

<p>1. Transportation Master Plan – Part 2</p> <p>Plan directeur des transports – partie 2</p>

Committee Recommendation(s) as amended

That Council:

1. Approve the Transportation Master Plan (TMP) Capital Infrastructure Plan attached in Document 1 and described in this report as amended by the following:
 - a. Approve the inclusion of a feasibility study of extending the cycling facilities to Innes Road, with implementation as part of the current cycling infrastructure project along Orléans Boulevard (Ottawa River Pathway to Boyer Road);
 - b. Direct staff to identify any sidewalk or cycling projects that would have ranked higher under the new school catchment areas and consider these projects for implementation within phase 1 through the annual budget process.
 - c. Approve widening of Prince of Wales Drive between Amberwood Crescent and Fallowfield Road be moved from the Needs Based Road Network to the Priority Road Network, including intersection improvements at Fallowfield and Prince of Wales;
 - i. That Prince of Wales Drive between Merivale Road and Barnstone Drive be removed from the road capacity projects in the Priority Road Network (but would be maintained in the Needs-Based Road Network);
 - ii. That Prince of Wales Drive between Amberwood Crescent and Fallowfield Road maintain the same priority level as the project that is being removed, given the similar cost and expected benefits;
 - iii. That the urbanization of Prince of Wales Drive between Amberwood Crescent and Merivale Road be removed

from the list of Priority Network road urbanization projects;

- iv. That, given that staff expect a more than \$25M net reduction in the Priority Road Network project costs linked to the changes above, the widening of Prince of Wales Drive between Amberwood Crescent and Fallowfield Road include approximately 600m of noise barriers in the vicinity of the Prince of Wales and Merivale intersection which would otherwise be deferred due to the shift of the associated road widening project to the Needs-Based Network.
2. Direct staff to bring forward the projects identified in Document 1 for funding through the annual budget process in accordance with the approach outlined in the TMP Capital Infrastructure Plan.
 - a. Approve that federal funding and/or necessary land transfers for the Leitrim Road Realignment (Limebank Road to Bank Street) be pursued as part of the project planning.
3. Direct staff to proceed with Official Plan amendments to incorporate the recommendations from the TMP Capital Infrastructure Plan.
 - a. That the City, in partnership with other transportation agencies in the National Capital Region, collect new Origin-Destination travel survey data to provide insight into the ongoing evolution of travel patterns citywide; and that the Transportation Master Plan Capital Infrastructure Plan be updated once the Official Plan growth projections are complete and new Origin-Destination travel survey data is available.
4. Direct staff to update the Development Charges Background Study based on the TMP Capital Infrastructure Plan and to use Development Charges, to the extent possible as permitted under the Development Charges Act, as part of the annual budget process to fund the highest priority, growth-related projects identified in the TMP Capital Infrastructure Plan.
 - a. Direct staff to evaluate and report back on the expanded use of debt as a financing mechanism to accelerate construction of

projects identified in the TMP Capital Infrastructure Plan, including:

- i. A financial analysis of future borrowing capacity, debt servicing, and long-term carrying costs, in alignment with the plan fiscal framework update;
 - ii. A framework to assess financial (cost escalations) and non-financial cost/benefits of advancing projects as a result of continued delays in infrastructure projects; and
 - iii. An inventory of transportation projects in high-growth areas that could be advanced using this tool, including in Orléans South and in alignment with the TMP prioritization;
 - iv. An update of the Development Charges Background Study based on the TMP Capital Infrastructure Plan and to use Development Charges, to the extent possible as permitted under the Development Charges Act.
5. Direct staff to submit an Integrated Regional Plan to the Canada Public Transit Fund based on the projects in the TMP Capital Infrastructure Plan and as discussed in this report as amended by the following:
- a. Approve that both segments of the Cumberland Transitway be identified as the top priority for CPTF planning and design; and that the City share of planning and design funding for both segments of the Cumberland Transitway be identified through the annual budget process.
 - b. Approve that the City of Ottawa urges all levels of government to prioritize sustainable, data-driven transportation infrastructure investments, including the full and fair evaluation of a southern Ring Road, and to ensure that all future transportation planning efforts are supported by up-to-date, comprehensive data that reflects the city's current and projected needs;
 - c. That the City of Ottawa advocate for its integration into national transportation priorities, particularly the high-speed rail corridor between Quebec City and Toronto, and work

collaboratively with federal and provincial governments to strategically manage surplus federal lands in support of long-term transportation, housing, and infrastructure goals.

6. As part of the next update to the Transportation Master Plan, staff be directed to review:

- a. The Road Urbanization and Mainstreet Improvement programs to identify potential opportunities to refine these programs to better support intensification in the Outer Urban Transect and other areas of the city that are experiencing, or likely to experience, rapid intensification; and the identification and prioritization of active transportation projects likewise consider the potential for intensification as one of the criteria in the next TMP Update;
- b. How person-based transportation metrics have been integrated into transportation planning to ensure continued alignment with best practices.
- c. The need for and merit of extending the Baseline Transitway west, from the current terminus at Bayshore Station, to connect to Bells Corners, Kanata South and Stittsville, as part of the next update to the Transportation Master Plan.
- d. The addition of active transportation components to the Prince of Wales Drive crossing of the Jock River.
- e. The addition of active transportation elements to the Strandherd Drive transitway underpass.
- f. The Poole Creek pathway connection in the hydro corridor from Stittsville Main Street to the Amberwood community at Springbrook Drive, as a candidate Active Transportation Project.
- g. Evaluation of a phased approach to the urbanization of Tenth Line Road from Harvest Valley Avenue to the future E-1 community, with a focus on:
 - i. Phase 1: Harvest Valley Avenue to Sweetvalley Drive, to accommodate near-term growth and the new school with frontage on Tenth Line;
 - ii. Phase 2: Sweetvalley Drive to the future E-1 lands, recognizing that these lands are expected to develop 5–10 years later and may be timed accordingly.
 - iii. That staff review the Navan Road Widening project (from Renaud Road to the Blackburn Hamlet Bypass, including urbanization) for re-prioritization, including a strategy to

