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Department of Corporate Services

Ward/Quartier
OT4 - Rideau

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique

Information

Appeal by A. Todesco against the Regional Official Plan

Appel interjeté par A. Todesco contre le Plan directeur régional

Information

Further to the memorandum from the Commissioner of Urban Planning and Public Works dated October 28, 1998 addressed to the Mayor and Members of Council, this information report is intended to advise members of Committee of the status of the appeal by Angela Todesco against certain Regional Official Plan policies generally relating to transportation issues. A copy of Ms. Todesco's appeal is attached as Document 1.

The Regional Official Plan, as originally drafted, provided that Regional Council would actively participate with other levels of government to finalize the next crossing of the Ottawa River and required protection of the approaches to the proposed Cumberland-Angers and Kettle Island crossings, the latter being in the City of Ottawa opposite the north end of the Aviation Parkway.

On April 16, 1997, City Council approved a request to the Region for certain changes to the draft Regional Plan and authorized the appeal of those affected policies should the changes not be made. One requested change was the deletion of the reference to protecting the Kettle Island crossing. This request was consistent with Council's position taken on April 18, 1994 whereby, in response to the JACPAT study of the Interprovincial Bridges, Council confirmed that it did not support a new bridge in the City.

Regional Council, partly in response to the concerns raised by City Council and others, deleted the reference to Kettle Island in its Official Plan adopted in July 1997 (see Policy attached as Document 2). Accordingly, no appeal to the Ontario Municipal Board on this issue was required on the part of the City of Ottawa but Ms. Todesco did appeal, among other things, the deletion of the Kettle Island crossing.

The Ontario Municipal Board has granted requests for party status to the following organizations:

- S New Edinburgh Community Alliance - in support of the Region
- S Dalhousie Community Association - in support of the Region
- S Hintonburg Community Association - in support of the Region
- S Rideau Business Improvement Area Board of Management - in support of Ms. Todesco

The OMB hearing on this issue has been scheduled to commence on April 26, 1999 and will last up to three weeks. The New Edinburgh Community Alliance are on record as requesting the City to actively oppose all portions of Ms. Todesco's appeal while Ms. Todesco and the Rideau Street Business Improvement Area Board of Management do not support any participation by the City.

Unless otherwise directed by City Council, staff will not take any action to intervene in the OMB hearing on behalf of the City. Should Council direct staff to represent the City at the OMB hearing relating to Ms. Todesco's appeal, Council should also authorize the retention of a planning/transportation consultant to present evidence to the Board on the City's behalf given Planning staff's position outlined below. The approximate costs of retaining such a consultant would be between \$25,000 to \$30,000 .


INPUT BY OTHER DEPARTMENTS

Kettle Island Bridge Crossing

Planning staff are not in a position to support the Region in the deletion of the Kettle Island Bridge crossing since in the review of the recommended alternatives for future interprovincial bridges in 1994, staff did not recommend that Council oppose this option. Specifically, staff indicated that the Kettle Island option had the potential to address issues surrounding goods and services movement (truck movement) in the City of Ottawa. Council's subsequent position was to indicate to the Joint Administrative Committee on Planning and Transportation (JACPAT) that it did not support the protection of the Kettle Island Corridor for possible implementation of a bridge in the long term. Further, it was City Council's position that the City not support a new bridge in the City at all. Consequently, Planning staff are of the opinion that they would not be in a position to offer unqualified support before the OMB for City Council's decision with respect to the Kettle Island appeal.

Other Issues

With regards to the other issues contained in Ms. Todesco's appeal, these are not matters that the City appealed to the OMB, but are between a private citizen and the Regional Municipality. Accordingly, it is considered inappropriate for the Planning Branch to become involved.


December 23, 1998 (1:12p)

R. T. Leclair
Commissioner of Corporate Services

HNM:db

Contact: Hana Nader-Merhi - 244-5300 ext. 1-3579

List of Supporting Documentation

Document 1	Copy of Angela Todesco's Appeal
Document 2	Regional Official Plan Policy 9.5.(9)

Part II - Supporting Documentation

Document 1

November 14, 1997

To Carol Healy
Senior Planner
Minister of Municipal Affairs and Housing

From: Angie Todesco
20-290 Cathcart Street
Ottawa

RE: APPEAL OF OFFICIAL PLAN FOR THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

As a member of the King Edward Avenue Task Force for almost ten years, I have been actively pursuing solutions to the problem of through traffic of a volume of 70,000 cars and trucks daily on the McDonald-Cartier Bridge. Potential solutions that had been part of the 1988 Official Plan have been eliminated with no timely or validated new options offered in their place. These and other deficiencies of the plan are stated below:

(OP 9.5, Policy 9) Deletion of reference to protecting lands for a future interprovincial bridge at Kettle Island (Previously approaches to right of way schedule C-2).

Action is required to protect this right of way. The policy required that two right of ways be protected. The Kettle Island crossing location has been recommended by the Joint Administrative Committee on Planning And Transportation (JACPAT) and adopted by the Société de Transport de l'Outaouais (STO) and the Québec Ministry of Transportation (MTQ). Furthermore it was the recommendation of staff and the Transportation Plan consultant that the corridors that have been recommended by agencies on either side of the Ottawa River continue to be recognised in the Official Plan until a final decision is made.

The Cumberland-Angers corridor which appears in the plan has not been studied and currently has no substantial proof of viability as a bridge approach. The JACPAT study had concluded that similar approach in the Cumberland region was undesirable and had eliminated it in favour of the Kettle Island approach and another option instead.

The Kettle Island Bridge would reduce or eliminate truck traffic from the King Edward Avenue-Rideau Street corridor.

