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DATE                                17 May 1999

TO/DEST.                         Co-ordinator  
   Planning and Environment Committee

FROM/EXP.                        Commissioner,  
   Planning and Development Approvals Department

SUBJECT/OBJET                 **OFFICIAL PLAN DEVELOPMENT PROJECTIONS AND  
INFRASTRUCTURE PLANS**

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**DEPARTMENTAL RECOMMENDATION**

**That Planning and Environment Committee and Council receive this report for information.**

**PURPOSE**

The purpose of this report is to update Committee and Council on recent development activity in each of the urban centres and to identify any implications this may have on the development phasing strategy and/or infrastructure requirements as set out in the Official Plan (OP). This report therefore focuses on Phase 1 ( the first 10 years to 2006 ) of the Regional Development Strategy (RDS) and the associated infrastructure needs.

**BACKGROUND**

The Regional Official Plan as adopted by Council contains a phasing policy which identifies the amount, location and timing of development throughout the life of the plan. The phasing of development in the OP provides an opportunity to ensure the provision of an adequate supply of serviced urban land without unduly triggering the need for additional costly infrastructure in a number of areas across the Region. The development strategy as set out in the Official Plan identifies two phases of development; Phase 1 refers to the first 10 years of the Plan and Phase 2 refers to the period from 2006 to the end of the planning period (2021). The Phase 1 residential development capacities presented in Table 5 of the OP (reprinted below as Exhibit 1) were

identified based upon an assessment of the most cost-effective means of staging the infrastructure requirements to meet the regional development strategy for each of the urban areas. The provision of infrastructure required to achieve the development capacities for Phase 1 are also identified in the Official Plan.

**EXHIBIT 1: Table 5**  
**Servicing Capacities for Dwelling Units**

Urban Area	Estimated Built Units 1996	Existing Capacity (1996)*	Phase 1	Phase 2 2021	Build-Out Post 2021
Inside the Greenbelt	205,000	217,000	240,000	265,000-277,000	277,000+
Kanata Urban Centre	14,500	18,000	22,500	32,000	35,000-38,000
Orléans Urban Centre	22,750	25,000	29,000	38,000	44,000-48,000
Nepean South Urban Centre	9,500	17,500	17,500	27,000	27,000-36,000
Gloucester South Urban Centre**	0	0	3,500	8,000	11,000-16,500
Stittsville	3,750	4,500	8,000	8,500	9,000-10,000 (Appeal 8,20,28)
Leitrim	0	0	1,500	2,500	4,000-5,000

[Ministerial Modification B-2, October 21, 1997]

**Notes:** \* All references to dwelling units include existing and potential new occupied units.

\*\* The Gloucester SUC had very limited Regional road capacity in 1996

SOURCE: Regional Official Plan

## DISCUSSION

In carrying out an assessment of the residential development trends in the Region, three key questions are addressed as follows:

**1. How fast are we growing? ..and Where is it occurring?** A review of the number of housing starts in each of the urban areas over the past two to five years provides a good indication of the current consumer demand for housing in each of the urban areas including inside the Greenbelt. This analysis has been undertaken using year-end assessment data for each of the urban areas and is thoroughly discussed under the subheading of *Current Residential Development Rates*. These rates may be considered a reflection of the current demand for housing over the next few years based on two and five year averages.

