



Transportation Committee

Minutes 16

Wednesday, March 3, 2021

9:30 am

This Meeting was held through electronic participation in accordance with Section 238 of the *Municipal Act, 2001* as amended by Bill 197, the *COVID-19 Economic Recovery Act, 2020*..

- Notes:**
1. *Please note that these minutes are to be considered DRAFT until confirmed by Committee.*
 2. *Underlining indicates a new or amended recommendation approved by committee.*
 3. *Except where otherwise indicated, reports requiring Council consideration will be presented to Council on March 10, 2021 in Transportation Committee Report 16.*

Present: Chair: Councillor T. Tierney
Vice-Chair: Councillor J. Leiper
Councillors: G. Darouze, D. Deans, L. Dudas, E. El-Chantiry, M. Fleury, A. Hubley, C. Kitts, M. Luloff, S. Menard

Declarations of Interest

No declarations of interest were filed.

Confirmation of Minutes

Minutes 15 - February 3, 2021

CONFIRMED

Communications

Response to Inquiries

- TRC 05-20 - Construction Coordination

Transportation Services

1. Albion Road Traffic Study Recommendations (Bank Street to Lester Road)
ACS2021-TSD-PLN-0003 Gloucester-Southgate (10)
-

Report recommendation

That the Transportation Committee recommend that Council approve the Recommended Plan for Albion Road, as described in this report.

Heidi Cousineau, Program Manager, Area Traffic Management, Transportation Services Department (TSD) introduced Justin Swan, Senior Project Manager, Sustainable Transportation, TSD, who provided a detailed overview of the report. A copy of his PowerPoint presentation is held on file with the Office of the City Clerk.

Following discussions and questions of staff, the Committee CARRIED the report as presented.

2. Blair Road Transit Priority and High Occupancy Vehicle Lanes (Blair Station to Innes Road) Environmental Assessment Study Recommendations
ACS2021-TSD-PLN-0001 Innes (2), Beacon Hill-Cyrville (11)
-

Report recommendations

That Transportation Committee recommend that Council:

- 1. Approve the functional design of Blair Road for Transit Priority and High Occupancy Vehicle Lanes (Blair Station to Innes Road), as described in this report and supporting documents; and,**
- 2. Direct staff to finalize the Environmental Study Report and proceed with its posting for the 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment process.**

The Committee received correspondence from the following individuals:

- Email dated February 24, 2021 from Derek Grant
- Email dated February 24, 2021 from Pierre Routhier
- Email dated March 2, 2021 from Pineview Community Association

Frank McKinney, Program Manager, Transportation Planning-Environmental Assessments, Transportation Services Department, (TSD) introduced Angela Taylor, Senior Project Manager, Environmental Assessment, TSD, who provided a detailed overview of the report. A copy of her PowerPoint presentation is held on file with the Office of the City Clerk. Also in attendance was Andrew Harkness, Consultant, Morrison Hershfield to respond to questions.

Following discussions and questions of staff the Committee CARRIED the report recommendations as amended.

3. Strategic Road Safety Action Plan Annual Report

ACS2021-TSD-TRF-0001

City Wide

Report recommendations

That Transportation Committee recommend that Council:

- 1. Receive the 2020 Road Safety Action Plan – Implementation Plan Status Update; and,**
- 2. Approve the 2021 Road Safety Action Plan – Implementation Plan, as outlined in this report.**

Rob Wilkinson, Coordinator, Safer Roads Ottawa Program, Transportation Services Department provided a detailed overview of the report. A copy of his PowerPoint presentation is held on file with the Office of the City Clerk. Also in attendance was Phil Landry, Director, Transportation Services, TSD, Krista Tanaka, Program Manager, Road Safety & Traffic Invest, TSD, Steve Bell, Deputy Chief, Ottawa Police Services and Wendy Stephanson, Chief Financial Officer, Finance Services Department to respond to questions.

The Committee heard then heard from the following delegation:

Barbara Greenburg on behalf of Bike Ottawa thanked staff for all their hard work on this file. They are happy to see that the plan brings 30 km/h speed limits to streets in the core and are supportive of the efforts for leading pedestrian intervals and no right turns on red lights at intersections which goes a long way to improve safety. However, they feel the interventions do not go far enough to lower fatalities or injuries.

