

Transportation Services

1. STO Transit Study for Gatineau's West End: Integration with Ottawa - Recommendations

ACS2020-TSD-PLN- 0007

City Wide

Report recommendations

That Transportation Committee recommend that Council:

1. Endorse the all-tram option for the proposed Société de transport de l'Outaouais (STO) tramway in Gatineau;
2. Approve the Sparks Street tunnel option as the optimal corridor for the STO tramway in Ottawa, subject to STO securing the project funding for its implementation; and
3. Approve the Wellington Street (with traffic) street-level option as an alternative corridor for the STO tramway in Ottawa, should funding for the Sparks Street tunnel not materialize, with the following conditions:
 - a. That the STO complete a fulsome assessment of the required cross-sectional elements of the corridor and secure sufficient right-of-way from the federal government to ensure the safety of all users with adequate space for signage and traffic control infrastructure;
 - b. That the STO complete a detailed plan which addresses other operational requirements in the corridor, such as accesses to the Parliamentary and Judicial Precincts, tour bus operations

and snow removal;

- c. That the STO complete a fulsome network traffic analysis and develop a detailed mitigation plan to address the downstream impacts on Ottawa's downtown streets to the satisfaction of the City's Transportation Services Department;**
- d. That the STO develop a mitigation plan for its tramway service when Wellington Street is closed due to external factors such as demonstrations or special events; and,**
- e. That the STO develop an implementation plan that is coordinated with other projects in the downtown area to minimize traffic disruptions during construction.**

The Committee received a slide presentation overview of the report from Vivi Chi, Director, Transportation Services, Transportation Services Department (TSD). A copy of which is held on file with the Office of the City Clerk. Also, present to respond to questions were:

- John Manconi, General Manager, TSD
- Maxime Pedneaud, Mayor of Gatineau
- Marc Rousseau, Director General (STO)
- Patrick Leclerc, Director, Planning, Development & Communications (STO)
- Vincent Ermatinger (WSP), Vice President, Planning & Advisory (WSP Canada Inc.)

Prior to receiving the delegations, the following motions were introduced for consideration:

Motion

Moved by Councillor T. Tierney

WHEREAS the STO tramway could potentially operate on the surface on Wellington Street in Ottawa; and

WHEREAS Wellington Street is an iconic corridor that is steeped in Confederation history and where Parliament and the Supreme Court of Canada are located;

WHEREAS the federal government is expected to contribute significant funding towards this interprovincial tramway project;

THEREFORE BE IT RESOLVED that should the tramway operate on Wellington Street, that the branding and livery of the tramway vehicles reflect the colours and symbolism of our country; and

BE IT FURTHER RESOLVED that City staff work with the STO on this proposed branding and livery, and that it be presented to the City of Ottawa's Transportation Committee and federal partners for input prior to its procurement and implementation.

Motion

Moved by Councillor A. Hubley

WHEREAS the City, the federal government and the provincial government have invested \$6.7 billion in the City's O-Train network with Stages 1 and 2; and

WHEREAS the City is finalizing its planning work for Stage 3 LRT to Kanata-Stittsville and Barrhaven; and

WHEREAS Climate Change is a concern that needs to be addressed by all levels of government; and

WHEREAS the National Capital Commission is currently studying the construction of a new bridge to connect Gatineau and Ottawa; and

WHEREAS a new bridge would likely induce an increase in vehicular traffic, therefore increasing the emission of greenhouse gases in our region;

THEREFORE BE IT RESOLVED that Mayor Watson write to the Prime Minister, the Minister of Finance, and the Minister of Infrastructure and Communities to request that the federal government prioritize investments in transformative and sustainable transit projects like Stage 3 LRT to Kanata-Stittsville and Barrhaven and the STO Tramway over a sixth bridge.

Motion

Moved by Councillor M. Luloff

WHEREAS the Changing of the Guard takes place on Parliament Hill every morning from late June to late August and has since July 2, 1959; and

WHEREAS the parade is a cherished tradition for the Ceremonial Guard – comprised of members of the Governor General's Foot Guards, the Canadian Grenadier Guards and augmented by members of the Canadian Armed Forces from across Canada – and is an important event for our tourism industry; and

WHEREAS the parade leaves Cartier Square Drill Hall on Laurier Avenue West and makes its way to Parliament Hill via its ceremonial route on Elgin Street and Wellington Street; and

WHEREAS the STO Tram project proposes to use the Wellington Street corridor and to have a terminus station at Elgin and Queen streets, which might create some challenges for this cherished event; and

WHEREAS the proposed terminus station is adjacent to the National War Memorial, the site where tens of thousands gather on Remembrance Day;

THEREFORE BE IT RESOLVED that STO be mandated to meaningfully consult, as part of the next phase of this project, with the Ceremonial Guard, the Department of National Defence and Veterans Affairs Canada on the location of the terminus station at Elgin and Queen streets, as well as the preservation and coordination of the Changing of the Guard and its use of the Ceremonial Guard's traditional route along Elgin and Wellington streets.

