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DATE 5 June 1997

TO/DEST. Chair and Members, Planning and Environment Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **DRAFT REGIONAL OFFICIAL PLAN: POTENTIAL CHANGES
RESULTING FROM TRANSPORTATION COMMITTEE
MEETING OF 30 MAY 1997**

The purpose of this memorandum is to bring to the attention of the Committee the changes to the Draft Regional Official Plan that would be needed to ensure consistency with resolutions concerning the Draft Transportation Master Plan carried by the Transportation Committee at its meeting on 30 May 1997. It is emphasised that these changes are provided for the information of Committee.

CONTENTS OF THE REPORT

Annex 'A' to this report includes:

- the resolutions of Transportation Committee to modify the Draft Transportation Master Plan which have implications for the Second Draft Regional Official Plan (in order corresponding to contents of the Official Plan) ; and
- for each resolution, the implications for the text and/or schedules of the Second Draft Regional Official Plan.

Annex 'B' to this report includes "Disposition of Reports to Transportation Committee, 30 May 1997".

*Approved by Brendan Reid
on Behalf of Nick Tunnacliffe, MCIP, RPP*

cc: Members of Council (not on Planning & Environment Committee)
 M. Beckstead, CAO

Reference Item
Planning and Environment Committee
12, 13 and 16 June 1997

RESOLUTIONS OF TRANSPORTATION COMMITTEE ON 30 MAY 1997
CONCERNING THE DRAFT TRANSPORTATION MASTER PLAN
AND
IMPLICATIONS FOR THE DRAFT REGIONAL OFFICIAL PLAN

1. **Resolutions concerning the Draft TMP:**

- a) Amend Table 11 by:
- 1) adding to the First Priority (and moving from the Second Priority) the Pilot Rail Rapid Transit Project; and
 - 2) deleting Carling Avenue widening (March Road to Moodie Drive)
- b) That the widening of Carling Avenue from two to four lanes from March Road to Moodie Drive (5.7 km) be deleted from Table 10 at page 50 of the TMP.

Draft Official Plan implications:

Change ROP Section 2.6.1, Table 6 Second Priority by deleting the words "Carling Ave. widening (March Rd. to Moodie Dr.)" and "Pilot rail rapid transit project". Change ROP Table 6 First Priority by adding the words "Pilot rail rapid transit project" to the row entitled "Inside Greenbelt". Modify Schedule C2 accordingly.

2. **Resolution concerning the Draft TMP:**

That the Airport Parkway twinning from the Macdonald-Cartier International Airport to Brookfield Road be deleted from Table 10 at page 50 of the TMP.

Draft Official Plan implications:

Change ROP Section 2.6.1, Table 6 Second Priority by deleting the words "Airport Parkway twinning" from the rows entitled "Inside Greenbelt" and "Gloucester South Urban Centre". Modify Schedule C2 accordingly.

3. **Resolution concerning the Draft TMP:**

That the Bronson Avenue widening (from George Dunbar Bridge to Rideau Canal) be deleted from Table 10 at page 50 of the TMP.

Draft Official Plan implications:

Change ROP Section 2.6.1, Table 6 Second Priority by deleting the words "Bronson Avenue widening (Dunbar Bridge to Canal)" from the row entitled "Inside Greenbelt". Modify Schedule C2 accordingly.

4. **Resolution concerning the Draft TMP:**

That Pooley's Bridge rehabilitation be included in First Priority of Table 11.

Draft Official Plan implications:

Change ROP Section 2.6.1, Table 6 First Priority by adding the words "Pooley's Bridge (walking & cycling facility)" to the row entitled "Inside Greenbelt".

5. **Resolutions concerning the Draft TMP:**

- a) That Table 5 (page 16 of the TMP) be amended to show the cycling modal share objective be at least 8% of peak hour person trips by 2021, region-wide. This is a seasonally adjusted figure which represents cycling activity in the early fall. The cycling modal share is higher in summer and lower in winter.
- b) The first bullet under Table 5 (page 16 of the TMP) be amended to read: "The pedestrian modal share will increase from 9.6% to 12%."