- address project timing uncertainties related to the receivership of adjacent lands and the required sewer servicing works that may affect project delivery.
- h. The widening of the segment of Brian Coburn Boulevard from Tenth Line Road to Trim Road for potential inclusion in the Needs-Based and/or Priority Networks of the Transportation Master Plan Part 2 Capital Infrastructure Plan.
 - i. The timing of the Albion Road widening (currently in the Needs-based Network), in anticipation of planned growth in the south and potential traffic generators such as the newly expanding Hard Rock Hotel and Casino.
 - j. The Beachburg rail corridor for potential inclusion as a long-range transit project to support growth and transit-oriented development across the Outer Urban Transect; and that staff acquire the sections of the Beachburg corridor that are not currently owned by the City in accordance with the policies in the Official Plan, as opportunities arise.
7. Direct staff to review and report on the feasibility of establishing transportation infrastructure conditions that must be satisfied before subdivision or high-density development applications can be approved in suburban expansion area lands;
- a. That such conditions be based on measurable factors including arterial road capacity, transit service availability, and the feasibility of achieving targeted modal share outcomes, and be designed to ensure that growth approvals are aligned with the timely delivery of supporting transportation infrastructure;
 - b. That staff report back to the appropriate Standing Committee with recommended conditions and implementation options no later than Q2 2026.

Recommandation(s) du comité telles que modifiées

Que le Conseil :

1. Approuve le Plan des infrastructures du Plan directeur des transports (PDT) en pièce jointe (document 1) et expliqué dans le présent rapport, dans sa version modifiée par ce qui suit :
 - a. Approuver l'inclusion d'une étude de faisabilité du prolongement des installations cyclables jusqu'au chemin Innes dans le projet d'infrastructure cyclable du boulevard d'Orléans (du sentier de la Rivière-des-Outaouais au chemin Boyer).
 - b. Demander au personnel de déterminer les projets de trottoirs et d'infrastructures cyclables qui auraient été classés plus haut à la suite de la réorganisation des zones d'effectifs des écoles et d'envisager d'inclure leur mise en œuvre dans la phase 1 lors du processus budgétaire annuel.
 - c. Approuver le transfert du projet d'élargissement de la promenade Prince of Wales, entre le croissant Amberwood et le chemin Fallowfield, du Réseau routier d'après les besoins au Réseau routier prioritaire, y compris l'amélioration de l'intersection avec le chemin Fallowfield.
 - i. Que le tronçon de la promenade Prince of Wales entre le chemin Merivale et la promenade Barnstone soit retiré des projets de capacité routière du Réseau routier prioritaire (mais soit maintenu dans le Réseau routier d'après les besoins).
 - ii. Que le tronçon de la promenade Prince of Wales entre le croissant Amberwood et le chemin Fallowfield conserve le même niveau de priorité que le projet qui sera retiré, puisque les coûts et les bienfaits attendus sont similaires.
 - iii. Que le projet d'urbanisation de la promenade Prince of Wales, entre le croissant Amberwood et le chemin Merivale, soit retiré de la liste des projets d'urbanisation du Réseau routier prioritaire.

- iv. Que puisque le personnel s'attend à une réduction nette de plus de 25 millions de dollars des coûts des projets du Réseau routier prioritaire vu les changements susmentionnés, prévoir dans le projet d'élargissement de la promenade Prince of Wales, entre le croissant Amberwood et le chemin Fallowfield, l'ajout sur quelque 600 m d'écrans antibruit près de l'intersection avec le chemin Merivale, ajout qui serait autrement reporté puisque ledit projet d'élargissement a été transféré dans le Réseau routier d'après les besoins.
2. Demande au personnel de présenter les projets indiqués dans le document 1 en vue de leur financement au titre du processus budgétaire annuel, conformément à l'approche expliquée dans le Plan des infrastructures du PDT.
 - a. Approuver les demandes de financement fédéral et de transfert des terrains nécessaires au nouveau tracé du chemin Leitrim (du chemin Limebank à la rue Bank) en vue de la planification du projet.
3. Demande au personnel de modifier le Plan officiel pour tenir compte des recommandations du Plan des infrastructures du PDT.
 - a. Que la Ville recueille, en partenariat avec des organismes de transport de la région de la capitale nationale, des données au moyen de l'enquête sur les déplacements (origine-destination) pour mieux comprendre l'évolution des habitudes de déplacement à Ottawa, et que le Plan des infrastructures du PDT soit actualisé lorsque les projections de croissance du Plan officiel et les nouvelles données de l'enquête seront connues.
4. Demande au personnel de mettre à jour l'étude préliminaire sur les redevances d'aménagement en fonction du Plan des infrastructures du PDT et d'utiliser les redevances d'aménagement, dans la mesure permise par la *Loi sur les redevances d'aménagement*, dans le processus budgétaire annuel pour financer les projets liés à la croissance prioritaires indiqués dans le Plan des infrastructures du PDT.

