

**EXTRACT OF DRAFT MINUTES 21
FINANCE AND ECONOMIC
DEVELOPMENT COMMITTEE
24 FEBRUARY 2017**

**EXTRAIT DE L'ÉBAUCHE DU
PROCÈS-VERBAL 21
COMITÉ DES FINANCE ET DU
DÉVELOPPEMENT ÉCONOMIQUE
LE 24 FÉVRIER 2017**

**STAGE 2 LIGHT RAIL TRANSIT IMPLEMENTATION – PROJECT DEFINITION AND
PROCUREMENT PLAN**

ACS2017-TSD-OTP-0001

CITY WIDE

REPORT RECOMMENDATIONS

That the Finance and Economic Development Committee recommend Council approve the implementation of the Stage 2 Light Rail Transit Project and related projects as outlined in this report and as follows:

- 1. Approve that the following be incorporated into the procurement process for the Stage 2 Light Rail Transit Project:**
 - a. The alignment changes and other refinements to the functional design for the Stage 2 Light Rail Transit Project, as described in this report, and as follows:**
 - i. The Confederation Line West Extension, as follows:**
 - 1. Alignment Improvement at Richmond Road;**
 - 2. Alignment Improvement and Station Shift at Lincoln Fields;**
 - 3. Pinecrest Creek Re-alignment at Iris Station;**
 - 4. Bayshore Station Shift;**
 - 5. Goldenrod Bridge Connection.**

- ii. The Trillium Line South Extension, as follows:**
 - 1. Airport Station Shift;**
 - 2. Relocated Walkley Yard Maintenance and Storage Facility;**
 - 3. Leitrim Road Overpass Shift.**

- b. The Trim Extension and the Airport Rail Link, as described in this report and conditional on full funding from the federal and provincial governments and achieving a Memorandum of Understanding with the Ottawa MacDonald-Cartier International Airport Authority;**

- c. The Moodie Extension and Maintenance and Storage Facility, as described in this report;**

- d. The recommended projects for ‘bundling’ into the Stage 2 Light Rail Transit Project procurement process, as described in this report, and as follows:**
 - i. The planned City works listed in Appendix 3;**

 - ii. The Ministry of Transportation of Ontario’s Highway 417 (Maitland Ave. to Highway 416) Expansion Project, on the understanding the project will be fully funded by the provincial and federal governments and conditional on an Interface Agreement;**

 - iii. The Highway 174 (between Montreal Road and Jeanne d’Arc Blvd.) Project to explore advancing the ultimate Highway 174 configuration, as described in this report and subject to the identification of a funding source;**

- e. The following actions related to the projects being included in the Stage 2 Light Rail Transit Project Procurement process:**
 - i. Direct staff to initiate an Environmental Assessment (EA)**

addendum to the West Transitway Extension Environmental Assessment Study (Bayshore Station to Moodie Drive) to advance the conversion from bus rapid transit to light rail transit, as described in this report, and file the addendum with the Ministry of the Environment and Climate Change in accordance with Ontario EA Regulation 231/08 for transit projects;

- ii. Direct staff to initiate an Environmental Assessment (EA) addendum to the Confederation Line West Extension Environmental Assessment Study (if required) to expand the Bayshore Station bus facility, as described in this report, and file the addendum with the Ministry of the Environment and Climate Change in accordance with Ontario EA Regulation 231/08 for transit projects;**
- 2. Approve the updated Stage 2, Ottawa LRT Business Case, attached as Appendix 4;**
 - 3. Approve the procurement model and process for the Stage 2 Light Rail Transit Project, as described in this report, including as follows:**
 - a. Delegate the authority to the City Manager to execute the Memorandum of Understanding (MOU) between the City of Ottawa and the Rideau Transit Group, as described in this report; and**
 - i. Approve the \$492 million budget and funding sources for the Memorandum of Understanding (MOU) with the Rideau Transit Group, as outlined in this report and conditional on these costs being eligible for federal and provincial funding; and**
 - ii. Delegate the authority to the General Manager, Transportation Services, to proceed with the MOU variations of the Rideau Transit Group's work, and to negotiate, finalize and execute an agreement with the long-term lenders, if required, as described in this report.**

Transit Project and related works, as described in this report;

