

Ottawa LRT Stage 2

McKellar Park Information Session

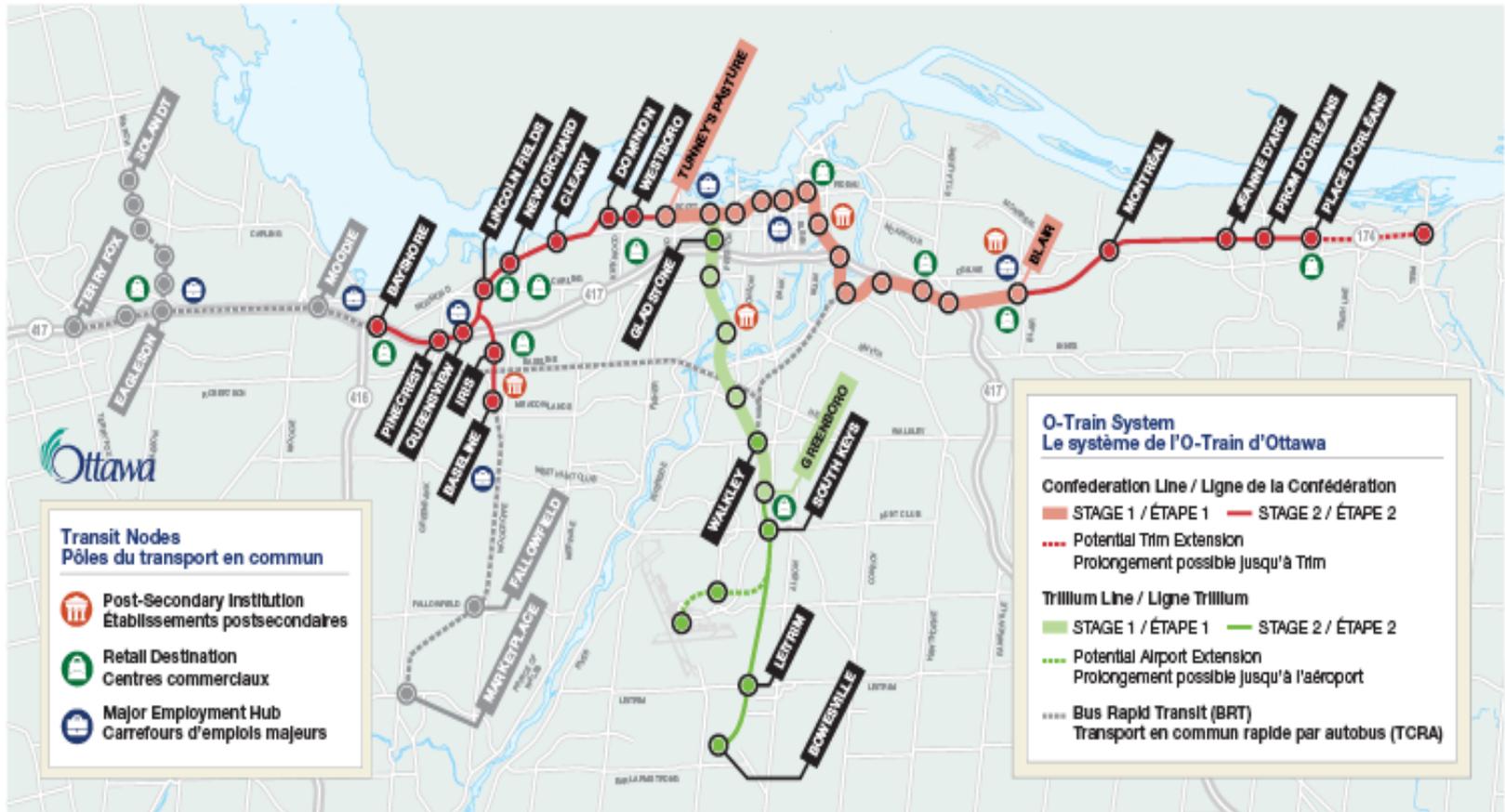
**ON TRACK
SUR LA VOIE
2018**



Stage 2 Background

- Approved unanimously by Ottawa City Council in July 2015
- East to Place d'Orléans, west to Bayshore and Baseline, and south to Bowesville
- 30 kms of new rail and 19 new stations
- 70% of Ottawa residents will live within five kilometres of rail

Ottawa's O-Train



Why Stage 2?