Draft Official Plan implications:

Replace ROP Section 9.1, Objective 4 with the following:

"4. To achieve at least the following increases in pedestrian, cycling and public transit peak hour region-wide modal share by 2021:

- a) walking - from 9.7% in 1995 to at least 12%;
- b) cycling - from 1.7% in 1995 to at least 8% (fall conditions);
- c) transit - from 15.2% in 1995 to at least 20%."

Replace ROP Section 9.2, Paragraph 1 with the following: "The pedestrian modal share objective is that walking trips comprise at least 12% of peak hour person trips by 2021, region-wide."

Replace ROP Section 9.3, Paragraph 1, Sentence 1 with the following: "The cycling modal share objective is that cycling trips increase to at least 8% of peak hour person trips by 2021, region-wide."

Replace ROP Section 9.5, Paragraph 1, Sentence 1 with the following: "The automobile modal share objective is for automobile trips to comprise no more than 60% of peak hour person trips by 2021 region-wide, a decrease from 73.5% in 1995."

6. **Resolution concerning the Draft TMP:**

The words "as necessary" be deleted from bullet 1 of Section 2.2.3, Facility Design and Construction.

Draft Official Plan implications:

Change ROP Section 9.2, Policy 4 by deleting the words ", where necessary,".

7. **Resolution concerning the Draft TMP:**

That the staff amendment to add a new Policy 4 to Section 2.2.3 Walking - Facility Design and Construction (pg. 15 of the Addendum Report dated 15 May 1997), be amended to read "Ensure, where feasible, the provision of separate multi-use pathways in or adjacent to transitway corridors."

Draft Official Plan implications:

Change ROP Section 9.2, Policy 7 by replacing the words "Consider opportunities for and collaborate with others in providing" with the words "Ensure, where feasible, the provision of".

8. **Resolution concerning the Draft TMP:**

Amend the staff amendment to Policy 5 of Section 2.3.1 to add: "The Region, in consultation with bicycle groups and area municipalities shall develop standards in this regard."

Draft Official Plan implications:

Change to the ROP is not essential for consistency. If desired, change ROP Section 9.3, Policy 8 by adding the following sentence: "Council, in consultation with bicycle groups and area municipalities, shall develop standards in this regard."

9. **Resolution concerning the Draft TMP:**

That Policy 3 of Section 2.3.2 Cycling Transportation Network be amended to read: "*Implement, where feasible*, cycling requirements in the design of all new, reconstructed or rehabilitated Regional Roads not included in the Cycling Transportation Network."

Draft Official Plan implications:

Change ROP Section 9.3, Policy 5 by replacing the words "Ensure that cycling requirements are fully considered in:" with the words "Implement, where feasible, cycling requirements in:"

10. **Resolution concerning the Draft TMP:**

Amend Policy 6 of Section 2.3.2 to read: "Ensure, where feasible, the provision of separate cycling facilities or multi-use pathways in or adjacent to Transitway Corridors."

Draft Official Plan implications:

Change ROP Section 9.3, Policy 6 by replacing the words "Consider opportunities for and collaborate with others in providing" with the words "Ensure, where feasible, the provision of".

11. **Resolution concerning the Draft TMP:**

That the staff recommendation to amend Policy 4 as shown at the top of page 26 of the Addendum Report dated 15 May 97 be amended to read: "Require area municipalities to review and amend parking requirements in zoning by-laws to a level which supports transit through reduced parking requirements and maximum parking space provisions for developments in the vicinity of rapid transit service."

Draft Official Plan implications:

Replace ROP Section 9.4, Policy 15 with the following:

"15. Require area municipalities to review and amend parking requirements in zoning by-laws to a level which supports transit through reduced parking requirements and maximum parking space provisions for developments in the vicinity of rapid transit service."