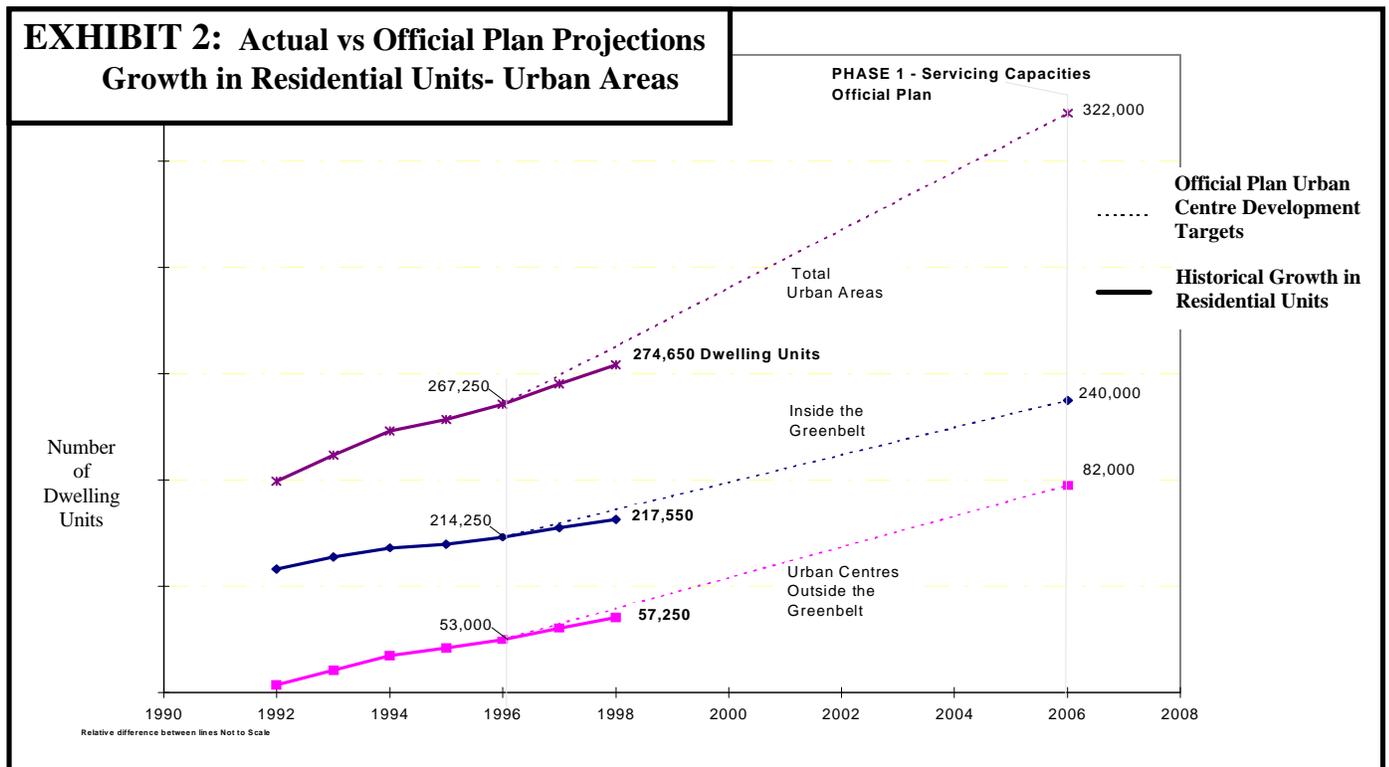
**2. Can we expect this to continue?** i.e. Is there a sufficient supply of residential units within plans of subdivision in each of the urban centres for this rate of development to continue ? While historical growth rates may be good indicators of what can be expected to happen in the near future, another critical indicator is the amount of new development that has either been Registered or Draft Approved. This is often referred to as representing the potential supply of dwelling units. The location and number of dwelling units which exist in the registered and draft approved plans of subdivision have in the past been generally considered to have a high potential

for development over the short term. A thorough review of the location and amount of development in each of the various phases of the development approval process has been carried out under the sub-heading of *Residential Development Pressures*.

