



## **Bayshore to Moodie LRT Extension Bi- Weekly Project Update #1 - September 14, 2017**

The Bayshore to Moodie LRT extension project includes the conversion of an additional 2.5 kilometres of rail west to Moodie Drive, as well as a station on the east side of Moodie Drive, and a Light Maintenance and Storage Facility (LMSF) between Corkstown Road and Highway 417, west of Moodie Drive.

An Environmental Project Report (EPR) process is currently underway for these works.

As the details in the EPR are being finalized, the City will be providing bi-weekly updates to ensure members of the Crystal Beach Lakeview Community Association (CBLCA) are informed and engaged throughout the process.

---

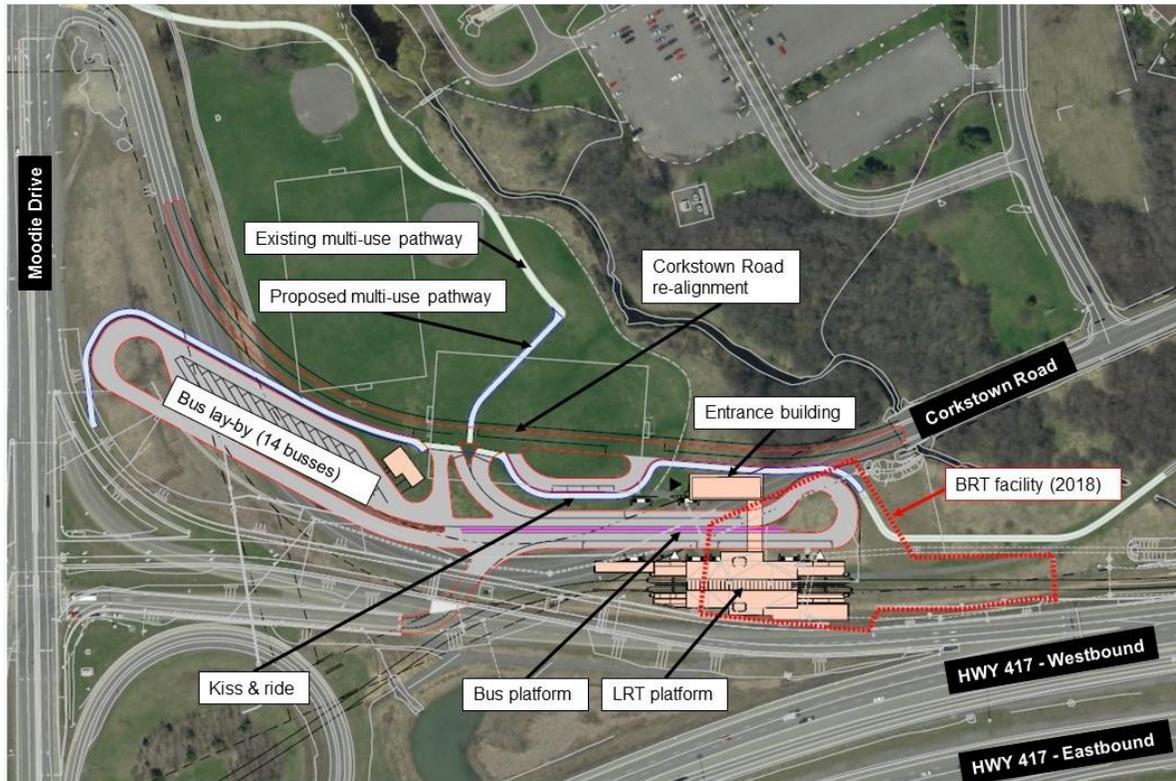
### **Overall Process and Timelines**

- The City is following the Transit Project Assessment Process (TPAP) as part of the Environmental Assessment (EA) for the Bayshore to Moodie LRT extension.
- In accordance with this process, a Notice of Commencement for the project was first published on August 24, 2017 in local EMC newspapers, on ottawa.ca. and distributed via Canada Post to over 5,500 area households.
- The next step in the process is to file a Notice of Completion. This was originally communicated to occur at the end of September, however it has been extended to the end of October to allow time for area residents and key stakeholders to provide additional feedback.
- The draft EPR was approved by Council on September 13, 2017. The covering staff report and draft EPR presented to the Finance and Economic Development Committee and Council can be found at this link:  
<http://app05.ottawa.ca/sirepub/mtgviewer.aspx?meetid=7017&doctype=AGENDA>.
- Requests made by the Crystal Beach Lakeview Community Association at the September 5, 2017 Finance and Economic Development Committee meeting are being incorporated into the final EPR by the project team.

### **Moodie Station Design**

- A sketch of the station design was presented to the Finance and Economic Development Committee on September 5, 2017 (see Figure 1).
- This sketch and the details of the station to be included in the final EPR will continue to be refined as a result of ongoing technical work, as well as agency feedback.

Figure 1 – Sketch of Moodie LRT Station Design



- The following principles are guiding the design of the station:
  - Minimize the footprint of the station;
  - Minimize the impact to Stillwater Creek; and,
  - Emphasize stormwater mitigation measures.
- The project team has confirmed that the station will be located west of Stillwater Creek.
- The project team is also reviewing opportunities to improve intersection access at Corkstown, which will also likely involve moving the passenger drop off and pick up area to the north side of Corkstown Road.
- The project team recently met with the Rideau Valley Conservation Authority (RVCA) to identify issues and potential mitigation measures for Stillwater Creek. A follow up meeting is being scheduled in the coming weeks to review design details, and confirm the mitigation measures that will be included in the EPR document.
- It is anticipated that these mitigation measures will include but not be limited to:
  - An ECO design for the Moodie Station consistent with the greenspace location of the station and the Views and Vistas approach preferred by the National Capital Commission (NCC). This will be part and parcel of the approval process for the design with the NCC and RVCA.
  - The use of environmentally sound construction methods to maximize stormwater absorption within the lands adjacent to Stillwater Creek and minimize pollutants from the station.



## Other

- The project team is working on the development of “no go” zones for construction and staging of the alignment and station. These zones will be provided to the community, and will be included in the Confederation Line procurement documents.
- A traffic study of the Corkstown Road/Moodie Drive intersection is being undertaken. As part of the ongoing design efforts, this data will inform a traffic analysis that will look at the interaction in and around the station for all modes, including anticipated levels of bus transfers. This analysis will also look at expected traffic projections from the DND site.

## Moodie Connectivity Study

- The City is looking at improving cycling and pedestrian safety and connectivity to and through the Station as well as general enhancements in the area.
- We have been consulting with residents on these connections as part of the connectivity study. Two key issues were identified through the connectivity study – a) the Moodie overpass and b) the PXO crossing at Burke Road. The City is taking a closer look at both of these issues now, and these will be part of the final connectivity study recommendations.
- Further to the public consultation that took place on August 21, findings will be summarized in the coming weeks and posted to [stage2lrt.ca/resources](http://stage2lrt.ca/resources).

## Questions or Comments

- Questions or comments can be submitted to the Stage 2 Project Team by emailing [stage2@ottawa.ca](mailto:stage2@ottawa.ca)