12. **Resolution concerning the Draft TMP:**

That the staff recommendation to add a new Policy 5 as shown at the top of page 26 of the Addendum report be amended to read: "*Require* area municipalities to review and amend parking requirements in zoning by-laws to a level which supports transit through the imposition of reduced parking requirements and maximum parking space provisions for developments in areas that are served by transit and have a concentration and mix of community services that are conducive to pedestrian travel."

Draft Official Plan implications:

Replace ROP Section 9.4, Policy 16 with the following:

"16. Require area municipalities to review and amend parking requirements in zoning by-laws to a level which supports transit through reduced parking requirements and maximum parking space provisions for developments in areas that are served by transit and have a mix of community services conducive to pedestrian travel."

13. **Resolution concerning the Draft TMP:**

That the following bullet be added as Policy 9 under Transitway Conversion to Rail Technology, Section 2.4.4 Transitway: "Ensure, where feasible, the provision of separate cycling facilities or multi-use pathways in or adjacent to Transitway corridors."

Draft Official Plan implications:

Add to ROP Section 9.4 a new policy, as follows:

"27. Ensure, where feasible, the provision of separate cycling facilities or multi-use pathways in or adjacent to Transitway corridors."

14. **Resolution concerning the Draft TMP:**

Amend the first sentence at Section 2.4.5 Rail Rapid Transit - CN Corridor (page 41 of the TMP report) to read as follows: "Introduce, *at minimum cost*, a pilot project rapid transit service on a portion of the rail rapid transit corridor shown on Map 2 *by the turn of this century (i.e. by the year 2000).*"

Draft Official Plan implications:

Change ROP Section 9.4, Policy 24 to add the words ", at minimum cost," after the word "Introduce". Change ROP Section 2.6.1, Table 6 as discussed under point number 1, above.

15. **Resolution concerning the Draft TMP:**

The schedules and text of the TMP and Regional Official Plan be amended to protect the CP right-of-way from Billings Bridge to Hunt Club Road for future rail rapid transit (this text be added to the bottom of page 39 of the TMP)

Draft Official Plan implications:

Change ROP Schedule E, Transit Network, accordingly.

16. **Resolution concerning the Draft TMP:**

Under Section 2.5.5, that the second sentence of the "bullet" under Interprovincial Bridges be amended to read: "Pending an agreement on the location of the new crossing, Council shall protect the approaches to the Cumberland-Angers crossing, and request the federal government *and affected agencies* to do the same."

Draft Official Plan implications:

Replace ROP Section 9.5, Policy 9, Sentence 2 with the following: "Pending an agreement on the location, Council shall protect the approach to the Cumberland-Angers crossing, and request the federal government and affected agencies to do the same."

17. **Resolution concerning the Draft TMP:**

Under Section 2.5.5, that a bullet be added under the paragraph entitled Interprovincial Bridges to read: "Reaffirm its opposition to new interprovincial bridge corridors within the urban area inside the greenbelt."

Draft Official Plan implications:

Change ROP Section 9.5, Policy 9, Sentence 1 by inserting the words "outside the Greenbelt" after the words "Actively participate with other levels of government to finalise the location of the next crossing of the Ottawa River."

18. **Resolution concerning the Draft TMP:**

That the first bullet after Table 10 at page 55 be amended to add the following at the end of the sentence: “following the hierarchy of walking, cycling, transit and automobiles.”

Draft Official Plan implications:

Change ROP Section 9.5, Policy 5, Sentence 1 by adding the following at the end of the sentence: "following the hierarchy of walking, cycling, transit and automobiles."

19. **Resolution concerning the Draft TMP:**

That Section 2.5.6 (Design Guidelines), Policy 4 on Traffic Calming (page 56 of the TMP) be amended by deleting parts a, b, and e in the proposed modified text and relabelling the remaining factors listed and that the following bullet be added to the Section: “Council will encourage the development of provincial and national design standards which recognize the green hierarchy and concepts such as traffic calming.”

