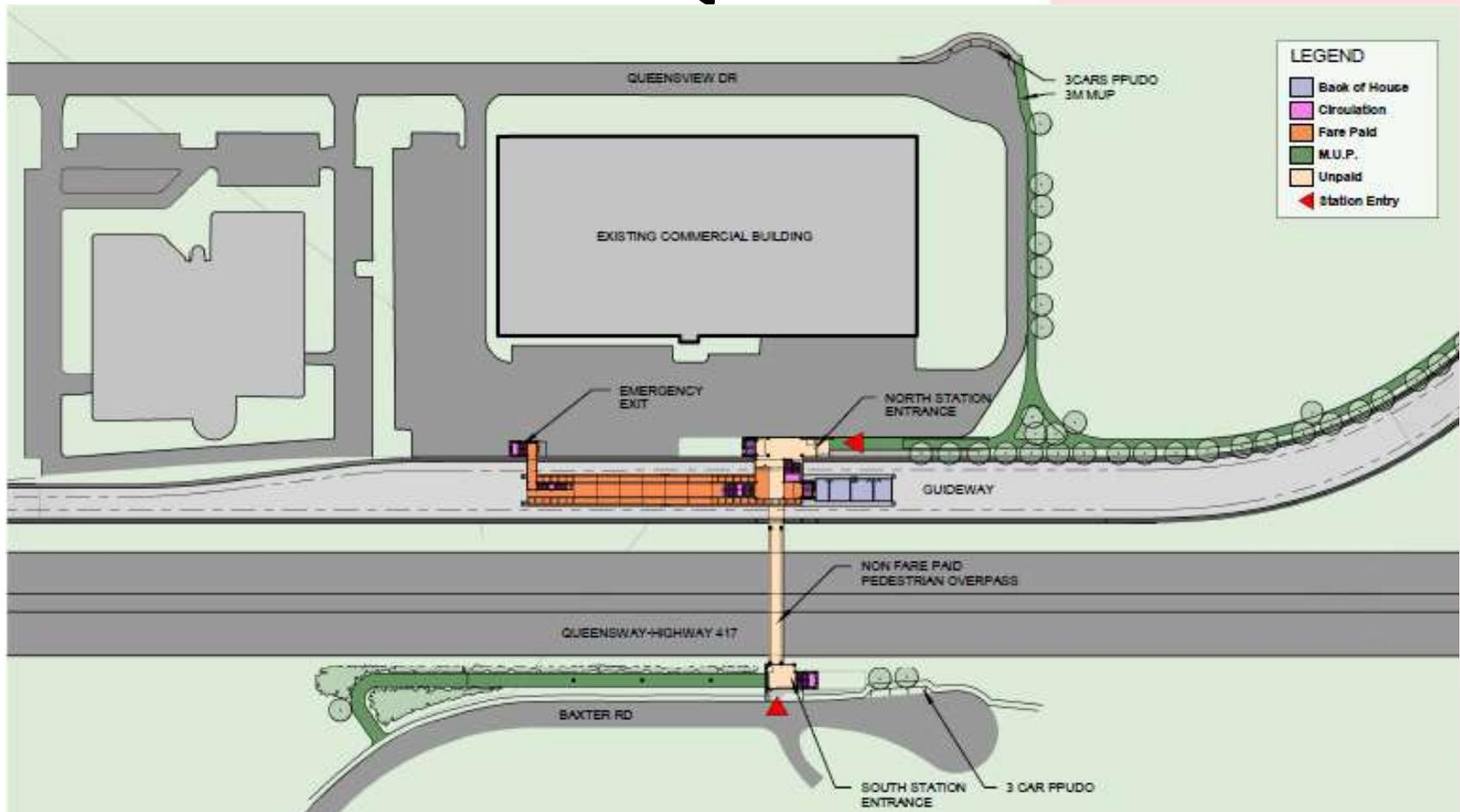


Floating Slab

Queensview Station



Queensview Station



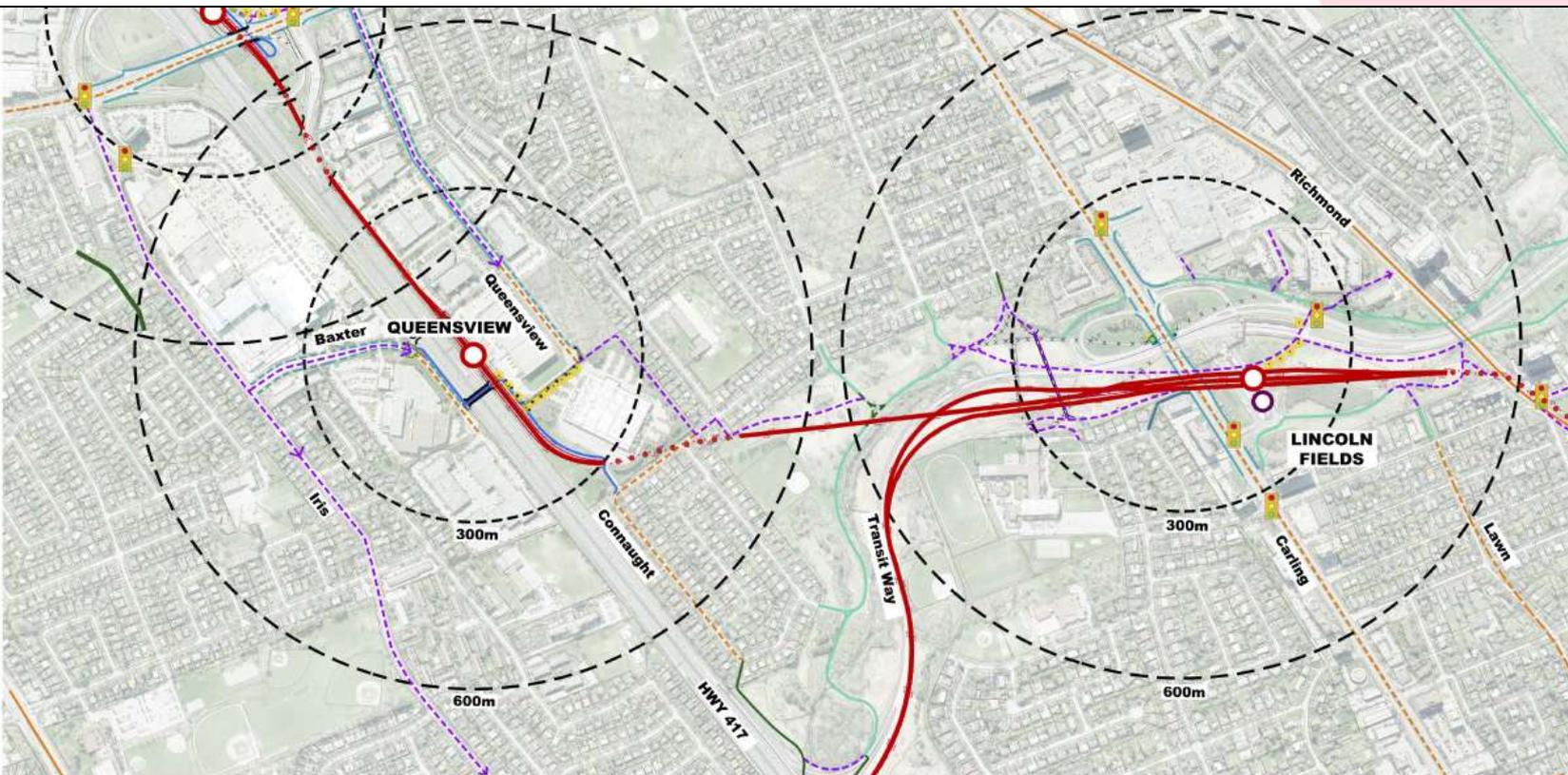
Ongoing discussions with adjacent landowners to facilitate station access through their properties

Forecasted Ridership

| Station | Total Boardings and Alightings (2031, AM Peak Hour) |
|--|--|
| Lincoln Fields | 2,646 |
| Queensview | 638* |
| Pinecrest | 796 |
| *Queensview Station is busier than 11 other Stage 2 stations | |