- a. Demander au personnel d'évaluer l'utilisation accrue des emprunts comme mécanisme de financement pour accélérer les projets indiqués dans le Plan des infrastructures du PDT et de présenter un rapport à ce sujet, notamment les points suivants :
 - i. Une analyse financière de la future capacité d'emprunt, du service de la dette et du coût du portage à long terme, conformément à la modification du cadre financier du Plan.
 - ii. Un cadre d'évaluation des coûts-avantages financiers (hausse des coûts) et non financiers associés à la réalisation des projets, vu les retards constants dans les projets d'infrastructure.
 - iii. Un inventaire des projets de transport dans les zones à forte croissance que l'on pourrait réaliser à l'aide de cet outil, y compris dans le sud Orléans et conformément aux priorités du PDT.
 - iv. Une mise à jour de l'étude préliminaire sur les redevances d'aménagement en fonction du Plan des infrastructures du PDT en vue de l'utilisation des redevances, dans la mesure permise par la Loi sur les redevances d'aménagement.
5. Demande au personnel de soumettre un plan régional intégré au titre du Fonds pour le transport en commun du Canada pour les projets indiqués dans le Plan des infrastructures du PDT et dont il est question dans le présent rapport, dans sa version modifiée par ce qui suit :
 - a. Approuver que les deux tronçons du Transitway de Cumberland passent au premier rang des priorités pour la planification et la conception du Fonds pour le transport en commun du Canada et que la partie de cette démarche financée par la Ville soit incluse dans le processus budgétaire annuel.
 - b. Approuver que la Ville d'Ottawa exhorte tous les ordres de gouvernement à privilégier les investissements dans les

projets d'infrastructure de transport durable axés sur les données, notamment à faire une analyse complète et juste d'un projet de boulevard périphérique au sud, et qu'elle veille à ce que les prochains travaux de planification des transports se fondent sur des données complètes et à jour qui reflètent les besoins actuels et projetés à Ottawa.

- c. Que la Ville d'Ottawa demande son intégration aux priorités de transport nationales, en particulier le projet de train à grande vitesse entre Québec et Toronto, et collabore avec les gouvernements fédéral et provincial pour assurer une gestion stratégique des terrains fédéraux excédentaires en vue de la concrétisation des objectifs à long terme de transport, de logement et d'infrastructure.

6. Demande au personnel, en vue de la prochaine mise à jour du PDT, d'évaluer ce qui suit :

- a. La recherche de pistes d'amélioration du projet d'urbanisation de la voirie et du projet d'amélioration des rues principales pour mieux soutenir la densification dans le transect urbain extérieur et dans d'autres zones de la ville qui connaissent, ou pourraient connaître, une densification rapide, et l'identification et la priorisation des projets de transport actif pour envisager le potentiel de densification comme critère dans la prochaine mise à jour du PDT.
- b. La façon dont les indicateurs axés sur la personne ont été intégrés à la planification des transports pour un respect constant des pratiques exemplaires.
- c. Le besoin et la pertinence de prolonger vers l'ouest le Transitway du chemin Baseline, à partir du terminus de la station Bayshore, pour assurer la liaison avec Bells Corners, Kanata-Sud et Stittsville, en vue de la prochaine mise à jour du Plan directeur des transports.
- d. L'ajout d'éléments de transport actif à la traverse de la rivière Jock, sur la promenade Prince of Wales.
- e. L'ajout d'éléments de transport actif à l'intersection de la promenade Strandherd et du passage inférieur du Transitway.
- f. La possibilité d'inclure comme projet de transport actif la liaison entre le sentier du ruisseau Poole et le couloir de

transport d'électricité, entre la rue Stittsville Main et la promenade Springbrook, dans le quartier Amberwood.

g. L'adoption d'une approche progressive pour l'urbanisation du chemin Tenth Line, entre l'avenue Harvest Valley et le futur quartier E-1, en s'attardant à ce qui suit :

- i. Phase 1 : de l'avenue Harvest Valley à la promenade Sweetvalley, pour répondre à la croissance à court terme et aux besoins de la nouvelle école donnant sur le chemin Tenth Line.
- ii. Phase 2 : de la promenade Sweetvalley à l'emplacement du futur quartier E-1, pour planifier les échéanciers en conséquence, comme ces terrains devraient être aménagés de 5 à 10 ans plus tard.
- iii. Que le personnel examine le projet d'élargissement du chemin Navan (entre le chemin Renaud et la rocade de Blackburn Hamlet, ce qui comprend l'urbanisation) en vue d'un changement de priorité, y compris une stratégie pour remédier aux incertitudes entourant le moment où les terrains adjacents seront mis sous séquestre et les travaux de raccordement des services d'égouts réalisés, comme cela pourrait retarder l'exécution du projet.

h. Le projet d'élargissement du tronçon du boulevard Brian Coburn, entre les chemins Tenth Line et Trim, pour sa possible inclusion au Réseau routier prioritaire ou au Réseau d'après les besoins, à la partie 2 du Plan des infrastructures du PDT.

i. L'échéancier du projet d'élargissement du chemin Albion (actuellement inclus dans le Réseau d'après les besoins) en vue de la croissance dans le sud et des potentiels générateurs de circulation, comme l'agrandissement récent du Hard Rock Hotel and Casino.

j. L'inclusion potentielle du couloir ferroviaire de Beachburg en tant que projet de transport en commun à long terme pour soutenir la croissance et les aménagements axés sur le transport en commun dans le transect du secteur urbain extérieur, et l'acquisition des tronçons du couloir qui n'appartiennent pas encore à la Ville, conformément aux politiques du Plan officiel, quand il sera possible de le faire.

7. Demande au personnel de déterminer s'il est faisable d'établir des conditions liées aux infrastructures de transport pour les demandes

de lotissement ou les projets d'aménagement de forte densité dans les zones d'expansion suburbaines, et de présenter un rapport à ce sujet.

- a. **Que ces conditions soient fondées sur des facteurs mesurables, comme la capacité des artères, la disponibilité des services de transport en commun et la faisabilité d'atteindre des parts modales cibles, et pensées de manière à ce que les approbations correspondent à la construction rapide de l'infrastructure de transport nécessaire.**
- b. **Que le personnel présente au comité permanent concerné les conditions qu'il recommande et des options de mise en œuvre d'ici le deuxième trimestre de 2026.**

For the information of Council

Pursuant to the Delegation of Authority By-law (By-law No. 2025-69), Schedule "C", Section 9, the City Clerk has authorized the clerical correction of the report recommendations on July 22, 2025. Recommendation 4. a. iii. of the Public Works and Infrastructure Committee Report has been amended to read as "Orléans South."