Draft Official Plan implications:

Change ROP Section 9.5, Policy 10 by deleting parts a), b) and e). On the issue of supportive design standards, change to the ROP is not essential for consistency; if desired, insert in ROP Section 9.5 a new policy, as follows:

"11. Encourage the development of provincial and national design standards which recognize the hierarchy of walking, cycling, transit and automobile use, and concepts such as traffic calming."

20. **Resolution concerning the Draft TMP:**

That the following bullet be added to Section 2.5.3 Goods Movement (page 47 of the TMP): “Encourage warehousing in outlying municipalities in order to discourage large truck traffic through the Region.”

Draft Official Plan implications:

Replace ROP Section 9.6, Policy 5 with the following:

"5. Encourage industry to explore new technologies and practices that can reduce community impacts, improve goods movement efficiency and enhance regional competitiveness, such as the use of warehousing in outlying municipalities to reduce the volume of large trucks within Ottawa-Carleton."

DISPOSITION OF REPORTS TO TRANSPORTATION COMMITTEE

30 May 1997

- Notes:**
- 1. Underlining indicates a new or amended recommendation approved by the Committee.**
 - 2. Reports requiring Council consideration will be presented to Council on 9 July 1997**

1. TRANSMITTAL REPORT ON DRAFT TRANSPORTATION MASTER PLAN

That Table 2, Principles 4 and 11 be amended to add: “Based on the hierarchy of walking, cycling, transit and automobile use.”

That supporting principle 5 in Table 2 of Section 1.3.2 be amended by adding the words: “and that mass transit is not supported less than other modes of transport.”

Add a Principle 15 to Table 2 as follows: “Pursue a transportation strategy to contribute to achievement of a region-wide 20% reduction in 1990 greenhouse gas emissions by the year 2007.”

Amend Principle 8 of Table 2 to read as follows: “Design and implement future transportation systems to correct/avoid present problems such as avoiding urban sprawl through traffic in the downtown areas and encouraging public transit.”

Add a Principle 16 to Table 2 as follows: “The expenditure plan be consistent with the principle.”

The Committee approved the staff recommendation to amend Section 1.3.4 as shown at page 5 of the Addendum Report dated 15 May 97.

The Committee approved the staff recommendation to amend Section 1.3.5 as shown at pages 6 to 8 of the Addendum Report dated 15 May 97.

That Table 5 be amended to show the cycling modal share objective be at least 8% of peak hour person trips by 2021, region-wide. This is a seasonally adjusted figure which represents cycling activity in the early fall. The cycling modal share is higher in summer and lower in winter.

The first bullet under Table 5 be amended to read: “The pedestrian modal share will increase from 9.6% to 12%.”

The Committee approved the staff recommendation to amend Table 5, as amended, as shown at page 2 of the Supplementary Report dated 28 May 1997.

The Committee approved the staff recommendation to amend Policy 1 of Section 2.2.1 Walking - Supportive Measures as shown at page 12 of the Addendum report dated 15 May 97.

The Committee approved the staff recommendation to amend Policy 1 of Section 2.2.2 Walking - Facility Operations and Maintenance as shown at page 4 of the Supplementary Report dated 28 May 97.

The following Motion be referred to staff for analysis from a multi-departmental analysis: (check tape for exact wording)

Amend the policies under 2.2.2 to add the following bullet: "Assume responsibility for sidewalks along Regional Roads"

That the staff amendment to add a new Policy 4 to Section 2.2.3 Walking - Facility Design and Construction, (page 15 of the Addendum Report dated 15 May 97), be amended to read: "Ensure, where feasible, the provision of separate multi-use pathways in or adjacent to transitway corridors."

The words "as necessary" be deleted from bullet 1 of Section 2.2.3 Facility Design and Construction.

