

NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

No.	2018-P82.2
To	Board of Directors
Date	2018-06-21

For DECISION

Subject/Title

Stage 2 LRT – Moodie Station Federal Land Use and Concept Design Approval

Purpose of the Submission

- To seek land use and concept design approval for Moodie Light Rail Transit (LRT) Station.

Recommendations

- THAT pursuant to Section 12 of the *National Capital Act*, approval for Federal Land Use and Concept Design for Moodie LRT Station be granted.

Submitted by:

Daniel Champagne, Executive Director, Capital Planning Branch
Name

Signature

1. Authority

- *National Capital Act*, section 12

Background

- The City of Ottawa has undertaken to expand its LRT system east, south and west through a project known as Stage 2 LRT.
- Stage 1 LRT, from Tunney's Pasture in the west to Blair Road in the east, is currently in construction.
- The Board of Directors approved in principle on January 19, 2017, the alignment and functional design of the Western LRT extension (WLRT) project on NCC lands from Tunney's Pasture to Baseline Station and to Bayshore Station.
- The Board of Directors also approved the Land Use, Alignment and Preliminary Concept Design for the Trillium Line from Bayview Station to Riverside South at Bowesville on September 12, 2017.

2. Project Description

- The City of Ottawa subsequently submitted in November 2017 a proposal to extend the WLRT further west from Bayshore Station to Moodie Drive and build a station on NCC land (Moodie Station). This extension has been included in the City's RFP for Stage 2 LRT, which is currently in Open Period and will close later this year.
- The approval being sought through this submission is required prior to the approval of the Stage 2 LRT Transfer Agreements which will be presented to the Board for approval in June 2018 (submission No. 2018-P82.1).
- The concept design of Moodie Station is presented in Appendix 1.
- A Map of land requirements for Moodie LRT Station is in Appendix 2.

3. NCC Staff Analysis / Risks and Mitigations Measures

Issues:

- The City of Ottawa is delivering its project through a Design-Build-Finance model with NCC approvals required at various stages of design evolution before and after the City has a contractor to deliver the project. This delivery model requires a phased approval approach in order to meet the project implementation timeline.
- Moodie Station is proposed in a flood plain and requires cut/fill compensation and flood storage, which is being considered on the west side of Moodie Drive on lands under lease to Public Services and Procurement Canada (PSPC) lease occupied by Department of National Defence (DND). The cut/fill compensation and flood storage will be the subject of a separate approval in the coming months.

Mitigation:

- Multiple approvals have to be issued, including a Level 3 concept design approval following the delivery of 30% developed design drawings, to be prepared by the successful proponent, as well as subsequent detail design approvals.

- Since the cut/fill compensation and flood storage has the potential to also restore/enhance a wetland on the leased lands, agreement has been reached with the City of Ottawa to fund these works on the leased lands and with PSPC to grant temporary access to the lands for implementation of the works. These works will not require any land transfer to the City.
- The enhancement of the wetland will increase the resilience of Stillwater Creek and protect the downstream environments from the cumulative storm water effects of known future development in the catchment. This includes the new Moodie LRT Station, the proposed expansion of the nearby DND campus, the proposed redesign of Wesley Clover Park, and the proposed expansion of the planned Stage 2 LRT Light Maintenance and Storage Facility (LMSF) to accommodate Stage 3 LRT.

Risk	Likelihood	Impact	Planned Response
Risk that NCC cannot meet the proponent's timetable resulting in delay to project delivery.	Medium	Moderate	Deliver detail design approvals at Level 2, if such design is consistent with the delivered Level 3 concept design approval based on 30% developed design drawings prepared by the successful proponent.

4. Strategic Links

- NCC Mandate to "*Guide and control the use and development of federal lands in Canada's Capital Region;...*"
- NCC Corporate Priority: Be a value-added partner in support of Canada's Capital Region.
- Corporate Plans (Strategic Directions)
- Plan for Canada's Capital, 2017 to 2067. The WLRT contributes to the third pillar: "Thriving and Connected".
- Federal Government priorities

5. Consultations and Communications

- The design of Moodie Station was not presented to ACPDR as its architectural expression and site plan principles are the same as those of other two WLRT stations on NCC lands (Lincoln Fields and Iris), which previously received positive comments from the Committee.
- As this is not a NCC project, the consultations are the responsibility of the proponent. The City carried out public consultations and community information sessions on the Bayshore to Moodie LRT extension between October 2016 and December 2017.