Pour la gouvernance du Conseil

Conformément à l'article 9 de l'annexe C du *Règlement municipal sur la délégation de pouvoirs* (n° 2025-69), la greffière municipale a autorisé la correction de l'erreur d'écriture suivante dans les recommandations du rapport le 22 juillet 2025. La recommandation 4. a. iii. du rapport au Comité de l'infrastructure et des travaux publics a été modifiée afin qu'on lise : « Orléans-Sud ».

Documentation/Documentation

1. Extract of the draft Minutes, Public Works and Infrastructure Committee, June 26, 2025

Extrait de l'ébauche du procès-verbal, Comité des travaux publics et de l'infrastructure, le 26 juin 2025

2. Acting Director's Report, Transportation Planning, Planning, Development and Building Services Department, submitted on June 17, 2025 (ACS2025-PDB-TP-0012)

Rapport de la Directrice par intérim, Planification des transports, Direction générale des services de la planification, de l'aménagement et du bâtiment, daté le 17 juin 2025 (ACS2025-PDB-TP-0012)

**Public Works and Infrastructure
Committee
Report 20
July 23, 2025**

13

**Comité des travaux publics et de
l'infrastructure
Rapport 20
Le 23 juillet 2025**

**Extract of Draft Minutes 20
Public Works and Infrastructure
Committee
June 26, 2025**

**Extrait de l'ébauche
du procès-verbal 20
Comité des travaux publics et de
l'infrastructure
Le 26 juin 2025**

Transportation Master Plan – Part 2

File No. ACS2025-PDB-TP-0012 – Citywide

The following Planning, Development & Building Department staff provided a presentation on the item and answered questions from the Committee. A copy of the slide presentation is filed with the Office of the City Clerk.

- Andrew Eagen, Senior Project Manager
- Deborah Lightman, Program Manager

The following staff also responded to questions from Committee:

- Vivi Chi, Special Advisor, Planning
- Jennifer Armstrong, Director, Transportation Planning

The following delegations spoke before the Committee and provided comments on the item:

- Sean Crossan (CCCA Director)
- Ken Holmes
- Leeanne Van der Burgt (Manotick Village & Community Association)
- Michael C. Wolfson
- John Dance (Old Ottawa East Community Association)
- Dave Williams & Pamela El-Feghaly (Pineview Community Association)
- Rob Attrell
- James Murchison
- Sarah Charron (For Our Kids)

- Cassie Smith (EnviroCentre)

The following written submissions were received by, and are filed with, the Office of the City Clerk, and distributed to Committee Members:

- Letter from National Capital Commission dated June 18, 2025
- Letter from Pineview Community Association dated June 22, 2025
- Email from Bruce Miller (on behalf of MCCATT) dated June 25, 2025
- Letter from Jennifer Luong (NOVATECH) dated June 25, 2025
- Letter from John Veerbas (FCA) dated June 25, 2025

Report Recommendation(s)

That the Public Works and Infrastructure Committee recommend Council:

- 1. Approve the Transportation Master Plan (TMP) Capital Infrastructure Plan attached in Document 1 and described in this report.**
- 2. Direct staff to bring forward the projects identified in Document 1 for funding through the annual budget process in accordance with the approach outlined in the TMP Capital Infrastructure Plan.**
- 3. Direct staff to proceed with Official Plan amendments to incorporate the recommendations from the TMP Capital Infrastructure Plan.**
- 4. Direct staff to update the Development Charges Background Study based on the TMP Capital Infrastructure Plan and to use Development Charges, to the extent possible as permitted under the Development Charges Act, as part of the annual budget process to fund the highest priority, growth-related projects identified in the TMP Capital Infrastructure Plan.**
- 5. Direct staff to submit an Integrated Regional Plan to the Canada Public Transit Fund based on the projects in the TMP Capital Infrastructure Plan and as discussed in this report.**

Carried as amended

Motion No. PWIC 2025-20-01

Moved by L. Johnson

WHEREAS according to the Official Plan, 47% of the City's growth is projected to occur through intensification, putting pressure on the transportation networks within existing communities; and

WHEREAS many neighbourhoods within the Outer Urban Transect are prime candidates for intensification, with features that include wide, deep lots; an aging population; proximity to Ottawa's urban areas; and proximity to transit hubs; and

WHEREAS road widening projects are neither feasible nor desirable in such communities, requiring investment in space-efficient modes of transportation (walking, cycling, transit) to meet mobility needs; and

WHEREAS the Transportation Master Plan identifies two new programs that will support intensification by adding pedestrian and/or cycling facilities, namely the Road Urbanization program and the Mainstreet Improvement program;

THEREFORE BE IT RESOLVED that as part of the next update to the Transportation Master Plan, staff be directed to review the Road Urbanization and Mainstreet Improvement programs to identify potential opportunities to refine these programs to better support intensification in the Outer Urban Transect and other areas of the city that are experiencing, or likely to experience, rapid intensification; and

BE IT FURTHER RESOLVED that the identification and prioritization of active transportation projects likewise consider the potential for intensification as one of the criteria in the next TMP Update.

