Tunney’s Pasture

Station Overview

- Western terminus of the project
- Need to temporarily accommodate large numbers of transfers until Light Rail Transit is extended to Baseline Station (subject to a future Planning and Environmental Assessment)
- Land used for temporary bus facilities can be re-purposed for future Federal development once LRT is extended west
- Potential integration with future Tunney’s Pasture redevelopment
Bayview

Station Overview

- Transfer station with existing LRT/Future North-South Light Rail Transit
- Protects for a future Interprovincial transit service via Prince of Wales Bridge
- Adjacent to Bayview and Somerset Area redevelopment lands
- Important bicycle and pedestrian flow routes must be accommodated
LeBreton

Station Overview
- Transfer station for OC Transpo buses to Gatineau
- Located within NCC LeBreton Flats development lands
- Supports City Escarpment Area development lands
- Station to be partially below grade to accommodate tunnel portal located east of Booth Street and new Booth Street bridge
- Provides for integration with future development at station
Downtown West

Station Overview

- Located under Albert Street, east of Bay Street
- Allows integration with future Central Public Library building
- Serves existing development in west end of downtown
Downtown East

Station Overview
- Located north of Albert Street, between Bank Street and O'Connor Street
- Connects with local bus services on Bank Street
- Serves existing development in central and east parts of downtown
Rideau

Station Overview

- Located south of Wellington Street, between Confederation Square and Sussex Drive
- Provides connections to both west and east sides of Rideau Canal
- Potential integration with the Government Conference Centre
- Potential integration with National Capital Commission commemorative design initiative for the Rideau/Sussex intersection
- Provides for connections to local and regional (STO) buses
Campus

- Station Overview
- Located approximately where the existing Campus Station sits today
- Provides connections to the University of Ottawa, Sandy Hill and Golden Triangle (via the Corktown Footbridge)
- Further investigation required to determine if station should be east or west of Nicholas Street for constructability
Lees

Station Overview

- Will remain in its current location and general configuration
- Potential integration with redevelopment of University lands south of station
- Important pedestrian link between Lees Avenue and the University of Ottawa to be maintained
- Upgrades to existing station facilities will be incorporated as part of conversion to Light Rail Transit
Hurdman

Station Overview
- Major transfer station between Light Rail Transit and the Southeast Transitway
- Provides for integration with potential development lands located to north of station
- Important pedestrian and cycling linkages around station area to be maintained

Train

Station Overview
- Provides connections to VIA intercity passenger rail service and to potential commuter rail service
- Provides access to adjacent employment lands to east
- Potential integration with planned Queensway pedestrian overpass (Baseball Stadium, Overbrook area)
St Laurent

Station Overview

- Will remain in its current location and general configuration
- Serves major retail development
- Provides transfers to local bus services
- Upgrades to existing station facilities will be incorporated as part of conversion to Light Rail Transit
Cyrville Station Overview

- Will remain in its current location and general configuration
- Potential integration with development lands north of the station
- Upgrades to existing station facilities will be incorporated as part of conversion to Light Rail Transit
Blair

Station Overview

- Eastern terminus of project
- Need to accommodate large volume of transfers from East Transitway, future Cumberland Transitway extension and local bus services
- Serves major retail development
Maintenance and Storage Facility

- Evaluation of 10 candidate sites was presented at the second DOTT Public Open House. Three sites were short-listed for additional evaluation:
  - Bayview
  - Hurdman North
  - St. Laurent

- Additional evaluation was undertaken and the St. Laurent site is now recommended.

- Work is being undertaken to complete the functional layout.

- Functional design elements will be presented as part of a Public Open House on the Environmental Assessment of the project in January 2010.
**Construction of the Tunnel**

- The twin tunnels will be constructed using a Tunnel Boring Machine (TBM)
- The depth of the tunnel (approximately 30-35 m below grade) has been planned to avoid impacts to building foundations, utilities and the Rideau Canal
- Cut and cover construction will be limited to the areas around the west and east tunnel portals
- Downtown stations will be mined out from within the tunnels
- Campus Station will be constructed using the traditional open excavation method
- The bulk of the visible activity will be at the TBM launch site, which will be at the west end of the LeBreton Flats
- There will be some visible work at each station to construct the entrances and vent shafts (which could be open excavation or cut and cover depending on the local conditions)
- Refinement of construction methods and phasing of the works will be made during subsequent stages of design

**Transitway Conversion**

- Conversion of Transitway Stations
  - Platforms will be widened with the tracks being placed in centre by-pass lanes
  - Existing canopies and shelters will be removed
  - Elevators will be upgraded
  - New canopies will be installed over the platforms and track for the full length of the station (except at a few low-use stations)
  - Stations at Bayview, LeBreton, Hurdman, Train and Blair require extensive modifications to accommodate conversion and must be largely rebuilt
- Conversion of the Transitway
  - In open areas, ballast and track will be installed on top of the existing roadway
  - Track through the stations will be directly fixed to a concrete slab for ease of maintenance
  - Minor changes to drainage will be required
  - Some structures will require modifications to increase vertical clearances
- Once a section is converted it will not be possible to operate buses or other vehicles along that section

**Construction Staging**

- Staging will be determined by the successful contractors, but will follow these principles:
  - The tunnel and underground stations will likely start first, as these elements will take the longest to construct
  - The Maintenance and Storage Facility must be completed midway through the construction of the project to allow for delivery of vehicles and vehicle testing
  - Major work at Bayview, Hurdman and Blair is off the existing Transitway and can be done with minimal disruption to bus service
  - Conversion of the Transitway will be done in logical segments to maintain bus service on the Transitway for as long as possible
Construction Staging

The project will be staged to:
- Minimize construction cost,
- Minimize traffic and bus service disruption,
- Optimize cash flow, and
- Maximize contractor efficiency

Once construction starts in an area, bus service will be rerouted.

After construction is complete there will be a 6-8 month period for station fit-out, testing and commissioning before revenue service starts.

Bus Operations

Various segments of the Transitway will be out of service as construction proceeds, during which alternative arrangements will be needed, including:
- Use of the shoulder or outside lane of the Queensway
- Dedication of traffic lanes to transit usage along some streets
- Implementation of traffic signal priority along key routes
- Minor reconfiguration of intersections and interchanges to give buses priority

Several alternate routes will be required, likely including:
- Innes, Industrial, Ogilvie, Coventry, Tremblay, Riverside and the Queensway in the east
- The Queensway, Carling, Scott/Albert and the Ottawa River Parkway in the west
- Bus routes may be segregated into local and express services and assigned to different routes to minimize local impacts
- Temporary station facilities may be required to provide good connectivity to local routes and major trip origins and destinations

Public Open House #3

- DOTT Public Open House #3 this next Monday (26 October 2009)
- Focused on Recommended Plan
- Provide opportunity for public to see designs
- Seek public feedback on work
- Information gathered will assist in finalizing the functional design/recommended plan

Process Moving Forward

- Public Open House #3 – 26 October 2009
  - Complete functional design based on public input
- Committee and Council presentation – December 2009
- Transit Technology Choice
  - Presented at Transit Committee 21 October 2009
  - Decision on 18 November 2009
  - At City Council on 25 November 2009
- EA Study will be launched in January, 2010
  - Additional Public Open House in January, 2010
Thank You!
### Task Description and Discussion / Status

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Description</th>
<th>Discussion / Status</th>
<th>Question/Comment</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Opening Remarks</td>
<td>Dennis Gratton opened up the meeting with team introductions and an overview of the meeting purpose.</td>
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<td>2.</td>
<td>Presentation</td>
<td>A PowerPoint presentation was given providing members of the group with an update on the project, an overview of the designs and implementation of the Recommended Plan and the technology selection process.</td>
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<td></td>
<td>DOTT Project Update</td>
<td>A general update on the project status and schedule was presented.</td>
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<td></td>
<td>Overview of the Recommended Plan</td>
<td>An overview of the recommended plan, station design concepts, M&amp;S Facility and implementation was presented.</td>
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<td></td>
<td>Tunney's Pasture Station</td>
<td>An overview of the recommended design for Tunney's Pasture Station was presented.</td>
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<tr>
<td></td>
<td>Question:</td>
<td>How many levels are there in station and will pedestrians be able to cross the tracks?</td>
<td>David Jeanes</td>
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<tr>
<td></td>
<td>Response:</td>
<td>Same number of levels as current station. A pedestrian crossing of the tracks will be permitted beyond where trains will be operating in service.</td>
<td>David Hopper</td>
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<tr>
<td></td>
<td>Question:</td>
<td>Will there be a cross-over east of the station?</td>
<td>Klaus Beltzner</td>
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<td></td>
<td>Response:</td>
<td>Yes.</td>
<td>David Hopper</td>
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<tr>
<td></td>
<td>Question:</td>
<td>Will the platforms be completely enclosed, with side walls?</td>
<td>Sandra Candow</td>
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<td></td>
<td>Response:</td>
<td>Yes.</td>
<td>David Hopper</td>
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</table>

### Question/Response

- **Bayview Station**
  - An overview of the recommended design for Bayview Station was presented.
  - Question: Do you envision having interim/ultimate bus transfers under the station? [David Hopper]
  - Response: Yes, could put buses on lower level. [Sandra Candow]
  - Question: Don’t the columns on the lower level create security issues? [David Hopper]
  - Response: Columns are spaced approximately 30 m apart and do not span full width of platform. Any column can present a security concern but can be managed with shelters, designated waiting areas, CCTV. [David Hopper]
  - Question: Are you proposing complete removal of the existing Transitway bridge? [David Hopper]
  - Response: Yes. There is an advantage in shifting the LRT station to the north of the existing Transitway alignment as it can be constructed without disrupting existing bus operations. [David Hopper]
  - Question: Where will the track connection between the north-south and east-west lines be? [Luc Masse]
  - Response: Junction will be east of Bayview Station, approximately at Preston Street. [David Hopper]
  - Question: The Bayview CDP identified land north of existing station for future development. Can it be accommodated in this design? [David Hopper]
  - Response: Yes, that could be looked at in the next stage of design. The two mezzanine bridges will provide connections to the north of the station. [David Jeanes]
  - Question: Will the trains run on overhead power? [David Hart]
  - Response: Yes. [David Hopper]