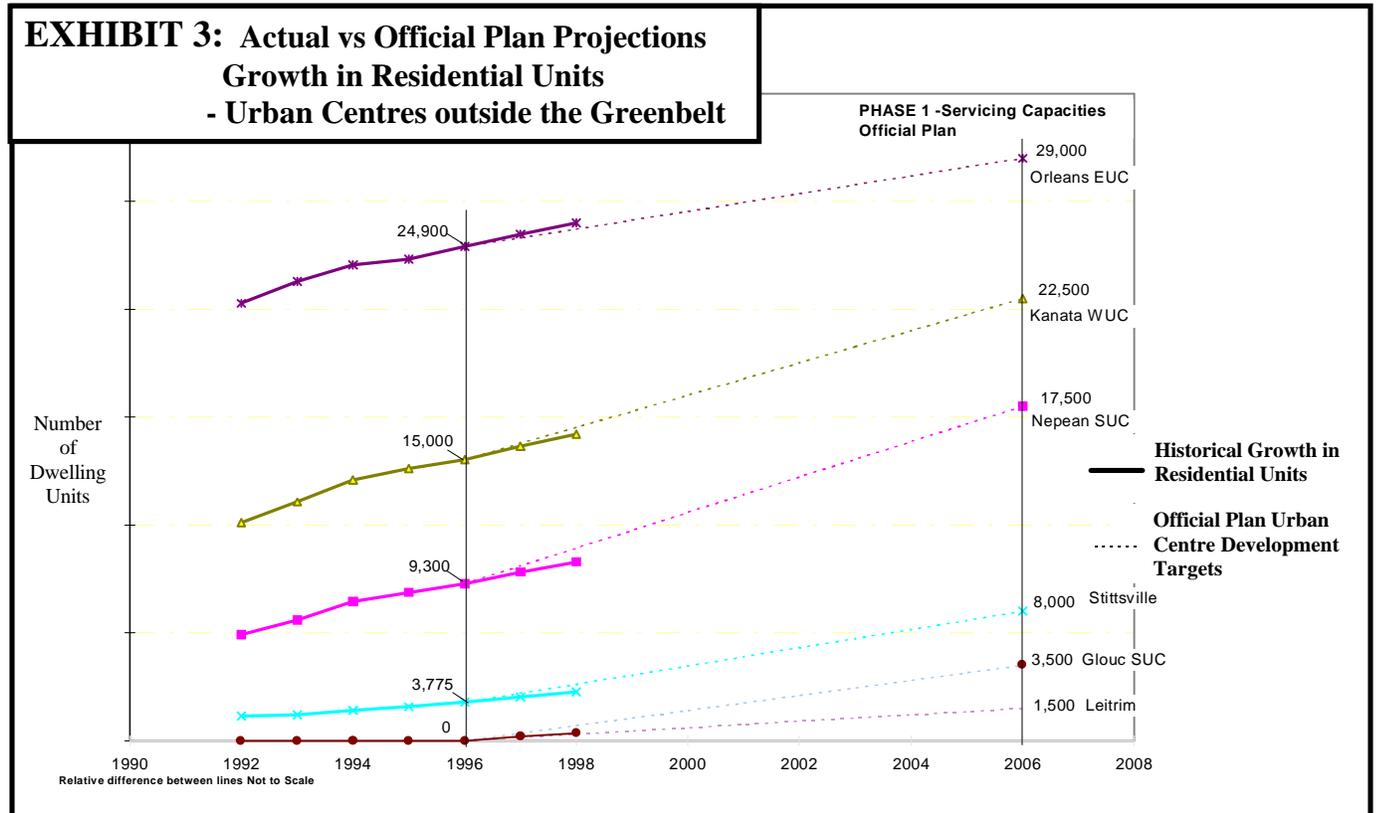
**3. Is the delivery of key infrastructure projects in concert with current development trends?** The Regional Development Strategy, as outlined in the Official Plan and in particular the Phase 1 residential development capacities set out in Table 5 of the OP ( see Exhibit 1 ) is contingent on the timely provision of the key pieces of infrastructure contained in the Water, Wastewater and Transportation Master Plans. The assessment of current development trends is followed by a discussion comparing the current regional infrastructure program as identified in the Capital Budget Forecast with the servicing requirements outlined in the OP (Table 6 see Appendix A and B ). This discussion of the requirements occurs under the sub-heading *Programming Regional Infrastructure into the Ten Year Capital Budget Forecast*.

**1. Current Residential Development Rates**

A comparison between actual residential unit growth in Ottawa-Carleton with the OP projections which were prepared in 1994 is shown on Exhibit 2. A review of Exhibit 2 indicates that the annual rates of growth in residential units has dropped slightly since 1994 however, the number of units being added annually remains generally on target with OP projections. The past two years has seen an average of approximately 3700 new units per year, less than a high of 4500 units per year in the early 1990's across the region. The share of units built inside the Greenbelt versus those built in the suburbs remains at levels consistent with the OP projections. This pattern of development continues to reflect recent demographic trends which still favour suburban areas outside the Greenbelt, however over the longer term these demographic trends suggest a gradual increase in development inside the Greenbelt.



In addition to monitoring development trends inside the Greenbelt and development outside the Greenbelt, monitoring growth occurring in each of the individual urban areas is critically important given the residential development capacities identified in the OP ( Table 5 ) for Phase 1 Development. Exhibit 3 presents a comparison between the actual rates of growth and the Phase 1 residential unit development capacities as presented in the OP.



The level of development which has occurred since 1996 in each of the urban centres has been monitored in keeping with the goals and objectives of the Regional Official Plan. Monitoring development trends ensures that negative impacts associated with development pressures can be mitigated through the identification and provision of needed infrastructure in a timely fashion. The rates of growth for each of the urban centres and the area inside the Greenbelt are summarised in Exhibit 4. The total number of dwelling units in each of the urban areas is indicated in Column 1. Columns 2 and 3 provide an indication of the historical growth rates for each of the areas based on both a 5 year average and a 2 year average. For the most part, the two and five year rates for individual areas are very similar where development has been occurring over a number of years. However in newer growth areas such as Gloucester SUC and Leitrim some variation will exist in the development rates as these areas are opened up for development. Column 5 and Column 6 represent the amount of development which are provided for through the Phase 1 development capacities as set out in the OP. Column 6 is the amount of development expressed as an annual rate to the 2006 time period. For all urban areas except Orleans, the current annual rates of development ( column 2 or 3 ) are less than the rate ( column 6 ) which

