

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
25 April 2019 / 25 avril 2019**

**and Council
et au Conseil
8 May 2019 / 8 mai 2019**

**Submitted on April 12, 2019
Soumis le 12 avril 2019**

**Submitted by
Soumis par:
John Smit**

Director / Directeur

**Economic Development and Long Range Planning / Développement économique
et planification à long terme / Planning, Infrastructure and Economic
Development Department / Direction générale de la planification, de
l'infrastructure et du développement économique**

Contact Person

Personne ressource:

**Bruce Finlay, Planner / Urbaniste/ Economic Development and Long Range
Planning / Développement économique et planification à long terme
613-580-2424, 21850, Bruce.Finlay@ottawa.ca**

Ward: CITY WIDE / À L'ÉCHELLE DE LA VILLE File Number: ACS2019-PIE-EDP-0020

SUBJECT: Settlement of Appeals to OPA 150 - Cycling and Roads Schedules

**OBJET: Règlement d'appels relatifs à la MPO 150 – Annexes sur le réseau
cyclable et le réseau routier**

REPORT RECOMMENDATIONS

That Planning Committee recommend that Council adopt Document 1 and 2 as replacements for Schedule C – Urban Cycling Network and Schedule E - Urban Road Network included in OPA 150, for approval by the Local Planning Appeal Tribunal as settlement to appeals to OPA 150 as discussed in this report.

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'adopter les documents 1 et 2 en remplacement de l'annexe C – Réseau cyclable urbain, et de l'annexe E – Réseau routier urbain, incluses dans la MPO 150, aux fins d'approbation par le Tribunal d'appel de l'aménagement local, en règlement de certains appels relatifs à la MPO 150, comme en fait état le présent rapport.

BACKGROUND

Official Plan Amendment #150 made modifications to most land-use schedules, as well as the transportation and environmental schedules of the Official Plan (OP). The transportation schedules were completely replaced with new maps that reflected the changes proposed by the updated Transportation Master Plan and the Cycling Plan. Subsequent to the adoption of the Official Plan, changes were made to the Cycling Plan that resulted in a mismatch in the mapping and classification of these routes and the classifications for routes in the Cycling Schedules.

To rectify the mismatch Cycling schedules and classifications Staff brought forward new policies and revised Cycling Schedules C and J as part of Official Plan Amendment #140. The new mapping for Schedule C was not included in the By-law finally adopted by Council.

OPAs #150 and #140 were appealed in their entirety. Large amounts of OPAs #150 and #140 subsequently came into force following the adoption of OPA 180 and the withdrawal of many of the appeals to OPA#150 and OPA#140.

Schedules C and E in OPA#150 remained under appeal primarily due to:

1. changes to the classification of Spine Routes, Multi-use pathways and Cross-Town Bikeways which followed collector street alignments that were not as current as those included in development approvals since OPA 150 was adopted.
2. the uncertainty about the conceptual Leitrim Road realignment; and

3. the mismatch between proposed major and minor collector roads, shown on Schedule E, and the alternative routes for some of these roads which had been confirmed as part of development approvals since OPA 150 was adopted.

This Report recommends changes to OP Schedules C and E to resolve the outstanding appeals of the information on these maps.

DISCUSSION

This report recommends the replacement of Schedule C - Primary Urban Cycling Network and Schedule E- Urban Road network in OPA 150. The replacement schedules are attached as Documents 1 and 2 to this report.

Changes to Schedule C

The new Schedule C – Primary Urban Cycling Network combines the City’s original urban cycling network and multi-use pathways system into one map. Originally, the appeals of this new Schedule were related to the new classifications for the routes being mapped. While the policies that include the route classifications are no longer under appeal, some of these cycling routes follow collector streets that are now located differently than shown in the original map. These differences are a result of the relocation of some collector streets which took place through routine City approvals since OPA 150 was adopted.

The new Schedule C attached as Document 1 now reflects the accurate street and pathway alignments and the correct hierarchy of “Spine Route”, “Multi-use Pathway” and “Cross Town Bikeway” that is used to differentiate the City’s Cycling System.

Changes to Schedule E

The Environmental Assessment (EA) for the Leitrim Road realignment was completed on September 24, 2018. This confirmation of the new alignment needs to be reflected on Schedule E. The revised Schedule E attached as Document 2 changes the alignment of this road from “Arterial - Conceptual (alignment undefined)” to “Proposed Arterial (alignment defined)”.

Other changes to Schedule E include changes to the pattern of Collector streets in Riverside South, Kanata West and Kanata North to reflect the most up-to-date commitments agreed to through development applications, community design plans and Secondary Plans. The Official Plan does not require an amendment to Schedule E to

modify the alignment of these Collector streets. However, Staff agreed to reflect these updates in the new Schedule E.

It is noted that the Riverside South Community Design Plan is being replaced with a Secondary Plan, which will be submitted to Council for consideration and adoption later this year. The new plan may result in further changes to the location of some Collector streets for that community.

RURAL IMPLICATIONS

The new Schedules deal with the Urban Road and Cycling networks and integrate, but do not conflict with, the rural road and cycling systems.

CONSULTATION

The changes proposed have been shared and discussed with the Appellants as directed by Council and represent solutions agreed to by all parties.

COMMENTS BY THE WARD COUNCILLOR

City wide report not applicable.

LEGAL IMPLICATIONS

As provided in the Disposition, Legal Services will seek to advance the position of Council before the Local Planning Appeal Tribunal.

RISK MANAGEMENT IMPLICATIONS

This report provides for the settlement of an appeal. Should Council not agree to these changes the City will be required to defend its position at the LPAT.

ASSET MANAGEMENT IMPLICATIONS

There are no direct asset management implications with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are accessibility issues with this report.

TERM OF COUNCIL PRIORITIES

The recommendations of this Report support the following 2015-18 Term of Council Priorities:

C1- Contribute to the improvement in the quality of life of residents

C3 - provide a compelling vibrant destination

TM2 - provide a promote infrastructure to support safe mobility choices

TM4 - Improve safety for all road users.

SUPPORTING DOCUMENTATION

Document 1 Proposed new Schedule C – Primary Cycling Network

Document 2 Proposed new Schedule E – Urban Road Network

DISPOSITION

Legal Services will seek to advance, at the Local Planning Appeals Tribunal (LPAT), the position flowing from Councils disposition of this report.