The Committee approved the staff recommendation to amend Section 2.2. Walking, as amended, as shown at pages 15 and 16 of the Addendum Report dated 15 May 97.

The Committee approved the staff recommendation to amend Section 2.3 Cycling, as shown at page 17 of the Addendum report.

That the word "secure" be deleted from staff amendment to Policy 5 (page 18 of the Addendum Report dated 15 May 97) to read: "Require the zoning bylaws of area municipalities that are wholly or partially within the urban area of Ottawa-Carleton to provide for an appropriate capacity of bicycle parking at educational, community, retail, recreational and employment land uses, and at residential apartment buildings."

Amend the staff amendment to Policy 5 of Section 2.3.1 to add: "The Region, in consultation with bicycle groups and area municipalities, shall develop standards in this regard."

That Policy 3 of Section 2.3.2 Cycling Transportation Network be amended to read: "Implement, where feasible, cycling requirements in the design of all new, reconstructed or rehabilitated Regional roads not included in the Cycling Transportation Network."

The Committee approved the staff recommendation to amend Policy 4 of Section 2.3.2 Cycling, as shown at page 20 of the Addendum report.

Amend Policy 6 of Section 2.3.2. to read: “Ensure, where feasible, the provision of separate cycling facilities or multi-use pathways in or adjacent to Transitway Corridors.”

The Committee approved the staff recommendations to amend Section 2.3.3 and 2.3.4 Cycling Transportation Network as shown at pages 21 and 22 of the Addendum Report dated 15 May 97.

The Committee approved the staff recommendations to amend Section 2.4 Public Transit as shown at page 24 of the Addendum Report dated 15 May 97.

That the staff recommendation to amend Policy 4 as shown at the top of page 26 of the Addendum Report dated 15 May 97 be amended to read: “Require area municipalities to review and amend parking requirements in zoning by-laws to a level which supports transit through reduce parking requirements and maximum parking space provisions for developments in the vicinity of rapid transit service.”

That the staff recommendation to add a new Policy 5 as shown at the top of page 26 of the Addendum report be amended to read: “Require area municipalities to review and amend parking requirements in zoning by-laws to a level which supports transit through the imposition of reduced parking requirements and maximum parking space provisions for developments in areas that are served by transit and have a concentration and mix of community services that are conducive to pedestrian travel.”

That Policy 6 of Section 2.4.1, Supportive Measures, be amended by inserting: “- federal government reduction of subsidized parking for its employees;”

The Committee approved the staff recommendations to amend Section 2.4.2 Transit Services as shown at page 27 of the Addendum report dated 15 May 97.

That the first paragraph after the bullets of Section 2.4.3 Transit Priority be amended to include “bus lanes” to read as follows: “Transit priority corridors may involve operational and geometric improvements, bus lanes, signage and regulatory measures...”

The Committee approved the staff recommendations to Amend Section 2.4.3 Transit Priority as shown at page 29 of the Addendum report dated 15 May 97.

That Elizabeth Street be deleted from Table 9 of Section 2.4.3. Transit Priority Projects.

The Committee approved the staff recommendations to Amend Section 2.4.4 Transitways as shown at page 32 of the Addendum Report dated 15 May 97.

That the following bullet be added as Policy 9 under Transitway Conversion to Rail Technology, Section 2.4.4 Transitway: “Ensure, where feasible, the provision of separate cycling facilities or multi-use pathways in or adjacent to Transitway corridors.”

Amend the first sentence at Section 2.4.5 Rail Rapid Transit - CN Corridor (page 41 of the Transportation Master Plan report) to read as follows: “Introduce, at minimum cost, a pilot project rapid transit service on a portion of the rail rapid transit corridor shown on Map2 by the turn of this century (i.e. by the year 2000).”

Add “a point south of Billings Bridge” to Section 2.4.5 Rail Rapid Transit - CP Corridor as a candidate station location.

