

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

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DATE	07 June 2000
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Planning and Development Approvals Commissioner Environment and Transportation Commissioner
SUBJECT/OBJET	<b>REGIONAL ROAD CORRIDOR DESIGN GUIDELINES</b>

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### DEPARTMENTAL RECOMMENDATIONS

**That Transportation Committee recommend that Council:**

- 1. Endorse the *Regional Road Corridor Design Guidelines*, distributed under separate cover, to achieve a more balanced transportation system and livable communities;**
- 2. Circulate the guidelines to Area Municipal Councils in anticipation of the need for design guidelines for urban arterial road corridors in the new City of Ottawa.**

### PURPOSE

The purpose of this report is to gain Council's endorsement of the *Regional Road Corridor Design Guidelines* as a tool to achieve a more balanced transportation system and livable communities. The result of a wide consultation process, the guidelines focus on urban arterial roads and village main streets. Under the new City of Ottawa, urban arterials may or may not be referred to as "regional roads". For consistency, the guidelines refer to all major road corridors as "regional road corridors" and are intended to apply to arterial corridors in the new City of Ottawa.

### BACKGROUND

The Regional Official Plan includes Council approved objectives to achieve a more balanced transportation system and livable communities. More specifically, the *Regional Road Corridor Design Guidelines* are implementing Section 6.10, Policy 1 and Section 9.5, Policy 6 of the plan

which call for a review of roadway guidelines to ensure that they respect compatibility with adjacent land uses and reinforce Council's preference for walking, cycling and transit use. Staff from Planning and Development Approvals and Environment and Transportation Departments, have worked together over the past two years on the review of various regional road corridors to turn these objectives and policies into design guidelines to assist staff with daily decision making and professional practice.

The Regional Official Plan recognizes that transportation corridors serve many functions in addition to moving vehicles efficiently and safely to their destinations. Roads are the pre-eminent form of public space; they provide a setting for social interaction which can promote neighbourhood cohesion and development. Consequently, the quality of roads as public space affects the quality of life in communities. In addition to their role in providing multimodal mobility and accessibility, regional roads may function as main streets of villages and urban neighbourhoods. Each setting affects the way in which the road is used and how it should be designed and operated.

The *Regional Road Corridor Design Guidelines* cross traditional boundaries between land use and transportation planning. While road design has traditionally focused primarily on mobility and access to adjacent property, the guidelines focus on a broader set of design considerations including principles of community livability, a multi-modal street function and the character of surrounding land uses. The term "regional road corridor" refers to both the arterial road right-of-way as well as the adjacent land uses. In a built-up area, the road corridor includes the face-to-face building separation across a regional road which includes private property outside the road allowance.

The guidelines focus on the function and design of arterials in the urban area and village main streets. Freeways, collector roads, local roads, rural roads, parkways, scenic and entry routes are not addressed in the guidelines.

### GUIDELINE REVIEW OBJECTIVES

The objectives of the review were:

1. to recommend design guidelines for various types of regional road corridors which support their public space function, and their compatibility with adjacent land uses and landscape character;
2. to identify means to implement the guidelines.

The guidelines were developed from a review of best practices as well as from a detailed evaluation of existing representative regional roads. Features which work well and others which are not so effective were highlighted.

Guidelines resulting from the review, complement existing standards and guidelines for the design of new and reconstructed roads and of adjacent land uses. The intent is to respect traditional issues of safety, efficiency, capacity, and maintenance while integrating these issues with considerations relating to compatibility, livability, community-building, urban design, life-cycle cost and environmental impacts. The guidelines will help the Region and, through their broader relevance, other municipalities across Canada to implement a vision of more sustainable transportation systems and healthy, vibrant

communities as expressed in such documents as the Transportation Association of Canada's "New Vision for Urban Transportation".

The guidelines are intended to be used by municipal staff, professionals, citizens, developers and politicians involved in road design and land use planning. The guidelines can be used in the design of new roads and road rehabilitation projects. Because the guidelines deal with lands adjacent to roads, they can also be used when designing new urban areas, as well as in the development of land use policies.

The guidelines provide an implementation framework with components that can be mixed and matched to fit specific conditions. The success of the guidelines will be measured by how much they are used by the intended users. The intent is to widely distribute the document, organize workshops and information sessions, monitor its usefulness and amend it if necessary to incorporate emerging best practices and lessons learned.

### CONSULTATION

The guidelines were prepared in cooperation with a Working Group and with the assistance of Delcan Corporation and The Planning Partnership. The Region partnered with Canada Mortgage and Housing Corporation and Go for Green to fund the review. The guidelines complement the research done by both of these national agencies on developing sustainable communities. The Transportation Association of Canada's Urban Transportation Council also fully endorsed the project from its start, as a way to put into practice sustainable transportation objectives.

The Working Group composed of key stakeholders was established in October 1998 to provide guidance to the review. The Working Group included representatives of the following agencies/interest groups:

- Area municipalities
- OC Transpo
- Canada Mortgage and Housing Corporation (CMHC)
- Go for Green
- Urban Transportation Council of the Transportation Association of Canada (TAC)
- Underground Public Utility Coordinating Committee (UPUCC)
- OttaWalk
- Regional Cycling Advisory Group
- Ottawa Board of Trade
- Federation of Community Associations
- Building Owners and Managers Association (BOMA)
- Canadian Fitness and Lifestyle Research Institute
- Professional Urban Designer

A number of stakeholders such as the Council on Aging, the taxi and trucking industries, the Ottawa-Carleton Homebuilders Association, the Audible Pedestrian Signal Commission and the Women's Action Centre Against Violence (WACAV) were invited to two public meetings, one of which was a public information session advertised in the local newspapers. A special information session was provided to the National Capital Commission staff.

#### FINANCIAL IMPLICATIONS

The endorsement of the guidelines has no direct financial implications to the Corporation.

*Approved by*  
*Nick Tunnacliffe, MCIP, RPP*

*Approved by*  
*M.J.E. Sheflin, P. Eng.*

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