Ottawa's population growth

- 1.14 million people by 2031

Increased Ridership

- 13.5 million more trips/year by 2031

Decreased Congestion

- 14,000 less vehicles during rush hour

Environmental Benefits



Less Cars and Buses



100-Day Solution

Confederation Line West Tunnel

Western extension also includes a **3-km tunnel** running under a relocated Sir John A. Macdonald Parkway:

- Starts just west of Dominion Station
- Ends just south of Richmond Road overpass over the Parkway (Pinecrest Creek Corridor)

EA Timelines

August 2015 to January 2016: Preparation of draft Environmental Project Report (EPR)

Mid Q1 2016 (Feb/March): Notice of Commencement for review of EPR by agencies and Stakeholders; 120-day consultation

Start Q3 2016 (June/July): Notice of Completion of EPR review

Mid Q3 2016(July): 30 day public review period

End Q3 2016 (Aug/Sept): Ministerial Review

Project Schedule

Activity	Start	Complete
Procurement Options Analysis	Q4 2015	Q1 2016
Preliminary Engineering and Early Investigations	Q4 2015	
Federal and Provincial funding commitments on preliminary costs	Q1 2016	
Procurement and Governance Report to Council	Q1/Q2 2016	
Federal and Provincial funding commitments on project	Q1/Q3 2016	
Project Agreement Drafting	Q1 2016	Q4 2016
RFQ	Q3 2016	Q4 2016
RFP	Q1 2017	Q1 2018

Planning Considerations

- Integration with community; planned land uses
- Impact on green spaces
- Access to multi-use pathways
- Ridership potential; travel time savings
- Capital and operating costs
- Urban environment/design
- Construction phasing/detours

