

Contents

General Questions	3
For any Stage 2 related inquiries (including regarding construction activities) please contact:.	3
Are things generally on schedule? Any impacts from COVID19?	3
Nothing said to date recognizes the difficulty of navigating through snow and across ice during the winter for cyclists and to some extent for pedestrians. What is being done to facilitate movement in winter?	3
Is there going to be another building across from the Continental (75 Cleary)?	3
Will the city reduce property taxes for residences and business directly adjacent to the construction as was done downtown?	3
What kind of security will be in place regarding bicycle parking? (At stations)	3
How high is the roof of the plaza?	3
According to past media reports, noise levels from LRT operations at Tunney’s Pasture, and presumably elsewhere, have proven to be higher than expected. Are measures being taken to mitigate this problem in the Phase 2 design and construction, and what noise levels should we expect in the area around Sherbourne Station when train operations begin?	4
What will be used to reduce noise (calling of stops sound of wheels etc.), for those living so close to the tracks?	4
Construction Questions	4
What's all that grey sludge they're digging up south of 655 Richmond? There seems to be a never-ending supply of it coming out of the same hole.....	4
How deep will the cut and cover operation go.....	4
What are the current construction hours? What rights do residents have to request curtailed hours in the evenings and on weekends?	4
When do they expect to complete the section between Dominion Station and Fraser, the section between Fraser and Cleary, between Cleary to Sherbourne, Sherbourne Station to Woodroffe and Sherbourne Station. Are there going to be lulls in construction during this time? Provide tentative dates for digging/drilling next to the parkway. (i.e., will it be this summer, the fall or sometime next year)	4
When are train trials likely to start along new LRT2 corridor from Westboro to Lincoln Fields i.e. how far in advance of 2025 when full LRT2 is supposed to open? Will station completion be done in parallel at end?	5
Is there a detailed plan in terms of milestones that can be made available (likely of a more detailed for the most affected persons vice more general information for folks that live in or traffic the area).....	6
Connectivity Questions	6

Can we be assured that pedestrian connectivity N/S across the transitway and new LRT2 trench at Dominion will be maintained throughout the duration of the project? Or will there be a pedestrian detour, perhaps all the way east to Churchill?.....	6
I read with interest that the pedestrian bridge over the transitway trench at Roosevelt will be re-instated once the temporary bus detour bridge is no longer needed. However, there was NO mention made of removing the to be built new roadway between Churchill and Roosevelt to be used by these temporary buses. Given that there is a huge double high-rise tower and lower building development project slated abutting to the new roadway, it has me wondering if the city will retain the new roadway between Churchill and Roosevelt to service the proposed new TOD development.....	7
Will there be a walkway or bicycle path from Richmond through Rochester Field to the crossing over SJAM?.....	7
Will the Redwood closure at Byron be permanent?.....	7
Will the multi-use path between Westboro Station and the Kichi Sibi station be moved or completely disappear during construction?.....	7
What happens to the foot path from Berkley to Churchill along Scott? It is heavily leveraged today.....	7
Would it be possible to see a map showing the finalized route of the SJAM parkway and the new bicycle paths which will be installed south of the parkway? Everytime I ask the city for this, they tell me they don't know because it's on NCC land, and everytime I ask the NCC, they tell me they don't know because it's a city project.....	8
I understand the SJAM Parkway will be slightly altered south from where it currently runs. How much closer to Skead Ave will it run? As well will the Parkway be narrowed to two lanes from four?	8
What is the plan for the pathway that previously ran from Dominion to Cleary on the south side of the SJAM once the construction is over?	8
LRT Alignment Questions	8
Is there a final decision on the exact location for the Dominion station? Previous drawings did not commit to specific location. A few meters in either direction along the route may have significant impacts to some of the neighbours.....	8
Is there a specific and final decision on the location of when the line will go from using the current bus corridor to underground tunnel? This is important to understand given the implications for noise from the trains as well as the expected construction work related noise and dust	10
Is it still the intention of laying the SJAM roadway on top of the cut and cover?.....	10
Will there be an underground tunnel at Cleary and Richmond?.....	10
What is the latest design plan for tunnel proximity to the SE Corner of The Continental – Previous designs had identified as close as 3 metres if I recall correctly. What depth will the rail line be in the vicinity of the Continental and how does this compare with the depth of the foundation.....	11
Once past Woodroffe, will the tunnel be fully covered, or partly uncovered?.....	11

General Questions

For any Stage 2 related inquiries (including regarding construction activities) please contact:

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Are things generally on schedule? Any impacts from COVID19?