- ii. Delegate the authority to the General Manager, Corporate Services and City Treasurer to place any by-laws required pursuant to the *Expropriations Act* for the purposes of authorizing the making of applications for approval to expropriate property and authorizing the expropriation of property rights, on a Council Agenda, if necessary to facilitate the construction, use and maintenance of the Stage 2 Light Rail Transit Project and related works, with the concurrence of the Mayor and the Ward Councillor, and as described in this report;
- iii. In addition to the authority contained in *Delegated Authority By-law No. 2016-369*, delegate the authority to the General Manager, Corporate Services and City Treasurer to approve any real estate transaction involving the acquisition of any interest in, or right to use, real property for the purposes of the Stage 2 Light Rail Transit Project and related works, including any offer of compensation payable under the *Expropriations Act*, and execute documentation as required and any amendments thereto, regardless of the total value of the transaction, provided it is accordance with the requirements of the Real Property Acquisition Policy, is within the project budget for the Stage 2 Light Rail Transit Project and has the concurrence of the Mayor and the Councillor whose ward includes the relevant property;
- iv. Direct staff to report the details of the real estate transactions related to the Stage 2 Light Rail Transit Project and approved under delegated authority, including expropriations, to the Finance and Economic Development Committee and City Council after all property interests required for the Stage 2 Light Rail Transit Project and required works have been acquired by the City and all claims for compensation have been settled; and

execute documents required to implement the terms of the Agreement in Principle between the City and the National Capital Commission dated May 10th, 2016, as outlined in this report, including the Property Term Sheet, together with any required amendments to the terms of the Agreement in Principle reasonably required to permit the completion of the matters described in the Agreement in Principle;

- c. Delegate the authority to the City Manager to negotiate, finalize and execute the Memorandum of Understanding with the Ottawa Macdonald-Cartier International Airport Authority with respect to the Airport Rail Link, based on the principles outlined in this report;**
 - d. Delegate the authority to the City Manager to negotiate, finalize and execute the Interface Agreement with the Ministry of Transportation of Ontario's, with respect to bundling the Highway 417 (Maitland Ave. to Highway 416) Expansion Project, as outlined in this report;**
 - e. Delegate the authority to the City Manager to negotiate, finalize and execute the Agreement in Principle with Public Service and Procurement Canada with respect the construction of a Goldenrod Bridge, as outlined in this report;**
 - f. Receive the information with respect to the Indigenous Community Engagement Strategy for the Stage 2 Light Rail Transit Project, as outlined in this report;**
 - g. Receive information on the provision and location of public washrooms for the Stage 2 LRT Project, as outlined in the report;**
 - h. Receive the information with respect to the Public Art Program for the Stage 2 LRT Project, as outlined in the report.**
 - i. Receive information on the incorporation of pedestrian and cycling connectivity in the Stage 2 LRT Project, as outlined in the report.**
- 6. Approve the inclusion of Station-Oriented Development Opportunities for**

Baseline Station, Cleary Station and Pinecrest Station in the Design, Build, Finance (DBf) procurement process for the Confederation Line East and West extensions, as described in this report;

- 7. Delegate the authority to the City Manager to accept and approve changes to the Stage 2 Light Rail Transit Project design, in accordance with the principles outlined in this report, with the concurrence of the Ward Councillor and the Mayor;**
- 8. Delegate the authority to the City Manager to address any unforeseen matters with respect to proceeding with the procurement and next steps towards implementation of the Stage 2 Light Rail and related projects on the understanding that any actions will be consistent with Council direction on this matter, within the relevant project budgets, undertaken with the concurrence of the Mayor and any affected Ward Councillor, and reported back to Council either through the Finance and Economic Development or as part of the report recommending the contract award, as appropriate.**

Mayor Watson thanked the Chairs of Transportation Committee and the Ottawa Transit Commission for their involvement in meetings on this project as well as to staff who worked committed so much time and effort on the LRT Phase 2 project.

John Manconi, General Manager of Transportation Services introduced Chris Swail, Director, O-Train Planning, Geoff Gilbert, Norton Rose Fulbright and Will McDonald, Chief Procurement Officer. He also introduced other members of the team who were in attendance to respond to questions:

- Pat Scrimgeour, Director, Transit Customer Systems and Planning;
- Vivi Chi, Manager, Transportation Planning and Engineering;
- Charles Wheeler, Deputy Program Manager – Ottawa Light Rail Transit Owners Engineer (Stage 2 LRT Program);
- Peter Schwartzentruber, Deputy Project Manager, O-Train Planning;
- Jocelyne Bégin, Manager, Business and Technical Support Services;
- Isabelle Jasmin, Deputy City Treasurer, Corporate Finance; and
- Rick O'Connor, City Clerk and Solicitor

In addition to members of the Finance and Economic Development Committee, the following councillors were in attendance for this portion of the meeting:

Councillors R. Brockington, R. Chiarelli, J. Cloutier, M. Fleury, J. Leiper, C. McKenney, J. Mitic, T. Nussbaum, S. Qadri, T. Tierney and M. Wilkinson.