- **LeBreton Station**
  - An overview of the recommended design for LeBreton Station was presented.
  - Question: Where are the buses from the west coming from? [David Hopper]
  - Response: Some buses from west (Kanata, Barrhaven) will not terminate at Tunney’s Pasture but will continue east to serve Bayview (O-Train connection) and Gatineau. [David Hopper]
  - Question: Does the proposed widening of Albert Street fit within City land? [Sandra Candow]
  - Response: Yes. [David Hopper]
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<tbody>
<tr>
<td><strong>Downtown West Station</strong></td>
<td>An overview of the recommended design for Downtown West station was presented.</td>
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<td></td>
<td><strong>Question:</strong> Is the Sparks Street entrance not wheelchair accessible?</td>
<td>David Hopper</td>
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<td></td>
<td><strong>Response:</strong> It could be. An elevator is not shown in this potential access, but could be included if deemed necessary.</td>
<td>David Hopper</td>
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<td></td>
<td><strong>Comment:</strong> Has there been any modelling of pedestrian movements? Is one escalator enough?</td>
<td>David Jeanes</td>
<td></td>
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<tr>
<td></td>
<td><strong>Response:</strong> There are stairs, one escalator in each direction plus two elevators at each access point.</td>
<td>David Hopper</td>
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<tr>
<td></td>
<td><strong>Comment:</strong> This will be the busiest station, it is critical to ensure crowds can be accommodated.</td>
<td>David Jeanes</td>
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<td></td>
<td><strong>Response:</strong> This has been looked at. The emergency evacuation scenario is paramount and the proposed design can accommodate that volume. There may be some queuing at the busiest times but at this level of design we have planned sufficient capacity.</td>
<td>David Hopper</td>
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<tr>
<td><strong>Rideau Station</strong></td>
<td>An overview of the recommended design for Rideau station was presented.</td>
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<td></td>
<td><strong>Question:</strong> The NAC is currently open all-day, why wouldn’t access to it be viewed as larger public space and not restricted to certain hours?</td>
<td>David Jeanes</td>
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<td></td>
<td><strong>Response:</strong> This can be looked at in more detail during next stages of design. The connection would be into the P1 parking level which may not be suitable for all-hours connection.</td>
<td>David Hopper</td>
<td></td>
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<td></td>
<td><strong>Comment:</strong> Pedestrian connections between the NAC and Confederation Square are important.</td>
<td>David Jeanes</td>
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<td></td>
<td><strong>Response:</strong> Yes, and those would be at-grade. This is an additional connection.</td>
<td>David Hopper</td>
<td></td>
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<tr>
<td></td>
<td><strong>Question:</strong> If the Rideau connection is not extending to the Freiman Mall, which is the natural connection into the Byward Market, then what is the route to the Market area?</td>
<td>David Jeanes</td>
<td></td>
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<td></td>
<td><strong>Response:</strong> There are some geotechnical issues in the area which affect how far east the station can be placed. We are working with Rideau Centre to determine the most suitable location for their connection. A route will be designated through The Bay or whichever building the entrance is in on the north side of Rideau Street.</td>
<td>David Hopper</td>
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</tbody>
</table>

**Question:** Can you clarify the alignment and location of this station?

**Response:** The station spans under the Rideau Canal, south of Wellington Street between Confederation Square and the Rideau Centre. It would be underneath the former Train Station.

**Question:** Access to both sides of the street raises a point, the stations shown only have accesses on one side of the street, have you looked at implications given narrow sidewalks?

**Response:** The city is building two access points for each station. No reason other access points could not be provided by others.

**Comment:** It is a city problem. At Bank/Albert people will have to cross Bank Street at-grade to access southbound buses.

**Response:** We will note this and look at opportunities in the next stages of design.

**Comment:** It is a fundamental issue that needs to be addressed by City. For example in London, stations are located under middle of the road with multiple connections to all corners of an intersection.

**Comment:** What studies have been done to satisfy team there will be no pedestrian issues?

**Response:** We have reviewed the ridership figures from the Transportation Master Plan and have volume projections at each station.

**Question:** The NAC is currently open all-day, why wouldn’t access to it be viewed as larger public space and not restricted to certain hours?

**Response:** There are some geotechnical issues in the area which affect how far east the station can be placed.

**Question:** If the Rideau connection is not extending to the Freiman Mall, which is the natural connection into the Byward Market, then what is the route to the Market area?

**Response:** There are some geotechnical issues in the area which affect how far east the station can be placed. We are working with Rideau Centre to determine the most suitable location for their connection. A route will be designated through The Bay or whichever building the entrance is in on the north side of Rideau Street.

**Question:** Will there be a link to the new convention centre?

**Response:** No. We will have nowhere near that level of pedestrian demand, the volumes are not comparable to New York City.

**Question:** What study supports this? Currently stops on surface spreads crowding around, now we have fewer access points to transit.

**Response:** The recommended plan has five station entrances between the canal and Bronson compared with four bus stops today. We will have the same or more access points to transit.

**Question:** Access to both sides of the street raises a point, the stations shown only have accesses on one side of the street, have you looked at implications given narrow sidewalks?

**Response:** The city is building two access points for each station. No reason other access points could not be provided by others.

**Comment:** It is a city problem. At Bank/Albert people will have to cross Bank Street at-grade to access southbound buses.

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<td></td>
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<td>Response: Yes, through the Rideau Centre. Also talking about new tunnels from the</td>
<td>David Hopper</td>
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<td></td>
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<td>convention centre to the Government Conference Centre or NAC in future, if GCC is</td>
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<td></td>
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<td>activated as a public space.</td>
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<td></td>
<td></td>
<td>Question: Have there been any discussions on other access options?</td>
<td>Sandra Candow</td>
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<td></td>
<td></td>
<td>Response: We are assuming the connection through the Rideau Centre. Other options</td>
<td>David Hopper</td>
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<td></td>
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<td>would rely on decisions by others, which this study may activate.</td>
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<td></td>
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<td>Question: GCC is currently relocated HVAC into basement areas, and the ability to</td>
<td>David Jeanes</td>
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<td>tie-in underground will be diminished. Why isn’t it being looked at now?</td>
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<td>Response: We have a concept, but further discussions are required.</td>
<td>David Jeanes</td>
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<td></td>
<td></td>
<td>Comment: Was looking for something more ambitious, thought making this building</td>
<td>David Hopper</td>
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<td>(GCC) work as part of this project was City direction.</td>
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<td>Response: City doesn’t own GCC. It can discuss options but has no mandate to</td>
<td>David Jeanes</td>
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<td></td>
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<td>activate. PWGSC are aware of our proposed entrance location.</td>
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<td></td>
<td>Comment: Disappointed with this, was hoping for integration not just access.</td>
<td>David Jeanes</td>
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<td></td>
<td></td>
<td>Response: We will take this under advisement.</td>
<td>David Hopper</td>
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<td></td>
<td></td>
<td>Question: Can you explain what the west access on the Plaza Bridge will look like</td>
<td>Sandra Candow</td>
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<tr>
<td></td>
<td></td>
<td>at-grade?</td>
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<td></td>
<td>Response: The entrance would include a glass enclosure to protect elevators and</td>
<td>David Hopper</td>
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<td></td>
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<td>escalators from elements. The design would be as lightweight as possible and will</td>
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<td>require detailed discussions with both the NCC and Parks Canada during the next</td>
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<td>design stage. We have some potential options here that will have to be explored.</td>
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<td></td>
<td>Comment: No question we will be working together to resolve but we don’t have a</td>
<td>Sandra Candow</td>
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<td></td>
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<td>good idea yet of what is being shown here. This is located within a significant</td>
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<td>view protection corridor.</td>
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<td>Response: We have looked at that, the enclosure would be low enough that view is</td>
<td>David Hopper</td>
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<td></td>
<td></td>
<td>blocked by NAC.</td>
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<td></td>
<td>Comment: If the structure is within 30 m of the canal zone, it will need to be</td>
<td>Valerie Blazeski</td>
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<td></td>
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<td>reviewed through UNESCO process.</td>
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<td>Response: Hope to be outside the canal zone but will work to develop concept</td>
<td>David Hopper</td>
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<td></td>
<td></td>
<td>further.</td>
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<tr>
<td></td>
<td></td>
<td>Question: Is there a public art component to the project?</td>
<td>David Malkin</td>
</tr>
</tbody>
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<tr>
<td></td>
<td></td>
<td>Response: There is $10 million in the budget for public art as part of project.</td>
<td>David Hopper</td>
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<td></td>
<td></td>
<td>Will work with City and arts groups on how to activate. Successful approach in other</td>
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<td>cities has been to integrate art into station architecture through the wall and</td>
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<td>floor finishes and the arrangement of standard lighting fixtures.</td>
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<td></td>
<td>Question: Stations designed to accommodate 6-car trains with entrances at extreme</td>
<td>David Jeanes</td>
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<td></td>
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<td>ends of platforms. How long will trains be initially and what impact does that have</td>
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<td></td>
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<td>on walk distance?</td>
<td></td>
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<td></td>
<td>Response: 4-car trains likely on opening day. Have looked at balancing access points</td>
<td>David Hopper</td>
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<td></td>
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<td>on platform but yes, some walking will be required.</td>
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<td></td>
<td>Comment: Entrances at ends of platforms don’t balance, causes bunching.</td>
<td>David Jeanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Response: No, it is making sure stairs are at different locations along the</td>
<td>David Hopper</td>
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<td></td>
<td></td>
<td>platform at the different stations to balance loads.</td>
<td></td>
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<td></td>
<td>Question: For stations this deep, will people actually use the stairs for access?</td>
<td>David Jeanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Response: Stairs are primarily for emergency purposes. Some people may use stairs</td>
<td>David Jeanes</td>
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<td>or both stairs and escalators. Use of the stairs for station entry is likely, and</td>
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<td>with the available landings passengers can elect to use the stairs for one run and</td>
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<td></td>
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<td>then use the escalator.</td>
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<td></td>
<td></td>
<td>Question: What is the station depth?</td>
<td>David Jeanes</td>
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<tr>
<td></td>
<td></td>
<td>Response: Varies. At Rideau it is likely about 36 m at the west end of the</td>
<td>David Jeanes</td>
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<td></td>
<td></td>
<td>platform, and about 25 m at the east end due to the change in grade across the</td>
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<td></td>
<td></td>
<td>canal.</td>
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<tr>
<td></td>
<td></td>
<td>Comment: There is nothing that deep in Montreal.</td>
<td>David Jeanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Response: Actually there are several around that depth. We need to get under the</td>
<td>David Jeanes</td>
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<td></td>
<td></td>
<td>canal as well and some deep utilities and building foundations. Current depth is</td>
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<td></td>
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<td>based on existing knowledge of rock conditions. A detailed geotechnical investigation</td>
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<td>will be undertaken as part of the next phase of design, which may allow us to raise</td>
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<td></td>
<td></td>
<td>the platform level by several metres.</td>
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<tr>
<td></td>
<td></td>
<td>Question: What is the length of the platforms? Seems much longer than other</td>
<td>David Jeanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>systems.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Response: Planned as 180 m platforms. Toronto uses 150 m platforms.</td>
<td>David Hopper</td>
</tr>
</tbody>
</table>
## Campus Station

