

5. O-Train Network Development Zone of Influence

Zone d'influence d'aménagement du réseau de l'O-Train

COMMITTEE RECOMMENDATION

That Council approve and adopt the Official Plan Amendment for the O-Train Network Development Zone of Influence as outlined in this report and in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve et adopte la modification apportée au Plan officiel relative à la zone d'influence d'aménagement du réseau de l'O-Train, comme le précisent le présent rapport et le document 2.

DOCUMENTATION/DOCUMENTATION

1. Director's Report, Economic Development and Long Range Planning Services, Planning, Infrastructure and Economic Development department, dated January 3, 2019 (ACS2019-PIE-EDP-0004)

Rapport du directeur, Services de Développement économique et planification à long terme, Direction générale de la planification, de l'Infrastructure et du développement économique, daté le 3 janvier 2019 (ACS2019-PIE-EDP-0004)

2. Summary of Written and Oral Submissions to be issued separately with the Council agenda for its meeting of February 13, 2019, in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council meeting of January 30, 2019".

Résumé des observations écrites et orales à distribuer séparément avec l'ordre du jour de la réunion du 13 février 2019 du Conseil, dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73, à la réunion du Conseil municipal prévue le 30 janvier 2019 ».

**Planning Committee
Report 1
January 30, 2019**

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**Comité de l'urbanisme
Rapport 1
le 30 janvier 2019**

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
24 January 2019 / 24 janvier 2019**

**and Council
et au Conseil
30 January 2019 / 30 janvier 2019**

**Submitted on 3 January 2019
Soumis le 3 janvier 2019**

Submitted by

Soumis par:

John Smit,

Director / Directeur

**Economic Development and Long Range Planning Services / Services de
Développement économique et planification à long terme,
Planning, Infrastructure and Economic Development Department / Direction
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**Ward: CITY WIDE / À L'ÉCHELLE DE
LA VILLE**

File Number: ACS2019-PIE-EDP-0004

SUBJECT: O-Train Network Development Zone of Influence

OBJET: Zone d'influence d'aménagement du réseau de l'O-Train

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend that Council approve and adopt the Official Plan Amendment for the O-Train Network Development Zone of Influence as outlined in this report and in Document 2.**
- 2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of January 30, 2019," subject to submissions received between the publication of this report and the time of Council's decision.**

RECOMMANDATIONS DU RAPPORT

- 1. Que le Comité de l'urbanisme recommande au Conseil d'approuver et d'adopter la modification apportée au Plan officiel relative à la zone d'influence d'aménagement du réseau de l'O-Train, comme le précisent le présent rapport et le document 2.**
- 2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et de l'avocat général et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73, à la réunion du Conseil municipal prévue le 30 janvier 2019 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

BACKGROUND

Land use planning in Ontario is guided by the *Planning Act* and the Provincial Policy Statement, 2014.

Section 2 of the *Planning Act* outlines provincial interests that municipalities shall have regard to in carrying out their responsibilities. These provincial interests include:

- the adequate provision and efficient use of transportation; and
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

Section 3(5) of the *Planning Act* requires municipal council decisions affecting planning matters to be consistent with the policies of the Provincial Policy Statement.

Policies 1.6.8.1 and 1.6.8.3 of the Provincial Policy Statement, 2014 provide clear policy direction for municipalities to protect existing and planned transit corridors:

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

On January 22, 2014, City Council approved Official Plan Amendment 130, which identified a "Development Zone of Influence" to support the development and operation of the Confederation Line, and adopted related Confederation Line Proximity Study Guidelines. The Official Plan currently requires Site Plan and Plan of Subdivision applications proposed within the limits of the Development Zone of Influence to submit a Proximity Study confirming that there will be no negative impacts on the Confederation Line assets. Negative impacts may include potential structural damage, restrictions to access, vibrations or any other influences to operations during and after construction.

Annex 17 of the Official Plan outlines the limits of the Development Zone of Influence, which currently follows the Confederation Line, extending from Tunney's Pasture to Blair Station, including the downtown rail tunnel, thirteen stations and the maintenance and storage facility located on Belfast Road.

To date, several Proximity Studies have been received by the City for development proposed within the Confederation Line Development Zone of Influence. The requirement to provide this study has provided for early dialogue on construction techniques (e.g., excavation, shoring, tie-backs, anchor bolts, etc.) and has served to highlight key project management coordination elements and considerations in areas such as road-cuts, traffic management, site access and monitoring.

As the O-Train Network expands, there is a need to expand the Development Zone of Influence and the related policies to apply to the entire network. On June 22, 2016, Council approved a report directing staff to proceed with an Official Plan Amendment extending the Zone of Influence and Proximity Guidelines to encompass the entire O-Train Network.

DISCUSSION

The purpose of this Official Plan Amendment is to extend the Development Zone of Influence, and related requirement for a Proximity Study, to encompass the entire O-Train Network. This will help to ensure the long-term protection of the O-Train Network infrastructure from development-related risks on lands adjacent to the transit corridor and support the City's transit-oriented development objectives.

The proposed Official Plan Amendment will modify existing policies to refer more broadly to the O-Train Network, instead of the Confederation Line, and change Annex 17 to show that the Development Zone of Influence applies across the full extent of the O-Train Network.

As is current practice along the Confederation Line and Trillium Line, site plan and plan of subdivision development applications that fall within this proposed Zone of Influence will trigger proximity studies to examine any potential impacts that adjacent development activities may have on OC Transpo's current and future operations and/or the integrity of the O-Train Network's facilities, properties and structures.