The Stage 2 Confederation Line West remains on schedule for the planned handover in 2025.

The City of Ottawa continues to closely monitor the COVID-19 pandemic in relation to the delivery of the Stage 2 Project. The various maintenance, design, and construction teams working on light rail in Ottawa are adhering to all guidance provided by Ottawa Public Health and the Province of Ontario. The COVID-19 pandemic has not caused any major disruption to the project schedule. The City is working closely with the contractors to understand if there will be any impacts to the project as a result of the COVID-19 environment locally and abroad.

Nothing said to date recognizes the difficulty of navigating through snow and across ice during the winter for cyclists and to some extent for pedestrians. What is being done to facilitate movement in winter?

Service requests for winter maintenance on City roadways and the winter-maintained pathway and cycling network should be made to 311 by phone or online. Submitting a service request online is the fastest way to ensure your request makes its way to frontline staff.

Any issues with winter maintenance along construction related detours/temporary walkways can be directed to stage2@ottawa.ca

Is there going to be another building across from the Continental (75 Cleary)?

A Site Plan Control Application for the properties at 455, 463, 471 & 483 Sherbourne Road; 534, 542, 550, 560 & 568 Redwood Avenue; and 890 Byron Avenue has been received by the City.

More information is available on the City of Ottawa Development Applications search tool.

Will the city reduce property taxes for residences and business directly adjacent to the construction as was done downtown?

The City of Ottawa does not offer reduction on property taxes due to construction work. As such, no reductions were offered as part of the Stage 1 Confederation Line project.

What kind of security will be in place regarding bicycle parking? (At stations)

Station bike parking will allow cyclists to lock their bike to a bike rack/post.

All O-Train stations have been designed to be open-concept, well-lit and easy to navigate. Putting customer safety first, stations include safety features like emergency phones, camera monitoring systems.

How high is the roof of the plaza?

The roof height at both Kichi Sibì and Sherbourne stations is approximately 5m.

According to past media reports, noise levels from LRT operations at Tunney's Pasture, and presumably elsewhere, have proven to be higher than expected. Are measures being taken to mitigate this problem in the Phase 2 design and construction, and what noise levels should we expect in the area around Sherbourne Station when train operations begin?

What will be used to reduce noise (calling of stops sound of wheels etc.), for those living so close to the tracks?

Many lessons learned from the construction and operation of first stage of the O-Train Line 1 are being applied to the Stage 2 O-Train Extensions.

The catenary and track designs have both been reviewed and improved. Continued operations monitoring and issues resolution on the O-Train Line 1 continue to inform improvements for Stage 2 to avoid similar issues.

Construction Questions

What's all that grey sludge they're digging up south of 655 Richmond? There seems to be a never-ending supply of it coming out of the same hole.

Slurry walls are currently being built, as part of the tunnel's support of excavation, along the area south of the eastbound SJAM Parkway lanes between Rochester Field and Cleary Avenue.

Slurry is a mix of water and bentonite (clay).

More information regarding the slurry operation is available on the City website: [Your Guide to Stage 2 O-Train West Extension's Slurry Plant](#)

How deep will the cut and cover operation go

The average depth of the cut and over tunnel is approximately 10.5 metres.

What are the current construction hours? What rights do residents have to request curtailed hours in the evenings and on weekends?

In the City of Ottawa, construction is permitted to occur between 6 am and 10 pm, 7 days a week.

All construction work in Ottawa is permitted to take place 7 days a week and there is no mechanism to prevent 7 days a week work.

During COVID-19, the Province of Ontario superseded the City of Ottawa's Noise By-law allowing work to begin at 6 am until 10 pm, Monday to Sunday.