Carried

Motion No. PWIC 2025-20-02

Moved by S. Devine

WHEREAS Volume-to-Capacity (V/C) is a form of vehicle-based metrics which focuses on the movement and flow of vehicles, and which assesses roadway capacity and congestion from a vehicular perspective; and

WHEREAS Personal Delay Index (PDI) is a form of people-based metrics which focuses on the movement and flow of people, and which highlights the efficiency of transit; and

WHEREAS the City of Ottawa's use of the Volume-to-Capacity (V/C) is sometimes in tension with the broader goals of the Official Plan, and where the planning implications of vehicle-based metrics generally conflict with Ottawa's strategic goals, namely, to shift towards sustainable transportation modes, to reduce greenhouse gas emissions, and to support urban infill and transit-oriented development; and

WHEREAS Transportation Master Plan Policy 8-6 states that the City should "avoid road or highway widenings that compete with rapid transit corridors unless all reasonable alternatives to address long-term travel demands have been exhausted", yet certain road widening projects have been prioritized despite their apparent contradiction to Policy 8-6, due to the city's reliance on Volume-to-Capacity (V/C) analysis;

WHEREAS municipalities like Toronto, Vancouver and Montreal have shifted towards greater use of person-based metrics in their planning frameworks, with the shift supporting these cities' broader strategic goals; and

WHEREAS Ottawa has used "Multi-Modal Level of Service" since 2015 to assess level of service for all modes of transportation (cycling, walking, transit, and vehicular travel) when comparing alternative designs for an intersection or corridor, but this method does not include calculation of an aggregate person-delay metric;

THEREFORE BE IT RESOLVED that the City of Ottawa explore how person-based metrics can be further integrated into future

Transportation Master Plan updates and corridor planning studies — drawing on best practices from other municipalities; and

BE IT FURTHER RESOLVED that transportation planning staff identify and report back on the following as part of the next TMP Update:

- 1. Any data, technical, or policy gaps that must be addressed to enable the effective integration of people-based metrics into transportation planning; and**
- 2. How person-based transportation metrics have been integrated into transportation planning to ensure continued alignment with best practices.**

Carried

Motion No. PWIC 2025-20-03

Moved by L. Johnson

THEREFORE BE IT RESOLVED that staff be directed to review the need for and merit of extending the Baseline Transitway west, from the current terminus at Bayshore Station, to connect to Bells Corners, Kanata South and Stittsville, as part of the next update to the Transportation Master Plan.

Carried

Motion No. PWIC 2025-20-04

Moved by S. Desroches

WHEREAS the Leitrim Road Realignment (Limebank Road to Bank Street) is part of the Needs-Based Network; and

WHEREAS the realignment is required due to the Ottawa International Airport Authority's plans for a new southern runway; and

WHEREAS the May 2018 report to Transportation Committee and Council (ACS2018-TSD-PLN-0003) on the Environmental Assessment

for this project noted that the City may seek cost-sharing arrangements with the Airport Authority;

THEREFORE BE IT RESOLVED that federal funding and/or necessary land transfers for the Leitrim Road Realignment (Limebank Road to Bank Street) be pursued as part of the project planning.

Carried

Motion No. PWIC 2025-20-05

Moved by W. Lo

WHEREAS the existing Prince of Wales Drive crossing of the Jock River is a high-speed four-lane road with paved shoulders and no dedicated facilities for active transportation users; and

WHEREAS the crossing is critical for the transportation network in this area;

THEREFORE BE IT RESOLVED THAT for the next TMP Update, staff consider the addition of active transportation components to the Prince of Wales Drive crossing of the Jock River.

Carried

Motion No. PWIC 2025-20-06

Moved by W. Lo

WHEREAS the transitway at Strandherd Drive is currently grade separated by an underpass, which includes a paved area behind raised curbs used as a shoulder and snow storage; and

WHEREAS pedestrians and cyclists are prohibited from using the transitway; and

WHEREAS some residents disregard the prohibition and use the underpass regardless, rather than crossing Strandherd Drive at Riocan Avenue; and

WHEREAS the LRT Stage 3 to Barrhaven includes the addition of an active transportation element to the underpass; and

WHEREAS the timeline for building the LRT Stage 3 to Barrhaven remains unknown; and

WHEREAS the underpass would be an important connection between the commercial and residential areas on the two sides of Strandherd Drive;

THEREFORE BE IT RESOLVED THAT for the next TMP Update, staff consider the addition of active transportation elements to the Strandherd Drive transitway underpass.

Carried

Motion No. PWIC 2025-20-07

Moved by M. Luloff

WHEREAS the previous Origin-Destination household travel survey was conducted in 2022, and travel patterns are continuing to evolve post-pandemic in response to changing work arrangements, new infrastructure projects, and on-going growth and development; and

WHEREAS the Origin-Destination survey data is a key input to the Transportation Master Plan; and

WHEREAS the City will be updating the Official Plan growth projections based on the Ministry of Finance population projections;

THEREFORE BE IT RESOLVED that the City, in partnership with other transportation agencies in the National Capital Region, collect new Origin-Destination travel survey data to provide insight into the ongoing evolution of travel patterns citywide; and

AND BE IT FURTHER RESOLVED that the Transportation Master Plan Capital Infrastructure Plan be updated once the Official Plan growth projections are complete and new Origin-Destination travel survey data is available.

Carried

Motion No. PWIC 2025-20-08

Moved by G. Gower

The City recently completed a feasibility study for a pathway in the Poole Creek corridor, funded in part through the Government of Canada's Active Transportation Fund. This study identified a new pathway connection through a hydro corridor from Stittsville Main Street to the Amberwood community at Springbrook Drive.

Staff are directed to ensure that this project is considered as a candidate Active Transportation Project as part of the next TMP update.

Carried

Motion No. PWIC 2025-20-09

Moved by C. Kitts

That staff be directed to incorporate the following items for review and re-consideration as part of the next refresh of the TMP Capital Infrastructure:

- 1. That staff evaluate a phased approach to the urbanization of Tenth Line Road from Harvest Valley Avenue to the future E-1 community, with a focus on:**
 - Phase 1: Harvest Valley Avenue to Sweetvalley Drive, to accommodate near-term growth and the new school with frontage on Tenth Line;**
 - Phase 2: Sweetvalley Drive to the future E-1 lands, recognizing that these lands are expected to develop 5–10 years later and may be timed accordingly.**
- 2. That staff review the Navan Road Widening project (from Renaud Road to the Blackburn Hamlet Bypass, including urbanization) for re-prioritization, including a strategy to address project timing uncertainties related to the receivership of adjacent lands and the required sewer servicing works that may affect project delivery.**

Carried

Motion No. PWIC 2025-20-10

Moved by C. Kitts

That, as part of the next TMP Update, staff be directed to review and score the widening of the segment of Brian Coburn Boulevard from Tenth Line Road to Trim Road for potential inclusion in the Needs-Based and/or Priority Networks of the Transportation Master Plan Part 2 Capital Infrastructure Plan.