**EXHIBIT 4: Residential Development Rates**  
Based on current rates of development new development

Area	1	2	3	4	5	6
	Total Units 1998 <sup>1</sup>	New Units per Year <sup>2</sup> 5 Year Average    2 year Average		Official Plan Phase 1 Capacities	Development Capacity Available to 2006	Annualized ( 8 yrs) Development Capacity Available to 2006
Inside the Greenbelt	217,540	1,410	1,640	240,000	22,460	2,810
Kanata	16,220	630	590	22,500	6,280	790
Orleans	26,010	540	550	29,000	2,990	370
Nepean SUC	10,290	540	500	17,500	7,210	900
Gloucester SUC	360	70	180	3,500	3,140	390
Stittsville	4,250	210	240	8,000	3,750	470
Leitrim	0	0	0	1,500	1,500	190
<b>Urban Centres</b>	<b>57,130</b>	<b>1,990</b>	<b>2,060</b>	<b>82,000</b>	<b>24,870</b>	<b>3,110</b>
<b>Total</b>	<b>274,670</b>	<b>3,400</b>	<b>3,700</b>	<b>322,000</b>	<b>47,330</b>	<b>5,920</b>

Note : 1 Estimated from Assessment Data, housing starts & building permit data  
2 Source: Assessment Data

could be accommodated annually over the next eight years based upon the OP Phase 1 Development capacities in each of the urban areas. This would suggest that current trends in the rate of development for these areas, if projected over the medium term to 2006, will not result in these areas surpassing the stated development capacities in the Regional Official Plan. Orleans however, is currently adding approximately 550 new units per annum which is approximately 180 more units per year than the annual rate of available capacity to the year 2006. If this rate of development was to continue, it is quite conceivable that Orleans could reach 30,400 units by 2006 or approximately 1400 units more that the level specified in Table 5 of the OP.

It is also important to note that residential development rates for individual areas can change quickly over time and therefore, should be monitored closely. For example, the current annual rate of development ( 630 units per year) in Kanata is only slightly lower than the rate ( 790 units per year) which would result in Kanata surpassing its 2006 capacity. Consequently it becomes increasingly important to continue to monitor historical two and five year running average rates of development occurring in each of the urban centres.

**Residential Development Pressures**

One of Regional Council's key policies in the current OP is to continue to create opportunities throughout Ottawa-Carleton for the provision of an adequate supply of housing units. This is carried out by maintaining at least a three-year potential supply of dwelling units in a combination of draft approved or registered plans of subdivision, and applications for redevelopment. The provision of regional services in concert with the growth strategy contained in the Plan is

fundamental to ensuring that the most efficient use is made of limited resources, while taking full advantage of the capacities available in existing sewer, water and transportation systems in each of the urban centres.

The development approval process allows Council to ensure that development occurring in Ottawa-Carleton is in keeping with the policies contained in the OP regarding the approved development pattern and equally important, the servicing strategy which outlines key pieces of infrastructure required to accommodate the increased development.

Exhibit 5 summarizes the potential supply of dwelling units based upon the current status of various development applications in each of the urban centres. The various stages within the development approval process can be briefly described as follows:

- **Applications Pending** - refers to the number of potential dwelling units included in plans of subdivision applications submitted to the Region for draft approval.
- **Draft Approved** - refers to the number of dwelling units within a plan of subdivision application that the Region has draft approved.
- **Registered** - refers to the number of vacant lots within registered plans of subdivision.
- **Building Permit** - refers to the final approvals stage prior to construction and the time at which development charges are levied.

### EXHIBIT 5: Potential Supply of Dwelling Units

Based on Development Approvals

	Currently Approved				Official Plan		In Process
	1 Total Units 1998	2 Registered # of Vacant Lots	3 Draft Approved # of Vacant Lots	4 Subtotal (cols 1,2 & 3)	5 Official Plan Phase 1 Capacities	6 Development in Excess of OP Capacities	7 Applications Pending <sup>2</sup>
Kanata	16,220	3,030	4,230	23,480	22,500	+ 980 <sup>1</sup>	4,580
Orleans	26,010	3,560	2030	31,600	29,000	+ 2,600 <sup>1</sup>	3,100
Nepean SUC	10,290	1,010	120	11,420	17,500	- 6,080	3,010
Gloucester SUC	360	540	550	1,450	3,500	- 2,050	1,110
Stittsville	4,250	420	1,420	6,090	8,000	- 1,910	1,840
Leitrim	-	-	520	520	1,500	- 980	2,230
<b>Urban Centres<sup>3</sup></b>	<b>57,130</b>	<b>8,560</b>	<b>8,870</b>	<b>74,560</b>	<b>82,000</b>		<b>15,870</b>

NOTE 1- Number of units currently registered or draft approved in excess of Phase 1 -2006 Capacities

NOTE 2- Pending Approval refers to development applications received; not yet approved.

