



Bayshore to Moodie LRT Extension Bi- Weekly Project Update #2 - 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 timeline for the Notice of Completion has been again extended, and is now mid-November. This will allow for additional technical investigations, and discussions with area residents and key stakeholders.
- In advance of the filing of the Notice of Completion, 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 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 reference concept design for the Bayshore to Moodie extension project will be added to these procurement documents, via an addendum, in October.

Moodie 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.



- The station design continues to evolve. Since the September FEDCO meeting presentation (available on the Stage 2 website at http://www.stage2lrt.ca/wp-content/uploads/2015/06/ST2_Stage-2-LRT-Implementation-Update_FINAL1.pdf), the following changes have been made:
 - The relocation of the passenger pick up and drop off area to the north side of Corkstown Road to improvement of intersection access at Corkstown.
 - Mitigation measures for Stillwater Creek - including 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 date for this meeting is being confirmed.

Figure 1 – Updated Moodie LRT Station Design



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 this week. Further to this, some drilling will take place in support of these geotechnical investigations in the next couple of weeks.
- All of the work will take place during the day, and will likely have some minor traffic impacts in the vicinity. The drilling work will also have some noise impacts.



Other

- As previously indicated, “no go” zones for construction and staging of the alignment and station are being identified. These will include but are 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.
- Traffic counts have been collected as part of the traffic study for the Corkstown Road/Moodie Drive intersection. This data is being circulated internally within the City, and recommendations are being formulated for how pedestrians, cyclists, motorists and buses will use the intersection. The intersection design will be included in the Confederation Line procurement document via a future addendum

Moodie Connectivity Study

- A connectivity consultation will be held in October with the Department of National Defence. This was a recommendation stemming from the August 21 Community Connectivity meeting.
- A consolidated Moodie Station Connectivity Report will be developed summarizing the discussions with the community and DND and posted to stage2lrt.ca/resources.

Questions or Comments

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