

MINUTES
TRANSPORTATION COMMITTEE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
CHAMPLAIN ROOM
19 FEBRUARY 1997
4:30 P.M.

PRESENT

Chair: R. Cantin

Members: D. Beamish, A. Cullen, L. Davis, D. Holmes, H. Kreling, J. Legendre,
M. Meilleur, D. Pratt

CONFIRMATION OF MINUTES

Councillor Davis requested an amendment to her Motion at page 17 which dealt with traffic calming. She indicated her Motion had included reference to funding on a yearly basis and yet it had not appeared in the text. She admitted meeting with staff following the budget meeting to clarify her Motion, but stated it was not her intention to remove reference to yearly funding. She suggested the Motion be amended to read:

That a project in the amount of \$100,000 be established on a yearly basis for the purpose of implementing traffic calming measures on Regional roads, the amount to come from budget accounts across the Transportation budget.

That the Transportation Committee approve, as amended, the Minutes of the meeting of 5 February 1997.

CARRIED as amended

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.
2. Reports requiring Council consideration will be presented to Council on 12 March 1997 in Transportation Committee Report 46.

REGULAR ITEMS

1. LANDSCAPE ADVERTISING SERVICES

- Environment and Transportation Commissioner report dated 6 Jan 97

Councillor Legendre proposed a Motion requesting staff to prepare guidelines for advertising services along Regional roads and report back to Committee. The Commissioner confirmed it was staff's intention to come back with a request for proposals to Committee for input. In response to a query posed by the councillor, the Commissioner further confirmed that tobacco advertisements (or the name of the tobacco company), and liquor advertisements would not be permitted.

Councillor Meilleur questioned whether the proposed Motion would address a concern she had about the abundance of signs on Regional properties, in particular on King Edward Avenue, and the difficulties she has had to have these advertisements removed because there are no guidelines. Staff advised this report involves advertisements that would be located in large open areas, not too close to a residential community and would not address her concerns. However, the committee was informed that staff are in the process of preparing a report with respect to a by-law for posting signs on Regional roads, expected to be brought forward in April. The Councillor was quite adamant about finding a solution to her problem and the Committee Chair assured the councillor her concerns would be addressed in the staff report coming forward in the spring.

Moved by J. Legendre

That staff prepare guidelines for landscape advertising services along Regional Roads and submit the guidelines for Committee and Council approval.

CARRIED as amended

2. USE OF REGIONALLY OWNED RAILWAY CORRIDOR LANDS

- Regional Solicitor, Environment and Transportation Commissioner, Planning and Development Approvals Commissioner report dated 20 Jan 97

Councillor Cullen questioned what the difference was between this proposed policy and the policy originally approved in 1993. The Solicitor, E. McArthur, advised that the 1993 report dealt specifically with railway crossings and not the use of the abandoned railway corridors. The councillor questioned what kind of commercial use is being contemplated in this new policy and the Solicitor indicated he was aware of at least two requests: one for a patio adjoining a restaurant and another for a communications tower. Councillor Cullen noted these would be denied under the previous policy and was hesitant to allow such "temporary" use, especially if the Region wanted to use the corridor in the future. He suggested deleting Section 5 of the report which provided for commercial use of the corridor. The Environment and Transportation Commissioner clarified this is basically a

right-of-way the Region is protecting for future transportation use, noting there are a number of similar encroachments on the Regional right-of-way. He added it was not that unusual to allow a business to use a portion of the road allowance that is not used at the present and confirmed the agreement drawn up between the Region and the business stipulates that when the Corporation wants to have the land back, the agreement is duly terminated within a specific timeframe.

In response to further questions posed by Councillor Cullen, the Solicitor confirmed it is the intent not to allow a permanent use (e.g. a patio), if it interferes with a recreational use. He understood the concerns raised about allowing businesses to establish themselves along these corridors, but reassured committee this report was prepared in order to prevent that from happening and that an agreement would prevent those businesses from claiming any kind of interest in the corridor.

Councillor Legendre noted Regional Official Plan Amendment (ROPA) 14 contains policies for the acquisition and protection of abandoned railway corridors and will be the subject of another report in the future. He wondered why that report and the one before committee today were being considered separately and was advised by staff from the Planning and Development Approvals Department that the intent is to circulate the draft Official Plan to the railway companies to determine whether this satisfies their concerns with the original ROPA 14. If they are satisfied, staff would not be bringing forward a stand-alone amendment to the 1988 amendment and would use the new Official Plan since there have been a number of changes over the years since Amendment 14 has been in negotiations with the railway companies.