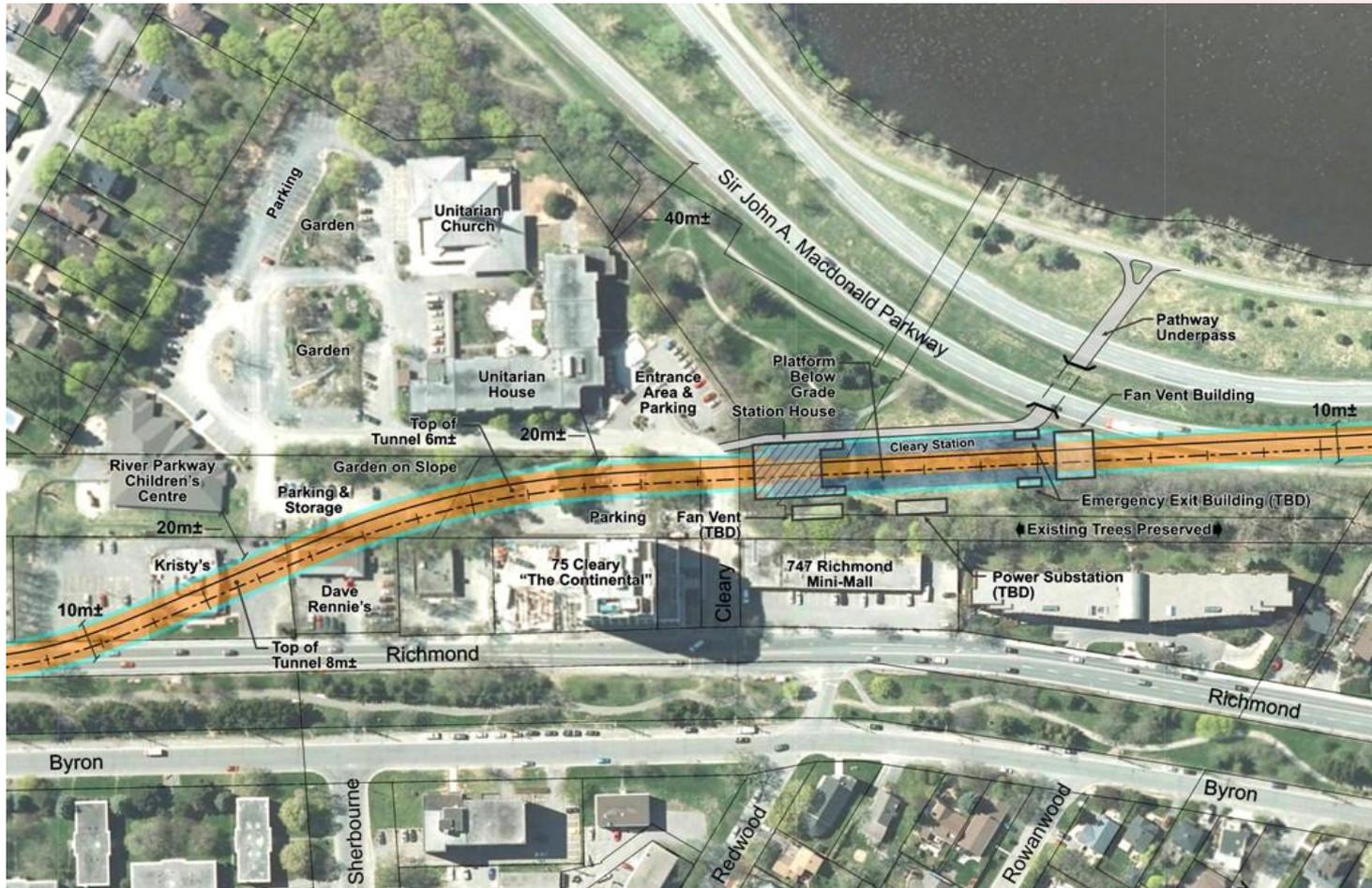
Station Connectivity

- Improved unimpeded access to waterfront from station and community
- New multi-use pathway bridge over LRT
- Reduced impact on existing landscape
- Better passenger pickup and drop-off points
- Improved pathway and sidewalk neighbourhood connections

Richmond Rd. Streetscape

- “Complete Street” west of Cleary to Pinecrest Creek Corridor – Budgeted as part of Stage 2. (Phase 1)
- East of Cleary to Golden Avenue – (Phase 2)
- Seeking input from community