6. Next Steps

- Approval by NCC Board of Stage 2 LRT Transfer Agreements on June 21-22, 2018.
- Concept Design approval by Board based on 30% developed design drawings for the WLRT, prepared by the City's successful proponent in early 2019.

7. List of Appendices

Appendix 1 – Moodie Station Site Plan

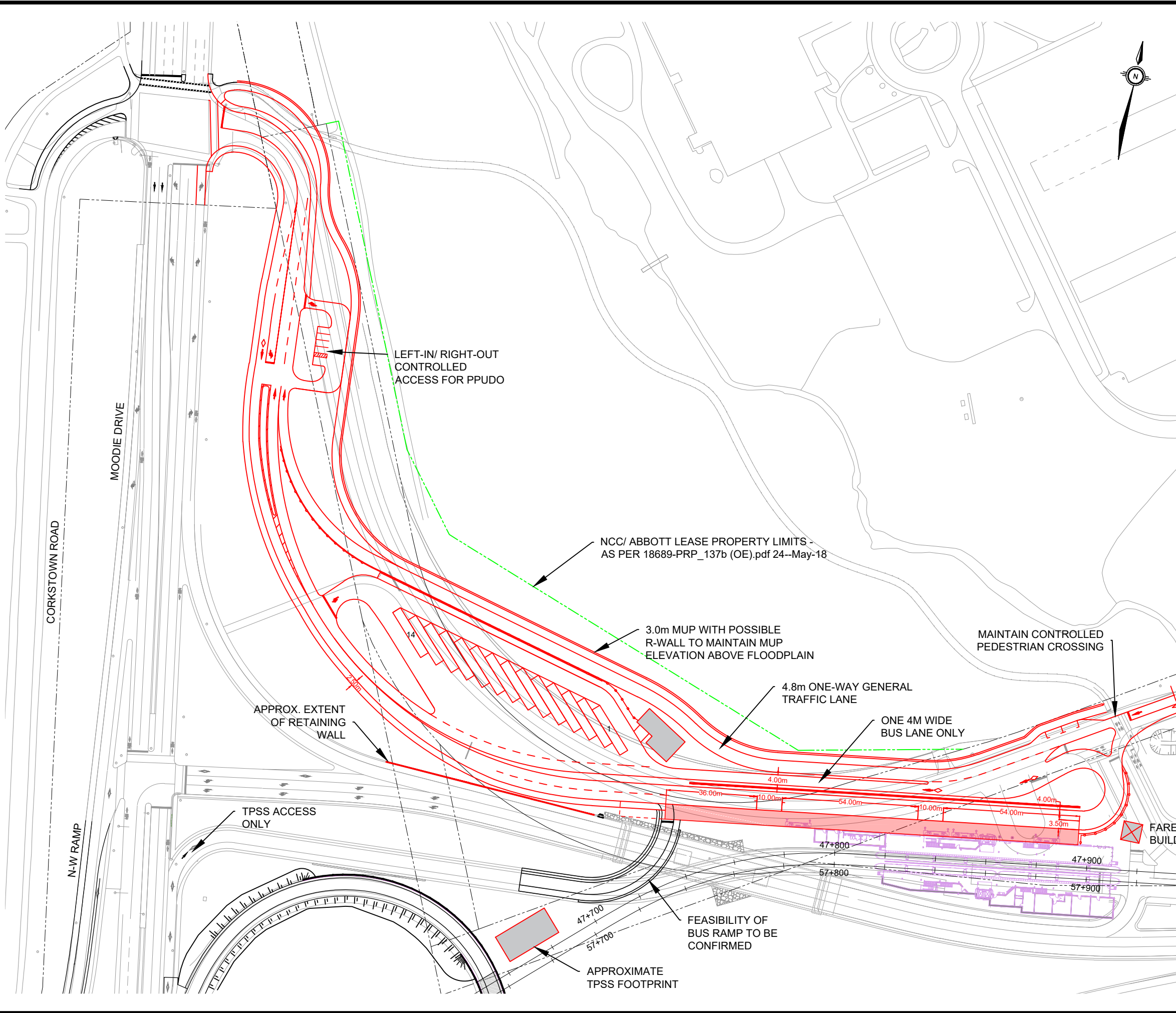
Appendix 2 – Map of Moodie Station Land Requirements

