

Ottawa's Light Rail Transit Project



OLRT Design Improvement Update

March 6, 2012

Presentation to the

Finance and Economic Development Committee

- In May 2011 Council approved an accelerated implementation schedule and an Alternate Finance and Procurement approach
- In July, 2011 Council chose a Design Build Finance Maintain procurement model and engaged Infrastructure Ontario to lead the procurement



OLRT Design Update Report

- Provides updates on some design improvements
- Seeks direction to bundle Highway 417 – Widening project with OLRT project

Rideau Station Alignment

- During the Council meeting in July and in meetings with Stakeholders and the public concerns were raised about the tunnel alignment east of Elgin for two reasons:
 - **Depth of Rideau Station**
 - **Station Catchment**
- As a result staff did a focused engineering exercise on this section and identified an improved alignment and station location

Rideau Station Alignment

- Previous Rideau Station location was under the canal
- Moving the station further east allows for better ridership capture and reduced depth

Rideau Station Alignment

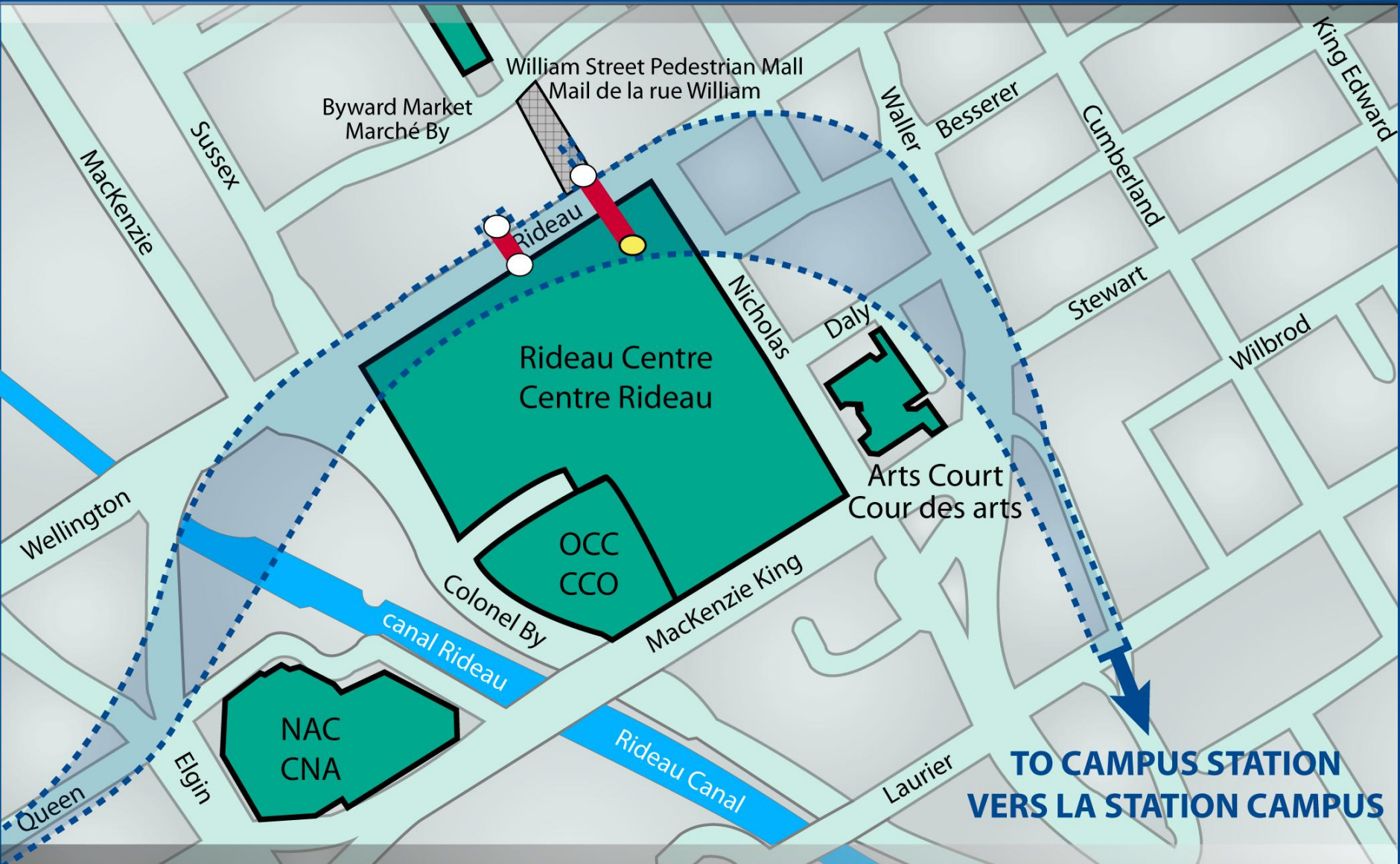
Innovation Zone

- Proponents will be provided an innovation zone both horizontally and vertically
- The proponents are free to locate the tunnel and station anywhere in the subsurface of this zone
- The City will begin the expropriation process on all the subsurface properties within the innovation zone

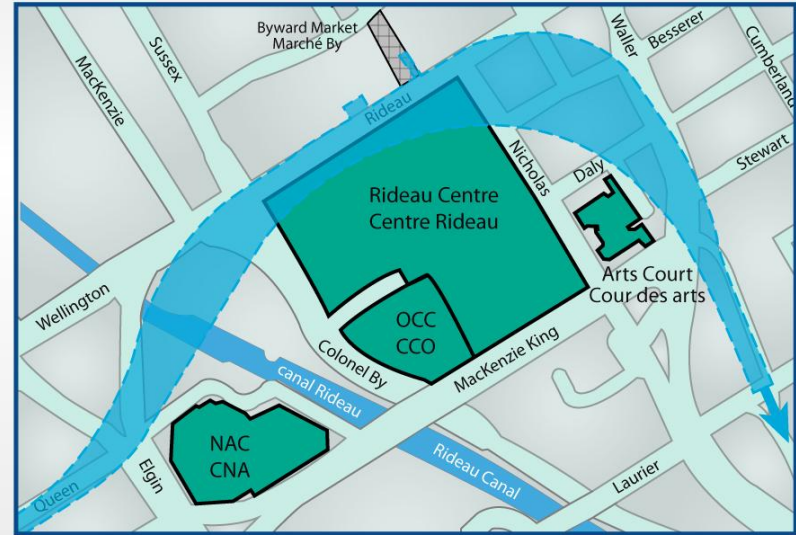
Rideau Station Alignment

Station Entrances

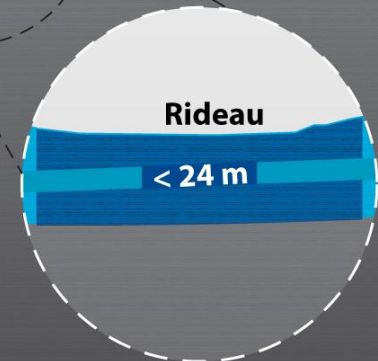
- One prescribed station entrance in the Rideau Centre Expansion
- Must provide underground pedestrian walkway connecting North South Rideau
- Can choose two more entrance locations and the location of a knock out panel for a fourth station access