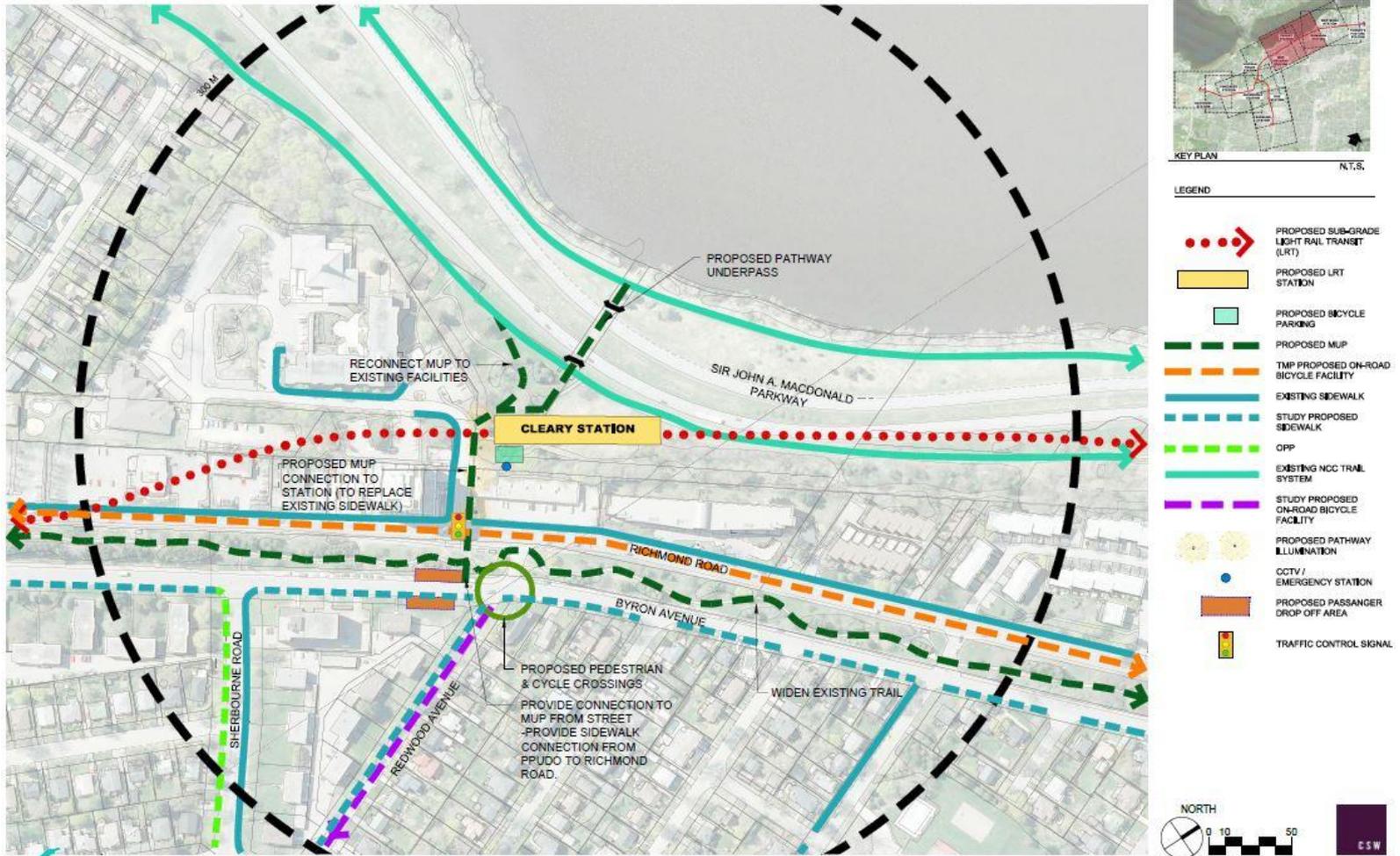
Cleary Station



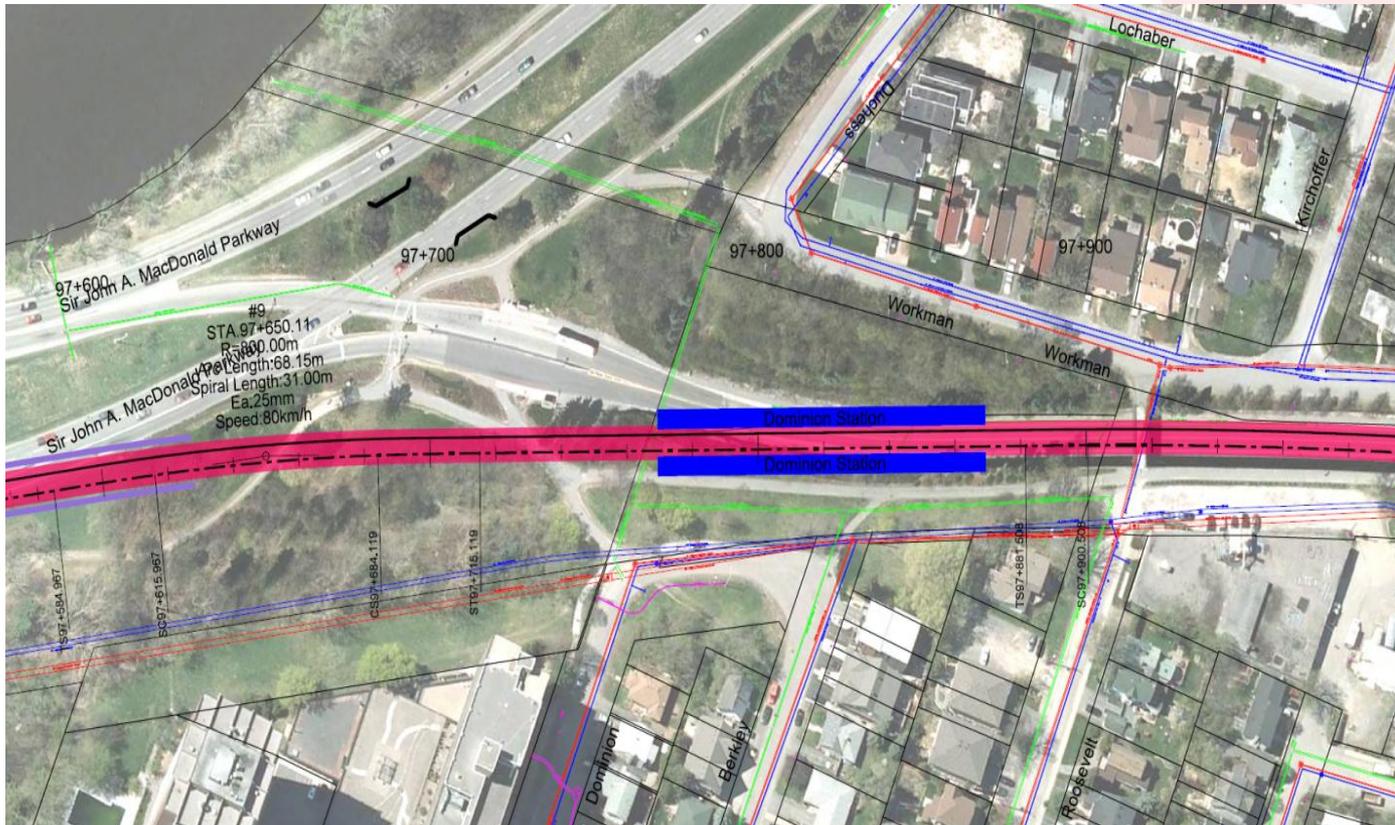
Cleary Station Concept



Cleary Station – Connectivity



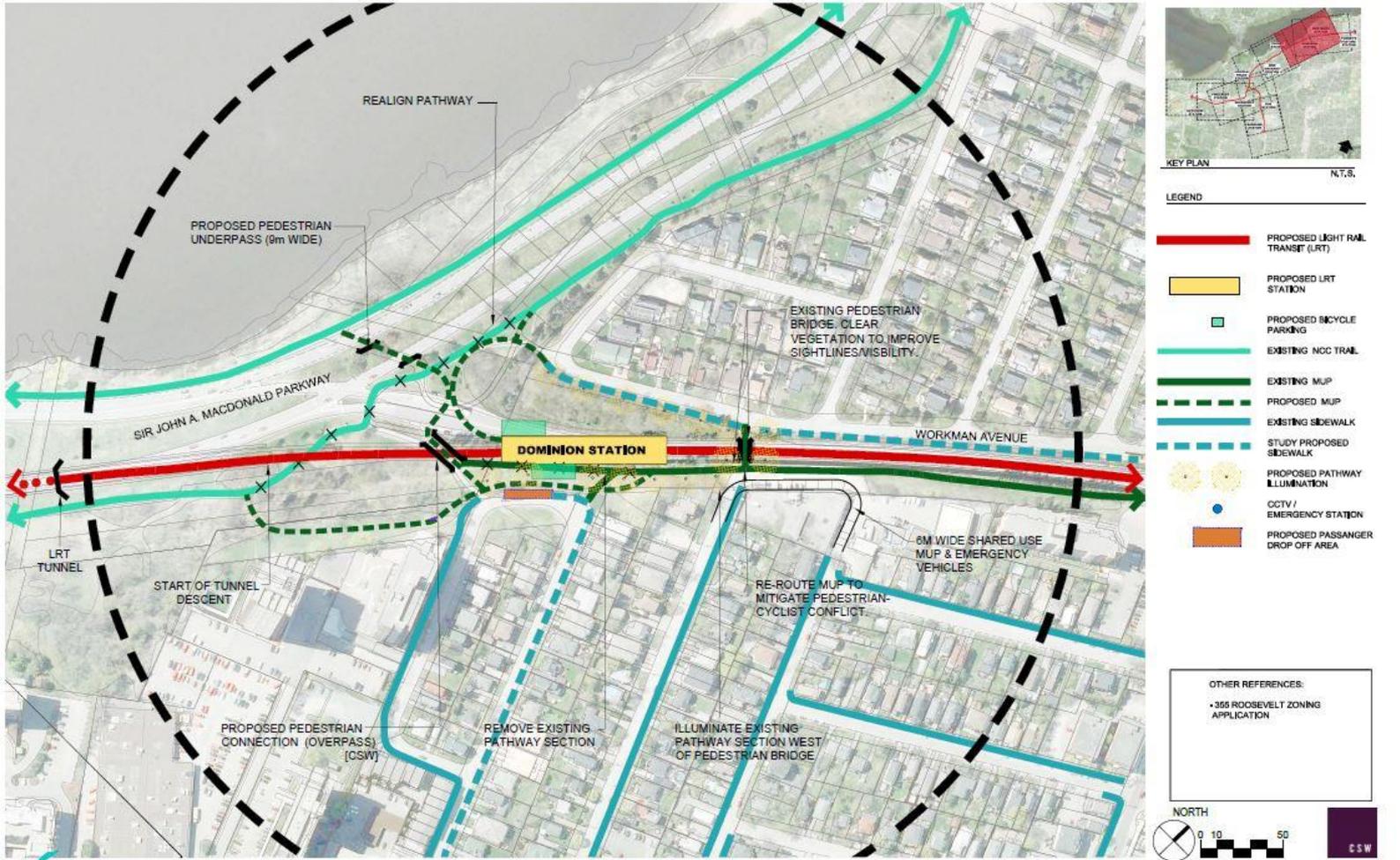
Dominion Station



Dominion Station Concept



Dominion Station - Connectivity



Construction Oversight

- “Cut and cover” technique for tunnel construction
- Only pre-2018 work is borehole drilling happening right now
- More geotechnical investigations next spring

Construction Impacts

- Once underway, construction activities could impact the area for up to two years
- All City of Ottawa Noise By-laws will be respected
- Regular construction hours in City of Ottawa:
Monday – Saturday: 7:00am -10:00pm
Sunday: 9:00am-10:00pm

Traffic Impacts

- Byron detours; Parkway stays open