Following the delegation, discussions and questions of staff the Committee CARRIED the report as presented with the following direction to staff:

Direction to Staff:

That staff report back to committee regarding the pilot project for automated school bus stop cameras in Q3 2021.

Planning, Infrastructure and Economic Development

4. Patio Innovation Program 2021

ACS2021-PIE-RHU-0005

City Wide

Report recommendations

That the Transportation Committee recommend that Council:

- 1. Delegate authority to the Manager, Right of Way, Heritage and Urban Design in consultation with the Director of Traffic Services together with the Director of Roads and Parking Services, to:**
 - a. Authorize the closure of segments of any City of Ottawa road as a temporary measure through to January 1, 2022, as part of the City of Ottawa's economic recovery efforts; and**
 - b. Limit this delegation of authority to only be exercised where there is the written request of the Business Improvement Area (BIA) for the given geographic area, or in the circumstance where a BIA does not exist, 2/3 of the business owners on each block segment approve of the road closure as provided in writing to the Manager and the Directors listed above;**
- 2. Amend the Right of Way Patio By-law 2017-92 (ROW Patio By-law) for 2021 only, as follows so that:**
 - a. All Right of Way patio permits (ROW patio permit) issued in 2021, be subject to a closure of 2:00 AM; and**
 - b. An applicant to the Café seating program may request an unlimited amount of Café seating permits (to expand beyond the four table, eight seat cap) where space exists.**
- 3. Amend the provisions of the Use and Care of Roads By-law, for 2021 only, such that a business owner may establish along the frontage of**

their business a retail pop up, with an application fee of \$68 similar to the Café Seating provisions of the ROW Patio By-law 2017-92 and \$372 for a retail patio.

Melanie Knight, Program Manager, Public Realm & Urban Design, Planning, Infrastructure and Economic Development (PIED), provided a detailed overview of the report. A copy of the PowerPoint presentation is held on file with the Office of the City Clerk. Also in attendance to respond to questions were Laureen Dinardo, Coordinator, Public Realm Permits & Agreements (PIED), Court Curry, Manager, ROW, Heritage & Urban Design Services (PIED), Roger Chapman, Director, By-Law & Regulatory Services, Emergency & Protective Services Department.

Prior to receiving delegations, Councillor M. Fleury introduced the following motion for consideration:

Motion

WHEREAS the City of Ottawa requires permits for right of way patios and café seating, in accordance with the provisions of the Right of Way Patio By-law No. 2017-92, and

WHEREAS the Right of Way Patio By-law No. 2017-92 provides the framework to implement conditions as the General Manager deems necessary in the circumstances to ensure compliance with this by-law and that are in the public interest, including any proposed appurtenances, and for stepped enforcement for issues that may arise from complaints;

WHEREAS the Right of Way Patio By-law 2017-92 (ROW Patio By-law) for 2021 pilot is a blanket approach which includes all businesses applying for a permit in the city;

WHEREAS the ROW Patio By-law addresses response to complaints, noise and revoking of a permit if a business is in violation; and

WHEREAS, for the purpose of this report and the issuing of permits within the ByWard Market, the ByWard Market is defined by the area bordered by St. Patrick Street, King Edward Avenue, Rideau Street and Sussex Avenue; and

WHEREAS within the defined area of the ByWard Market, the concentration of

businesses with ROW patio permits is the largest amounts of any other commercial districts across Ottawa; and

WHEREAS specific concerns around crowd management, noise amplification (from patio and from indoor spaces onto the patio) highlight the ongoing concerns for good neighbour and respecting the permit requirements; and

WHEREAS observed concerns regarding excessively dense congregating and the inability to undertake physical distancing in the ByWard Market;

WHEREAS the Byward Market is an important part of Ottawa's retail history, is one of the most visited urban areas in the city by residents and tourists; and

WHEREAS this area includes a lively commercial and residential district; and

WHEREAS maintaining safety remains a City priority for visitors and residents; and