NOTE 3- Development inside the Greenbelt is not included in totals as development activity is not as readily available.

Information presented in Exhibit 5 indicates that in the urban centres the current potential supply of dwelling units in the registered and draft plans of subdivision ( Column 2 & 3 ) is approximately 17,430 . Similar information relating to the proposed number of units anticipated through redevelopment of parcels inside the Greenbelt is not readily available. However, indications based on past rates of development suggest that when these are added to the 17,430 unit supply in the urban centres the total potential supply of dwelling units well exceeds the 3 year requirement in the Plan.

The current development potentials for each of the urban centres based upon the amount of development in the various stages of the development approval process are also presented in Column 4 of Exhibit 5. The highlights of Exhibit 5 are:

- In both Kanata and Orleans the current potential supply of dwelling units in draft approved and registered plans of subdivision is in excess of the Phase 1 stated capacities contained in the OP.

**Kanata:** Kanata currently has a potential supply (draft approved/registered plans of subdivision) of 980 units beyond the Phase 1 capacities. However the number of potential units which are part of registered plans of subdivision ( 16,220+3,030= 19,250 ) is somewhat less, at this point in time, than the Phase 1 Development capacity for Kanata of 22,500 dwelling units. In addition to the potential supply of development which currently exists in the registered and draft approved plans of subdivision, a large number of potential units ( approximately 4,580 ) also exist in the applications pending phase of the development approval process.

**Orleans:** Orleans also currently has a potential supply (draft approved/registered plans of subdivision) of 2,600 units beyond the Phase 1 capacities ( 29,000 dwelling units) of which 570 units are contained in registered plans of subdivision. Stated another way, if the full potential supply of dwelling units provided for in the registered plans of subdivision alone were to be developed by 2006 approximately 29,570 units would be in place in the Orleans Urban Centre. The potential therefore exists for the Orleans Urban Centre to develop well beyond the stated Phase 1 Development capacities in the OP prior to the year 2006. In addition to the amount of development which has either been draft approved or registered approximately 3,100 also exists in the application pending category.

- The Nepean SUC, Gloucester SUC, Stittsville and Leitrim all fall below the Phase 1 Development Capacities when one examines the amount of development potential which exists in the draft approved and registered plans of subdivision. However a significant portion of the development potential for each of these urban areas is indicated within the application pending category ( i.e. 3,010 dwelling units for Nepean SUC in Exhibit 5 ). Staff also anticipate that the application pending category for each of these areas will continue to increase significantly as developers prepare and submit plans, particularly in the Nepean and Gloucester SUC.

The most critical issue emanating from a review of development potential in each of the urban centres relate to Kanata and Orleans. As presented in Exhibit 5, the current amount of residential development which has been draft approved and/or registered could potentially result in each of these urban centres exceeding the residential capacities for Phase 1 Development in the OP; *Kanata by 980 units and Orleans by 2600 units.* However a key determinant in whether these development capacities will be exceeded is the rate at which residential development actually occurs over the period to 2006. As indicated in Exhibit 4, Orleans has been experiencing an approximate annual rate of development of approximately 550 units per year. Based on this annual rate of development over the period to 2006, the projected level of development for Orleans could reach approximately 30,400 units. This level of development would exceed the stated Phase 1 development capacities by approximately 1400 units. In addition, more than 1200

potential dwelling units which currently exist in plans of subdivision will also remain in current registered and/or draft approved plans of subdivision in the 2006 time frame. (see Exhibit 5; 2600 units-1400 units=1200 units). Kanata however has not recently been experiencing rates of development ( two or five year average rates of growth ) which when extended over the next eight years would suggest that Kanata would surpass its Phase 1 development capacity of 22,500 units prior to 2006.

### **Programming Regional Infrastructure into the Ten Year Capital Budget Forecast**

Given that residential unit development is on track in each of the urban areas, the timely provision of key pieces of infrastructure as outlined in Table 6 of the OP ( see Appendix A ) becomes increasingly important. The array of infrastructure outlined in the OP is required to ensure that each of the urban centres is capable of supporting the expected growth in residential units identified in the development phasing strategy referred to as Phase 1 ( the first ten years to 2006). The infrastructure identified to support the development capacities presented in the OP was separated into two groups; the First Priority up until 2001 and the Second Priority which were expected to be initiated and delivered during the period 2001-2006.