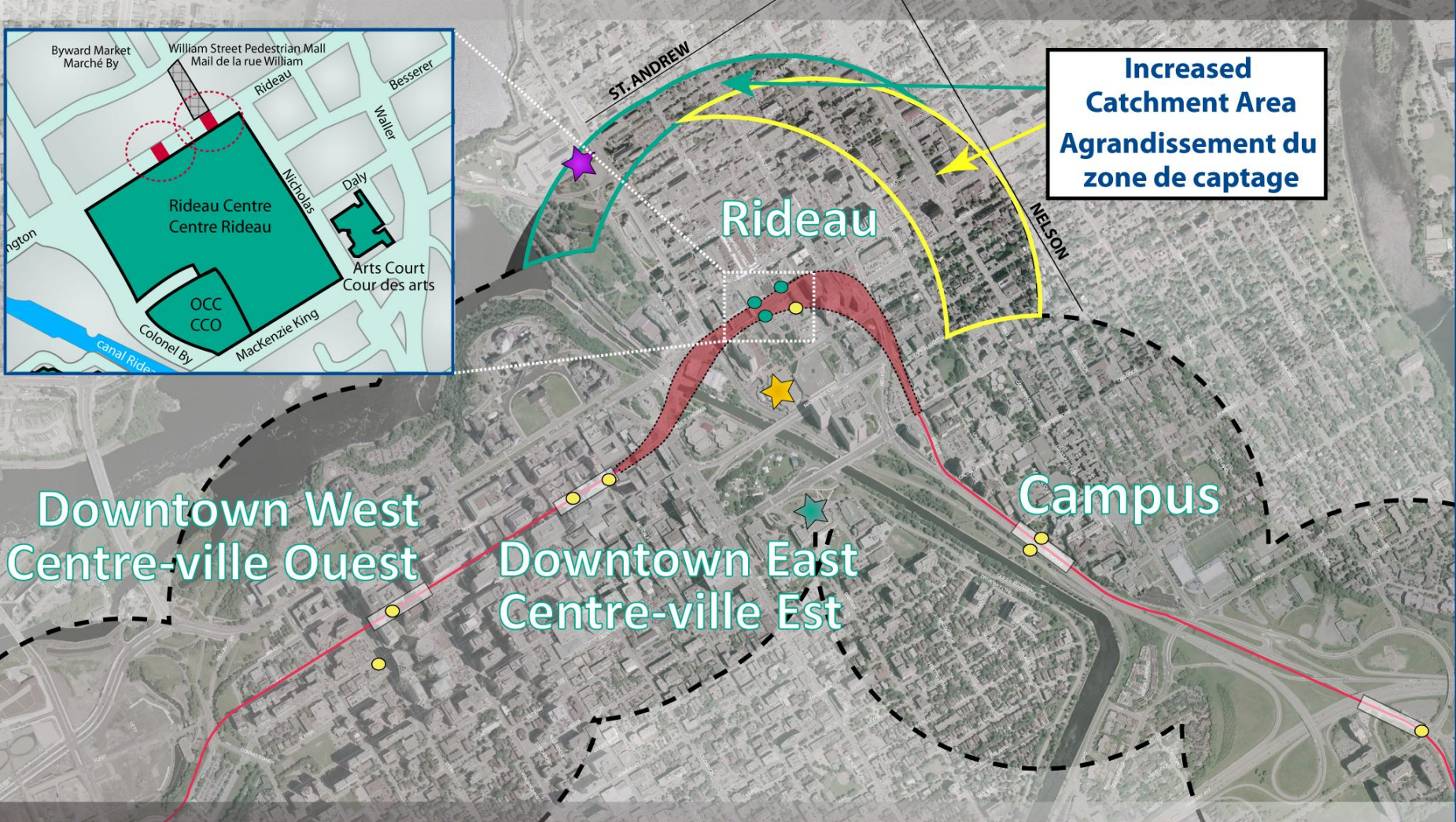
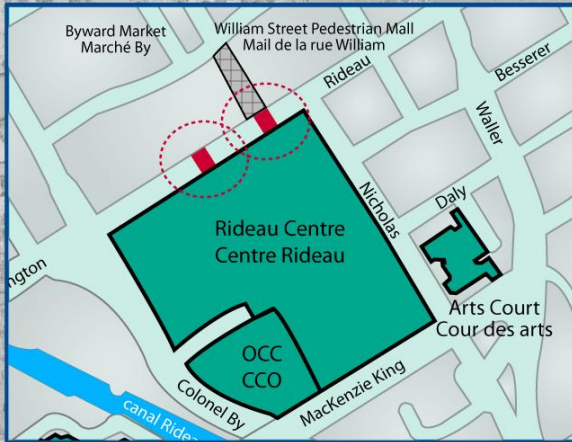
-  Tunnel
-  Station
-  Innovation Zone
-  Rideau Station Zone



Tunnel Profile
Profil du tunnel



IMPROVED ACCESS TO BYWARD MARKET, LOWERTOWN AND SANDY HILL WEST LIAISONS AMÉLIORÉES AU MARCHÉ BY, À LA BASSE-VILLE ET À LA CÔTE-DE-SABLE OUEST