Amend Section 2.5.1 to add to Policy 2 the following statement: “- encouraging the federal government, as a model employer, to reduce subsidized parking for its employees.”

The Committee approved the staff recommendations to Amend Section 2.5.3 Goods Movement as shown at pages 37, 39 and 40 of the Addendum Report dated 15 May 97.

The schedules and text of the Transportation Master Plan and Regional Official Plan be amended to protect the CP right-of-way from Billings Bridge to Hunt Club Road for future rail rapid transit (this text be added to the bottom of page 39 of the TMP

That the following bullet be added to Section 2.5.3 Goods Movement: “Encourage warehousing in outlying municipalities in order to discourage large truck traffic through the Region.”

That Policy 5 of Section 2.5.3 Goods Movement at page 47 of the Transportation Master Plan be deleted.

The following text be added to Policy 4, Section 2.5.3 Goods Movement: “That there be appropriate mitigation measures to ensure that there not be a shift from this corridor to any other corridor because of the night time ban.”

Under Section 2.5.5, that the second sentence in the paragraph entitled Interprovincial Bridges be deleted.

Under Section 2.5.5, that the second sentence of the “bullet” under Interprovincial Bridges be amended to read: “Pending an agreement on the location of the new crossing, Council shall protect the approaches to the Cumberland-Angers crossing, and request the federal government and affected agencies to do the same.”

Under Section 2.5.5, that a bullet be added under the paragraph entitled Interprovincial Bridges to read: “Reaffirm its opposition to new interprovincial bridge corridors within the urban area inside the greenbelt.”

That the Airport Parkway twinning from the Macdonald-Cartier International Airport to Brookfield Road be deleted from Table 10 at page 50 of the Transportation Master Plan.

That the widening of Carling Avenue from two to four lanes from March Road to Moodie Drive (5.7 km) be deleted from Table 10.

That Catherine Street/Chamberland Street - extension of Elizabeth Street to Bronson Avenue be deleted from Table 10.

That Mer Bleu Road widening from two to four lanes from Blackburn Hamlet By-Pass to Innes Road (1 km) be deleted from Table 10.

That Scott Street widening from four to six lanes from the CPR line to Empress Street (1 km) on Table 10 be referred to the Planning and Environment Committee.

That the first bullet after Table 10 at page 55 be amended to add the following at the end of the sentence: "following the hierarchy of walking, cycling, transit and automobiles."

That Section 2.5.6, Policy 4 on Traffic Calming be amended by deleting parts a, b, and e in the proposed modified text and relabelling the remaining factors listed and that the following bullet be added to the Section: "Council will encourage the development of provincial and national design standards which recognize the green hierarchy and concepts such as traffic calming."

The Committee approved the staff recommendations to Amend Section 2.6 Interprovincial Bridges as shown at page 45 of the Addendum Report dated 15 May 97.

That the second sentence of the second paragraph and the third paragraph in its entirety under Interprovincial Needs in Section 2.6, be deleted and replaced by: "To this end, Council shall protect approaches to the Cumberland-Angers crossing and request other agencies to do likewise, as indicated in Section 2.5.5 of this plan."

That the first sentence of the second paragraph under Interprovincial Needs in Section 2.6 be amended by the addition to read: "...and that an additional river crossing in the eastern part of the Region is required by the end of the planning period."

That words "..., and intergovernmental relations be deleted from the proposed explanatory text of Section 3.1.

Amend Table 11 by: (1) adding to the First Priority (and removing from the Second Priority) the Pilot Rail Rapid Transit Project; (2) deleting Carling Avenue widening (March Road to Moodie Drive).

Amend Table 12 under System Performance to add the following bullet: "arterial traffic spillover onto local streets."

Amend Schedule E to include “a point south of Billings Bridge.”
**That the Transportation Committee recommend Council approve the
Transportation Master Plan with the changes recommended in Annex “A”.**

CARRIED as amended