Carried

Motion No. PWIC 2025-20-11

Moved by Isabelle Skalski

That staff review the timing of the Albion Road widening (currently in the Needs-based Network) as part of the next Transportation Master Plan update, in anticipation of planned growth in the south and potential traffic generators such as the newly expanding Hard Rock Hotel and Casino.

Carried

Motion No. PWIC 2025-20-12

Moved by S. Devine

WHEREAS Section 5 “Comments and Themes that Did Not Yield Changes” of the TMP Phase 5 Change Report, in response to comments expressing “Interest in and support for rapid transit projects along existing rail corridors”, staff indicated that:

“In particular, the Beachburg rail corridor from Kanata North to the Ottawa International Airport should continue to be considered for future rail use. From a land use perspective, it intersects multiple Mainstreet Corridors that already have high-rise permissions under the Official Plan. In the future, as the City’s population increases, [the Beachburg rail corridor] could catalyze additional transit-oriented development in the

Outer Urban Transect, supporting intensification where it is already planned and desired. From a mobility and economic development standpoint, this corridor would offer a direct transit connection between significant employment and travel hubs, including the Kanata North Technology Park and the Ottawa International Airport.”; and

WHEREAS staff’s rationale for foregoing any immediate consideration of the Beachburg rail corridor for transit is that the corridor was well below minimum ridership thresholds for the 2046 horizon based current population projections from the Official Plan; and

WHEREAS new development, beyond that contemplated in the current Official Plan, may support a dedicated transit facility within the Beachburg rail corridor over the long-term, including but not limited to development associated with the: Queensway Carleton Hospital; Baseline-Merivale Secondary Plan (including significant greenfield development of federal Southern Corridor lands); re-zoning of segments of the Colonnade Industrial Park; and significant re-development of Confederation Heights through Canada Lands; and

WHEREAS staff are planning to update the Official Plan population projections to align with provincial forecasts; and

WHEREAS the Beachburg rail corridor intersects with two planned major transit corridors, namely, LRT Stage 3 and Merivale Continuous Bus Lanes, and has already been recognized as a potential transit link between the Ottawa Airport and Kanata North Tech Park;

THEREFORE BE IT RESOLVED that staff review the Beachburg rail corridor as part of the next update of the Transportation Master Plan for potential inclusion as a long-range transit project to support growth and transit-oriented development across the Outer Urban Transect; and

BE IT FURTHER RESOLVED that staff acquire the sections of the Beachburg corridor that are not currently owned by the City in

accordance with the policies in the Official Plan, as opportunities arise.

Carried

Motion No. PWIC 2025-20-13

Moved by L. Dudas

WHEREAS the active transportation networks provide vital connections between communities and increase access for residents to move around their communities; and

WHEREAS the East Light Rail Transit Extension will soon bring increased connectivity and access to transit in the east end; and

WHEREAS the Ottawa River Pathway in the north, Innes Road in the middle, and the future Brian Coburn Boulevard extension, with cycling infrastructure in the south, provide critical east-west connections for Orléans residents to and from the city; and

WHEREAS active transportation connections that run perpendicular, north-south through Orléans, are lacking; and

WHEREAS the continuation of cycling infrastructure, along Orléans Boulevard, from Boyer Road to Innes Road, would complete this connection, and greatly bolster the north-south cycling connections through Orléans; and

WHEREAS separated or buffered cycling facilities on Orléans Boulevard, from the Ottawa River Pathway to Boyer Road, are included in the Transportation Master Plan, Active Transportation Projects have been prioritized in the first phase, and planning is already underway;

THEREFORE BE IT RESOLVED that the Public Works and Infrastructure Committee direct staff to include a feasibility study of extending the cycling facilities to Innes Road, as part of the current cycling infrastructure project along Orléans Boulevard (Ottawa River Pathway to Boyer Road); and

BE IT FURTHER RESOLVED that staff be directed to consider implementation of this project as part of the next Transportation Master Plan update.

Carried

Motion No. PWIC 2025-20-14

Moved by L. Johnson

WHEREAS the Transportation Master Plan (TMP) includes active transportation projects that aim to provide safe infrastructure for vulnerable road users; and

WHEREAS children and youth walking and cycling to school are considered some of the most vulnerable road users; and

WHEREAS the Ottawa-Carleton District School Board recently restructured their catchment areas, which may alter the walking and cycling routes for children and youth; and

WHEREAS these recent changes were not considered in developing the prioritized list of Active Transportation projects in the TMP.

THEREFORE BE IT RESOLVED that staff be directed to identify any sidewalk or cycling projects that would have ranked higher under the new school catchment areas and consider these projects for implementation within phase 1 through the annual budget process.

