



Bayshore to Moodie LRT Extension Bi- Weekly Project Update #3 - September 28, 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 EPR is finalized, the City will provide bi-weekly updates to ensure the Crystal Beach Lakeview Community Association (CBLCA) is informed 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. Findings will be summarized in a draft Environmental Project Report (EPR).
- In accordance with this process, a Notice of Commencement was published August 24, 2017 in local EMC newspapers, on ottawa.ca. and distributed via Canada Post to over 5,500 area households. A Notice of Completion will be distributed via the same channels.
- The functional design for the alignment, station and future Light Maintenance and Storage Facility (LMSF) was discussed at FEDCO (September 5) and Council (September 13). The presentation and report are available at www.stage2lrt.ca.
- The reference concept design for the Bayshore to Moodie extension project was added to these procurement documents, via an addendum, in October.
 - The Request for Proposals for the Confederation Line extension was released in June 2017 to the three teams short listed through the Request for Qualifications process.
- The project team continues to target mid-November for issuance of the Notice of Completion for the EPR. This will allow for additional technical investigations, and discussions with area residents and key stakeholders. Once the Notice of Completion is released, the community will have a 30-day period to comment.
- In advance of this, a meeting with the Crystal Beach Community Association executive is scheduled for October 23. Draft EPR recommendations will be presented and discussed at this meeting. As indicated previously, requests made by the Crystal Beach Lakeview Community Association at the September 5 Finance and Economic Development Committee (FEDCO) meeting are being incorporated into the final EPR by the project team.
- The project team spoke with the Chair of the Transportation Committee of the CBLCA on October 4, 2017 to review a list of questions. As discussed at that meeting, this update will focus on connectivity and wildlife mitigation measures at the future Moodie Station.



Moodie Station Design

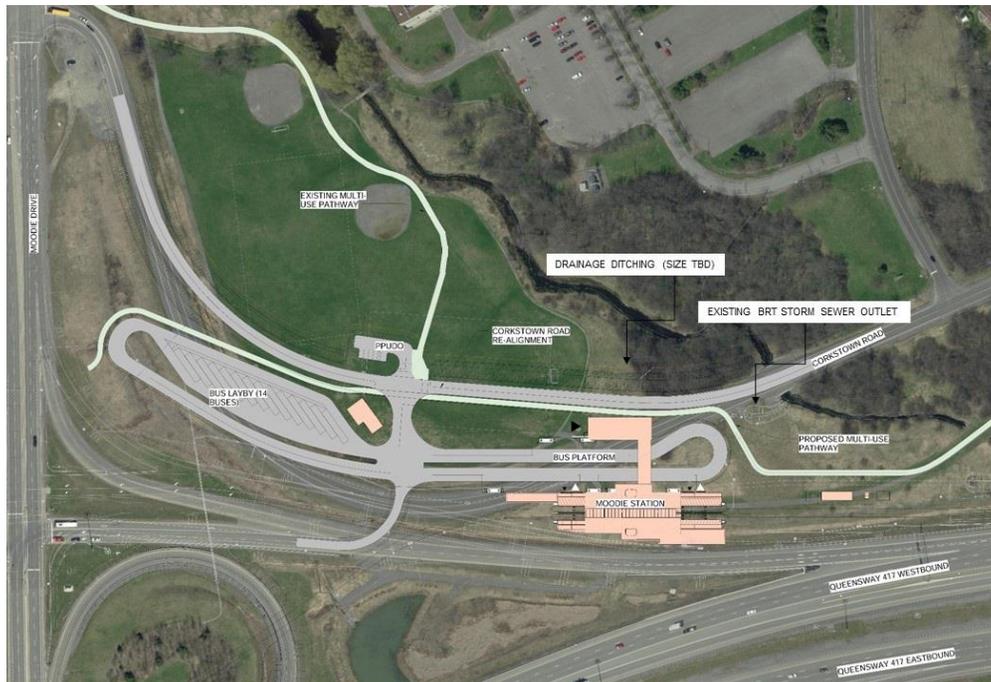
- In terms of connectivity, the following measures are currently being looked at and their implementation being confirmed through the EPR process:

Measure	Location	Details
Intersections	Corkstown and Moodie Station	A PXO on the east side of the intersection of Corkstown Road and Moodie Station will be provided for pedestrians and cyclists to cross Corkstown Road.
	Moodie and 417	The final design for the intersection at Moodie and 417 will be confirmed during the implementation phase. There is a requirement for the successful construction team to complete a traffic study to fully explore the alternatives for the roadway, and the best method for integrating pedestrian and cycling crossings at the intersection.
Sidewalks	Moodie Drive	In the west BRT EA, the City identified the need for a sidewalk on along Moodie Drive, over the Moodie bridge. This would connect to the paved shoulders, to both the north and south of the 417 on and off ramps. Discussions with key stakeholders will continue to take place to obtain necessary approvals for these sidewalks.
	Crystal Beach to LRT	There is a sidewalk extending from Crystal Beach Drive to the LRT entrance that will be constructed by the BRT team. West to Moodie, there are alternate off road facilities for pedestrians including: <ul style="list-style-type: none"> • A MUP extending from the LRT entrance west, to the bus stop on the east side of Moodie Drive; and, • A MUP connecting from the LRT entrance north, to the existing MUP along Stillwater Creek.
	Corkstown from Crystal Beach Drive to Moodie transit station	The sidewalk along the north side of Corkstown from Crystal Beach Drive to the Moodie transit station will be lit for pedestrian safety. This may cause some disturbance to the wildlife north and south of Corkstown Road.
Multi-Use Pathways and Cycling	Commuter cycling	Existing MUPs for commuter cycling, as well as on road facilities along Corkstown will be maintained as part of Stage 2.
	West of Stillwater Creek	The MUP going through the wetland to the west of Stillwater Creek will be elevated in some sections to reduce flooding during wet seasons.

- Traffic counts have been collected as part of the traffic study for the Corkstown Road/Moodie Drive intersection. Data for pedestrian, cyclist, car and bus movements were captured in both April and September of this year. This data is being circulated internally within the City, and will be included in the draft EPR.
- To note, a design prepared by Citizens for Safe Cycling for the BRT project for cycling north and south on Moodie Drive over the 417 has been shared with the Stage 2 team.

- Mitigation measures for Stillwater Creek and Wildlife:
 - As previously indicated, “no go” zones for construction and staging of the alignment and station are being identified, including but not limited to: no construction work east of Stillwater Creek, and floodplain work only west of the creek. These zones will be confirmed in the Confederation Line procurement document via a future addendum.
 - There are no plans for a physical barrier/wall on the east of the station, as this would cut off access from the MUP.
 - Lighting on site is zero cut off, meaning that it stops on site and does not spillover onto adjacent land.
 - The proposed shift of Corkstown Road starts west of the creek, and a minimal amount of trees will be impacted.
 - An ECO design for the station and use of environmentally sound construction methods are being developed and will be presented to the RVCA and the NCC in the coming weeks. A draft stormwater report has been received, and a date for a meeting is being confirmed.
 - As requested, additional details have been included in the sketch below: Drainage ditching as identified by the black lines directly beneath the orange line. Size and location will be confirmed during detailed design.
 - The location of the existing storm sewer outlet for the BRT project.

Figure 1 – Updated Moodie LRT Station Design



- As indicated previously, 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.



Moodie Light Maintenance and Storage Facility (LMSF)

- Geotechnical investigations for a potential Stage 2 Light Maintenance and Storage Facility (LMSF) site location between Corkstown Road and Highway 417 have begun, with utility locates starting late September. Geotechnical drilling started the week of October 2.

Other

- Gold Permit Parking at Abbott Laboratories will be subject of future discussions. It is anticipated that this parking would be minimal, and limited to the footprint of the existing parking lot. Connections to and from the lot will be discussed at a later date.

Moodie Connectivity Study

- A connectivity consultation will be held in October with the Department of National Defence. Findings will be consolidated into a single Moodie Station Connectivity Report summarizing discussions with the community and DND (stage2lrt.ca/resources).

Questions or Comments

- Questions or comments can be submitted to the Stage 2 Project Team by emailing stage2@ottawa.ca