A review of the Regional Capital Budget and its ten year forecast of regional expenditures relating to the provision of new regional infrastructure reveals that some key pieces of infrastructure presented in Table 6 are not being budgeted for to the extent necessary to accommodate the Phase 1 development levels. Key pieces of transportation infrastructure needed to be added to the ten year capital forecast which are required to service Phase 1 Development include:

- portions of the Southwest Transitway;
- the West Transitway,
- Hazeldean Rd. widening,
- Innes Rd. widening, and
- Carling Ave. widening
- River Rd widening
- Bowesville Rd extension
- Airport Parkway twinning.

A detailed comparison between the timing of key pieces of transportation infrastructure required to support Phase 1 development and their inclusion into the capital budget forecast is presented in Appendix B. Appendix B also presents the current status the key pieces of transportation infrastructure.

The current ten year capital forecast does include provisions for the key pieces of infrastructure related to the water and wastewater systems with the exception of the CSO tunnel which has been delayed by approximately 2 years. In any case, current trends of residential development in each of the urban centres as presented in Exhibit 3 clearly indicate the need for Council to continue to plan for the delivery of all infrastructure requirements ( Phase 1 ) contained in Table 6 and to include these pieces of infrastructure into the Capital Budget Forecast. The inclusion of each of these key infrastructure projects into the Capital Budget Forecast is a clear expression of Council's intentions to provide servicing capacity necessary to accommodate the growth strategy outlined in the Regional Official Plan.

## CONCLUSION

The demand for housing based on recent reports of the resale and new housing market is strengthening in Ottawa-Carleton and consequently the annual rates of development in each of the urban centres is generally on target with the development strategy outlined in the Regional Official Plan. This is particularly true in Orleans and to a lesser degree in Kanata. Orleans for example, is the only urban centre growing at a rate which could result in it potentially surpassing the Phase 1 residential capacity ( Table 5 OP) prior to 2006. It is therefore essential to continue to monitor residential development rates on an annual basis in each of the urban centres to assess the overall likelihood of individual urban centres growing beyond the Phase 1 stated capacities prior to the year 2006. It is important to point out that at this early stage in the planning period it is difficult to project with any real degree of certainty the potential for any of the urban centres surpassing the Phase 1 Development capacities. As time progresses and should development pressures continue to increase in Kanata and/or Orleans, it may be necessary to review the requirement to increase servicing capacity in these two urban centres.

In the interim, the Regional Development Strategy and the associated phasing strategy adopted in the current OP provide clear direction in servicing development to the year 2006. The importance in respecting the stated residential development capacities contained in the Plan are critical for two primary reasons:

1. respecting the development capacities in the Plan for each of the urban areas ensures that the development planned to the year 2006 will take full advantage of the available capacity in existing and planned water, wastewater and transportation systems both inside and outside the Greenbelt.
2. avoid opening up areas for development beyond that which was envisioned in Phase 1 which will trigger the need for additional infrastructure not currently planned to be provided within the first ten years of the Plan ( i.e. infrastructure requirements not included in Table 6 of the OP ).

Nevertheless the primary findings of the review of recent development activity across the Region are:

- the current rate and pattern of development continues to support the need for the provision of the Phase 1 key infrastructure projects to service the projected growth.
  - This is particularly accentuated in Orleans and Kanata where development pressures appear to be well above expected development levels. The delivery of and timing of key pieces of infrastructure as outlined in the Table 6 in both the east and west are critical given the current development trends associated with each of these Urban Centres.
  - Development trends observed in each of the remaining Urban Centres also indicate it is prudent that Council budget for the infrastructure outlined in Table 6 of the OP ( see Appendix A ). This will ensure that the servicing capacities needed to accommodate the Phase 1 development levels for each of the urban centres are provided.

Based on the foregoing, the Planning and Development Approvals Department has identified the need :

- in keeping with Section 2.6.1 of the Official Plan, to provide servicing to accommodate dwelling unit capacities set out in Table 5 by fully reflecting both their timing and cost in the ten year capital budget process. A preliminary review of the transportation infrastructure projects indicates that some projects identified to service Phase 1 development have yet to appear in the capital forecast.
- to review the current infrastructure plans for Kanata and Orleans, and identify additional infrastructure requirements which may be necessary to support the high potential for development in these two centres based on the large supply of registered and draft approved units in existing plans of subdivision.
- to continue to monitor the current rates of development in each of the urban centres as well as the potential supply of residential development which exists in each of the urban centres
- to report back to Council with more detailed information and recommendations as appropriate, based on the above.