WHEREAS this creates a distinctive situation for patio use in the Market;

WHEREAS the ROW Patio By-law permits have important provisions that are important to protect the integrity of the ROW Patios efforts;

WHEREAS the PIED team and By Law services will need to work closely to address any issues coming from complaints and proactive monitoring of all permit holders' provisions and escalating permit approach to any business in violation of permit provisions;

BE IT RESOLVED That Committee recommend the report be amended to address the ByWard Market's unique issues by requesting that By-law and Regulatory Services consider undertaking proactive enforcement measures in the Market;

BE IT FURTHER RESOLVED that PIED staff provide regular updates on complaints, permit compliance concerns, and escalation approach for all non-compliance permit holder to all Ward Councillors with ROW patios;

AND BE IT FURTHER RESOLVED that PIED staff update Council on the review of the ROW Patio By-law for 2021 in Fall 2021 to inform and develop spring 2022 plan.

The Committee then heard from the following four delegations:

- Norman Moyer, President, Lowertown Community Association* indicated support for Councillor Fleury's motion. However, he expressed concerns with extending the closing times, noting issues with noise and litter and the need for proactive enforcement rather than a by-law control process that puts the onus on the public. He would like staff to re-examine an approach specific for the ByWard Market suggesting charging commercial rents for patio space and use that revenue to fund by-law enforcement. Additionally, Mr. Moyer expressed concerns regarding clearways for pedestrians and suggested that they be 4 meters wide.
- Mark Kaluski, Ottawa Coalition of Business Improvement Areas (OCOBIA) spoke to the economic impacts that the pandemic has had on businesses. Allowing the extension to 2 am would be a huge benefit as that is the most lucrative time for restaurants and bars to be open. Businesses want to continue to operate and are aware of the penalties for non-compliance. He understands that noise is a concern but commits to working with the businesses to adhere to the noise by-laws.
- Cheryl Parrott, Hintonburg Community Association* spoke in opposition to the staff recommendations. She expressed concerns with the increase in ROW patios on minor commercial and residential streets and noise compliance. The requirement for ROW patios to close at 11 pm was to try to balance competing uses and needs within the community. Registering noise complaints with the city can be a frustrating and futile exercise.
- Jasna Jennings spoke on behalf of the ByWard Market Business Improvement Area in support of the staff recommendations, noting that staff are recommending a fair and consistent approach creating a level playing field for everyone. Also noting that 11 to 2 am is an entire shift in the serving world, cutting out this timeframe would cut many jobs. The ByWard Market BIA will commit to hosting an information session for all ByWard Market licensees in cooperation with City Staff, Public Health and AGCO to ensure clarity of all rules and regulations in support of compliance.

Correspondence, largely in support of the report, had also been received from

the following:

- Email dated February 26 from the Jasna Jennings, Executive Director of the Byward Market Business Improvement Area
- Email dated March 1 from Hubert Lussier
- Email dated March 1 from Robert Cram
- Email dated March 1 from Sylvie Grenier
- Email dated March 1 from Sarah Jennings
- Email dated March 2 from Anthony Balestra, owner of Anthony's Pizza Napoletana
- Email dated March 2 from Ashna Ganeshan
- Email dated March 2 from Andrew White
- Email dated March 2 from Brian Lahey
- Email dated March 2 from Carmen Arecchi
- Email dated March 2 from Christopher Lord
- Email dated March 2 from Chelsea Paterson
- Email dated March 2 from Carley Sheen
- Email dated March 2 from Donna Belanger
- Email dated March 2 from David Mangano
- Email dated March 2 from Doug Pettit
- Email dated March 2 from Erika Bentley
- Email dated March 2 from Elias Papadolias
- Email dated March 2 from Ed Salloum
- Email dated March 2 from Elio Malandra