Motion

Moved by Councillor M. Fleury

WHEREAS the benefit of the STO electric tramway project is not being disputed as it would provide improvements for interprovincial transit customers, reduce the number of STO busses operating on Ottawa streets and help both cities reduce GHG emissions; and

WHEREAS the location of the STO tramway in the Nation's Capital must be carefully considered from all aspects, not just costs, as it will have a lasting impact for many generations and factor into the image of our Capital City; and

WHEREAS the STO tramway option on the surface of Wellington Street has many issues still to resolve with the federal government including requirement of additional property, consolidation of accesses, and funding; and

WHEREAS of the two options presented by the STO tram report, a below ground option would mitigate all issues associated with a surface option and allow City streets to evolve as future visions are consolidated and plans take shape; and

WHEREAS the Confederation Boulevard, which includes Wellington Street, is Ottawa's most attractive route and is of strategic importance to the Capital City in terms of design and its role in other significant plans including: the Rideau/Wellington/Sussex Node; the Interprovincial Transit Loop vision, the Alexandra Bridge reconstruction, and security of the Parliamentary Precinct;

THEREFORE BE IT RESOLVED that City Council reaffirm to STO the importance of STO investments including seamless connection to the City of Ottawa's LRT investments; and

BE IT FURTHER RESOLVED that City Council encourage STO and the Federal government to review and include a Loop option facilitating transit connections between the City of Ottawa and the City of Gatineau's respective downtowns; and

BE IT FURTHER RESOLVED that, should the federal government/NCC pursue a detailed study of the interprovincial transit loop vision, that the City of Ottawa (including OC Transpo) participate in that study, along with the City of Gatineau and the STO;

BE IT FURTHER RESOLVED that the City Council reiterates its current transit priorities to the Federal government and that any federal funding for the STO tramway does not limit or impact federal funding for the City of Ottawa's transit priorities such as Stage 3 LRT.

The Committee heard from the following three delegations:

David McRobie, McRobie Architects and Interior Designers spoke to the experience his firm has had with LRT and transit stations and applauds this initiative. Noting an enhanced vision to include a loop would provide more efficient trips for daily commuters. He spoke to slides of a vision on Wellington Street, which is held on file with the City Clerk.

Lise Sarazin, Executive Director of Le Regroupement des gens d'affaires de la Capitale Nationale (RGA), Ottawa-Gatineau's francophone chamber of commerce indicated support for this initiative, however, only if the loop as suggested by Mr. McRobie was implemented. Noting it would reduce congestion on both bridges and outlined benefits to museums, shopping, tourism, restaurants, entertainment etc.

Bob Plamondon spoke to the benefits of the project and also supports the loop vision. He feels that the Wellington Street surface option is best and wouldn't be supportive of a tunnel under Sparks Street, also noting the loop vision would bring 100% federal funding.

Following questions of the delegations and of staff, the Committee considered the following motions:

Motion No. TRC 2020-13/1

Moved by Chair Tierney

WHEREAS the STO tramway could potentially operate on the surface on Wellington Street in Ottawa; and

WHEREAS Wellington Street is an iconic corridor that is steeped in Confederation history and where Parliament and the Supreme Court of Canada are located;

WHEREAS the federal government is expected to contribute significant funding towards this interprovincial tramway project;

THEREFORE BE IT RESOLVED that should the tramway operate on Wellington Street, that the branding and livery of the tramway vehicles reflect the colours and symbolism of our country; and

BE IT FURTHER RESOLVED that City staff work with the STO on this proposed branding and livery, and that it be presented to the City of Ottawa's Transportation Committee and federal partners for input prior to its procurement and implementation.

CARRIED

Motion No. TRC 2020-13/2

Moved by Councillor A. Hubley

WHEREAS the City, the federal government and the provincial government have invested \$6.7 billion in the City's O-Train network with Stages 1 and 2; and

WHEREAS the City is finalizing its planning work for Stage 3 LRT to Kanata-Stittsville and Barrhaven; and

WHEREAS Climate Change is a concern that needs to be addressed by all levels of government; and

WHEREAS the National Capital Commission is currently studying the construction of a new bridge to connect Gatineau and Ottawa; and

WHEREAS a new bridge would likely induce an increase in vehicular traffic, therefore increasing the emission of greenhouse gases in our region;

THEREFORE BE IT RESOLVED that Mayor Watson write to the Prime Minister, the Minister of Finance, and the Minister of Infrastructure and Communities to request that the federal government prioritize investments in transformative and sustainable transit projects like Stage 3 LRT to Kanata-Stittsville and Barrhaven and the STO Tramway rather than a sixth bridge.