**Increased
Catchment Area
Agrandissement du
zone de captage**



● Station Entrance
Entrée de la station

● Potential Station Entrance
Entrée possible de la station

▬ Potential Underground Connection
Connexion souterraine possible

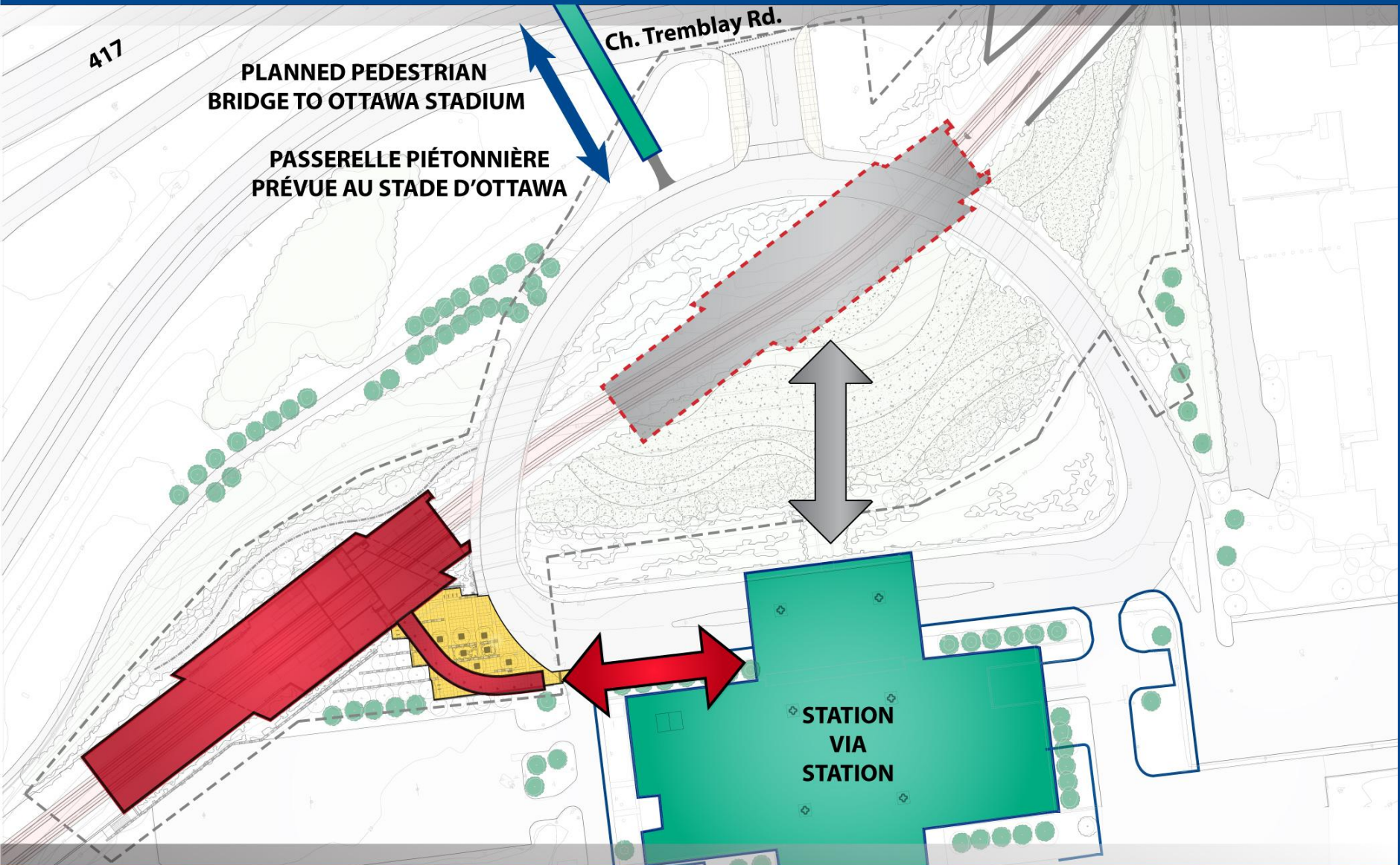
★ City Hall
Hôtel de ville

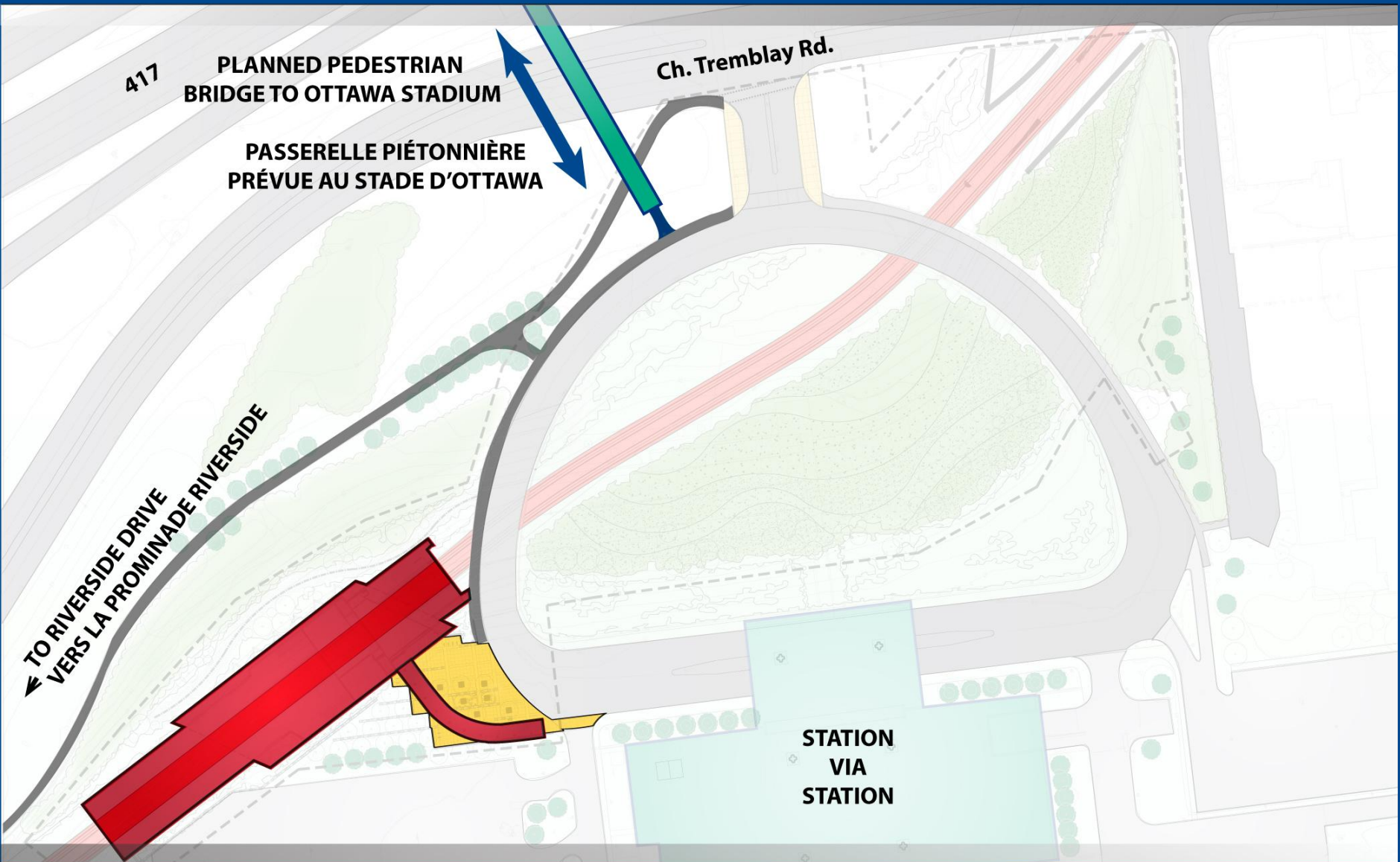
★ Ottawa Convention Centre
Centre des congrès d'Ottawa