When do they expect to complete the section between Dominion Station and Fraser, the section between Fraser and Cleary, between Cleary to Sherbourne, Sherbourne Station to Woodroffe and Sherbourne Station. Are there going to be lulls in construction during this time? Provide tentative dates for digging/drilling next to the parkway. (i.e., will it be this summer, the fall or sometime next year)

Completion milestones in this sector will be reached when tunnel excavation, tunnel construction, guideway and track installation, and reinstatement works are respectively completed. Each construction activity is of varying scope and requires different equipment, therefore each activity can present a different level of disruption for nearby residents. Each activity will also move across

an area, altering the disruption felt from one day to the next (i.e drilling activity may take place in front/behind a residence for the time it takes the drilling of that particular to be complete, before moving closer to neighbouring homes as the work progresses down the line). This may also create a sense of lulls in construction, if your home is located at the starting point of an activity and the end point is located at a distance away.

Construction of the cut and cover tunnel in this area is ongoing and will continue through 2023. Excavation of the tunnel is taking place from grade and will be followed by the construction of the concrete tunnel structure. Following tunnel construction, installation of the guideway and track will begin in the fall of 2022 and be completed in 2024.

**When are train trials likely to start along new LRT2 corridor from Westboro to Lincoln Fields i.e. how far in advance of 2025 when full LRT2 is supposed to open?
Will station completion be done in parallel at end?**

The table below details the major milestones for the O-Train West Extension:

O-Train West Extension	2021	2022	2023	2024	2025
Design	██████████				
Roadworks	██████████	██████████	██████████	██████████	
Station Construction	██████████	██████████	██████████	██████████	██████████
Guideway		██████████	██████████	██████████	
Testing & Commissioning			██████████	██████████	██████████
SJAM Tunnel Construction	██████████	██████████	██████████	██████████	
Moodie Light Maintenance Facility	██████████	██████████	██████████	██████████	
Scott Street Detour		██████████	██████████	██████████	██████████

As the table indicates, station construction work is ongoing and will continue to take place in parallel with other work.

Testing and commissioning is expected to start in 2023 and continue into 2025. At this time, confirmed dates for the system handover to the City and first day of revenue service are not available.

Is there a detailed plan in terms of milestones that can be made available (likely of a more detailed for the most affected persons vice more general information for folks that live in or traffic the area).

The table below details the timeline of major milestones for the O-Train West Extension:

O-Train West Extension	2021	2022	2023	2024	2025
Design	██████████				
Roadworks	██				
Station Construction	██				
Guideway		██			
Testing & Commissioning			██		
SJAM Tunnel Construction	██				
Moodie Light Maintenance Facility	██				
Scott Street Detour		██			

The design, build, finance procurement structure which was adopted by Council for the Confederation Line Extension project sets out a scope to be delivered by the chosen proponent at a fixed-price and schedule. The burden of sequencing and executing the required work is placed on the chosen private sector contractor, who determine based on their expertise the most effective way to complete the scope of work within the defined overall timeframe.

Quarterly notices for the different areas across the project are sent via the Stage 2 project newsletter. These notices outline ongoing work within an area over a 90-day period. These notices are supplemented with additional notices for high impact work such as road/pathway closures or night work.

Connectivity Questions

Can we be assured that pedestrian connectivity N/S across the transitway and new LRT2 trench at Dominion will be maintained throughout the duration of the project? Or will there be a pedestrian detour, perhaps all the way east to Churchill?

Pedestrian and cycling connectivity across the Transitway trench at Dominion Station will be maintained throughout construction with the use of detours following the removal of the Roosevelt pedestrian bridge.

Detours will be to the east or the west, to cross the Transitway at either Churchill Avenue or at the Sir John A. MacDonald Parkway.

I read with interest that the pedestrian bridge over the transitway trench at Roosevelt will be re-instated once the temporary bus detour bridge is no longer needed. However, there was NO mention made of removing the to be built new roadway between Churchill and Roosevelt to be used by these temporary buses. Given that there is a huge double high-rise tower and lower building development project slated abutting to the new roadway, it has me wondering if the city will retain the new roadway between Churchill and Roosevelt to service the proposed new TOD development.