None of the Key Infrastructure Projects that appear in Table 6 (p 23) of the Regional Development Strategy of the 1997 official Plan respond specifically to the need to alleviate automobile traffic and to eliminate truck traffic from the King Edward Avenue-Rideau Street corridor.

Elimination of Vanier Parkway Extension (OP 9.5 Policy 8)

Schedule C1 does not show the Vanier Arterial extension as seen in the 1988 Official Plan and as protected in the OMB decision of 1990-1991 where the Regional Municipality of Ottawa-Carleton succeeded in convincing the OMB of the need for this arterial extension. This is a previous railway right of way that has been slated for use to extend the Vanier arterial to link with the MacDonald-Cartier bridge. The JACPAT study and other studies have demonstrated that the bridge is under capacity and King Edward Avenue is over-capacity so that the roadway extension would relieve by approximately half the car volume on King Edward Avenue.

None of the Key Infrastructure Projects that appear in Table 6 (p 23) of the Regional Development Strategy of the 1997 official Plan respond specifically to the need to alleviate automobile traffic and to eliminate truck traffic from the King Edward Avenue-Rideau Street corridor.

OP 3.4 for the Central Area claims that the existing network of roads cannot be significantly expanded. This is incorrect since the JACPAT study has shown significant roadway expansion capacity in the Vanier Arterial extension that in the 1988 Official Plan optimized the under capacity of the MacDonald -Cartier bridge.

Modal Share Objectives OP 9.1.4

Modal share assumptions are unrealistic and lack validity and have been devised to artificially reduce previously identified (OP 1988) transportation infrastructure requirements such as those above, in order to bring them in line with provincial funding cuts. There is no evidence that the modal share targets are attainable and even transportation consultants to the Region and Regional transportation staff were dubious of the reasonableness of the targets.

Reduction of Road Standards in Regional Travel Corridors such as King Edward -Rideau Street OP 9.5.3

The Official Plan has reduced the standard by which the current plan recognizes the need for additional roadway capacity such as the Vanier arterial extension (need reiterated by the Regional Municipality of Ottawa Carleton in the 1990-1991 OMB appeal). This reduction is in contradiction of the OP objective of healthy, safe communities (OP 3.1 1-7), making this objective unobtainable for the King Edward community, a residential community along a regional roadway. In addition this reduction of standard contradicts the 1997 OP growth objectives inside the greenbelt as stated in the Regional Development Strategy since it makes the King Edward corridor , which is residential, noisier, more dangerous and less attractive for downtown liveability (OP 2.3.2).

No Provision for Safe Movement of Goods for Residential Truck Route

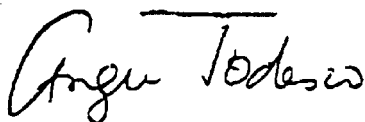
The Official Plan (9.6.1) is deficient in that it contains no remedy to ensure the "safe" movement of goods as applied to the King Edward-Rideau Street corridor where as recently as August, a tractor-trailer overturned, demonstrating the potentially disastrous routing of this truck route through a residential zone where tractor trailers carrying hazardous materials are no more than a sidewalk's width away from residents' homes.

Furthermore, the plan does not include goods movement as part of its demand management plan to help reduce through truck traffic in residential areas.

Inadequate Environmental Assessment

The principle of environmental planning as well as the process of environmental assessment were not properly or equitably applied in arriving at transportation infrastructure decisions in the OP that have a major impact on King Edward-Rideau. For example, for the residential neighbourhood of King Edward, no reasonable or timely range of alternatives was examined, the impact of air , noise pollution and the risk of toxic contamination from hazardous materials were not addressed and there is no evidence of systematic evaluation of alternatives based on current needs.

Sincerely,



Angie Todesco

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OFFICIAL PLAN – AS ADOPTED BY REGIONAL COUNCIL

TRANSPORTATION*River crossing*

- 9 Actively participate with other levels of government to finalise the location of the next crossing of the Ottawa River outside of the Greenbelt needed to meet interprovincial roadway capacity requirements over the planning horizon and to reduce the impacts of through truck traffic on the Central Area. Pending an agreement on the location, Council shall protect the approaches to the Cumberland-Angers crossing, and request the federal government and affected agencies to do the same.

Traffic calming

- 10 Ensure that traffic calming measures will be examined as possible solutions to safety and operational problems stemming from excessive automobile speeds or poor driver behaviour, and may improve the safety of the transportation environment for pedestrians and cyclists as well as motorists. Traffic calming on Regional roads is not appropriate when it would displace traffic to adjacent local roads. In assessing the appropriateness of traffic calming measures on Regional or other roads, several factors shall be considered, such as:

- a) impacts on public safety;
- b) impacts on the functional role of the Regional road in serving regional mobility needs by all modes and providing access to adjacent land uses;
- c) impacts on public and emergency services;
- d) impacts on adjacent local roadways or neighbourhoods;
- e) liability, if any, where accepted design standards are not met;
- f) cost.

- 11 Ensure that the expenditure of funds for the basic maintenance of existing infrastructure shall have a higher priority than the expenditure of funds for new infrastructure.

9.6 GOODS MOVEMENT*Importance to economy*

The quality of goods movement by truck, rail and air affects the overall economic competitiveness of Ottawa-Carleton. Council recognises that a high-quality truck route system is one of many elements essential to continued economic growth. While RMOC has direct influence on the roadways and airport facilities under its jurisdiction, most major highway, airport, and rail facilities are under the jurisdiction of others. Nevertheless, Council is committed to ensuring an integrated transportation system which adequately supports the movement of goods and services within Ottawa-Carleton and beyond.

The goods movement industry is an important user of the Regional road system and a balance must be struck between the needs of various users of the road system and the community at large. Consequently, regular consultation with the trucking industry, the business/commercial community and the public is vital to ensure that issues which may affect the safe and efficient movement of goods