

**FINANCE AND ECONOMIC  
DEVELOPMENT COMMITTEE  
REPORT 6  
8 JULY 2015**

**296**

**COMITÉ DES FINANCES ET DU  
DÉVELOPPEMENT ÉCONOMIQUE  
RAPPORT 6  
LE 8 JUILLET 2015**

**EXTRACT OF DRAFT  
MINUTES 6  
FINANCE AND ECONOMIC  
DEVELOPMENT COMMITTEE  
29 JUNE 2015**

**EXTRAIT DE L'ÉBAUCHE DU  
PROCÈS-VERBAL 6  
COMITÉ DES FINANCES ET DU  
DÉVELOPPEMENT ÉCONOMIQUE  
LE 29 JUIN 2015**

**PLANNING AND INFRASTRUCTURE**

**RAIL IMPLEMENTATION OFFICE**

**STAGE 2 LIGHT RAIL TRANSIT (LRT) ENVIRONMENTAL ASSESSMENT  
AND FUNCTIONAL DESIGN REPORT**

**ACS2015-CMR-OCM-0017**

**CITY WIDE**

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### **REPORT RECOMMENDATIONS**

**That the Finance and Economic Development Committee recommend  
Council:**

- 1. Approve the functional design for the Stage 2 Light Rail Transit (LRT) project as described in this report and detailed in Documents 1,2 and 3;**
- 2. Direct staff to complete the Stage 2 LRT Project Stage 2 LRT Environmental Assessment process and documentation based on the functional design and file the respective Environmental Study Reports in accordance with the Ontario Transit Regulation 231/08;**
- 3. Approve the functional design of the Highway 174/Prescott Russell Road 17 (Hwy 417/Split to Trim Road) Environmental Assessment Study recommendations, as described in Document**

**2 of this report;**

- 4. Approve a capital budget transfer of \$7M in existing funding from the Park and Ride Capital Account # 903278 to the Stage 2 LRT Project (Account # 907926) for the Stage 2 LRT Project preliminary implementation activities as described in this report;**
- 5. Delegate authority to the City Manager and Mayor to engage with the Federal and Provincial Governments on funding for the Stage 2 LRT Project to maximize their contribution to the project;**
- 6. Direct staff to undertake a review of upcoming City and senior government planned infrastructure works for potential bundling opportunities as part of the Stage 2 Project Contract; and,**
- 7. Approve the Business Case document as summarized in their report and attached as Document 7.**

Nancy Schepers, Executive Advisory, Light Rail and Chris Swail, Manager, Project Office, Light Rail provided a detailed PowerPoint Presentation on the report, which is held on file with the City Clerk and Solicitor's Office.

Immediately following the staff presentation, Committee heard from the following delegations:

- Blair Erskine\*, Chair, Campus Planning Committee, Unitarian Congregation (with video)
- Maury Prevost\*, President, First Unitarian Congregation
- David Curry, President of Unitarian House and Christina O'Neill\*, Executive Director, Unitarian House
- Tom Dent, Unitarian House Residence Association
- Alex Cullen\*, Chair, Board of Directors for River Parkway & River Heights Children's Centre
- Marlene Koehler\*, Member of the First Unitarian Congregation
- Antonio (Tony) Provenzano, Broker of Record, Pro/Com Pealty Corp, Brokerage

- Mark Dermer\*, President, Or Hanesmah – Ottawa's Reconstructionist Community
- Aija Auzina, Complete Streets and Community Network Organizer, Ecology Ottawa
- Bill Fenton\*
- Dina Epale, Executive Director, Orléans Chamber of Commerce
- Don Paskovich
- Mark Laroche, President and Chief Executive Office, Ottawa International Airport Authority
- Cheryl Doran\*
- Jennifer Smith\* President, Creekside Community Association
- Alex Campbell
- Geoff Publow, Chair, Ottawa Tourism Board of Directors
- Doug Wotherspoon, Vice President, International and Strategic Initiatives, Algonquin College
- Ian Faris, President and Chief Executive Officer, Ottawa Chamber of Commerce
- Stephen Ryan, Vice President, Asset Management, Ferguslea Properties (Accora Village – formerly Bayshore Village)
- Rick Nelson\*, President, Crystal Beach/Lakeview Community Association
- Werner Daechsel\*
- Michael Cassidy
- Jamie Boyce, Kristy's Restaurant
- David Jeanes, Transport Action

Denis Pelletier\*, General Manager, Bayshore Shopping Centre was registered to speak however opted not to present before Committee.

The following comments were received and are held on file:

- Ian McConnachie\*, Member, Crystal Beach Lakeview Community Association
- Citizens for Safe Cycling\*

- Kevin McCrann\*, President, Ernst & Young Centre

*\* 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.*

Prior to opening the floor to questions, Councillors Egli and Hubley read the following motions:

*Councillor Egli:*

*WHEREAS in order to maximize federal and provincial funding and to benefit from economies of scale the Trillium Line Extension is bundled with the Confederation Line extensions as the Stage 2 LRT Project;?*

*AND WHEREAS the Trillium line is a distinct rail line from the Confederation Line with different technology and vehicles;*

*AND WHEREAS in a P3 procurement proponents can be incented in the procurement documentation to drive to achieve prescribed outcomes;*

*AND WHEREAS achieving early revenue service for a section or any of the three full Stage 2 extensions would advance the benefits of Light Rail to southern communities as well as mitigate mobility and transit service impacts during construction;*

*THEREFORE BE IT RESOLVED that Stage 2 Office staff be directed to explore structuring the Stage 2 LRT Project procurement documents to incent achieving Trillium Line revenue service sooner than the estimated 2023 timeline.*