Carried

Motion No. PWIC 2025-20-15

Moved by W. Lo

WHEREAS Prince of Wales Drive is an important route for commuters in the growing communities of Barrhaven, Manotick, and Riverside South, among others; and

WHEREAS Table B2 (Priority Road Network) in the TMP Capital Infrastructure Plan identifies different sections of Prince of Wales Drive for capacity projects or urbanization projects as follows:

- **Between Meadowlands and Colonnade – phase 2 urbanization project**
- **Between Colonnade and West Hunt Club – phase 2 capacity project**
- **Between Deakin and Amberwood – phase 1 capacity project**
- **Between Amberwood and Merivale – phase 2 urbanization project**
- **Between Merivale and Barnstone – phase 2 capacity project; and**

WHEREAS the widening of Prince of Wales Drive between Amberwood Crescent and Merivale Road is part of the Needs-Based Road Network; and

WHEREAS the Network Modification Program includes “intersection improvements and/or targeted widening to reduce congestion around the intersection” at Prince of Wales and Fallowfield; and

WHEREAS Prince of Wales has multiple commuting routes from the south converging at Prince of Wales and Fallowfield to head to and/from the north; and,

WHEREAS the urbanization project between Amberwood and Merivale was added following the TMP Phase 5 consultation because of the notable gap for active transportation between the two widening projects; and

WHEREAS the 2011 Environmental Assessment for the Prince of Wales widening identified the need for sound barriers along several segments of the corridor;

THEREFORE BE IT RESOLVED THAT widening of Prince of Wales Drive between Amberwood Crescent and Fallowfield Road be moved from the Needs Based Road Network to the Priority Road Network, including intersection improvements at Fallowfield and Prince of Wales; and

BE IT FURTHER RESOLVED THAT Prince of Wales Drive between Merivale Road and Barnstone Drive be removed from the road

capacity projects in the Priority Road Network (but would be maintained in the Needs-Based Road Network); and

BE IT FURTHER RESOLVED THAT Prince of Wales Drive between Amberwood Crescent and Fallowfield Road maintain the same priority level as the project that is being removed, given the similar cost and expected benefits; and,

BE IT FURTHER RESOLVED THAT the urbanization of Prince of Wales Drive between Amberwood Crescent and Merivale Road be removed from the list of Priority Network road urbanization projects; and,

BE IT FURTHER RESOLVED THAT, given that staff expect a more than \$25M net reduction in the Priority Road Network project costs linked to the changes above, the widening of Prince of Wales Drive between Amberwood Crescent and Fallowfield Road include approximately 600m of noise barriers in the vicinity of the Prince of Wales and Merivale intersection which would otherwise be deferred due to the shift of the associated road widening project to the Needs-Based Network.

For (9): J. Bradley, S. Desroches, S. Devine, L. Dudas, G. Gower, W. Lo, M. Luloff, A. Troster, and Isabelle Skalski

Against (2): T. Tierney, and C. Kitts

Carried (9 to 2)

Motion No. PWIC 2025-20-16

Moved by W. Lo

WHEREAS the Barrhaven Light Rail Transit and Rail Grade Separation Planning and Environmental Assessment study was completed on October 16, 2024; and

WHEREAS recommendation number 4 of the LRT Public Inquiry Report states “Public entities should avoid, wherever possible, introducing complexity into the major components of the project”; and

WHEREAS the recommended alignment between Knoxdale and Sportsplex Stations was shifted from west of Woodroffe Avenue to over Woodroffe Avenue, thereby introducing complexity into the project; and

THEREFORE BE IT RESOLVED THAT if and when the LRT Stage 3 Barrhaven proceeds, a value engineering exercise be conducted on the alignment between Knoxdale and Sportsplex Stations, to determine if a straight alignment would be better; and

BE IT FURTHER RESOLVED that the value engineering exercise also **evaluate the impact of a straight alignment west of Woodroffe Avenue on the potential for future housing development, particularly at the municipally-owned greenfield at Woodroffe and Knoxdale, and also seek to preserve opportunities for residential intensification in the area wherever possible; and**

BE IT FURTHER RESOLVED THAT the value engineering would also explore ways to mitigate the cost of expropriation and the impact to residents as a result of this change.

For (4): S. Desroches, W. Lo, M. Luloff, and Isabelle Skalski

Against (7): T. Tierney, C. Kitts, J. Bradley, S. Devine, L. Dudas, G. Gower, and A. Troster

Lost (4 to 7)

Motion No. PWIC 2025-20-17

Moved by T. Tierney

WHEREAS the City of Ottawa, during the 2018 to 2022 term of Council, has acknowledged and voted in favour of the STO tram, currently in the planning stages and funded by the Government of Quebec and the Government of Canada (total project cost \$3.5 billion) with the objective of reducing greenhouse gas emissions and rejecting bridge-based options that are likely to induce additional travel demand; and

WHEREAS the National Capital Commission (NCC) is conducting a public survey concerning a potential interprovincial bridge crossing,

yet concerns have been raised about the methodological integrity of the survey, and the most recent cost estimate for the proposed bridge exceeds \$3 billion; and

WHEREAS the federal government's interprovincial crossing study relies on Origin-Destination (OD) survey data collected in 2022, with roadside truck survey results from 2023; and

WHEREAS the federal government has indicated publicly a reduction in the federal government workforce; and

WHEREAS the federal government has identified a number of federal properties as surplus, including assets such as the Place du Portage complex, which is in a state of disrepair and could be considered for repurposing or redevelopment in support of municipal infrastructure goals; and

WHEREAS the federal government has prioritized nation-building transportation infrastructure projects such as the high-speed rail corridor between Quebec City and Toronto, in which Ottawa is confirmed as a designated station; and

WHEREAS the City of Ottawa officially surpassed a population of one million residents in June 2019, marking a significant milestone that elevates the scale of infrastructure planning and reinforces the need to respond to growth-related challenges; and

WHEREAS Highway 417 serves as the city's primary east-west corridor and the only major through-route, concentrating regional and interprovincial traffic into a single corridor and contributing to substantial congestion and delays; and

WHEREAS incidents on Highway 417 frequently result in extended closures and traffic disruptions, exacerbated by limited alternative routing options due to restrictions on city streets designed for multi-modal travel; and