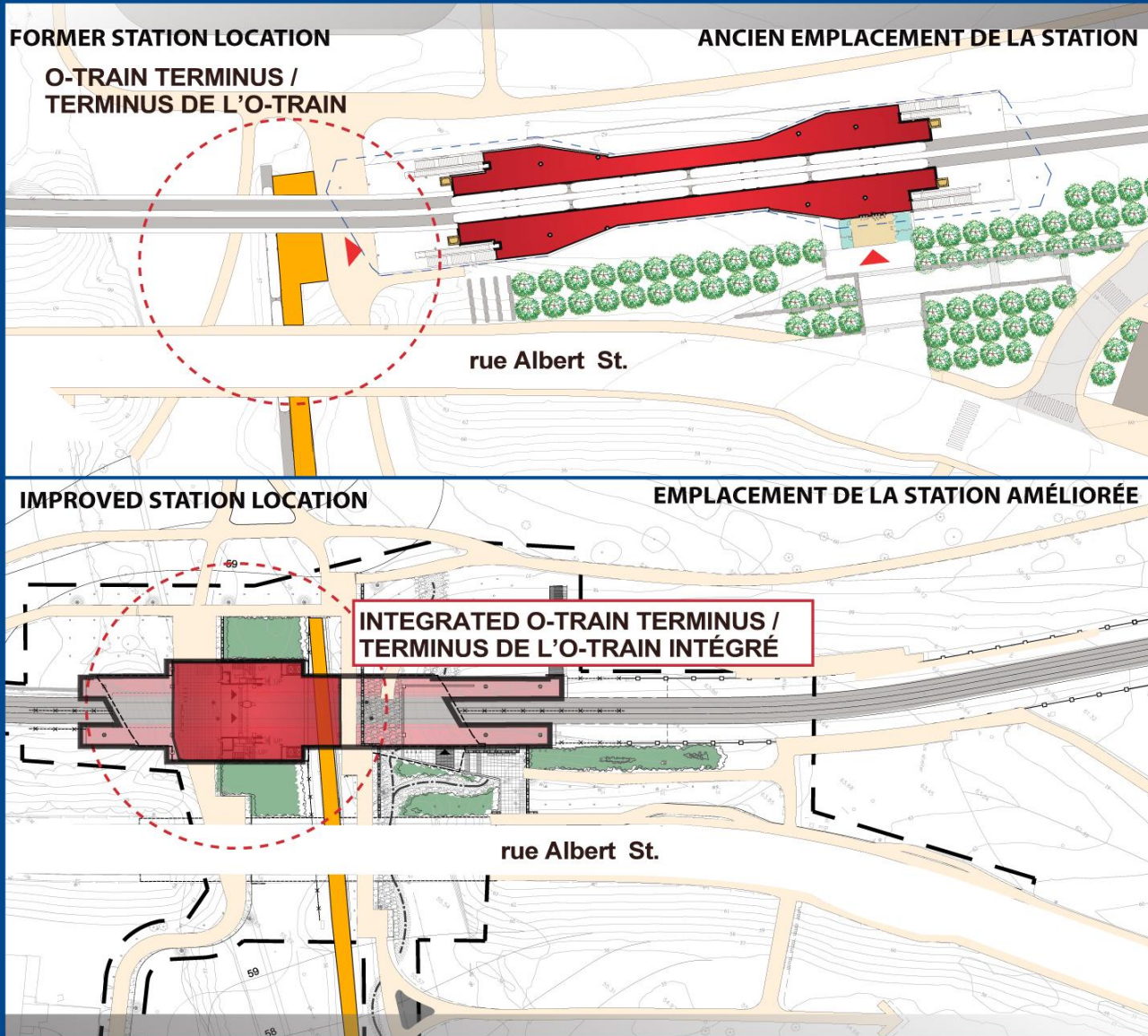
★ National Gallery of Canada
Musée des beaux-arts du Canada

- Reduced station depth
- Better ridership capture
- Closer to origin and destinations
- Access to the Byward Market
- Balances ridership at station entrances
- Provides underground connection from North and South Rideau Street