8. Authors of the Submission

Daniel Champagne, Executive Director, Capital Planning Branch (CP)

Sandra Candow, A/Director, Federal Approvals & Heritage, CP

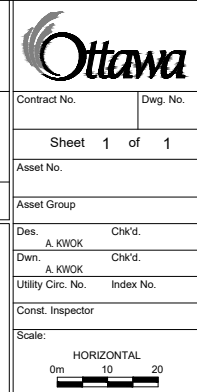
Martin Barakengera, A/Chief, Federal Approvals & Heritage, CP



**OTTAWA STAGE 2 LIGHT RAIL
TRANSIT PROJECT
CONFEDERATION WEST**

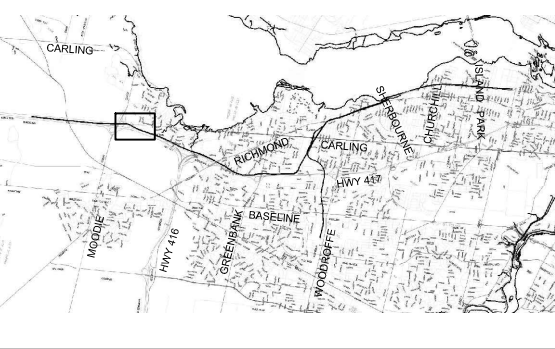
**MOODIE STATION
NO PROPERTY OPTION
CONCEPTUAL LAYOUT - OPTION 2**

Contract No.	Dwg. No.
Sheet	1 of 1
Asset No.	
Manager - Division	Project Manager
Asset Group	
Des. A. KWOK	Chk'd.
Dwn. A. KWOK	Chk'd.
Utility Circ. No.	Index No.
Const. Inspector	
Scale:	
HORIZONTAL	
0m 10 20	