- Email dated March 2 from G. Kattar
- Email dated March 2 from Cheryl Parrott and Wayne Rodney, Co-chairs of the Hintonburg Community Association
- Email dated March 2 from Isabel Botros
- Email dated March 2 from Jeanette Bouchard
- Email dated March 2 from John Campbell
- Email dated March 2 from John Chiarello
- Email dated March 2 from Joey Desrochers
- Email dated March 2 from Kelly Bryant, owner of the The Lookout Bar
- Email dated March 2 from Kia Postma
- Email dated March 2 from Kaija
- Email dated March 2 from Liz and Jean-Guy Bourguignon
- Email dated March 2 from Lucia De Franco
- Email dated March 2 from Lou Malouf
- Email dated March 2 from Lilli Paquette
- Email dated March 2 from Marcello Baccala
- Email dated March 2 from Mike Godwin
- Email dated March 2 from Marco Raponi
- Email dated March 2 from Michael Sanon
- Email dated March 2 from Maurizio Sottile
- Email dated March 2 from Mike Theberge
- Email dated March 2 from Norman Moyer, President of the Lowertown Community Association

- Email dated March 2 from Michael Crockatt, President of Ottawa Tourism
- Email dated March 2 from Phil Bentivoglio
- Email dated March 2 from Peter Dunlap
- Email dated March 2 from Peter James
- Email dated March 2 from Patrick Labrèche
- Email dated March 2 from Pamela K.
- Email dated March 2 from Paulmateus
- Email dated March 2 from Rob Bernabo
- Email dated March 2 from Ryan Little
- Email dated March 2 from Fernando Campagna
- Email dated March 2 from Steve Foget
- Email dated March 2 from Simran Kochar
- Email dated March 2 from Steve Montcalm
- Email dated March 2 from Sue Plowman, owner of The Lookout Bar
- Email dated March 2 from Suzanne Quintal
- Email dated March 2 from Stef Winstan
- Email dated March 2 from Tawni Arecchi
- Email dated March 2 from Talaal Baroudi
- Email dated March 2 from Trevor Johnson
- Email dated March 2 from Tracey-Lou Rockburn
- Email dated March 2 from Tosca Restaurant
- Email dated March 2 from Vince Porco

- Email dated March 2 from Wayne Mackie
- Email dated March 2 from Maxine Longtin
- Email dated March 2 from Andy McLean
- Email dated March 2 from Nigel Couchman
- Email dated March 2 from Vincent ho
- Email dated March 2 from Chan Nguyen
- Email dated March 2 from Marlon Oneid
- Email dated March 2 from Ronnie Skaff
- Email dated March 2 from Dajana Saric
- Email dated March 2 from Tim Brown
- Email dated March 2 from Gino Romano
- Email dated March 2 from David Amar
- Email dated March 2 from J'tm resto bar
- Email dated March 2 from Rob Sicoli
- Email dated March 2 from Jamie Love
- Email dated March 2 from Chris Sylvestre
- Email dated March 2 from Kasha Arecchi
- Email dated March 2 from Jen Krespine
- Email dated March 2 from The Black Irish Pub
- Email dated March 2 from Luck Belanger, Belanger Chrysler Dodge Jeep Ram
- Email dated March 2 from Gaetano Licari

- Email dated March 2 from Kendra Sauriol
- Email dated March 2 from Erik Dustin
- Email dated March 2 from James Garofalo
- Email dated March 2 from Chris Steeves
- Email dated March 2 from Paul Trepanier
- Email dated March 2 from Nora Sok
- Email dated March 3 from Bob Brown
- Email dated March 3 from Jane Dall
- Email dated March 3 from Charbel Karakouzian
- Email dated March 3 from Ottawa Lawn and Yard Services
- Email dated March 3 from Melissa Pushman
- Email dated March 3 from Jennifer Oliver
- Email dated March 3 from Aeddon Monette
- Email dated March 3 from John Marcarelli
- Email dated March 3 from Matthew Smith
- Email dated March 3 from Cynthia Nesrallah

[* Individuals / groups marked with an asterisk above either provided comments in writing or by e-mail; all submissions are held on file with the City Clerk.]