IMPROVED CONNECTION TO VIA STATION LIAISON AMÉLIORÉE À LA STATION VIA



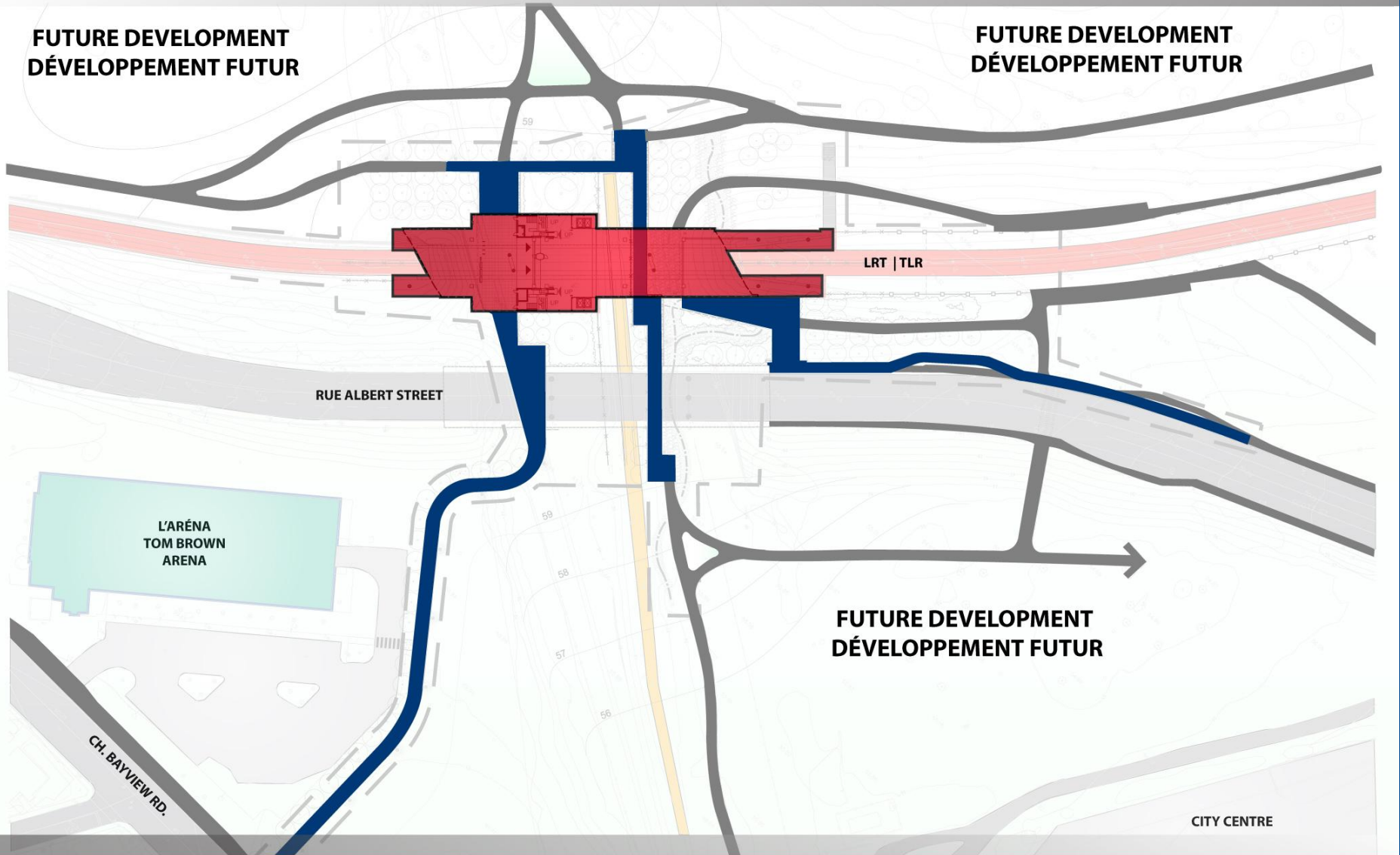




O-Train Alignment
Tracé de l'O-Train

FUTURE DEVELOPMENT
DÉVELOPPEMENT FUTUR

FUTURE DEVELOPMENT
DÉVELOPPEMENT FUTUR



RUE ALBERT STREET

L'ARÉNA
TOM BROWN
ARENA

LRT | TLR

FUTURE DEVELOPMENT
DÉVELOPPEMENT FUTUR

CITY CENTRE

CH. BAYVIEW RD.