<table>
<thead>
<tr>
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<th>Question/Comment</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>An overview of the recommended design for Campus Station was provided.</td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td></td>
<td><strong>Question:</strong> Have you considered having stairs and elevator to provide level access to Corktown Bridge?</td>
<td></td>
<td>David Jeanes</td>
</tr>
<tr>
<td></td>
<td><strong>Response:</strong> Could look at with NCC/Parks Canada. There are some design challenges to overcome in achieving this, we will note as something to consider.</td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td></td>
<td><strong>Question:</strong> Would the Transitway remain open during construction of the station?</td>
<td></td>
<td>Sandra Candow</td>
</tr>
<tr>
<td></td>
<td><strong>Response:</strong> Yes, Transitway could stay open much longer if station is shifted to west of Nicholas. Colonel By would likely need to be closed/diverted, at least temporarily.</td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td></td>
<td><strong>Question:</strong> Would the existing pedestrian underpass be closed during construction?</td>
<td></td>
<td>David Jeanes</td>
</tr>
<tr>
<td></td>
<td><strong>Response:</strong> No, we would keep open during construction.</td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td></td>
<td><strong>Question:</strong> Is traffic management the only reason for the shift to west of Nicholas?</td>
<td></td>
<td>David Malkin</td>
</tr>
<tr>
<td></td>
<td><strong>Response:</strong> No. The original alignment was very close to buildings on the university campus and there are issues with constructing the station that close to the buildings given the local ground conditions.</td>
<td></td>
<td>David Hopper</td>
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## Lees Station

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<tbody>
<tr>
<td></td>
<td>An overview of the recommended design for Lees Station was provided.</td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td></td>
<td><strong>Question:</strong> What is the existing pedestrian link being referred to?</td>
<td></td>
<td>David Jeanes</td>
</tr>
<tr>
<td></td>
<td><strong>Response:</strong> Current informal pedestrian crossing of Transitway north of the Queensway underpass would be improved, the connection would be maintained.</td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td></td>
<td><strong>Question:</strong> Is traffic management the only reason for the shift to west of Nicholas?</td>
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<td>David Malkin</td>
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<td><strong>Response:</strong> No. The original alignment was very close to buildings on the university campus and there are issues with constructing the station that close to the buildings given the local ground conditions.</td>
<td></td>
<td>David Hopper</td>
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## Hurdman Station

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<tbody>
<tr>
<td></td>
<td>An overview of the recommended design for Hurdman Station was presented.</td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td></td>
<td><strong>Question:</strong> Has a study been done to confirm a one-sided bus platform will work in rush hour?</td>
<td></td>
<td>David Jeanes</td>
</tr>
<tr>
<td></td>
<td><strong>Response:</strong> We have worked with OC Transpo to develop this design.</td>
<td></td>
<td>David Hopper</td>
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</tbody>
</table>

## Train Station

<table>
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<tbody>
<tr>
<td></td>
<td>An overview of the recommended design for Train Station was presented.</td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td></td>
<td><strong>Question:</strong> We currently have complete weather-protected access to the VIA station, it looks like we are losing this. Why abandon existing?</td>
<td></td>
<td>David Jeanes</td>
</tr>
<tr>
<td></td>
<td><strong>Response:</strong> We can look at providing canopy over extended walkway. Discussion needed with NCC/Parks Canada.</td>
<td></td>
<td>David Hopper</td>
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<tr>
<td></td>
<td><strong>Comment:</strong> But it is an existing structure.</td>
<td></td>
<td>David Jeanes</td>
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<tr>
<td></td>
<td><strong>Response:</strong> Yes, but it needs to be extended to reach the new LRT platforms.</td>
<td></td>
<td>David Hopper</td>
</tr>
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<tr>
<td><strong>Comment:</strong> Unacceptable to not have weather protected connection, it must be a given.</td>
<td></td>
<td></td>
<td>David Jeanes</td>
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<tr>
<td><strong>Comment:</strong> NCC would be supportive of that.</td>
<td></td>
<td></td>
<td>Sandra Candow</td>
</tr>
<tr>
<td><strong>Comment:</strong> New connection will have to be designed to meet the architectural design standard of the VIA architecture. The existing connection does not adequately reflect the standard of design in the VIA station.</td>
<td></td>
<td></td>
<td>David Malkin</td>
</tr>
<tr>
<td><strong>Comment:</strong> The existing bridge was designed to reflect the station architecture.</td>
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<td></td>
<td>David Jeanes</td>
</tr>
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<td><strong>St. Laurent Station</strong></td>
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<td>An overview of the recommended design of Cyrville Station was presented.</td>
<td></td>
<td>David Hopper</td>
</tr>
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<td><strong>Question:</strong> What is the impact of the geometry changes needed at this location?</td>
<td></td>
<td></td>
<td>Phil Pawliuk</td>
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<tr>
<td><strong>Response:</strong> Stays within existing Transitway envelope, compatible with future NCC/MTO plans.</td>
<td></td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td><strong>Question:</strong> Which option was looked at? Will other options be impacted by this design?</td>
<td></td>
<td></td>
<td>Sandra Candow</td>
</tr>
<tr>
<td><strong>Response:</strong> Project team was only given one option to review. We would assume all other options respect the existing Transitway alignment, and we are within that envelope.</td>
<td></td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td><strong>Blair Station</strong></td>
<td>An overview of the recommended design for Blair Station was presented.</td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td><strong>Question:</strong> Any thought of integrating with the mall or the office towers east of Blair?</td>
<td></td>
<td></td>
<td>Klaus Beltzner</td>
</tr>
<tr>
<td><strong>Response:</strong> The real potential is at the mall end, and we have had preliminary discussions with them about expansion to integrate with the station. Did look at shifting LRT platforms to the east to provide better connections to east of Blair but that has negative impacts on connection with bus platforms and pedestrian overpass.</td>
<td></td>
<td></td>
<td>David Hopper</td>
</tr>
<tr>
<td><strong>Question:</strong> Have any businesses in the area approached the City regarding access thru the recently issued RFI?</td>
<td></td>
<td></td>
<td>Klaus Beltzner</td>
</tr>
<tr>
<td><strong>Response:</strong> Have not been informed of other owners in the area who are interested in a connection, but we have talked with the mall.</td>
<td></td>
<td></td>
<td>David Hopper</td>
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**Maintenance and Storage Facility**

An overview of the recommended Maintenance and Storage Facility site was presented. Details on functional planning will be presented at the next Public Open House in January, 2010.

**Question:** Is the track connection to the M&S facility in a tunnel?
**Response:** Yes, likely under Belfast.

**Tunnel Construction**

An overview of tunnel construction methods was presented.

**Question:** Any ideas considered for spoil removal?
**Response:** Could re-use some in project (Hurdman embankment, concrete for tunnel liners and other station construction, base for road works in the City), some to other fill areas and some to aggregate producers.

**Question:** Not using rail to haul away?
**Response:** Insufficient volume of spoil material for rail. Wide variety of destinations for spoil material, using rail would require re-handling.

**Question:** Will there be one or two tunnel boring machines (TBMs)?
**Response:** To be determined later (by contractor). Both tunnels will be launched from LeBreton.

**Question:** What route would the trucks use? Bronson is the only direct route from LeBreton to The Queensway.
**Response:** Too early to know. The tunnel contractor will determine truck routes in consultation with the City. There are other options, such as building a concrete plant at the TBM launch area to reduce transportation of materials.

**Transitway Conversion**

An overview of Transitway conversion issues was presented.

**Question:** When rebuilding streetcar tracks in Toronto they are able to keep transit running, why would we not look at keeping the Transitway open during construction?
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| 1   |             | Response: In Toronto they are operating buses in the adjacent traffic lanes, and the streetcar tracks are designed for mixed traffic using embedded rail. It would be a slower and more costly method to maintain traffic, better to shut down completely in order to convert, particularly as the corridor will not support bus and rail operations once the rail system is open. | David Hopper  

**Comment:** The Transitway is not a local road, it is Ottawa’s transit system.  

**Response:** Conversion can go faster if it is shut down. Much more discussion required to determine best way to convert. | David Hopper  

**Question:** So the presentation text is not conclusive? | David Jeanes  

**Response:** No, it will be up to contractor in consultation with City. | David Hopper  

**Question:** How will construction noise issues be dealt with? | LucFortin  

**Response:** Noise is inevitable, issue is how to address. Noise will differ by location, but will likely be concentrated at TBM launch site. Actual TBM operation below ground will not generate noise at surface level, but operations run 24/7 so need to address spoil removal activities. | David Hopper  

**Question:** Will the rails along the Transitway be on ballast or in pavement? | Klaus Beltzner  

**Response:** On ballast between stations, with direct fixation in station area and in tunnels. | David Hopper  

**Question:** Will there be generator noise from powering TBM? | Phil Pawliuk  

**Response:** No, TBM power requirements demand direct connection to power grid. We would connect to a future traction power substation. | David Hopper  

**Construction Staging**  

An overview of construction staging and potential bus diversion routes was presented.  

**Public Open House #3**  

The next Public Open House will be on October 26, 2009. An overview of the content for the Public Open House was presented.  

**Process Moving Forward**  

Key dates:  
- Public Open House - October 26, 2009  
- Presentation to Transit Committee - December 16, 2009  
- Environmental Assessment - January - May, 2010  

**Question:** Can you discuss transit technology choice? | David Jeanes  

**Response:** Recommended technology is LRT with automated operation in the core and manual operation elsewhere.  

**Question:** If we go with LRT, do we need straight platforms everywhere - curved platforms are acceptable on LRT, would address issues at Train Station. | David Jeanes  

**Response:** We can go back and look at that. Mandate for design of DOTT was to be technology neutral. If LRT is now design vehicle, design could change, however at the functional design stage we still need to be flexible to allow room for future decisions/trade-offs.  