The temporary transit-only roadway between Churchill and Dominion Avenues will be reinstated to a lit, multi-use pathway following the end of the Scott St. Transitway detour

Will there be a walkway or bicycle path from Richmond through Rochester Field to the crossing over SJAM?

The at-grade signalized crossings of Sir John A. Macdonald Parkway at Rochester Field will connect the multi-use pathways on the north and south side of the parkway.

The City does not have a plan to build a multi-use path or sidewalk through Rochester Field, which is NCC land. The site is currently being used for construction purposes by the project contractor, KEV. Once KEV vacates the site, the area will be returned to the NCC who have their own plans for Rochester Field.

Will the Redwood closure at Byron be permanent?

Redwood Avenue between Richmond Road and Byron Avenue will be permanently closed. The space will become integrated with the future enhanced Byron Linear Park.

Will the multi-use path between Westboro Station and the Kichì Sibi station be moved or completely disappear during construction?

What happens to the foot path from Berkley to Churchill along Scott? It is heavily leveraged today.

As part of the Scott Street Transitway detour, a temporary transit-only roadway will be built south of the existing Transitway trench between Churchill and Roosevelt Avenues. This roadway conflicts with the existing multi-use pathway, which will be removed for the duration of the detour. To maintain pedestrian connectivity, a sidewalk will be built alongside the temporary transit-only roadway. Cyclists will be detoured south to Richmond Road or north to Workman Avenue. Once the Scott Street detour ends, the multi-use pathway will be reconstructed with lighting.

The multi-use pathway north of Scott Street between Churchill and Westboro Station will be increased in width to four meters and remain open during the detour.

Would it be possible to see a map showing the finalized route of the SJAM parkway and the new bicycle paths which will be installed south of the parkway? Everytime I ask the city for this, they tell me they don't know because it's on NCC land, and everytime I ask the NCC, they tell me they don't know because it's a city project.

I understand the SJAM Parkway will be slightly altered south from where it currently runs. How much closer to Skead Ave will it run? As well will the Parkway be narrowed to two lanes from four?

What is the plan for the pathway that previously ran from Dominion to Cleary on the south side of the SJAM once the construction is over?

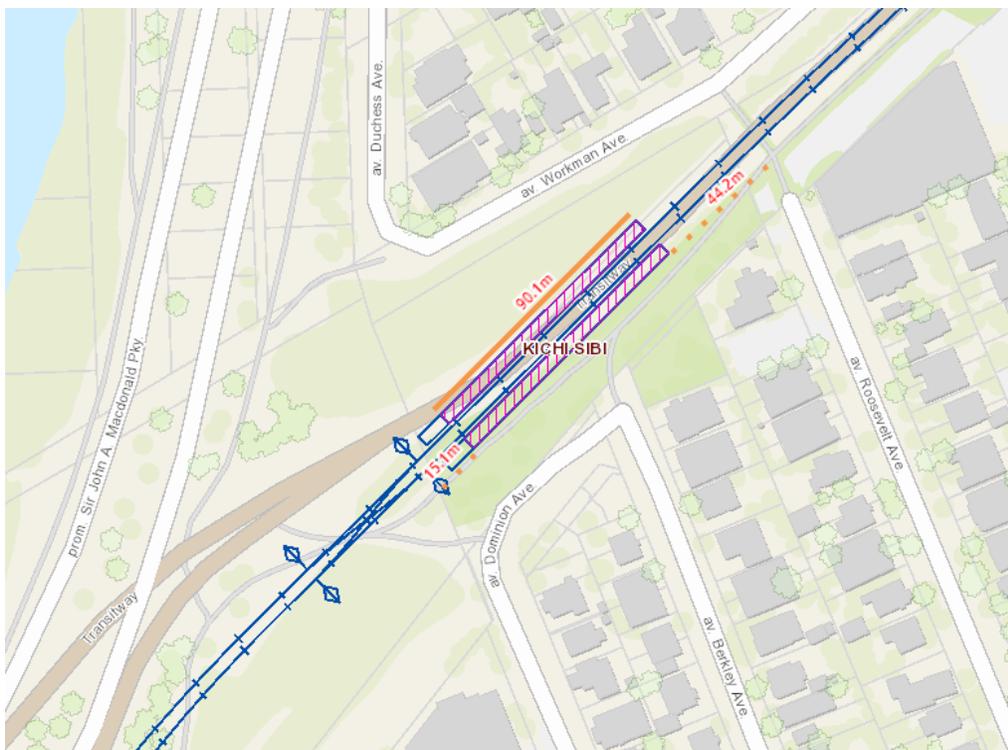
The multi-use pathway on the south side of the SJAM Parkway between Dominion and Cleary will be reopened following construction.