Mr. Swail provided a detailed PowerPoint presentation, which was divided in three sections: Expanding Stage 2 LRT; Procuring Stage 2 LRT; and Implementing Stage 2 LRT.

After the presentation, the Committee then heard from the following public delegations:

- Mark Laroche, President and Chief Executive Officer, Ottawa International Airport Authority, spoke of the importance of the LRT to the airport, how economically beneficial it will be to the travellers as well as to the development.
- *Jenna Sudds, President and Executive Director, Kanata North Business Association spoke in support of the project and congratulated Members of Council. She also noted the importance of LRT to west Ottawa, specifically Kanata and beyond.
- *Ian Faris, President and Chief Executive Officer, Ottawa Chamber of Commerce also spoke of the economical opportunities that LRT will bring to the city.
- *Mark Nisbett, Chair, West Ottawa Board of Trade noted that the LRT is a key component to optimizing growth and encouraged Committee to extend it to Kanata sooner rather than later.
- *David Gourlay, President, Ottawa Champions Baseball Club supports LRT Stage 2 as it will significantly improve access to the stadium. He welcomed the concept of an airport link along the Trillium Line as it will reduce congestion on the roads.
- Cheryl Jensen, President and Egor Evseev, Present of the Student Association, Algonquin College support the LRT, highlighting the safety and accessibility components for students.

- *Steve Goodwin, Director, Skilled Trades Institute, Cité Collégiale is in support of the LRT Phase 2 project both east and west as it will help the economy and congestion.
- *Anna Bevilacqua, President, Queensway Terrace North Community Association, Wayne Shimon and Syed Hasan, area residents spoke as representatives of homeowners who will be directly impacted by the extension of the LRT, noting concerns such as the route through the Connaught corridor and the lack of consultation.
- *Dale Harley, Executive Director, National Capital Heavy Construction Association looks forward to working with the City of the LRT Stage 2 project as it will create jobs and support economic growth as well as improve the movement of people and goods.
- J.P. Unger, resident voiced his concerns that proper checks and balances are not being met for the safety of the public, noting the sinkhole on Rideau Street and the financial aspects of the project.
- *David Jeanes, Transport Action noted that he is very supportive of the expansion of light rail, however pointed out his opposition of closing the Trillium Line for at 16-month period. He spoke of concerns about delegating so much responsibility to few municipal employees and suggested that it may be beneficial that a Committee be created to oversee the project.
- Richard Hayter, Director, Community Relations, Building Construction Trades Council congratulated the City of the LRT progress and success to date and explained the economical benefits it has brought to the City to the labour market, service providers and contractors.
- Fahd Alhattab, President and Chief Executive Officer, Carleton University Students Association represents over 24,000 students and advised that transportation is the single most important topic that is discussed. Students depend on the O'Train and the systems the city puts in place to allow students to access school, housing and employment.

- *Trevor Haché, supports the plan but noted three concerns: Highway widening; OC Transpo fare increases and pedestrian and cycling connectivity.

Committee received correspondence from the following individuals:

- *Mr. Rick Nelson, Past president of Crystal Beach/Lakeview Community Association dated February 23, 2017;
- *Mr. John Verbaas, resident dated February 22, 2017.

[* Individuals / groups marked with an asterisk above either provided comments in writing or by e-mail; all submissions are held on file with the City Clerk.]

Having concluded the public delegations portion of the meeting, Committee recessed for 30 minutes from 12:15 to 12:45 p.m.