**Question:** Is a concept/staging plan available by year? | Phil Pawliuk  

**Response:** Still working through that information, have not changes timelines from previous work. | David Hopper  

**Question:** Do you know recommendation for procurement method? Will it be a P3? | David Malkin  

**Question:** Concerned with cost estimates. How far away are we from knowing ultimate costs? Where are the weak points in the estimates? | Klaus Beltzner  

**Response:** Brief was to prepare a Class “D” cost estimate, which is +/- 25%. There was pressure in Spring to get cost numbers before functional design was completed. Costs have been updated since then. Currently with Province, will be released on Friday. City has had a peer review of the cost estimates done. | David Hopper  

**3. Closure**  

The meeting notes and presentation will be posted as soon as possible on the ftp site. The meeting ended at 11:15 a.m. |  

**Please report on errors or omissions to Paul Croft at p.croft@delcan.com by November 9, 2009.**

---

**Attendees:**  
Jacques Patenaude, Hydro Ottawa  
Nadia Brenciac, MTO  
Richard Robert, Bell Canada  
Ian Donnelly, Brookfield Properties  
Chris Brower, City of Ottawa  
David Jeanes, Transport 2000  
Sandra Cadow, NCC  
Luc Masse, Transport Canada  
Florence Robinson, Hydro One  
David Malkin, NCC  
Derek Tardif, VIA Rail  
Carmel Dufour, STO  
Rick Zaros, City of Ottawa  
Bob Spicer, City of Ottawa  
Andy Havelin, City of Ottawa  
Franco Falbo, Standard Life  
Jim Carman, City of Ottawa  
Vance Bedor, PWGSC  
Linda Carriker, City of Ottawa  
Phil Pawliuk, MTO  
Doug Brown, City of Ottawa  
Glen McDonald, RVCA  
Phil Edens, City of Ottawa  
Dave Hart, Rogers Communications  
Major Lee Goodman, DND  
Valerie Blazeksi, Parks Canada  
Klaus Beltzner, Transport 2000  
Justin Bernard, Parks Canada  
Gary O’Connor, City of Ottawa  
Fred Gaspar, NCC  
Erin Cunningham, Transport Canada  
Brian Earnshaw, Hydro Ottawa  
Pierre Dubé, NOG  

HI://TO3041/TOB/DOCS/Agency Consultation Group/Meeting5_Oct2109/ACGMeeting5_Oct2109_Final.doc
**Opening Comments**

Dennis Gratton opened up the meeting with team introductions and an overview of the meeting purpose.

**DOWNTOWN OTTAWA TRANSIT TUNNEL**
**TO3041/TO3049**

**BUSINESS CONSULTATION GROUP MEETING NOTES #6**

**DATE:**
October 21, 2009

**TIME:**
1:00 p.m.

**LOCATION:**
Ottawa City Hall – Keefer Room

**TEAM MEMBERS IN ATTENDANCE:**
Distribute to all BCG Members

- Dennis Gratton - City of Ottawa
- Vivi Chi - City of Ottawa
- David Hopper - Delcan Corporation
- Paul Croft - Delcan Corporation
- Ron Fournier - Delcan Corporation
- Peter Steacy - McCormick Rankin Corporation
- Helen Gault - McCormick Rankin Corporation
- Marie Poirier - J.V. Griffiths Rankin Cook Architects/David S. McRobie Architects Inc.
- Jean-Marc Barsam - Halcrow Group Ltd.

**Task No.** | **Description** | **Discussion / Status** | **Question/Comment**
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1. | Opening Remarks | Dennis Gratton opened up the meeting with team introductions and an overview of the meeting purpose. |  
2. | Presentation | A PowerPoint presentation was given providing members of the group with an update on the project, an overview of the designs and implementation of the Recommended Plan and the technology selection process. |  
3. | DOT Project Update | A general update on the project status and schedule was presented. |  
4. | Overview of the Recommended Plan | An overview of the recommended plan, station design concepts, M&S Facility and implementation was presented. |  
5. | Tunney's Pasture Station | An overview of the recommended design for Tunney's Pasture Station was presented. |  
6. | Bayview Station | An overview of the recommended design for Bayview Station was presented. |  
7. | Question: Where is the existing bus bridge on these plans? | Hume Rogers  
Response: Not shown, removed as part of construction. |  
8. | LeBreton Station | An overview of the recommended design for LeBreton Station was presented. |  
9. | Downtown West Station | An overview of the recommended design for Downtown West station was presented. |  
10. | Downtown East Station | An overview of the recommended design for Downtown East station was presented. |  
11. | Rideau Station | An overview of the recommended design for Rideau Station was presented. |  
12. | Question: Access for Downtown West Station were shown through buildings, while Rideau accesses are to street. Does this mean no interest from property owners in this area? | Hume Rogers  
Response: No. The drawings show a range of options to illustrate how entries could be located on both public and private lands. Further discussions and planning required to finalize exact locations. |  
13. | Question: Are the entry points at the east end of the station the only access points picking up bus transfers? | Peggy DuCharme  
Response: OC Transpo is working on local bus routing options, some will be on Rideau, some on M-K bridge and some on Bank Street. |  
14. | Question: Access from north to LRT is only through The Bay? | Cindy VanBuskirk  
Response: At this point, yes. We need to look at what other options are available. |  
15. | Question: There is currently a lot of foot traffic on the surface in this area, will they take underground routes instead? | Peggy DuCharme  
Response: Some may, but most would likely stay on-street. We are trying to strike a balance between the number of accesses and their location. |  
16. | Comment: Rideau Centre did not support Rideau alignment but have jumped on board once decision made. Still have significant concerns with location of access to mall. Want to shift further east (Freiman Mall). Currently looking a potential for 4 access points and will discuss with project team. Report should be available within 10 business days. | Cindy VanBuskirk |  
17. | Campus Station | An overview of the recommended design for Campus Station was provided. |  
18. | Question: Does the shift in station location impact the alignment? | Peggy DuCharme  
Response: Localized impact, south of Laurier. |  
19. | Question: There is a wide gap in station access between Rideau and Campus Stations. Is there any thought to closing this gap? | Claudio Brun Del Re
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<td>David Hopper</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Question:</strong> Could the pathway cross over above the portal location?</td>
<td>Pat Scrimgeour</td>
<td></td>
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<td></td>
<td><strong>Response:</strong> Yes.</td>
<td>David Hopper</td>
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<td><strong>Hurdman Station</strong></td>
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<td></td>
<td>An overview of the recommended design for Train Station was presented.</td>
<td>David Hopper</td>
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<tr>
<td></td>
<td><strong>Question:</strong> What volume of ridership is expected at this station?</td>
<td>Hume Rogers</td>
<td></td>
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<td></td>
<td><strong>Response:</strong> Low, but intermodal connection is important.</td>
<td>David Hopper</td>
<td></td>
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<td></td>
<td><strong>Comment:</strong> Statement of work for an Environmental Assessment of a pedestrian walkway over 417 at this location at Transit Committee today. This facility would boost usage at this station.</td>
<td>Vivi Chi</td>
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<td><strong>St. Laurent Station</strong></td>
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<td></td>
<td>An overview of the recommended design for Blair Station was presented.</td>
<td>David Hopper</td>
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<tr>
<td></td>
<td><strong>Question:</strong> Is there sufficient space available for bus operations?</td>
<td>Peter Stewart</td>
<td></td>
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<td></td>
<td><strong>Response:</strong> OC Transpo is reviewing and have provided input. Agreement that plans are sufficient.</td>
<td>David Hopper</td>
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<td><strong>Question:</strong> Will lay-by activity happen in circulation space or will an adjunct facility be needed?</td>
<td>Dan Gray</td>
<td></td>
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<tr>
<td></td>
<td><strong>Response:</strong> OC Transpo is looking at this. Given value of land around station, a different operating mode to reduce lay-by requirements may be required.</td>
<td>David Hopper</td>
<td></td>
</tr>
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</table>

**Response:** North station entry is off end of platform, goes as far north as possible. We can look at this further.

**Question:** Proof of Payment concept is major challenge today, where would fare management occur on system? Has a cost been assigned to this?

**Response:** Assuming major stations are fare-paid zones, payment will occur prior to entering station to remove and centralize away from buses. We have a general allowance for fare collection in our cost estimates.

**Response:** Smart card system will likely be in place prior to DOTT opening, this will speed up boarding.

**Response:** No. We would try to connect via a pedestrian connection.

**Question:** There is development land west of Blair Station available. Any thought given to an additional station between Blair and Cyrville?

**Response:** No. We would try to connect via a pedestrian connection.

**Question:** Will lay-by activity happen in circulation space or will an adjunct facility be needed?

**Response:** OC Transpo is looking at this. Given value of land around station, a different operating mode to reduce lay-by requirements may be required.

**Response:** North station entry is off end of platform, goes as far north as possible. We can look at this further.
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     - David Hopper
3 | Tunney's Pasture Station | An overview of the recommended design for Tunney’s Pasture Station was presented. | David Hopper
   - **Question:** Why side loading platforms, thought centre platforms were preferred by project team. As an end terminal it should have a centre platform.
     - **Response:** There are structural and cost implications to converting from side to centre platforms here. Existing trench and bridge structures not wide enough, existing station facilities from street to lower level would be thrown away. Station is a temporary terminal until LRT extended west. An information system to direct passengers to right train can be provided.
     - **Comment:** Interim could be 10-30 years away, or never if decision is made to make Carling the east-west rapid transit corridor.
     - **Response:** If Tunney’s were to be permanent terminal, rail operations would likely only require use of one platform. Agree interim could potentially be a long time.

### Attendees:
- Louis-Martin Parent, CFIB
- Peggy Nieghorn, Ottawa Convention Centre
- Felix Sinanowicz, Viking Rideau Corporation
- Gilles Landry, NAC
- Peggy DuCharme, Rideau BIA
- Mona Abouhenidy, City of Ottawa
- Lori Mellor, Preston BIA
- Hume Rogers, Downtown Coalition
- Peter Steward, Orleans Chamber of Commerce
- Joe Bampton, Viking Rideau Corporation
- Claudio Brun Del Re, University of Ottawa
- Cindy VanBuskirk, Rideau Viking Corporation
- Dan Gray, Bentall LP
- Angela Taggart, Bentall LP
- Dennis Gratton, City of Ottawa
- David Hopper, Delcan Corporation
- Paul Croft, Delcan Corporation
- Ron Fournier, Delcan Corporation
- Peter Steacy, McCormick Rankin Corporation
- Jill Sparling, J.V. Griffiths Rankin Cook Architects/David S. McRobie Architects Inc.
- Jean-Marc Barsam, Halcrow Group Ltd.