WHEREAS the provincial government released "Connecting the East: a draft transportation plan for eastern Ontario" in 2022, which includes an action to "explore the potential of an Ottawa ring road to

reduce congestion in the city core” as part of future MTO planning studies; and

WHEREAS such long-range vision documents present an appropriate opportunity to examine the feasibility and benefits of developing a southern Ring Road in Ottawa to improve regional connectivity and reduce core-area traffic pressures; and

WHEREAS the provincial government has received and reviewed a prioritized list of municipal infrastructure projects, which does not include the federally proposed interprovincial bridge crossing;

THEREFORE BE IT RESOLVED THAT the City of Ottawa urges all levels of government to prioritize sustainable, data-driven transportation infrastructure investments, including the full and fair evaluation of a southern Ring Road, and to ensure that all future transportation planning efforts are supported by up-to-date, comprehensive data that reflects the city's current and projected needs;

AND BE IT FURTHER RESOLVED THAT the City of Ottawa advocate for its integration into national transportation priorities, particularly the high-speed rail corridor between Quebec City and Toronto, and work collaboratively with federal and provincial governments to strategically manage surplus federal lands in support of long-term transportation, housing, and infrastructure goals.

For (9): T. Tierney, C. Kitts, S. Desroches, S. Devine, L. Dudas, W. Lo, M. Luloff, A. Troster, and Isabelle Skalski

Against (2): J. Bradley, and G. Gower

Carried (9 to 2)

Motion No. PWIC 2025-20-18

Moved by G. Gower

That the Tierney motion on National Transportation Priorities and Southern Ring Road be referred to Council.

For (4): J. Bradley, S. Devine, G. Gower, and A. Troster

Against (7): T. Tierney, C. Kitts, S. Desroches, L. Dudas, W. Lo, M. Luloff, and
Isabelle Skalski

Lost (4 to 7)

Motion No. PWIC 2025-20-19

Moved by C. Kitts

WHEREAS the Transportation Master Plan Part 2 outlines a long-range capital infrastructure plan to guide road and transit investment tied to growth to 2046, including in suburban expansion areas across Ottawa; and

WHEREAS suburban wards are experiencing rapid population and housing growth, with multiple expansion areas advancing through the development approvals process; and

WHEREAS transportation infrastructure, including arterial roads and transit service, has not consistently kept pace with development pressures, creating congestion and impacting the delivery of complete streets and communities; and

WHEREAS approving growth in advance of transportation infrastructure delivery risks compounding long-term servicing gaps and undermining citywide policy objectives;

THEREFORE BE IT RESOLVED THAT Planning and Development staff be directed to review and report on the feasibility of establishing transportation infrastructure conditions that must be satisfied before subdivision or high-density development applications can be approved in suburban expansion area lands; and

BE IT FURTHER RESOLVED THAT such conditions be based on measurable factors including arterial road capacity, transit service availability, and the feasibility of achieving targeted modal share outcomes, and be designed to ensure that growth approvals are aligned with the timely delivery of supporting transportation infrastructure; and

BE IT FURTHER RESOLVED THAT staff report back to the appropriate Standing Committee with recommended conditions and implementation options no later than Q2 2026.

For (11): T. Tierney, C. Kitts, J. Bradley, S. Desroches, S. Devine, L. Dudas, G. Gower, W. Lo, M. Luloff, A. Troster, and Isabelle Skalski

Carried (11 to 0)

Motion No. PWIC 2025-20-20

Moved by C. Kitts

WHEREAS the City will be submitting an Integrated Regional Plan to the Canada Public Transit Fund (CPTF) Metro-Region Agreement Stream following approval of the TMP Capital Infrastructure Plan; and

WHEREAS the Cumberland Transitway is the highest priority transitway project for which planning and design work is required prior to implementation (including an update to the Environmental Assessment); and

WHEREAS the CPTF Metro-Region Agreement Stream provides significant funding for planning and design costs (up to 80% of eligible costs);

THEREFORE BE IT RESOLVED that both segments of the Cumberland Transitway be identified as the top priority for CPTF planning and design; and

BE IT FURTHER RESOLVED that the City share of planning and design funding for both segments of the Cumberland Transitway be identified through the annual budget process.

Carried

Motion No. PWIC 2025-20-21

Moved by C. Kitts

WHEREAS the City of Ottawa's Transportation Master Plan (TMP) Part 2 identifies a list of comprehensive transportation projects

required to support continued population and employment growth to 2046; and

WHEREAS many of these comprehensive transportation projects are in high-growth suburban areas such as Orléans South, where existing communities have been developing without this required infrastructure; and

WHEREAS the City has historically recovered the cost of infrastructure through development charges (DCs), but construction of the required transportation infrastructure has historically failed to keep pace with the expansion of both population and employment growth; and

WHEREAS using debt financing to construct assets with a long service life, especially with the pending statutory delay in the timing of the collection of fees, to be funded from future DC revenues can serve as a responsible and targeted cash flow tool to accelerate delivery of major infrastructure with long-term community and economic benefit; and

WHEREAS the social contract with new communities—reflected in previous studies forecasted the delivery of specific comprehensive transportation infrastructure that have yet in some cases to materialize;

THEREFORE BE IT RESOLVED THAT staff be directed to evaluate and report back on the expanded use of debt as a financing mechanism to accelerate construction of projects identified in the TMP Capital Infrastructure Plan; and

BE IT FURTHER RESOLVED THAT the evaluation include:

- A financial analysis of future borrowing capacity, debt servicing, and long-term carrying costs, in alignment with the plan fiscal framework update;
- Develop a framework to assess financial (cost escalations) and non-financial cost/benefits of advancing projects as a result of continued delays in infrastructure projects

- **An inventory of transportation projects in high-growth areas that could be advanced using this tool, including in South and in alignment with the TMP prioritization;**

BE IT FURTHER RESOLVED THAT staff be directed to update the Development Charges Background Study based on the TMP Capital Infrastructure Plan and to use Development Charges, to the extent possible as permitted under the Development Charges Act.

Carried