*Approved by  
Nick Tunnacliffe, MCIP, RPP*

Attachment (2)

## APPENDIX A

**Table 6**  
**Key Infrastructure Projects for Phase 1 Developments**  
**First Priority**

<i>Area</i>	<i>Wastewater</i>	<i>Water</i>	<i>Transportation</i>
<i>Inside Greenbelt</i>	<ul style="list-style-type: none"> <li>• 3 Diversions</li> <li>• CSO Tunnel and Regulators</li> </ul>	<ul style="list-style-type: none"> <li>• Watermain (Hurdman to Billings)</li> <li>• Expand Hurdman Bridge Pumping Station</li> </ul>	<ul style="list-style-type: none"> <li>• West Transitway Phase 1</li> <li>• Mackenzie King Bridge Transitway Station</li> <li>• Hawthorne Rd. (Hunt Club Rd. to Russell Rd.)</li> <li>• Airport Parkway/Hunt Club/Walkley ramps</li> <li>• Conroy Road widening (Hunt Club to Walkley Road)</li> <li>• Transit priority measures</li> <li>• Pilot rail rapid transit project</li> <li>• Pooley's Bridge Rehabilitation</li> </ul>
<i>Orléans Urban Centre</i>	<ul style="list-style-type: none"> <li>• Orléans-Cumberland Collector (pumping station and forcemain)</li> <li>• Gloucester-Cumberland rehabilitation</li> <li>• Cumberland gravity sewer extensions</li> <li>• Ottawa River Sub-Trunk</li> </ul>		<ul style="list-style-type: none"> <li>• Highway 17 shoulder bus lane (eastbound)</li> </ul>
<i>Kanata Urban Centre and Stittsville</i>	<ul style="list-style-type: none"> <li>• Tri-Township Collector rehabilitation</li> </ul>		<ul style="list-style-type: none"> <li>• March Road widening (Solandt Road to Klondike Road)</li> </ul>
<i>Nepean South Urban Centre</i>	<ul style="list-style-type: none"> <li>• Gravity sewer extensions</li> </ul>	<ul style="list-style-type: none"> <li>• New elevated tank</li> <li>• Watermain - Greenbank Road to new tank</li> </ul>	<ul style="list-style-type: none"> <li>• Fallowfield Park &amp; Ride lot</li> </ul>
<i>Gloucester South Urban Centre</i>			
<i>Leitrim</i>			
<i>All Urban Areas</i>			<ul style="list-style-type: none"> <li>• Walking &amp; cycling facility improvements included where appropriate in the above projects</li> <li>• Walking &amp; cycling facility improvements independent of the above projects</li> </ul>

*Notes: All areas have large diameter internal watermain requirements not shown on this table. Phasing is approximate and actual timing depends on monitoring development over the 10-year time frame. First Priority is approximately up to 2001. Transportation works in progress as of December 1996 are not included.*