CARRIED, on a division of 8 yeas and 2 nays, as follows:

YEAS (8): Councillors G. Darouze, D. Deans, A. Hubley, J. Leiper,
M. Luloff, C. Kitts, S. Menard, T. Tierney

NAYS (2): Councillors L. Dudas, M. Fleury

Motion No. TRC 2020-13/3

Moved by Councillor M. Luloff

WHEREAS the Changing of the Guard takes place on Parliament Hill every morning from late June to late August and has since July 2, 1959; and

WHEREAS the parade is a cherished tradition for the Ceremonial Guard – comprised of members of the Governor General's Foot Guards, the Canadian Grenadier Guards and augmented by members of the Canadian Armed Forces from across Canada – and is an important event for our tourism industry; and

WHEREAS the parade leaves Cartier Square Drill Hall on Laurier Avenue West and makes its way to Parliament Hill via its ceremonial route on Elgin Street and Wellington Street; and

WHEREAS the STO Tram project proposes to use the Wellington Street corridor and to have a terminus station at Elgin and Queen streets, which might create some challenges for this cherished event; and

WHEREAS the proposed terminus station is adjacent to the National War Memorial, the site where tens of thousands gather on Remembrance Day;

THEREFORE BE IT RESOLVED that STO be mandated to meaningfully consult, as part of the next phase of this project, with the Ceremonial Guard, the Department of National Defence and Veterans Affairs Canada on the location of the terminus station at Elgin and Queen streets, as well as the preservation and coordination of the Changing of the Guard and its use of the Ceremonial Guard's traditional route along Elgin and Wellington streets.

CARRIED

As a result of discussions, Councillor Fleury amended the motion he originally tabled with the following, to include reference to the loop vision:

Motion No. TRC 2020-13/4

Moved by Councillor M. Fleury

WHEREAS the benefit of the STO electric tramway project is not being disputed as it would provide improvements for interprovincial transit customers, reduce the number of STO busses operating on Ottawa streets and help both cities reduce GHG emissions; and

WHEREAS the location of the STO tramway in the Nation's Capital must be carefully considered from all aspects, not just costs, as it will have a lasting impact for many generations and factor into the image of our Capital City; and

WHEREAS the STO tramway option on the surface of Wellington Street has many issues still to resolve with the federal government including requirement of additional property, consolidation of accesses, and funding; and

WHEREAS of the two options presented by the STO tram report, a below ground option would mitigate all issues associated with a surface option and allow City streets to evolve as future visions are consolidated and plans take shape; and

WHEREAS the Confederation Boulevard, which includes Wellington Street, is Ottawa's most attractive route and is of strategic importance to the Capital City in terms of design and its role in other significant plans including: the Rideau/Wellington/Sussex Node; the Interprovincial Transit Loop vision, the Alexandra Bridge reconstruction, and security of the Parliamentary Precinct; and

WHEREAS "The Loop" is a vision of an Ottawa-Gatineau transit loop

served by buses or trains, which would provide convenient, daily transportation between the two cities and could transform Wellington Street, in front of Parliament Buildings, into a pedestrian mall;

THEREFORE BE IT RESOLVED that direction to staff to include a study funded 100% by the Federal Government for the feasibility of a transit Loop and conversion of Wellington Street to a pedestrian mall in the update to the city of Ottawa TMP currently under review; and

BE IT FURTHER RESOLVED that the study confirm that if either project is determined to be feasible and approved by City of Ottawa Council, that the cost of any further studies, including, design, construction operations and maintenance and potential upload of Wellington Street to the Federal Government be bourn by the Federal Government; and

BE IT FURTHER RESOLVED that City Council reaffirm to STO the importance of STO investments including seamless connection to the City of Ottawa's LRT investments; and

BE IT FURTHER RESOLVED that City Council encourage STO and the Federal government to review and include a Loop option facilitating transit connections between the City of Ottawa and the City of Gatineau's respective downtowns; and

BE IT FURTHER RESOLVED that, should the federal government/NCC pursue a detailed study of the interprovincial transit loop vision, that the City of Ottawa (including OC Transpo) participate in that study, along with the City of Gatineau and the STO; and

BE IT FURTHER RESOLVED that the City Council reiterates its current transit priorities to the Federal government and that any federal funding for the STO tramway does not limit or impact federal funding for the City of Ottawa's transit priorities such as Stage 3 LRT.

CARRIED

The report Carried as amended by the foregoing motions with the following directions to staff:

Directions to Staff:

1. Direct staff to report back to Transportation Committee once STO has completed additional work identified as conditions for approval in the staff report. This would include the status and/or outcome of project funding discussions, property requests, and key components of future phases of the project such as detailed traffic analysis and design details.
2. Direct staff to ensure that the review of the STO's next stage of analyses and design for the tramway, allow for a potential future interprovincial transit loop and/or potential conversion of Wellington Street into a pedestrian mall.