**Please report on errors or omissions to Paul Croft at p.croft@delcan.com by November 6, 2009.**
<table>
<thead>
<tr>
<th>Task No.</th>
<th>Description</th>
<th>Discussion / Status</th>
<th>Question/Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Question:</td>
<td>Existing station is difficult from an accessibility standpoint. What is being done to improve this?</td>
<td>Charles Matthews</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>We will be putting in new elevators and widening the existing pedestrian overpass to improve passenger flow through the station.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>2</td>
<td>Question:</td>
<td>Is clearance an issue at Holland Avenue?</td>
<td>John Brennan</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Primary issue is horizontal clearance, not vertical.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>3</td>
<td>Question:</td>
<td>Have you determined how many buses will terminate here and how many will go further east?</td>
<td>Dickson Davidson</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Actual number of buses still to be determined, but currently anticipate that 3 out of every 4 buses from west would terminate at Tunney’s Pasture.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>4</td>
<td>Question:</td>
<td>Will the green roof be heated underneath?</td>
<td>Eric Darwin</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>No, it would go dormant in the winter.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>5</td>
<td>Question:</td>
<td>Passengers will have to wait in unheated shelters?</td>
<td>Eric Darwin</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Not economical to heat whole enclosure. Service headways (max. 5 minutes between trains) will not require long waits on unheated platform.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>6</td>
<td>Question:</td>
<td>Have you looked at moving buses off of Scott Street, closer to station?</td>
<td>Eric Darwin</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Can look at, but would impact existing multi-use path in this area.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>7</td>
<td>Question:</td>
<td>Concerned with unheated platforms and waiting times outside of peak hours.</td>
<td>John Brennan</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>The platforms will be weather-protected, but it is not normal practice to heat underground stations as it is very expensive.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>8</td>
<td>Question:</td>
<td>Why is it expensive to heat? Can you not seal off platform with platform edge doors?</td>
<td>John Brennan</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Doors cost approximately $1 million per station and have additional operating cost impacts. We can look at including smaller heated areas as currently found on Transitway system. Will consider in next stage of design.</td>
<td>David Hopper</td>
</tr>
</tbody>
</table>

**LeBreton Station**

An overview of the recommended design for LeBreton Station was presented.

<table>
<thead>
<tr>
<th>Task No.</th>
<th>Description</th>
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<th>Question/Comment</th>
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<tbody>
<tr>
<td>9</td>
<td>Question:</td>
<td>Will there be back-up power for elevators?</td>
<td>Charles Matthews</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Yes, need back-up power for many systems to cover emergency evacuation requirements.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>10</td>
<td>Question:</td>
<td>Is the station at the same level of the existing Transitway station?</td>
<td>Eric Darwin</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Upper level is higher than existing station by approximately 2 m.</td>
<td>Jill Sparling</td>
</tr>
<tr>
<td>11</td>
<td>Question:</td>
<td>What is benefit of moving station to the north to allow buses when you still have to shut down the Transitway to lay track?</td>
<td>John Brennan</td>
</tr>
<tr>
<td></td>
<td>Question:</td>
<td>What route would buses coming from Tunney’s Pasture be taking?</td>
<td>John Brennan</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Designed to allow tie-in. Need to leave as many options open as possible.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>12</td>
<td>Question:</td>
<td>When N-S line electrified, would it tie-in here or would people have to transfer?</td>
<td>John Brennan</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Designed to allow tie-in. Need to leave as many options open as possible.</td>
<td>David Hopper</td>
</tr>
</tbody>
</table>

**Bayview Station**

An overview of the recommended design for Bayview Station was presented.

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<tbody>
<tr>
<td>13</td>
<td>Question:</td>
<td>Would the existing bike path be impacted if Albert is widened?</td>
<td>Dickson Davidson</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Yes.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>14</td>
<td>Question:</td>
<td>Would there be back-up power for elevators?</td>
<td>Charles Matthews</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Yes.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>15</td>
<td>Question:</td>
<td>What is benefit of moving station to the north to allow buses when you still have to shut down the Transitway to lay track?</td>
<td>John Brennan</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Designed to allow tie-in. Need to leave as many options open as possible.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>16</td>
<td>Question:</td>
<td>What route would buses coming from Tunney’s Pasture be taking?</td>
<td>John Brennan</td>
</tr>
<tr>
<td></td>
<td>Response:</td>
<td>Designed to allow tie-in. Need to leave as many options open as possible.</td>
<td>David Hopper</td>
</tr>
</tbody>
</table>

An overview of the recommended design for LeBreton Station was presented.
Question: Would Scott Street also be widened?

Response: No. Widening is local at Booth intersection to accommodate double left-turn lanes for 20-25 buses an hour.

Comment: Except during construction, when all buses will be on Scott Street.

Response: No, looking at other routes to spread bus traffic around during construction.

Downtown West Station
An overview of the recommended design for Downtown West station was presented.

Question: Is elevator trip from street to platform a 2-stage trip?

Response: 2 elevators or 4 escalators. Consistent with other systems, very rare to have a single elevator connection from street to platform due to fare collection issues.

Question: How deep are the stations?

Response: 30-35 m (about 10 storeys).

Comment: Given most people would only climb 3-4 flights of stairs maximum, I am concerned with depth of stations especially if there is only one escalator per direction, should have more to handle breakdowns.

Response: One escalator per direction at each access. If one escalator breaks down the other would be run in the up direction. Can’t protect for multiple failures, breaking the escalator runs up into 3-4 segments minimizes stair climbing in event of a breakdown. One reason for depth is to be conservative given unknown rock conditions. Trying to balance this and detailed geo-technical work to be done as part of next design stage will hopefully allow for platform levels to be raised several metres.

Question: What are the pros/cons of going with a shallower tunnel depth?

Response: With the cross-country alignment we need to be deep enough to get under building foundations. Utilities and Rideau Canal also dictate depth of tunnel.

Question: Is depth consistent with other systems? Is water infiltration an issue?

Response: Huge variety in depth of systems around the world, planned depth not uncommon. Tunnel will be lined and water-proofed so water infiltration will be minimal, will still need pumping stations at low points.

Question: Place de Ville access appears to be on private property. Will they be able to restrict access?

Response: No, access agreements with City will maintain access during operating hours.

Question: Any information on ventilation of tunnel?

Response: Yes, one shaft at each end of station, with multiple fans for emergency ventilation. Everyday operations rely on piston effect of trains to push/pull air into/out of tunnel and stations.

Question: Where is the fare paid zone located?

Response: Depends on whether proof of payment or collection barriers implemented. Design need to provide flexibility.

Downtown East Station
An overview of the recommended design for Downtown East station was presented.

Rideau Station
An overview of the recommended design for Rideau station was presented.

Campus Station
An overview of the recommended design for Campus Station was provided.

Question: Is NCC land required for this option?

Response: Yes. Parks Canada approval also required due to encroachment into Rideau Canal zone.

Question: Can a direct exit to the Corktown bridge be provided?

Response: No, access agreements with City will maintain access during operating hours.

Question: Any thought yet on provision of stores for faster replacement of parts during breakdowns?

Response: No, that is an operator decision.

Question: Is only one escalator provided here?

Response: No, two escalators (one per direction) and one set of stairs at each access point.

Question: Any thought yet on provision of stores for faster replacement of parts during breakdowns?

Response: No, looking at other routes to spread bus traffic around during construction.
### Task descriptions and discussion:

#### Task No. Description

<table>
<thead>
<tr>
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<th>Discussion / Status</th>
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<tbody>
<tr>
<td>Response: We are looking at options for an access on the west side of the station.</td>
<td>David Hopper</td>
</tr>
<tr>
<td>Comment: There would be major benefits to community on west side of canal.</td>
<td>Bernie Geiger</td>
</tr>
<tr>
<td>Comment: Current configuration is indirect for people accessing station from west side of canal.</td>
<td>Eric Darwin</td>
</tr>
<tr>
<td>Response: We will review this option, the design concept is still being developed.</td>
<td>David Hopper</td>
</tr>
</tbody>
</table>

#### Lees Station

An overview of the recommended design for Lees Station was provided.

**Question:** Where is the tunnel portal located?  
**Response:** South of Mann Avenue.  

**Comment:** There would be major benefits to community on west side of canal.  

**Response:** We will review this option, the design concept is still being developed.  

**Comment:** Current configuration is indirect for people accessing station from west side of canal.  

#### Hurdman Station

An overview of the recommended design for Hurdman Station was presented.

**Question:** A 1 m grade change requires a 12 m ramp. This must be a steady slope.  
**Response:** Actually would need a 20 m ramp. We have space to accommodate. Will be a steady slope.  

**Question:** Why not just drop roadway down 1 m?  
**Response:** Existing station on landfill, with a methane containment system underneath. Cannot lower cost-effectively.  

**Question:** What is the extent of the station canopy?  
**Response:** Full length of platform due to passenger volumes and exposure of platform.  

**Question:** What happens to the existing pedestrian and cycling paths around station?  
**Response:** They will be maintained in this design.  

**Question:** Will there be new shelters on the bus platforms and will the old ones be thrown away?  
**Response:** Yes, new shelters will be provided. The old (existing) shelters will be removed.  

**Response:** We are looking at options for an access on the west side of the station.  

**Comment:** There would be major benefits to community on west side of canal.  

**Response:** We will review this option, the design concept is still being developed.  

**Comment:** Current configuration is indirect for people accessing station from west side of canal.  

#### Train Station

An overview of the recommended design for Train Station was presented.

**Question:** Is the pedestrian bridge over the Queensway the same as previously proposed?  
**Response:** Unsure of details, but the pedestrian bridge would integrate with this station.  

**Question:** Is it part of the DOTT project?  
**Response:** No, it is a separate project.  

**Response:** Are stations being built to handle 4 or 6-car trains?  
**Response:** Underground stations will be built to allow 6-car trains due to cost/disruption to extend later. Surface stations will be built to 4-car length, with protection for future expansion.  

**Response:** Looked at ability to accommodate and it cannot be done with 180 m platform. If conversion were to ever occur, the station would have to be redesigned.  

**Response:** Would be part of station rebuild, likely add elevators as well.  

**Response:** If Southeast Transitway is converted to LRT, can it be accommodated?  
**Response:** If this is the absolute end terminus, what about Orleans?  

**Response:** Eventual expansion to Orleans may occur, but this will be terminus for a longer time.  

#### Blair Station

An overview of the recommended design for Blair Station was presented.

**Question:** If this is the absolute end terminus, what about Orleans?  
**Response:** Eventual expansion to Orleans may occur, but this will be terminus for a longer time.  