MOTION N° TRC 2021-16/1

Moved by Councillor M. Fleury

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WHEREAS the Right of Way Patio By-law 2017-92 (ROW Patio By-law) for 2021 pilot is a blanket approach which includes all businesses applying for a permit in the city;

WHEREAS the ROW Patio By-law addresses response to complaints, noise and revoking of a permit if a business is in violation; and

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WHEREAS the Byward Market is an important part of Ottawa's retail history, is one of the most visited urban areas in the city by residents and tourists; and

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WHEREAS the ROW Patio By-law permits have important provisions that are important to protect the integrity of the ROW Patios efforts;

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BE IT RESOLVED That Committee recommend the report be amended to address the ByWard Market's unique issues by requesting that By-law and Regulatory Services consider undertaking proactive enforcement measures in the Market;

BE IT FURTHER RESOLVED that PIED staff provide regular updates on complaints, permit compliance concerns, and escalation approach for all non-compliance permit holder to all Ward Councillors with ROW patios;

AND BE IT FURTHER RESOLVED that PIED staff update Council on the review of the ROW Patio By-law for 2021 in Fall 2021 to inform and develop spring 2022 plan.

CARRIED

The committee CARRIED the report recommendations as amended by Motion 16/1 with Councillor J. Leiper and M. Fleury dissenting on recommendation 2a of the staff recommendations.

Notices of Motions (For Consideration at a Subsequent Meeting)

Motion

Moved by Councillor S. Menard

WHEREAS Hawthorne Avenue is designated as a Traditional Mainstreet in the Official Plan (OP), and this designation is among the OP's

intensification target areas and Design Priority Areas, and

WHEREAS the City is undertaking a complete revitalization of Hawthorne Avenue as part of the Greenfield-Main-Hawthorne Project; and

WHEREAS Hawthorne Avenue is the natural continuation and connection with Elgin Street, where the burial of hydro wires has recently been celebrated by the City; and

WHEREAS Hawthorne Avenue is a mixed-use, high-pedestrian area with transit stops; and

WHEREAS the sidewalk widths proposed along Hawthorne Avenue provide minimal space at 7 pole locations for people using walkers, wheelchairs, strollers or other mobility aids; or parents walking with small children, especially when sidewalk users must pass each other; and

WHEREAS creating a fully-accessible city for all residents would better align this project with Accessibility for Ontarians with Disabilities Act (AODA) requirements, and the City's commitment to accessibility and equity; and

WHEREAS this section of Hawthorne Avenue is only one short block with a total of 8 hydro poles of which one (1) is already planned for burial and only 7 hydro poles are planned to remain; and

WHEREAS the total project reconstruction for the Greenfield-Hawthorne-Main project has an estimated cost of \$33.3M dollars, and costs to bury hydro on Hawthorne Avenue is estimated at 3-4% of the total budget, \$1.1M to \$1.7M dollars based on a Class D estimate; and

WHEREAS the additional cost for hydro burial will be an additional future capital project ask, subject to Council approval;

WHEREAS the required five-metre development setback from overhead hydro lines translates into a loss of development potential and therefore a loss of development-related revenue and foregone taxable property

assessment potential;

WHEREAS this proposed hydro burial does not comply with the current Underground Hydro Burial policy which staff have indicated is intended to be updated in 2022 following Council's approval of its new Official Plan;

WHEREAS staff have advised that the new policy framework will consider more broadly Council's urban design and intensification objectives and provide guidance for scenarios such as this where burial is partially being undertaken so that proactive capital budgeting will be undertaken;

THEREFORE BE IT RESOLVED that the Transportation Committee recommend Council approve that the City include the Hydro wire burying on Hawthorne Avenues within the Hawthorne/Greenfield /Main Street Reconstruction project scope and estimates, subject to funding.

Motion

Moved by Councillor M. Luloff

WHEREAS in 1998, the Province of Ontario downloaded a portion of Highway 174 (from Highway 417 to Canaan Road), to the former Region of Ottawa-Carleton (now the City of Ottawa), which is now known as Ottawa Road 174; and

WHEREAS the City of Ottawa has made significant annual investments in the operations and maintenance of Ottawa Road 174, a corridor that continues to function as a provincial highway connecting eastern municipalities and townships to Ottawa, rather than just a municipal corridor for trips within Ottawa only; and

WHEREAS from 2001 to 2019, the City invested at least \$43 million in infrastructure improvements to the Ottawa Road 174; and

