

J. Councillor Deans - Inclusion of Airport in the addendum to O-Train EA

WHEREAS the City of Ottawa and the Ottawa MacDonald Cartier International Airport Authority (OMCIAA) recognize that stimulating the local economy, together through improvements to the airport and surrounding area, is important to ensure long-term prosperity and have adopted A *Shared Vision for Ottawa's Economic Development*, a plan to maximize the potential of the area; and

WHEREAS high quality airport services and ancillary business development in the area are key to leveraging Ottawa's strengths as a competitive global hub and to promoting Ottawa globally as a top destination in which to work, play, study, visit and live; and

WHEREAS fast and efficient transit connections to airports around the world have proven to increase economic development in areas surrounding airports and ease travel for airport users; and

WHEREAS the Transportation Master Plan (TMP) includes an extension of the current O-Train south of the airport to Bowesville Station and this extension will require an Environmental Assessment addendum;

THEREFORE BE IT RESOLVED that, as part of the addendum to the North-South Corridor Environmental Assessment, the City work with the Airport Authority to develop an expanded scope of work that includes a jointly funded analysis of potential future alignment options that would maximize ridership from the Airport and surrounding employment uses, while providing necessary service to the growing community south of the Airport.

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K. Councillor Fleury – King Edward

WHEREAS the recent decision by the Ontario government to not proceed with a new inter-provincial bridge crossing has stalled the long-term solution to help alleviate heavy truck movements through the downtown area; and

WHEREAS there are approximately 2,500 trucks on a typical weekday travelling on King Edward and this number is expected to increase by 1% to 2% annually; and

WHEREAS the need for a long-term strategy has resulted in comments for the TMP to recommend a comprehensive truck route study with a focus to reduce heavy truck traffic through the downtown area and specifically on Waller Street, Rideau Street and King Edward Avenue; and

WHEREAS Table 1 lists edits to the TMP that specifically addresses this issue in more detail as proposed by the Lowertown Community Association, Action Sandy Hill, the Downtown Rideau BIA, University of Ottawa and others; and

WHEREAS past interprovincial transportation studies discounted a tunnel solution from the 417 to the Macdonald-Cartier Bridge for technical and operational reasons; and

WHEREAS the Mayor and Ward Councillor have had preliminary discussions with the Province to explore opportunities to revisit the technical feasibility of a tunnel from the 417 to the Macdonald-Cartier Bridge;

THEREFORE BE IT RESOLVED that City Council make a formal request to the Ministry of Transportation of Ontario with respect to the potential for cost-sharing of the feasibility assessment for a tunnel from the 417 to the Macdonald-Cartier Bridge on the understanding that the City will initiate and lead the feasibility assessment in collaboration with the Ministry.