*Councillor Hubley:*

*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 2011 LRFP for Transit which establish priority projects for each phase of 2013 TMP will be updated as a matter of course in coordination with these updates; and,*

*WHEREAS there are no light rail transit (LRT) projects west of Bayshore planned within the affordable envelope to 2031; and*

*WHEREAS the 2013 TMP identified an Affordable Rapid Transit and Transit Priority (RTTP) Network that included the Stage 2 Light Rail Transit (LRT) project as well as a number of (at-grade and grade-separated) bus rapid transit (BRT) extensions; namely, the West Transitway (from Bayshore Station to west of Moodie Drive, and a second extension from March Road to Terry Fox Station), the Baseline Transit Corridor (from Baseline to Heron stations), and the Kanata North Transitway (from Corkstown Road to Solandt Road), as well as an additional \$200 million in transit priority projects; 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 next update of the TMP creates an opportunity to review growth patterns for employment and residential growth against projections across the City including Kanata;*

*THEREFORE BE IT RESOLVED that staff be directed to fully assess the feasibility and relative priority of rapid transit investment in the west and develop an option to provide a rapid transit rail solution to Kanata at the earliest opportunity, respecting the affordability model established within the 2011 LRFPP for Transit, and that this work inform the Transportation Master Plan update and including a review of projects currently within the Affordable RTTP Network.*

Staff responded to questions relating, but not limited to, the Park and Ride at Baseline, the ventilation system, the Cleary Station area, construction mitigation, the possibility of partnering with the Airport Authority, alternate funding for Highway 174, safety issues with the tracks and the noise level during construction.

Subsequent to Mayor Watson's closing remarks, the Committee unanimously approved the following motions and directions to staff:

**Motion No. 6\1**

Moved by Councillor K. Egli

**WHEREAS** in order to maximize federal and provincial funding and to benefit from economies of scale the Trillium Line Extension is bundled with the Confederation Line extensions as the Stage 2 LRT Project;?

**AND WHEREAS** the Trillium line is a distinct rail line from the Confederation Line with different technology and vehicles;

**AND WHEREAS** in a P3 procurement proponents can be incented in the procurement documentation to drive to achieve prescribed outcomes;

**AND WHEREAS** achieving early revenue service for a section or any of the three full Stage 2 extensions would advance the benefits of Light Rail to southern communities as well as mitigate mobility and transit service impacts during construction;

**THEREFORE BE IT RESOLVED** that Stage 2 Office staff be directed to explore structuring the Stage 2 LRT Project procurement documents to incent achieving Trillium Line revenue service sooner than the estimated 2023 timeline.

CARRIED

**Motion No. 6\2**

Moved by Councillor A. Hubley

**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 2011 LRFP for Transit which establish priority projects for each phase of 2013 TMP will

**be updated as a matter of course in coordination with these updates; and,**

**WHEREAS there are no light rail transit (LRT) projects west of Bayshore planned within the affordable envelope to 2031; and**

**WHEREAS the 2013 TMP identified an Affordable Rapid Transit and Transit Priority (RTTP) Network that included the Stage 2 Light Rail Transit (LRT) project as well as a number of (at-grade and grade-separated) bus rapid transit (BRT) extensions; namely, the West Transitway (from Bayshore Station to west of Moodie Drive, and a second extension from March Road to Terry Fox Station), the Baseline Transit Corridor (from Baseline to Heron stations), and the Kanata North Transitway (from Corkstown Road to Solandt Road), as well as an additional \$200 million in transit priority projects; 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 next update of the TMP creates an opportunity to review growth patterns for employment and residential growth against projections across the City including Kanata;**

**THEREFORE BE IT RESOLVED that staff be directed to fully assess the feasibility and relative priority of rapid transit investment in the west and develop an option to provide a rapid transit rail solution to Kanata at the earliest opportunity, respecting the affordability model established within the 2011 LRFP for Transit, and that this work inform the Transportation Master Plan update and including a review of projects currently within the Affordable RTTP Network.**

**CARRIED**

Item 7 of the Finance and Economic Development Committee Agenda, as amended by Motion Nos. 6/1 and 6/2 and set out in full below, was then put to Committee and CARRIED:

**That the Finance and Economic Development Committee recommend Council:**

- 1. Approve the functional design for the Stage 2 Light Rail Transit (LRT) project as described in this report and detailed in Documents 1,2 and 3;**
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- 5. Delegate authority to the City Manager and Mayor to engage with the Federal and Provincial Governments on funding for the Stage 2 LRT Project to maximize their contribution to the project;**
- 6. Direct staff to undertake a review of upcoming City and senior government planned infrastructure works for potential bundling opportunities as part of the Stage 2 Project Contract; and,**
- 7. Approve the Business Case document as summarized in their report and attached as Document 7.**
- 8. Direct Stage 2 Office staff to explore structuring the Stage 2 LRT Project procurement documents to incent achieving Trillium Line revenue service sooner than the estimated 2023 timeline; and,**
- 9. Direct staff to fully assess the feasibility and relative priority of rapid transit investment in the west and develop an option to provide a**



**rapid transit rail solution to Kanata at the earliest opportunity, respecting the affordability model established within the 2011 LRFP for Transit, and that this work inform the Transportation Master Plan update and including a review of projects currently within the Affordable RTTP Network.**

CARRIED, as amended

**DIRECTION TO STAFF:**

Staff to review the possibility of maintaining and/or relocating the Park and Ride facility at Baseline Station.

**DIRECTION TO STAFF:**

Staff to investigate visual and acoustical abatement measures for the residential area adjacent to the Bayshore Station as part of the design process. In addition, the preliminary design engineer will look for ways to determine if potential station integration with Bayshore or adjacent development plans could advance grade separation at Holly Acres as part of the Stage 2 Project.