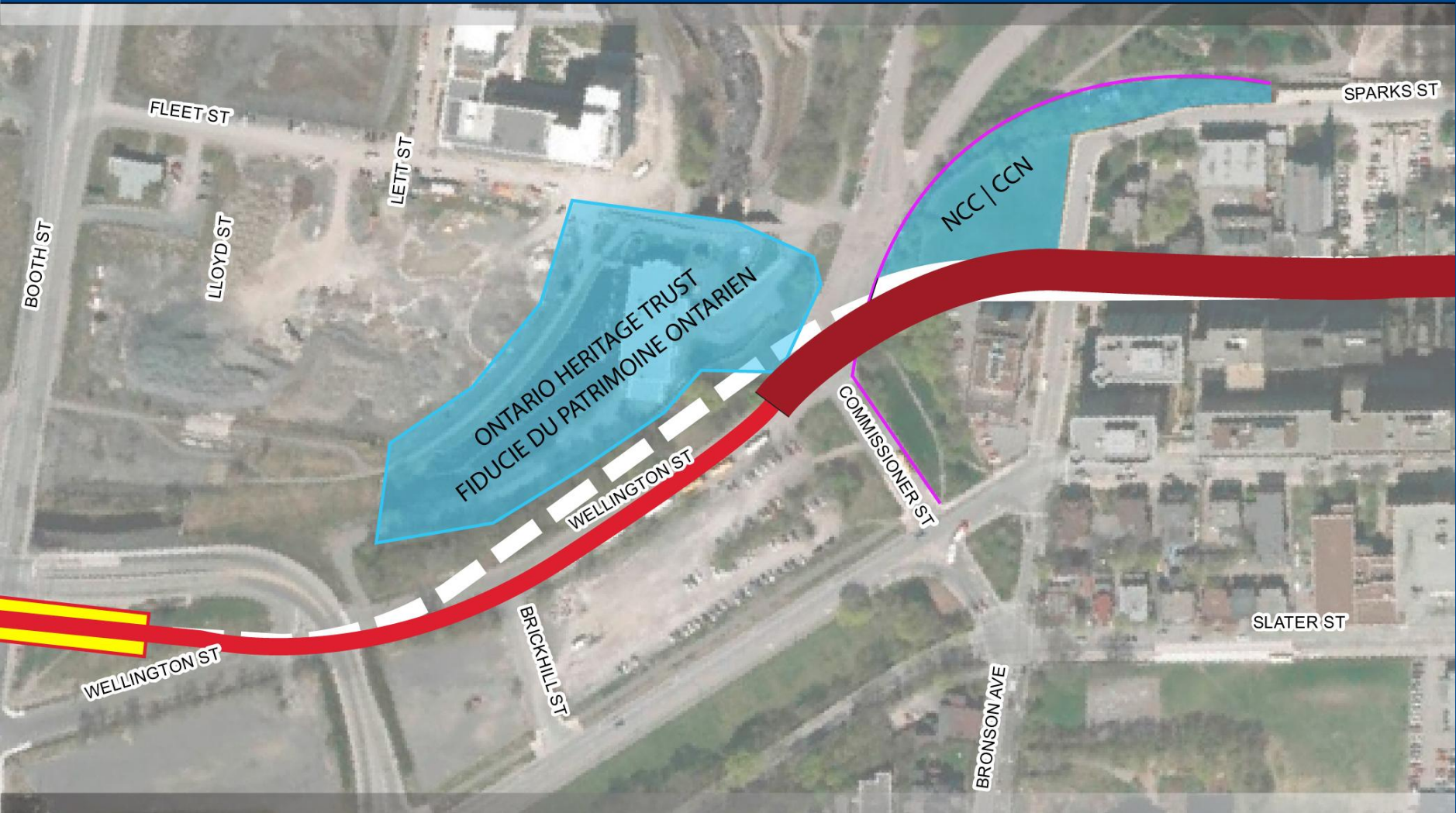
PLANNED PATHWAY
SENTIER PRÉVU



EXISTING PATHWAY
SENTIER ACTUEL



O-TRAIN ALIGNMENT
TRACÉ DE L'O-TRAIN



	Improved Alignment Tracé amélioré	Improved Tunnel Tunnel amélioré	Station Location Emplacement de la station
	Previous Alignment Tracé précédent	Previous Tunnel Tunnel précédent	Escarpment Escarpement

417 Widening and OLRT Project Bundling

- Province agreed to fast track 417 widening construction for OLRT
- Transit way conversion is dependent on the widened 417 highway to provide an alternative for BRT.
- Any delay would result in either :
 - *A costly delay in OLRT project construction*
 - *An unacceptably compromised bus transit*

417 Widening and OLRT Project Bundling

- In order to optimize coordination City asked Province to bundle projects, which would provide several benefits:
 - Increased flexibility / increased innovation
 - Increased accountability / reduced risk
 - Maintains transit service in the east end

417 Widening and OLRT Project Bundling

- The Province supports this approach and will retain:
 - Full funding responsibilities widening project
 - Control of the design and requirements
- This bundling require that the City & MTO enter into a reciprocal agreement to permit the transfer of property rights between the parties at nominal costs.

Report Recommendations

- Receive design updates for information
- Secure property required for innovation zone
- Complete agreement with Province to bundle 417 widening project with OLRT

Action	Timing
City and Proponents continue to advance and optimize OLRT Design	Ongoing to July 2012
Proponent submissions due	July 2012
IO led evaluation on submission	July – December 2012
Council approval & Contract Award	December 2012
Construction Commences	Q1 2013

QUESTIONS?



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