WHEREAS the Ottawa Road 174 continues to be a key commuter route connecting surrounding municipalities to Ottawa; and

WHEREAS the Rockland Transit Service, which as of September 1, 2019,

is managed privately by Leduc Bus Lines Ltd., utilizes this corridor for their AM service with a ridership of up to 374 commuters (11 buses, 34 riders per vehicle); and

WHEREAS the City of Ottawa supports sustainable transportation and therefore has made significant investments in the design, construction and implementation of Light Rail Transit (LRT); and

WHEREAS the City of Ottawa has and will continue to make significant investments in the operations and maintenance of O-Train facilities and vehicles to support transit ridership; and

WHEREAS once Stage 2 LRT is in service, eastern commuters to Ottawa should be encouraged to use LRT to get downtown while leveraging the Trim Park & Ride for those traveling by car; and

WHEREAS when Stage 2 LRT begins servicing the east-end in 2024, increased demand is anticipated on LRT and its facilities, in particular at the Trim Park & Ride by out-of-town commuters; and

WHEREAS additional parking space at the Trim Park & Ride will be needed to accommodate this increased demand and encourage the use of LRT; and

WHEREAS the footprint of the existing Trim Park & Ride cannot be expanded beyond the existing 1,108 parking spaces and would require a parkade structure, if capacity is to be increased to accommodate out-of-town commuters and future ridership growth; and

WHEREAS the Trim Park & Ride parkade would serve the same purpose as the Metrolinx multi-level parkades that support the GO Transit lines, which are funded by the Government of Ontario to support and encourage regional transit;

THEREFORE BE IT RESOLVED that Transportation Committee recommend that Council request the Mayor write to the Mayor of the City of Clarence-Rockland and the owners of Leduc Bus Lines LTD (and other inter-city transportation providers) to request more frequent commuter bus service once the Stage 2 LRT extension to Trim Road is in service, to encourage a modal shift to transit along the Highway

17/Ottawa Road 174 corridor, with a transfer to the LRT at the Trim Park & Ride facility; and

BE IT FURTHER RESOLVED that Transportation Committee recommend Council request that the Mayor write to the Premier of Ontario and the Minister of Transportation to request that provincial funding be provided for the planning, design and construction of a parkade structure at the Trim Park & Ride.

Motion

Moved by Councillor L. Dudas

WHEREAS the Bradley Estates Community (encompassing the neighbourhoods of Bradley Estates, Trailsedge and Eastboro) has developed significantly over the last 15 years, without the necessary corresponding investment in road, pedestrian, and cycling infrastructure;

WHEREAS South Orléans and the Bradley Estates Community have continued to see a substantial amount of new residential development, including both small to medium-sized infill projects and largescale subdivisions, that when considered as a whole, put immense pressure on the already strained road infrastructure – a situation that will only worsen with each new development project;

WHEREAS Navan Road has narrow dirt shoulders with neither sidewalks, MUPs, nor active transportation facilities, despite featuring multiple bus stops and being utilized by pedestrians and cyclists as a direct link to OC Transpo's Chapel Hill Park & Ride as well as amenities on Innes Road and in Blackburn Hamlet;

WHEREAS the current TMP identifies the widening of Navan Road (Brian Coburn Boulevard to Mer Bleue Road) only in the Concept Network with an undefined timing (some time post 2031);

WHEREAS improvements to the intersection of Navan Road and Renaud Road will help alleviate some of the traffic issues in the near term;

THEREFORE BE IT RESOLVED that, as part of the TMP Update, staff

review the priority for the widening of Navan Road (Brian Coburn Boulevard to Mer Bleue Road) in light of the continued strong growth in the area;

BE IT FURTHER RESOLVED that the design of the widened Navan Road include cycle tracks and sidewalks in support of the City's active transportation and complete streets policies; and,

BE IT FURTHER RESOLVED that staff review, on an annual basis, the priority of the Navan Road-Renaud Road intersection improvements through the Intersection Control Measures Program.

Adjournment

The meeting was adjourned at 1:45 pm.

Committee Coordinator

Chair