Please see the attached SJAM alignment drawing for a visual depiction of the pathway alignment and additional pathway connections which will be built. The drawing also depicts the future SJAM alignment and includes distance measurements from adjacent streets.

LRT Alignment Questions

Is there a final decision on the exact location for the Dominion station? Previous drawings did not commit to specific location. A few meters in either direction along the route may have significant impacts to some of the neighbours.

The location of Kìchì Sibi station is shown in purple hatching in the image below. The blue line illustrates the track alignment. Residents can view the alignment of all O-Train Extensions by visiting geoOttawa and selecting the "Rail Implementation Office" layer.



The station area will span an approximate total length of 100m. The station area runs parallel to Dominion Avenue, east of the pathway leading to the existing bus stop and approximately 44m west of Roosevelt Ave.

The station rendering below (for illustration purposes only) demonstrates that the most western side of the station area is where the public entrance plaza and main station structure will be located. The plaza will provide a public access for pedestrians and cyclists across the track trench connecting Dominion and Workman avenues.

The station platforms will be located below grade, within an open trench, underneath and east of the main station structure.



The volume of station announcements are within the noise levels prescribed by the City of Ottawa Noise By-law. Additionally, stations are equipped with multiple speakers to ensure that announcements are heard throughout the station, without requiring an excessive volume.

The operation of the train is not expected to be an increase above the noise of buses currently operating along the Transitway.

Is there a specific and final decision on the location of when the line will go from using the current bus corridor to underground tunnel? This is important to understand given the implications for noise from the trains as well as the expected construction work related noise and dust.

The image below depicts the transition from the above ground to below ground alignment of the track from Kìchì Sibì station. From the station, the train will continue at-grade until proceeding into a trench behind the Canadian Institute for Health Information which will lead into the parkway tunnel and Rochester Field. From grade it is a gradual 5% slope to the tunnel depth of approximately 10.5 metres.

The parkway tunnel will continue westward to Lincoln Fields Station, travelling underneath the SJAM Parkway, Cleary Avenue and Byron Linear Park.



Is it still the intention of laying the SJAM roadway on top of the cut and cover?

Will there be an underground tunnel at Cleary and Richmond?

The SJAM Parkway will travel otop of the LRT tunnel.

The tunnel will travel underneath the Cleary Avenue/Richmond Road intersection into Sherbourne Station, located within Byron Linear Park.

Please see the attached SJAM alignment drawing for a visual depiction of the tunnel and future parkway alignment.

What is the latest design plan for tunnel proximity to the SE Corner of The Continental – Previous designs had identified as close as 3 metres if I recall correctly. What depth will the rail line be in the vicinity of the Continental and how does this compare with the depth of the foundation

At the closest point, the tunnel will be approximately 10m from the southeast corner of the 75 Cleary property.

The structures at 75 Cleary are founded on groups of vertical close-ended pipe piles driven into the bedrock and filled with concrete. Therefore, tunnel excavation-induced settlements and horizontal displacements of the foundations for the building structure is expected to be negligible. For elements not supported on the deep foundation (such as laterals and sidewalks) the anticipated level of damage is expected to be slight.

Once past Woodroffe, will the tunnel be fully covered, or partly uncovered?

West of Woodroffe Avenue, the (covered) tunnel will continue to travel underneath Byron Linear Park to Lincoln Fields Station.

Sherbourne and New Orchard Stations will be open air stations. The station platforms will be located below grade. Therefore, the tunnel will be uncovered within these stations area.