Subsequent to resuming the meeting, the following two motions were presented:

MOTION N^o. 24/1

Moved by Councillor K. Egli (on behalf of Councillor J. Harder)

WHEREAS Council's next review and update of the Official Plan (OP), Transportation Master Plan (TMP) and Infrastructure Master Plan (IMP) will extend the City's planning horizon beyond 2031; and

WHEREAS the affordability model established within the current LRFP for Transit, which addresses priority projects for each phase of the 2013 TMP, will be updated as a matter of course in coordination with the next TMP update; and

WHEREAS there is no light rail transit connection for Barrhaven planned within the affordable envelope to 2031; and

WHEREAS the most recent census has demonstrated that Barrhaven is the fastest growing area of the city; and

WHEREAS it is Official Plan policy to connect major residential areas with major employment, education and retail hubs and to ensure that the City's investment in transit reflects the service needs of the community as a whole; and

WHEREAS recent federal and provincial budgets have significantly increased the availability of transit infrastructure funding subsequent to the 2013 TMP analysis; and

WHEREAS the TMP update will align with the next Official Plan review which will address growth patterns for employment and residential growth across the City, including Barrhaven;

WHEREAS the 2013 TMP already identifies the conversion of Southwest Transitway from bus rapid transit (BRT) to light rail transit (LRT) to connect Barrhaven to the Confederation Line as part of its Ultimate Network;

THEREFORE BE IT RESOLVED that staff be directed to fully assess the feasibility and relative priority of converting the Southwest Transitway from bus rapid transit (BRT) to light rail transit (LRT) to connect Barrhaven to the Confederation Line at the earliest opportunity, including options for implementation staging (such as interim BRT improvements) and the identification of other rapid transit supportive facilities to serve Barrhaven residents (such as park and ride lots), while respecting the affordability model established within the Long-Range Financial Plan for Transit, and that this work inform the next Transportation Master Plan update and include a review of projects currently within the Affordable Rapid Transit and Transit Priority Network.

MOTION N^o. 24/2

Moved by Mayor J. Watson (on behalf of Councillor S. Qadri)

WHEREAS Ottawa's Light Rail Transit Project has established a proven dedication and commitment to providing affordable, efficient, and accessible transit services for residents living across the City of Ottawa network;

AND WHEREAS the Finance and Economic Development Committee have expanded the Stage 2 Light Rail Transit Project Council Recommendations to include an extension West to Moodie Drive in order to accommodate the rapidly growing transit demands of Ottawa's western communities;

AND WHEREAS residents from Ottawa's Stittsville and Kanata communities have expressed a clear interest in improved transit delivery and the most efficient

Park and Rides to connect to LRT that service these communities are regularly brought to maximum capacity;

AND WHEREAS these are rapidly growing suburban communities which require convenient and effective transit options to ensure that the benefits and environmental sustainability of LRT can be granted to a larger percentage of Ottawa's population;

AND WHEREAS the end of the Moodie extension would be an optimal location for a Park and Ride as it is in this area that traffic congestion is heightened in the A.M. rush hour and would provide commuters with the opportunity to utilize transit as an alternative while alleviating traffic congestion on Ottawa's Highway 417;

THEREFORE BE IT RESOLVED that staff be directed to explore opportunities for a Park and Ride to be located at the Moodie Station with consultation among all the large landowners in the immediate vicinity including leasing opportunities with the National Capital Commission;

THEREFORE BE IT FURTHER RESOLVED that staff report back to FEDCO by the end of 2017.

Committee members as well as other members of Council proceeded to pose questions to presenting staff in regards to, but not limited to, the financial aspects of the project, the 16-month shutdown of the Trillium Line, the challenges of the western LRT and the link to the airport.

After discussion, the Committee TABLED and REFERRED Motions N^o 24/1 and N^o 24/2 to the Council meeting of 8 March 2017 and CARRIED the report with Councillor Deans dissenting on Recommendations 1(d)(iii), 4(c)(iv), and 4(d)(i). The report recommendations CARRIED on a division of 10 YEAS and 0 NAYS, as follows:

YEAS (10): Councillors S. Blais, D. Chernushenko, D. Deans (with dissents on specific recommendations noted above), K. Egli, A. Hubley, S. Moffatt, B. Monette, M. Taylor, E. El-Chantiry,

Mayor Jim Watson

NAYS (0): Councillors (None)

DIRECTIONS TO STAFF:

- 1) That departmental staff correct the Report as follows:
 - Appendix 8 – Page 3: Both sides of Cholette Crescent will have a noise barrier.
 - Appendix 8 - Page 5: Amend illustration to show that the noise barrier be built behind all the houses on Elderberry Terrace.
- 2) That departmental staff investigate the installation of a washroom at Place d'Orléans Station and report back at the appropriate time.