**Response:** Why is parking being provided for transit operators?  

**Response:** Need to get to system prior to system start-up.  

**Response:** Are stations being built to handle 4 or 6-car trains?  
**Response:** Underground stations will be built to allow 6-car trains due to cost/disruption to extend later. Surface stations will be built to 4-car length, with protection for future expansion.
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<th>Question/Comment</th>
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</thead>
<tbody>
<tr>
<td><strong>Question:</strong></td>
<td>Considering that the Hospital Link Transit EA is recommending an alignment using Terminal Avenue, are we not better off running the DOTT behind (south) of the VIA Rail station to avoid duplication.</td>
<td>Bernie Geiger</td>
<td><strong>Response:</strong> This has been brought up previously and will be addressed. Dennis Gratton</td>
</tr>
<tr>
<td><strong>Question:</strong></td>
<td>An overview of tunnel construction methods was presented.</td>
<td>David Hopper</td>
<td><strong>Transitway Conversion</strong> An overview of Transitway conversion issues was presented. David Hopper</td>
</tr>
<tr>
<td><strong>Question:</strong></td>
<td>Why not run buses over tracks? In Toronto they share the right-of-way, why not here?</td>
<td>Bernie Geiger</td>
<td><strong>Response:</strong> Construction contractor could look at, but ultimate design is tie and ballast construction which precludes bus traffic. Streetcar track foundations in Toronto are deep, and this would require major reconstruction of Transitway to accommodate. At present, we are planning on placing ballast and track directly onto existing roadbed. David Hopper</td>
</tr>
<tr>
<td><strong>Question:</strong></td>
<td>The direct underground connections downtown will offer benefit of weather protected access to system.</td>
<td>John Brennan</td>
<td><strong>Response:</strong> Yes, this offsets some transfer/time penalty David Hopper</td>
</tr>
<tr>
<td><strong>Transit Technology Choice</strong></td>
<td>An overview of the recommended transit technology choice was presented. A link to the staff and technical report will be provided.</td>
<td>David Hopper</td>
<td><strong>Comment:</strong> Concerned about time to transfer. Better off today travelling by bus from LeBreton to Bank Street. Margaret Back</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> There will be some disbenefit for very short trips, but overall trip patterns will likely shift. People are generally willing to transfer once to a higher level of technology (bus to rail). David Hopper</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Comment:</strong> The direct underground connections downtown will offer benefit of weather protected access to system. John Brennan</td>
</tr>
<tr>
<td><strong>Process Moving Forward</strong></td>
<td>Key dates: - Public Open House – October 26, 2009 - Presentation to Transit Committee – December 16, 2009 - Environmental Assessment – January – May, 2010</td>
<td>David Hopper</td>
<td><strong>Question:</strong> Do you know when construction will start?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Likely to commence 1-2 years after completion of EA. David Hopper</td>
</tr>
<tr>
<td></td>
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<td></td>
<td><strong>Question:</strong> Would construction start with stations, or with the tunnel?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Tunnel would be constructed first, with stations mined out afterward. David Hopper</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Question:</strong> Is the Preston extension needed to alleviate congestion on Booth Street? Is that project part of the DOTT?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Yes, need Preston extension when Booth is closed to build new bridge over aqueduct and LRT station. It is part of the DOTT project. David Hopper</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Question:</strong> If cost reductions are required, where could project be cut back?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Response:</strong> Value engineering built into project. Would continue to review at all stages of design. David Hopper</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Question:</strong> What information used to support construction of tunnel over a surface route?</td>
</tr>
</tbody>
</table>
### Task No. 3: Discussion / Status

**Question:** How long will it take to bore the tunnel?

**Response:** About 18 months, but will depend on rock conditions and the number of TBMs used.

- **Comment:** Happy to hear bus routing options beyond Scott Street will be looked at, no M&S Facility at Bayview and construction disruption will be minimized. Hope enough money is available for project.

**Response:** Upcoming public meetings likely in November or early in 2010. Information will be on City website.

**Response:** City is making an announcement on Friday regarding affordability.

### Closure

The meeting notes and presentation will be posted as soon as possible on the ftp site. The meeting ended at 8:40 p.m.

---

**Attendees:**
- Richard Eade, PTAC
- Mike Ircha, PTAC
- Charles Matthews, Access Now
- Margaret Back, PTAC
- Will Ney, FCA
- John Forsey, Manor Park Community Association
- Michael Powell, RCAC
- John Verbaas, City Centre Coalition
- Dickson Davidson, Hintonburg Community Association
- Bernie Geiger, PTAC
- Eric Darwin, Dalhousie Community Association

Please report on errors or omissions to Paul Croft at p.croft@delcan.com by November 9, 2009.
PUBLIC OPEN HOUSE #3 AND PRESENTATION

- Notice of Public Open House
- Comment-Questionnaires
- Information Bulletin
- Exhibit List
- Exhibits
- Presentation
- Completed Comment-Questionnaires Summary and Distribution of Participants
- Presentation Question and Answer Summary
Moving Forward with Ottawa’s Transportation Future

Downtown Ottawa Transit Tunnel (DOTT): Turner’s Plan to Build Station via a Downtown LRT Tunnel

Third Open House and Presentation of the Recommended Plan and Technology Choice

Monday, October 26, 2009, 6:30 to 8:30 p.m.
Ottawa City Hall
Main Floor Rotunda
110 Laurier Avenue West
Transport Time:
5:55, 7:14 and Terminus times

The City of Ottawa is undertaking planning and functional design for the DOTT that will result in the establishment of a downtown rapid transit network. This project is intended as a priority within the City’s Transportation Master Plan, which recognizes the need for a rapid transit facility able to serve the expected growth in the central business district and to enhance the city’s reputation as a major regional financial and innovation hub.

Previous open houses provided overviews of potential alignment and alternative station designs, as well as the Maintenance and Storage Facility needed to support operation of the new rapid transit line. In July, 2009 Ottawa City Council approved the recommended alignment and station locations.

The concept plan has been completed and the project now proceeds to detailed planning and design of the new stations. This project has been carried out to determine the most suitable transit technology for the DOTT and future expansions in the City of Ottawa’s rapid transit network. The findings and recommendations of this study will be presented at this open house and presentation.

Your Input is Needed!
The open house and presentation will showcase the preliminary design work that has been completed for the DOTT project as well as the recommendations of the Technical Advisory Committee. Your participation in this event, which will help shape the future of Ottawa’s rapid transit, is important. The open house will run from 5:30 to 8:00 p.m. and the presentation will begin at 7 p.m.

Project Information

Information on the DOTT project is available on the City’s website at www.oottawa.ca. In addition, you can send comments by e-mail, regular mail, or use the contact information provided below:

Project Contact
Denise Grimanis, MDP, KTP
Senior Project Manager
Infrastructure Services and Community Sustainability
Planning and Growth Management Department
City of Ottawa
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J9
Tel: 613-580-2538
Fax: 613-580-2578
E-mail: dgrimanis.ottawa@ottawa.ca
Website: www.oottawa.ca

The Public Environmental Assessment (EA) Plan will be initiated after completion of the Project Planning and Functional Design Phase. This will consist of a co-ordinated EA that meets the requirements of the new “Transit Project Assessment Process” (Ontario Regulation 308/08) under the Ontario Environmental Assessment Act (OEAA) and the requirements of the Canadian Environmental Assessment Act (CEAA).

The project team welcomes your input and participation in this open house and presentation.

Communities will change? future

Aory Committee invites Design Plan presentation

rd, 29, 2009
p.m.
23 Main Street

Moving Forward with Ottawa’s Transportation Future

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Fax: 613-580-2578
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Third Open House and Presentation of the Recommended Plan and Technology Choice

Tunnel Station Videos

- Campus Station Video
- Downtown East Station Video
- Downtown West Station Video
- Rideau Station Video

Monday, October 26, 2009
5:30 to 8:30 p.m.
Ottawa City Hall
Main Floor Rotunda Area
110 Laurier Avenue West

Transit Routes: 5, 6, 14, and Transitway routes

The City of Ottawa is undertaking planning and functional design for the DOTT that will result in the expansion and improvement of its downtown rapid transit network. This project is identified as a priority within the City’s Transportation Master Plan Update, which recognized the need for a rapid transit facility fully separated from general traffic through Ottawa’s downtown to accommodate existing and future transit ridership, while improving service reliability.

Previous open houses provided an overview of potential alignments and alternative station designs, as well as the Maintenance and Storage Facility needed to support operation of the new rapid transit line. In May, 2009 Ottawa City Council approved the recommended alignment and station locations. Since that time the project team has commenced functional design of the project to develop more details regarding the planning, design and construction and cost of all elements of the project.

The City has also carried out a study to determine the appropriate transit technology for the DOTT and future extensions to the City of Ottawa’s rail rapid transit network. The findings and recommendations of this study will be presented as a part of this open house and presentation.

Your Input is Needed!

The open house and presentation will showcase the functional design work that has been completed for the DOTT project as well as the recommendations of the Transit Technology Choice Study. Your participation in this event, which will help shape the future of Ottawa, is important. The open house will run from 5:30 to 8:30 p.m. The presentation will begin at 7 p.m.

Project Information

Information on the DOTT project is available on the City’s website at: ottawa.ca/tunnel. In addition, you can send comments by e-mail, regular mail or fax using the contact
Project Contact

Dennis Gratton, MCIP, RPP
Senior Project Manager
Infrastructure Services and Community Sustainability Planning and Growth Management Department
City of Ottawa
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1
Tel: 613-580-2424 ext. 27890
Fax: 613-580-2578
E-mail: dennis.gratton@ottawa.ca

The Project Environmental Assessment (EA) Phase will be initiated after completion of the Project Planning and Functional Design Phase. This will consist of a co-ordinated EA that meets the requirements of the new “Transit Project Assessment Process” (Ontario Regulation 231/08) under the Ontario Environmental Assessment Act (OEAA) and the requirements of the Canadian Environmental Assessment Act (CEAA).