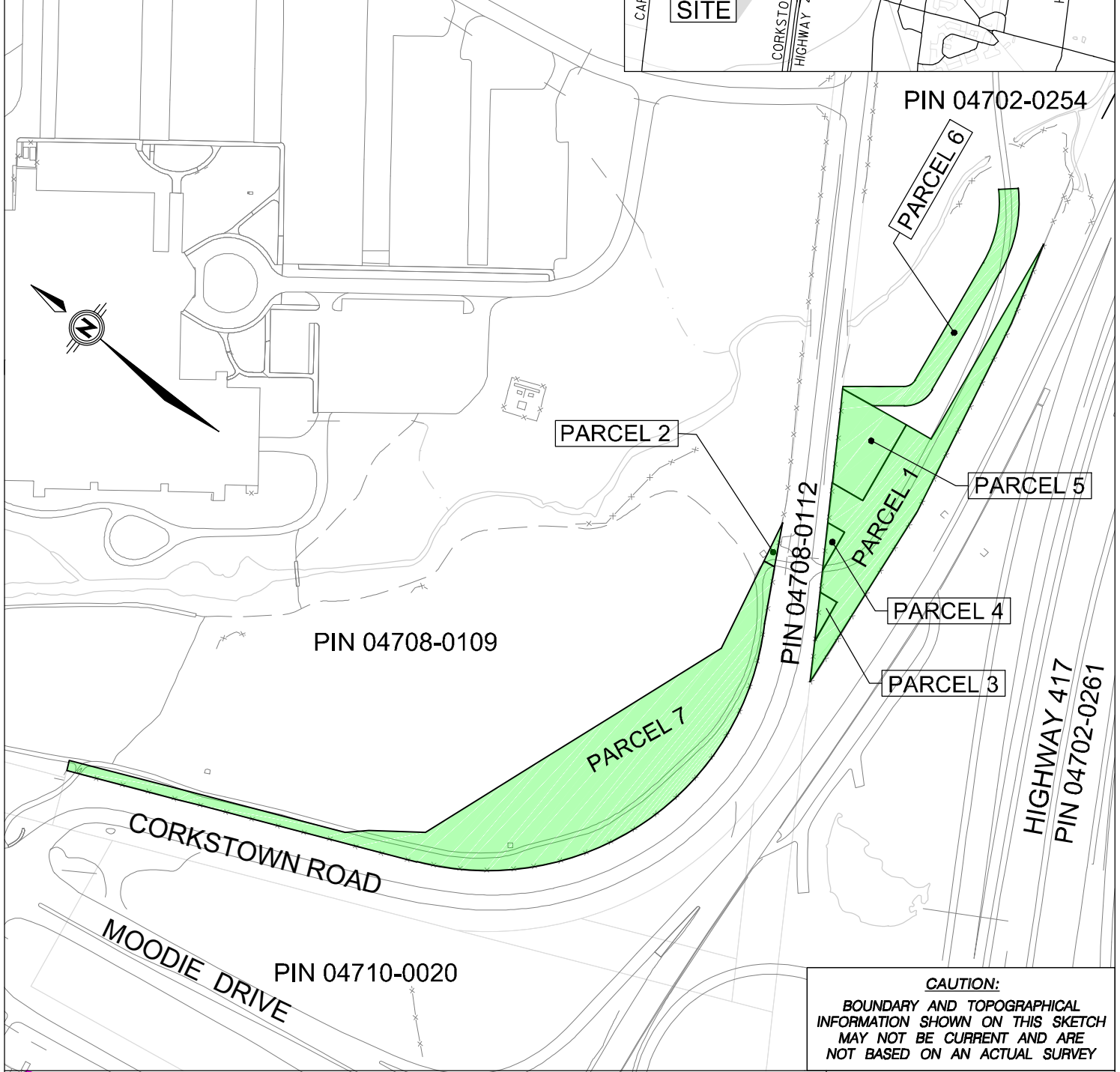
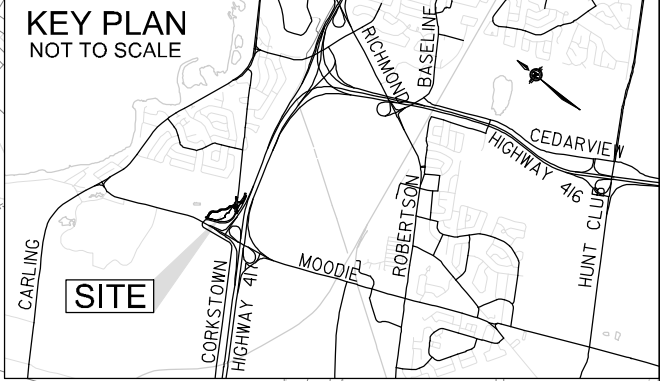
NOTE:
The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

No.	Description	By	Date (dd/mm/yy)
1	FOR DISCUSSION PURPOSES ONLY	AK	24 / 05 / 18



PRELIMINARY
NOT FOR CONSTRUCTION

PARCEL	PART OF PIN	AREA (Sq. m)	ACQUISITION
1	04702-0254	3120	PERMANENT
2	04708-0109	56	
3	04702-0254	95	
4		92	
5		1033	
6		1216	
7	04708-0109	8514	



CAUTION:
 BOUNDARY AND TOPOGRAPHICAL INFORMATION SHOWN ON THIS SKETCH MAY NOT BE CURRENT AND ARE NOT BASED ON AN ACTUAL SURVEY

WESTERN LRT - PROPERTY SKETCHES

OWNER NATIONAL CAPITAL COMMISSION	
SCALE 1:2500 (Metric)	DATE: MAY. 22, 2018
AREA: AS SHOWN	

CAD BY: L. HUIJER
CHECKED BY: K. BOUDREAU
MS No.: 18689-PRP_137b (OE).dgn

Note:
 Parcel area and dimensions shown on this sketch are approximate. This sketch to be replaced with a PRP in an upcoming addendum which will also include corresponding updates to Schedule 20