Councillor Legendre further questioned why staff were suggesting that permitted uses by third parties of railway lands which the Region owns not be incorporated into the Official Plan and was informed that general uses e.g. "recreational" would be included, and specific recreational uses such as horse-back riding, sleighriding, hiking, et cetera would fall under that category, but would not be specifically identified in the Official Plan

Councillor Holmes agreed with the suggestion to delete consideration of "commercial use" in these corridors because the Region purchased these lands for future transportation use and she opined it would be extremely difficult to remove a temporary use once it has been there for many years. She strongly believed the Region should not continue to purchase these properties if they are to be used for purposes other than future transportation corridors.

The Solicitor informed committee this is precisely why staff brought this report forward because they recognized the dilemma of whether or not to allow extended use of these corridors. Accordingly, they felt they should have some direction from the Committee and Council in this regard.

Councillor Davis questioned whether there were any future railway lines the Region may acquire and was advised by staff that the Transportation Master Plan identifies an interest

to run rail rapid transit along the Ellwood and Prescott subdivisions and from the Kanata North Business Park to the Ottawa train station. The Councillor made reference to a report by the Communauté Urbaine de l'Outaouais requesting approval to pave a corridor on the Quebec side for rapid transit purposes, noting this route would follow the line across the river and up through the Lebreton Flats area. She thought that if there were less than five trains using this line each month, it would be removed. Staff clarified that CP Rail is seeking a transfer of this line to interested parties who may want to purchase the line or take over the operations of that line and confirmed there is no intention at this time to discontinue rail operations through that corridor.

Councillor Beamish believed that if the Region can enter into agreements with the people who want to make use of the corridors, it should be accommodating some of those groups and businesses in the community, otherwise the land would remain in the public ownership for years and never get used.

Moved by A. Cullen

That Section 5 of the proposed rail corridor land use policy be deleted.

LOST

YEAS: A. Cullen, L. Davis, D. Holmes, H. Kreling....4

NAYS: D. Beamish, R. Cantin, M. Meilleur, D. Pratt....4

Councillor Legendre wanted assurance the practice of the Region is clear and proposed that Item 7 under "Rail Corridor Land Use" be amended to read as follows:

Moved by J. Legendre

That Item 7 of "Rail Corridor Land Use" be amended to read as follows:

That the Ward Councillor be notified in advance of any initiative and that it be the RMOC's practice that, on request of the Councillor, the application come to Committee and Council for approval.

CARRIED

That Transportation Committee recommend Council:

- 1. Adopt the policies outlined in this Report to permit specified interim uses;**
- 2. With respect to third party use of those railway corridor lands acquired by the Region, use of the lands be made the subject of an agreement, in terms described generally in this Report;**

- 3. That these agreements be signed by the Commissioner of Planning and Development Approvals or his delegate on behalf of the Region.**

CARRIED as amended

3. ROADWAY WEATHER INFORMATION SYSTEM (RWIS)
- Co-ordinator, Transportation Committee report dated 11 Feb 97

The Committee watched a video of a broadcast which illustrated the RWIS and how it works in Ottawa-Carleton.

The Director, Infrastructure Maintenance Division distributed copies of the monthly edition of "Environment Canada Weather Summary" which provided details on weather for the month of January and some statistics related to the RWIS. He indicated this publication is now received regularly as part of the partnership between the Region and Environment Canada, which receives data from the RWIS. Staff are very encouraged by the pavement sensors and their ability to predict, quite accurately, road conditions. They believe this will improve winter road maintenance because the RWIS will help determine what mix of salt/sand should be put down at any given time.

In response to questions posed by the Committee Chair, B. Beveridge indicated the Department had installed an additional three sensors at intersections throughout the Region, whereby the data is fed back through the traffic control signal system. It uses the same telephone line as the traffic signal system and therefore substantially reduces the cost of installation.

That the Transportation Committee receive this report for information.

RECEIVED

INFORMATION PREVIOUSLY DISTRIBUTED

1. DRAFT REGIONAL OFFICIAL PLAN AND TRANSPORTATION
AND WATER AND WASTEWATER MASTER PLANS
 - Planning and Development Approvals Commissioner memorandum dated 27 Jan 97
 - Documentation held on file

ADJOURNMENT

The meeting adjourned at 5:30 p.m.

CO-ORDINATOR

CHAIR