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Troisième séance portes ouvertes et présentation du plan et du choix de technologie recommandés

Videos des stations de tunnel

- [Vidéo de la Station Campus](http://ottawa.ca/cgi-bin/printer.cgi)
- [Vidéo de la Station Centre-ville Est](http://ottawa.ca/cgi-bin/printer.cgi)
- [Vidéo de la Station Centre-ville Ouest](http://ottawa.ca/cgi-bin/printer.cgi)
- [Vidéo de la Station Rideau](http://ottawa.ca/cgi-bin/printer.cgi)

Lundi 26 octobre 2009
Hôtel de ville d’Ottawa
Rotonde du rez-de-chaussée
110, avenue Laurier Ouest
17 h 30 à 20 h 30

Circuits de transport en commun :
5, 6, 14 et circuits du Transitway

La Ville d’Ottawa entreprend la planification et la conception fonctionnelle du TTCCVO, qui aboutiront à l’amélioration du réseau de transport en commun rapide au centre-ville. Ce projet est l’une des priorités relevées dans la mise à jour du Plan directeur des transports, soit la nécessité d’isoler le système de transport en commun rapide au centre-ville de la circulation normale afin de répondre au taux d’achalandage actuel et à venir et d’améliorer la fiabilité du service.
Les séances portes ouvertes précédentes ont permis de présenter les possibilités de tracés et de conception des stations, de même que l’installation d’entretien et de remisage nécessaire pour soutenir le fonctionnement des nouveaux circuits de transport en commun rapide. En mai 2009, le Conseil municipal d'Ottawa a approuvé les recommandations de tracés et d'emplacement des stations. Depuis, l’équipe de projet a entrepris la conception fonctionnelle du projet pour mieux évaluer la planification, la conception, la construction et les coûts associés à chaque composante du projet.

La Ville a également mené une étude pour déterminer quelle technologie de transport est la plus appropriée pour le TTCCVO et les prolongements éventuels au système de transport en commun par train léger sur rail de la Ville d’Ottawa. Les conclusions et les recommandations de cette étude seront présentées au cours de la séance portes ouvertes.

Nous avons besoin de vos commentaires!

Seront présentés, au cours de la séance portes ouvertes, les progrès de la conception fonctionnelle du TTCCVO de même que les recommandations tirées de l’étude sur les technologies de transport en commun. Votre participation à cette réunion, qui faconnera le futur d’Ottawa, est importante. La séance aura lieu de 17 h 30 à 20 h 30, et la présentation commencera à 19 h.

Information sur le projet

Vous trouverez de l’information sur le projet TTCCVO sur le site Web de la Ville ottawa.ca/tunnel. De plus, vous pouvez envoyer vos commentaires par courriel, par courrier ou par télécopieur aux coordonnées ci-dessous.

Personne-ressource du projet

Dennis Gratton, MCIP, RPP
Gestionnaire principal de projet
Services d’infrastructure et Viabilité des collectivités
Service de l'urbanisme et de la gestion de la croissance
Ville d’Ottawa
110, avenue Laurier Ouest, 4e étage
Ottawa (Ontario) K1P 1J1
Téléphone : 613-580-2424, poste 27890
Télécopieur : 613-580-2578
Courriel : dennis.gratton@ottawa.ca


CON046703
Tunney’s Pasture to Blair Station via a Downtown LRT Tunnel

Planning and Functional Design Study

The Planning and Functional Design Study for the Downtown Ottawa Transit Tunnel: Tunney’s Pasture to Blair via a Downtown LRT Tunnel is underway. Please take a few minutes to complete our Comment Questionnaire. You may leave it in the designated box when you leave tonight’s Open House & Presentation, or mail it or fax it to the address listed below by November 2, 2009. Your views are important to us and will help us shape the future plans for this groundbreaking transit project.

About You...

1. Where do you live? (City and street name)

2. Why are you interested in this study?

Your Views...Transit Stations

Do you have any comments or concerns on the preliminary station design for:

- Tunney’s Pasture
- Bayview
- LeBreton
- Downtown West
- Downtown East
- Rideau
- Campus
- Lees
- Hurdman
- St. Laurent
- Cyrville
- Blair

Are there any specific features (e.g., station art, safety and security, signage, stations with unique character) that you feel should be reflected in the design character of all and/or specific stations?

Your Views...Maintenance & Storage Facility

3. Do you have any comments or concerns regarding the potential location of the Maintenance and Storage Facility?

Your Views...Transit Technology

4. Do you have any comments or concerns regarding Light Rail Transit as the recommended technology?

Your Views...Project Implementation

5. What specific concerns do you have regarding future construction and operation of the DOTT project?

- Operation:

Your Views...Future Downtown Street Character

6. When the Light Rail Transit (LRT) tunnel opens, the transitway lanes on Albert and Slater will be removed. The space could be dedicated to pedestrians; (by putting in wider sidewalks), used to balance bus traffic across all downtown streets, or converted back into general lanes. What preliminary feedback can you provide that will help identify how Albert and Slater should be redeveloped?

Specific Comments

7. Do you have any specific questions or comments on the planning work completed/presented to-date?

Public Open House Comments

Do you feel that the information presented at this third Public Open House & Presentation has given you a better understanding of the Project? (Please circle one choice below)

- Yes
- No
- Somewhat

If No or Somewhat, please describe what we could do differently or what additional information you would like to have.

If you wish, please provide:

- Name:
- Representing (if applicable):
- Address:
- Postal Code:
- Telephone:
- Fax:
- Email:

Thank you for your participation.

If you would like to provide us with additional comments, submissions can be sent by November 2, 2009 to:

Dennis Gratton, Senior Project Manager
Infrastructure Services and Community Sustainability
City of Ottawa
150 Laurier Avenue West, 4th Floor
Ottawa, Ontario K1N 6N5
Telephone: 613-580-2424 ext. 27890 Fax: 613-580-2578 Email: dot@ottawa.ca
TUNNEL DE TRANSPORT EN COMMUN DU CENTRE-VILLE D’OTTAWA
De la station parc Tunney à la station Blair
via le tunnel du centre-ville pour le train léger sur rail (TLR)

ÉTUDE DE PLANNING ET DE CONCEPTION FONCTIONNELLE
Portes ouvertes et présentation, 26 octobre 2009 - Place Jean-Pigott

L’étude de planification et de conception fonctionnelle sur le TTCCVD allant de la station Pré Tunney à la station Blair via un tunnel pour train léger sur rail (TLR) au centre-ville est en cours. Veuillez prendre quelques minutes pour remplir notre questionnaire et nous laisser vos commentaires. Déposez la feuille dans la boîte prévue à cet effet en quittant la séance de ce soir, ou encore télécopiez-la ou postez-la à l’adresse indiquée à la fin du document au plus tard le 2 novembre 2009. Votre opinion est importante pour nous et elle nous aidera à orienter la planification de ce projet de transport novateur.

PARLEZ-NOUS DE VOUS... 1. Oui demeurez-vous? (ville et nom de rue) ________________________________
2. Pourquoi vous intéressez-vous à cette étude? _______________________________________________

VOTRE AVIS SUR... LES STATIONS
Avez-vous des commentaires ou des préoccupations au sujet de la conception préliminaire des stations suivantes?
parc Tunney ________________________________________________________________
Bayview ________________________________________________________________
Ledroit ________________________________________________________________
Centre-ville ouest ________________________________________________________
Centre-ville est __________________________________________________________
Rideau ________________________________________________________________
Campus ________________________________________________________________
Lees ________________________________________________________________
Hurdman ________________________________________________________________
St-Laurent ________________________________________________________________
Cyrville ________________________________________________________________
Blair ________________________________________________________________

Selon vous, certains aspects (décoration, sécurité, signalisation, caractère unique de certaines stations) devraient-ils être pris en compte dans la conception d’une partie et ou de l’ensemble des stations?
_____________________________________________________________________________________
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VOTRE AVIS SUR... L’INSTALLATION D’ENTRETIEN ET DE REMISAGE
3. Avez-vous des commentaires ou des préoccupations sur l’emplacement éventuel de l’installation d’entretien et de remisage?
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

VOTRE AVIS SUR... LA TECHNOLOGIE DE TRANSPORT
4. Avez-vous des commentaires ou des préoccupations sur la recommandation de TLR comme technologie de transport?
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

VOTRE AVIS SUR... LA MISE EN ŒUVRE DU PROJET
5. Quelles sont, précisément, vos préoccupations sur la construction et l’exploitation du projet de TTCCVD?
_____________________________________________________________________________________
_____________________________________________________________________________________

VOTRE AVIS SUR... L’AMÉNAGEMENT DES RUES DU CENTRE-VILLE
_____________________________________________________________________________________
_____________________________________________________________________________________

COMMENTAIRES PARTICULIERS
7. Avez-vous des commentaires ou des questions sur le travail de planification présenté jusqu’à présent?
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________
_____________________________________________________________________________________

COMMENTAIRES SUR LA SÉANCE PORTES OUVERTES
L’information présentée lors de cette troisième séance portes ouvertes vous a-t-elle permis de mieux comprendre le projet? (Veuillez encercler l’une des réponses ci-dessous.)
Oui __________ Non __________ Un peu __________
Si vous avez répondu « Non » ou « Un peu », veuillez expliquer ce que nous pourrions faire différemment ou quelle information supplémentaire vous auriez souhaité avoir?
_____________________________________________________________________________________
_____________________________________________________________________________________
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_____________________________________________________________________________________

Si vous le voulez, vous pouvez nous fournir les renseignements suivants :
Nom ___________________________ Organisme représenté (le cas échéant) ___________________________
Adresse ___________________________ Cité postal ___________________________
Téléphone ___________________________ Télécopieur ___________________________
E-mail ___________________________

Nous vous remercions de votre participation
Si vous souhaitez nous faire parvenir d’autres commentaires, vous pouvez les envoyer au plus tard le 2 novembre 2009 à l’adresse suivante :
Dennis Gratton, gestionnaire principal de projet
Services d’infrastructure et Viabilité des collectivités
Ville d’Ottawa
110, avenue Laurier Ouest, 4e étage
Ottawa (Ontario) K1P 1J1
Téléphone : 613-580-2424, poste 27890 Télécopieur : 613-580-2578 Courriel : ottawa.ca
Station One: Welcome
1. Welcome 
2. What We Expect From You Today 
3. Study Area

Station Two: Project Update
4. Project Overview and Milestones to Date

Station Three: Study Process and Consultation
5. Study Process and Schedule 
6. Consultation 
7. What We’ve Heard From You

Station Four: The Recommended Plan
8. Overview of the Design Segments 
9. Tunney's Pasture Station 
10. Bayview Station 
11. LeBreton Station 
12. Downtown Overview – Portals, Tunnel alignment, Station coverage 
13. Albert/Slater Re-purposing 
14. Downtown West Station 
15. Downtown West Video 
16. Downtown East Station 
17. Downtown East Video 
18. Rideau Station 
19. Rideau Video 
20. Campus Video
21. Lees Station 
22. Hurdman 
23. Train Station 
24. St. Laurent Station 
25. Cyrville Station 
26. Blair Station 
27. Maintenance and Storage Facility