## APPENDIX A (Continued)

**Table 6**  
**Key Infrastructure Projects for Phase 1 Developments**  
**Second Priority**

<i>Area</i>	<i>Wastewater</i>	<i>Water</i>	<i>Transportation</i>
<i>Inside Greenbelt</i>	<ul style="list-style-type: none"> <li>• Cave Creek Collector replacement</li> <li>• Alvin Heights Collector replacement</li> </ul>	<ul style="list-style-type: none"> <li>• Expand Carlington Heights Pumping Station</li> <li>• Ottawa South Pumping Station - add pumps</li> </ul>	<ul style="list-style-type: none"> <li>• Southwest Transitway extension*</li> <li>• Airport Parkway twinning **</li> <li>• Bronson Avenue widening (Dunbar Bridge to Canal)</li> <li>• Transit priority measures</li> <li>• LeBreton Transitway station</li> </ul>
<i>Orléans Urban Centre</i>	<ul style="list-style-type: none"> <li>• Forest Valley – pumping station, forcemain, gravity sewers</li> <li>• Cumberland gravity sewer extensions</li> </ul>		<ul style="list-style-type: none"> <li>• Innes Road widening (Orléans Blvd. to Tenth Line Rd.)</li> </ul>
<i>Kanata Urban Centre and Stittsville</i>	<ul style="list-style-type: none"> <li>• Hazeldean pumping station - add pumping capacity and forcemain</li> <li>• March area gravity sewer</li> </ul>	<ul style="list-style-type: none"> <li>• New elevated tank</li> <li>• Watermain - Barrhaven to Kanata</li> </ul>	<ul style="list-style-type: none"> <li>• Carling Ave. widening (March Rd. to Moodie Dr.)</li> <li>• Hazeldean Road widening</li> </ul>
<i>Nepean South Urban Centre</i>	<ul style="list-style-type: none"> <li>• Gravity sewer extensions</li> </ul>		<ul style="list-style-type: none"> <li>• Southwest Transitway extension*</li> </ul>
<i>Gloucester South Urban Centre</i>			<ul style="list-style-type: none"> <li>• River Rd. widening (Limebank Rd. to Hunt Club Rd.)</li> <li>• Bowesville Rd. extension (Leitrim Rd. to Lester Rd.)</li> <li>• Airport Parkway twinning **</li> </ul>
<i>Leitrim</i>	<ul style="list-style-type: none"> <li>• Gravity sewer extensions</li> <li>• Pumping station and forcemain</li> </ul>	<ul style="list-style-type: none"> <li>• Expand South Gloucester pumping station</li> </ul>	<ul style="list-style-type: none"> <li>• Leitrim Park &amp; Ride lot</li> </ul>
<i>All Urban Areas</i>			<ul style="list-style-type: none"> <li>• Walking &amp; cycling facility improvements included where appropriate in the above projects</li> <li>• Walking &amp; cycling facility improvements independent of the above projects</li> </ul>
<i>Pickard Centre</i>	<ul style="list-style-type: none"> <li>• Outfall</li> </ul>		

*Notes: All areas have large diameter internal watermain requirements not shown on this Table. Phasing is approximate and actual timing depends on monitoring development over the 10-year time frame. Second Priority is approximately 2001-2006.*

*\* The Southwest Transitway extension serves inside the Greenbelt and Nepean South Urban Centre.*

*\*\* The Airport Parkway twinning serves inside the Greenbelt and Gloucester South Urban Centre and Leitrim.*

## Appendix B

Status of Major Transportation Infrastructure identified in Table 6 of Regional Official Plan in relation to 1999 Budget.

AREA	FIRST PRIORITY: 1996-2001	
	PROJECT	IMPLEMENTATION STATUS
INSIDE GREENBELT	West Transitway Phase 1	Phase 1A under construction (Pinecrest - Acres)  Phase 1B (Woodroffe - Pinecrest) postponed to beyond 2004 (lower cost interim alternatives being evaluated for implementation 1999/2000)
	Pilot Rail Project	Environmental Assessment complete
	MacKenzie King Transitway Station	Construction begins 1999
	Conroy Road Widening (Hunt Club - Walkley)	Construction complete 1999
	Hawthorne Road Widening (Hunt Club - Russell)	Construction complete 1999
ORLEANS URBAN CENTRE	RR174 Shoulder Bus lanes	Construction completed
KANATA URBAN CENTRE AND STITTSVILLE	March Road Widening (Solandt - Klondike)	Construction completed
NEPEAN SOUTH URBAN CENTRE	Fallowfield Park and Ride	Construction begins 1999 (subject to property negotiations)
GLOUCESTER SOUTH URBAN CENTRE		
LEITRIM		

**Appendix B (continued)**

Status of Major Transportation Infrastructure identified in Table 6 of Regional Official Plan in relation to 1999 Budget.

AREA	SECOND PRIORITY: 2002-2006	
	PROJECT	IMPLEMENTATION STATUS
INSIDE GREENBELT	Southwest Transitway Extension (Baseline - Fallowfield)  LeBreton Transitway Station  Airport Parkway Twinning	Budget identifies line item with \$10 m. Implementation begins in 2003  Functional design completed Budget has funds in 2004-2008  No funding for construction in Budget
ORLEANS URBAN CENTRE	Innes Road Widening ( to 10 <sup>th</sup> Line)	Environmental Assessment to start 1999 No funding for construction in Budget
KANATA URBAN CENTRE AND STITTSVILLE	Carling Ave. Widening (March Rd. - Moodie)  Hazeldean Road Widening	No funding for construction in Budget  No funding for construction in Budget
NEPEAN SOUTH URBAN CENTRE	Southwest Transitway Extension	See above
GLOUCESTER SOUTH URBAN CENTRE	River Road Widening (Limebank - Hunt Club)  Bowesville Road Extension  Airport Parkway Twinning	No funding for construction in Budget  No funding for construction in Budget  See above
LEITRIM	Leitrim Park and Ride	Insufficient funding identified in Budget for Fallowfield and Leitrim Park and Ride lots