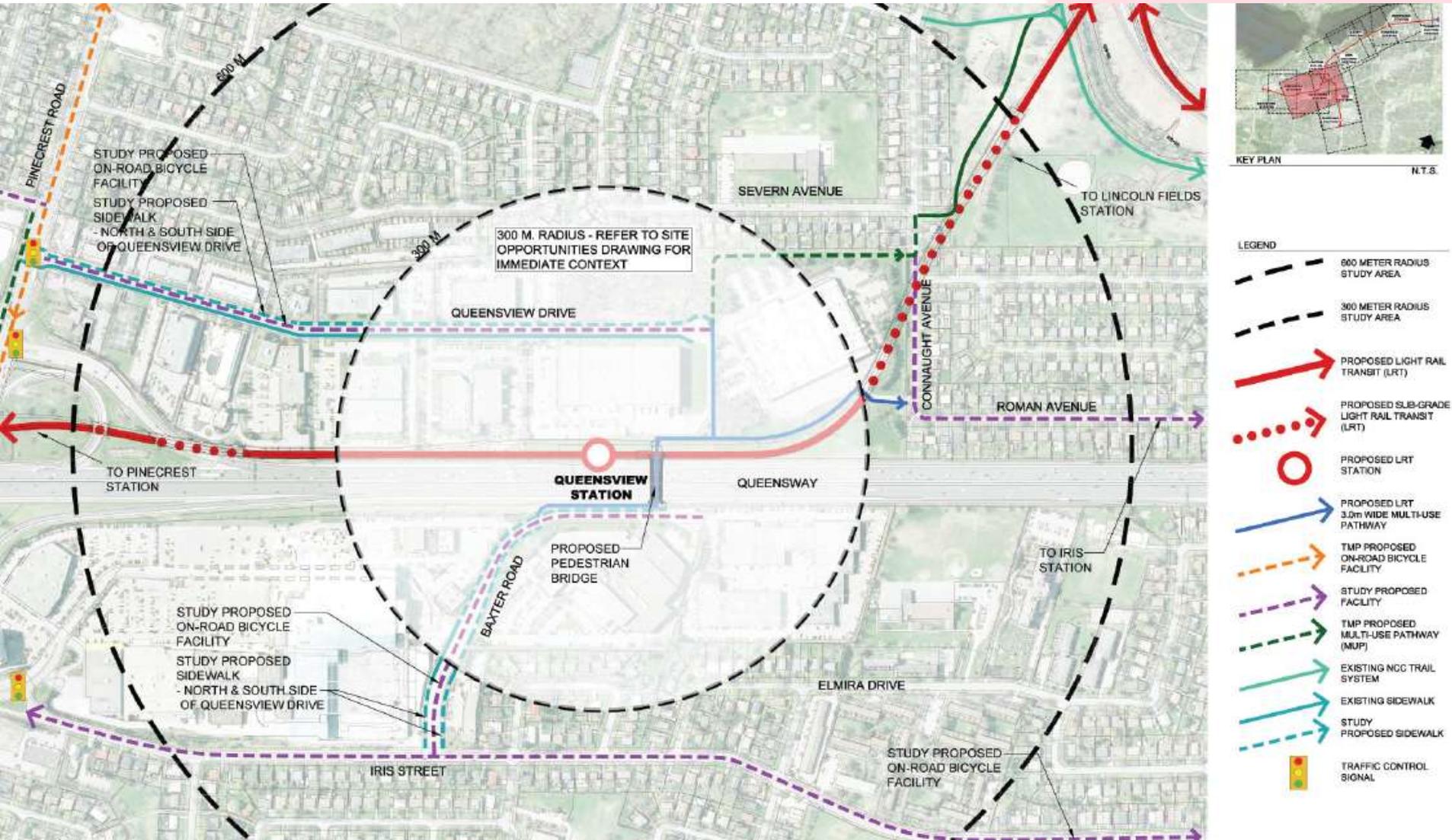


Connectivity QTN Corridor



- 300 METER RADIUS STUDY AREA - 300 METRES DE RAYON ZONE D'ETUDE
- PROPOSED LIGHT RAIL TRANSIT (LRT) - PLATE-FORME PROPOSEE TRAIN (TLR)
- PROPOSED SUB-GRADE LIGHT RAIL TRANSIT (LRT) - PLATE-FORME PROPOSEE TRAIN LEGER SUR RAIL (TLR)
- PROPOSED LRT STATION - STATION DE TLR PROPOSEE
- EXISTING ON-ROAD BICYCLE FACILITY - INSTALLATION DE VELO SUR LA ROUTE EXISTANTE
- TMP PROPOSED ON-ROAD BICYCLE FACILITY - INSTALLATION CYCLABLE SUR ROUTE PROPOSEE DANS LE PRT
- TMP PROPOSED MULTI-USE PATHWAY (TMP) - SENTIER POLYVALENT
- EXISTING PATHWAY - SENTIER EXISTANT
- EXISTING NCC TRAIL SYSTEM - RESEAU DE SENTIERS DE LA CCN EXISTANT
- STUDY PROPOSED FACILITY - INSTALLATION PROPOSEE DANS L'ETUDE
- EXISTING SIDEWALK TROTTOIR EXISTANT
- PROPOSED SIDEWALK - TROTTOIR PROPOSE
- TRAFFIC CONTROL SIGNAL - FEUX DE CIRCULATION
- PROPOSED PASSENGER DROP OFF AREA - ZONE DE DEBARQUEMENT DES PASSAGERS PROPOSEE
- PROPOSED BICYCLE PARKING - STATIONNEMENT POUR VELOS PROPOSE
- PROPOSED PATHWAY ILLUMINATION - ECLAIRAGE PROPOSE DU SENTIER
- CCTV/EMERGENCY STATION - POSTE DE TVCP/DE SECOURS
- PROPOSED CROSSWALK AND CROSS RIDE - TABLEAU DE CONCORDANCE PROPOSEE

Connectivity Queensview Station



Next Steps in Project Implementation

1. Sign up for QTN Working Group
2. Address feedback from the community in upcoming RFP
3. RFP out to tender, June 2017
4. RFP bids received, February 2018
5. Award of Stage 2 contract, May 2018
6. Construction start, early 2019
7. Confederation West LRT open for revenue service, end of 2023

Breakout Sessions

1. Alignment/Route/Stations – Room 111
2. Pedestrian Connectivity – Room 112
3. Local Bus Service/Ready for Rail – Room 113
4. Construction/Staging/Mobilization/Detours – Room 114



Questions?



Adjacency to Properties South of Lincoln Fields