Station Five: Implementation of the Recommended Plan
29. Construction of the Tunnel and Downtown Stations 
30. Conversion of the Transitway from BRT to LRT 
31. Maintenance and Storage Facility 
32. Construction Staging 
33. Bus Operations During and After Construction 
34. Rail Operations

Station Six: Project Costs
35. Project Costs

Station Seven: Transit Technology Choice
36. Overview 
37. Selection Process (Technology Forum, Key Parameters) 
38. Recommended Technology 

Station Eight: What’s Next?
39. Next Steps 
40. Your Input Is Valuable

DOWNTOWN OTTAWA TRANSIT TUNNEL - PLANNING AND FUNCTIONAL DESIGN STUDY 
PUBLIC OPEN HOUSE AND PRESENTATION #3 – OCTOBER 26, 2009 5:30 – 8:30 P.M.
EXHIBIT LIST

LISTE DES PRÉSENTATIONS

Présentation n° 1 : Mot de bienvenue
1. Bienvenue 
2. Ce que nous attendons de vous ce soir 
3. Zone d’étude

Présentation n° 2 : Le point sur le projet 
4. Aperçu du projet et étapes franchies jusqu’à maintenant 

Présentation n° 3 : Processus de l’étude et consultation 
5. Processus et calendrier de l’étude 
6. Consultation 
7. Les commentaires que vous nous avez transmis

Présentation n° 4 : Plan recommandé 
8. Aperçu des segments de la conception 
9. Station du pré Tunney 
10. Station Bayview 
11. Station LeBreton 
12. Aperçu du centre-ville : points d’entrée, tracés, zones desservies par les stations 
13. Transformation du tracé sous les rues Albert et Slater 
14. Station Centre-ville Ouest 
15. Vidéo sur la station Centre-ville Ouest 
16. Station Centre-ville Est 
17. Vidéo sur la station Centre-ville Est 
18. Station Rideau 
19. Vidéo sur la station Rideau 
20. Station Campus 
21. Vidéo sur la station Campus 
22. Station Lees 
23. Station Hurdman 
24. Station de train 
25. Station St-Laurent 
26. Station Cyrville 
27. Station Blair 
28. Installations d’entretien et d’entreposage

Présentation n° 5 : Mise en œuvre du plan recommandé 
29. Construction du tunnel et des stations du centre-ville 
30. Conversion du Transitway d’un système de transport en commun rapide par aération du Transway à un système de train léger sur rail 
31. Installations d’entretien et d’entreposage 
32. Étapes de la construction 
33. Service d’autobus pendant et après la construction 
34. Service de train

Présentation n° 6 : Coûts du projet 
35. Coûts du projet

Présentation n° 7 : Choix de la technologie pour le transport en commun
36. Aperçu 
37. Processus de sélection (forum sur la technologie, paramètres clés) 
38. Technologie recommandée

Présentation n° 8 : À venir
39. Prochaines étapes 
40. Vos commentaires sont importants!
What We Expect From You Tonight

Tonight is an opportunity to learn about the study and ask questions of the project team members. Moreover, we are seeking your comments on the work completed since the last Public Open House, including:

- Station, tunnel and surface corridor designs
- Potential Maintenance and Storage Facility location and design
- Future station volume and design
- Future performance during and after construction of the project
- Project cost estimates
- Transit technology choice recommendations

Please fill out a Comment-Questionnaire. Leave it in the box provided, or return it to us by fax or mail by November 2, 2009. Comments can also be submitted by email to

dott@ottawa.ca

Additional information on the project can be found on the City’s website at: www.ottawa.ca/tunnel

Your views and contributions are important to the success of this project!

Prepared by

www.ottawa.ca/tunnel

Ce que nous attendons de vous ce soir

La présente séance est une occasion d’en apprendre plus sur l’étude et de poser des questions aux membres de projet.

De plus, nous apprécierions avoir vos commentaires sur le travail effectué depuis la dernière Séance portes ouvertes, dont :

- la conception des stations, des tunnels et des couloirs de surface
- l’emplacement et la conception de l’installation d’entretien et de remisage
- la future quantité de stationnement et de design
- future performance durant et après la construction du projet
- les coûts estimés du projet
- les recommandations effectuées en matière de technologie de transport

Veuillez remplir une fiche commentaires-questionnaire. Laissez-la dans la boîte prévue à cet effet ou nous l’envoyer par télécopieur ou par courrier avant le 2 novembre 2009. Vous pouvez aussi nous faire parvenir vos commentaires par courriel à

dott@ottawa.ca

Pour en savoir plus sur le projet, consultez le site web de la Ville : www.ottawa.ca/tunnel

Votre opinion et votre contribution sont importantes pour le succès de ce projet!
Study Process and Schedule

The Study will follow a two-step process:

**Step 1:** Planning and Functional Design Stage (underway) to determine the route, alignment, station locations, and to address local planning issues.

**Step 2:** Environmental Assessment Stage to meet the Provincial requirements for Transit Projects and the requirements of the Canadian Environmental Assessment Act.

At the end of each stage, the project will be presented to a meeting of the City’s Transit Committee, and the Council.

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Consultation Activities to Date

Since the initiation of the Planning and Functional Design study, the project team has undertaken a consultation program to obtain feedback on the project, including:

- Six meetings of the Agency, Business and Public Consultation Groups
- Three Public Open Houses (including tonight’s)
- Meetings and discussions with City Advisory Committees, community groups and individuals
- Project email address
- Project website
- Special presentations to City Advisory Committees, community groups and individuals
- Media notifications

Comments have been received on the project through:

- Project email address
- Fiche de questionnaires et commentaires
- Présentations écrites
- Délégations au Comité de transit de la Ville
- Discussions dans le cadre des séances portes ouvertes et réunions du groupe de consultation
- Discussions dans le cadre d’autres réunions

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Overview of the Design Segments

Ten key Design Segments make up the Downtown Ottawa Transit Tunnel from Tunney’s Pasture to Blair Station:

- East Station
- West Station
- Rideau Station
- Campus Station
- Lees Station
- Hurdman Station
- Train Station
- St-Laurent Station
- Cyrville Station
- Blair Station

The extent of the tunnel and the location of the existing transitway converted to light rail transit are as follows:

- Extent of Tunnel
- Existing Transitway Converted to Light Rail Transit

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Consultation

The focus of comments to date has been on:

- Location of alignment and stations
- Depth of downtown stations
- Locations of station entrances
- Project staging and construction
- Impacts on adjacent properties and communities
- Changes in bus operations

The comments have been received for the following segments:

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**Station**
- Blair
- Tunney's Pasture
- Bayview
- LeBreton
- Centre-ville (station ouest, station est, station Rideau, station Campus)
- Lees
- Hurdman
- Train
- St-Laurent
- Cyrville

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Renseignements généraux

Background Information

Objectives of Planning & Design

- Identify and develop design alternatives
- Evaluation of alternatives
- Select preferred alternative
- Prepare design plans
- Environmental assessment
- Public consultation and review
- Environmental assessment completion

Consultation Activities to Date

Since initiation of the Planning and Functional Design study, the project team has undertaken a consultation program to obtain feedback on the project, including:

- Six meetings of the Agency, Business and Public Consultation Groups
- Three Public Open Houses (including tonight’s)
- Meetings and discussions with City Advisory Committees, community groups and individuals
- Project email address
- Project website
- Special presentations to City Advisory Committees, community groups and individuals
- Media notifications
Tunney’s Pasture Station / Station parc Tunney

Overview

The recommended design for Tunney’s Pasture Station follows the approved “Parallel” design alternative, and incorporates the following major elements:

- A new, temporary, upper level bus terminal located on vacant land north of the existing station
- Modifications to the existing bus ramp west of the station to allow buses to reach the new upper level BRT platforms
- Conversion of the lower level TRA platforms to LRT platforms, with consideration for an extension (towards the east) up to 180 m
- Removal of the existing platform canopies on the lower level and the construction of a new, fully enclosed canopy spanning over the LRT tracks
- 2 storage tracks west of the new LRT platforms to accommodate out of service or disabled trains

Conception recommandée

La conception recommandée pour la station Tunney se conforme au design « Parallel » approuvé et comprend les éléments principaux suivants :

- Un nouveau terminus d’autobus temporaire (plate-forme supérieure) bâti sur un terrain vacant au nord de la station existante
- Modifications à la rampe existante de bus à l’ouest de la station pour permettre aux autobus d’atteindre les nouvelles plate-formes TRA du niveau supérieur
- La conversion des plate-formes inférieures TRA en plate-formes TLR de 120 m, en tenant compte de possibles prolongements (à l’est) jusqu’à 180 m
- L’élimination des abris existants du niveau inférieur et la construction d’un nouveau, fermé abri protégeant de l’inclement la plate-forme inférieure et une partie des rails
- 2 voies de remisage situées à l’ouest des nouvelles plate-formes TLR pour accueillir les trains hors service ou défectueux

LeBreton Station / Station LeBreton

Overview

The recommended design for LeBreton Station follows the approved “Buses on Booth/Albert” design alternative, and incorporates the following major elements:

- A new, temporary, upper level bus terminal located on vacant land north of the existing station
- Modifications to the existing bus ramp west of the station to allow buses to reach the new upper level BRT platforms
- Conversion of the lower level TRA platforms to LRT platforms, with consideration for an extension (towards the east) up to 180 m
- Removal of the existing platform canopies on the lower level and the construction of a new, fully enclosed canopy spanning over the LRT tracks
- 2 storage tracks west of the new LRT platforms to accommodate out of service or disabled trains

Conception recommandée

La conception recommandée pour la station LeBreton est la conception « Autobus sur les rues Booth/Albert » approuvée et comprend les éléments principaux suivants :

- Un nouveau terminus d’autobus temporaire (plate-forme supérieure) bâti sur un terrain vacant au nord de la station existante
- Modifications à la rampe existante de bus à l’ouest de la station pour permettre aux autobus d’atteindre les nouvelles plate-formes TRA du niveau supérieur
- La conversion des plate-formes inférieures TRA en plate-formes TLR de 120 m, en tenant compte de possibles prolongements (à l’est) jusqu’à 180 m
- L’élimination des abris existants du niveau inférieur et la construction d’un nouveau, fermé abri protégeant de l’inclement la plate-forme inférieure et une partie des rails
- 2 voies de remisage situées à l’ouest des nouvelles plate-formes TLR pour accueillir les trains hors service ou défectueux

Recommended Design

This website contains information on the location of the stations, but not the exact design drawings.