Ottawa LRT Stage 2

McKellar Park Information Session
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

155,000 Tonnes
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
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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 breaking 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.

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For project updates and more information on Stage 2 visit:

www.stage2lrt.ca