- Limit cut-through traffic
- Transitway closed east of Dominion station at some point during construction
- Potential bus detour routes currently being analyzed and costed

Common Mitigation Measures

- Communicating scheduled and anticipated works
- Noise and vibration monitoring
- Design of track and trackbed
- Dust mitigation (watering)
- Compliance with Project Agreement and City Bylaw for work hours, noise levels, operational outputs and performance
- Activities scheduled to create minimal impacts to traffic

LRT Service

- Core part of network (between Blair and Lincoln Fields Stations), trains will run:
 - Approximately every 4 minutes in each direction during morning and afternoon peak periods
 - 5 to 15 minutes in off-peaks and on weekends
- Run an average of 35 km/h

Light Rail Vehicle

- Ottawa vehicle amongst quietest in the world
- Noise levels less than background traffic
- Wide access doors for improved passenger flow
- Resilient wheels
- Low floor for 100% accessibility
- Vehicles have regenerative braking system, low consumption LED interior lighting, and almost 100% efficient electric drive system

Community liaison throughout project

The City is committed to providing up to date information during LRT planning and construction. Our Stakeholder Relations team is available to answer and respond to any issues/questions from stakeholders.

Rosemary Pitfield, Stakeholder Relations & Communications
Light Rail Planning & Implementation, City of Ottawa

Email: stage2@ottawa.ca

**For project updates and more information
on Stage 2 visit:**

www.stage2lrt.ca