O-Train Network

The O-Train Network consists of the Confederation Line (Line 1) and Trillium Line (Line 2), including the planned Stage 2 extensions to the east, west and south. The extensions to the O-Train Network as part of the Stage 2 LRT Project have approved Environmental Assessments establishing their respective corridors. The three extensions to the O-Train Network where the Development Zone of Influence will apply are scheduled to begin construction in 2019. The proposed amendment is intended to apply the existing policy language in the Official Plan to all future extensions and expansions of the O-Train Network.

Development Zone of Influence

The limits of the Development Zone of Influence were determined through a combination of factors, including the Light Rail Transit alignment depth, geo-technical conditions, and surface and subsurface conditions. The existing Development Zone of Influence ranges in width from 42.3 metres to 137.2 metres, with the majority of the width being between 44 and 54 metres. The extension of the Development Zone of influence follows the same technical formulas mentioned above, and results in a general width range of 44 to 54 metres.

Proximity Study

A Proximity Study is required at the time a development application is submitted in order to provide sufficient technical information for the City to assess potential impacts of the project and to ensure that there will be no undue negative impacts on the O-Train Network assets and operations. The existing Confederation Line Proximity Guidelines outline the documentation requirements of a Proximity Study and the various levels of review that may take place.

Following this proposed amendment to the Development Zone of Influence policies and Annex, the City will review and update the Proximity Guidelines document to reflect changes to the language and references to the O-Train Network in the Official Plan. Until this update is completed, the existing "Confederation Line Proximity Guidelines" will serve to guide development within the Development Zone of Influence. There will be no change to the existing Fee Schedule for Proximity Guideline Studies applied to this extension of the Development Zone of Influence.

This amendment does not affect the current Official Plan designations or zoning for any properties.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Public notification and consultation took place in the form of notice of the applications published in the Ottawa Citizen and Le Droit and notification emails to registered Community Groups.

The following public comments were received:

Comment #1: In general, I commend this proposal. It makes sense to add to the current designation for the Phase 2 routes. I would like to see a formal note that Phase 3 lands will be added as soon as a proposed route is accepted.

Response: The current language in the Official Plan refers to a Development Zone of Influence around the "Confederation Line". The proposed amendment would change these references to the "O-Train Network", which would allow the Development Zone of Influence policies to apply to all future planned extensions to the Light Rail Transit.

Comment #2: It is not clear to me how this might impact Transit Oriented Development plans. They need to work together to develop the lands adjacent to this corridor.

Response: Transit oriented development plans establish a direction for how lands around the LRT stations will evolve to be more transit-supportive. The proposed amendment for the Development Zone of Influence would not affect the official plan designation or zoning for any properties. Development would still be permitted within the Development Zone of Influence but would be required to submit a Proximity Study.

Comment #3: I was surprised not to see the lands round each transit station included in the development zone. In my area (Orleans), the tricky spots are the lands at hubs. In particular, the Trim Road hub and Jeanne d'Arc hub. This plan does not seem to protect enough space for the Trim Park and Ride zone or for the high vehicle traffic in that area.

My concern is that we have enough land set aside for growth of the park & ride rather than ending up with a lot surrounded by development in all directions.

Response: The limits of the Development Zone of Influence (DZOI) were determined through a combination of factors, including geo-technical, surface and subsurface conditions. The DZOI includes the lands directly adjacent to each LRT station. If development is proposed on these lands, a Proximity Study would be required as part of the development application. The Proximity Study would assess potential negative impacts on the LRT infrastructure and operations (e.g. structural damage, vibrations, impacts to operations during construction). The DZOI is not intended to identify lands required for park and ride facilities.

Comment #4: Because increased traffic and parking is still a very key concern for Wateridge residents and the local Montfort Hospital, I would want to suggest the City study the idea of having a more frequent "shuttle bus" service making a continuous circuit between the Aviation museum, the Montfort hospital, the town square or other corners in Wateridge like Bathgate and Montreal Road, and the finally the Blair LRT station.

Response: This official plan amendment is technical in nature and could not address your suggestion for a frequent shuttle bus service between Wateridge and the Blair LRT station.

Comment #5: There is a long standing systemic problem with development planning due to obsolete design standards and practices that allow new ideas to be dismissed such as geothermal, solar, LED, traffic circles or overhead pedestrian gondolas and walkways. What will make this Proximity Study for developments or redevelopments on land adjacent to the Confederation Line any different than other past obligatory consultation exercises?

Response: A Proximity Study would be required for site plan and plan of subdivision applications proposed on lands directly adjacent to the O-Train Network. This means that at the time of a development application, the applicant must provide sufficient technical information for the City to assess potential impacts of the project and to ensure that there will be no undue negative impacts on the O-Train Network's assets and operations. Impacts could include potential structural damage, impact on access, noise, vibration or operations during and after construction. This proposed official

plan amendment would not alter the current requirements for what technical information must be included in a Proximity Study. These requirements are outlined in the Confederation Line Proximity Study Guidelines for Developers.

An information meeting with the Development Review Sub-Committee took place in December 2018, at which time staff provided industry stakeholders with an overview of the proposed official plan amendment.

No comments or concerns were received from any technical agencies.

COMMENTS BY THE WARD COUNCILLORS

This is a city wide report – not applicable.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations contained in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

ASSET MANAGEMENT IMPLICATIONS

The proposed amendment would help to protect the O-Train Network's assets by requiring development proposals on lands adjacent to the Network to complete a Proximity Study ensuring there will be no undue negative impacts to the assets.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with the proposed Official Plan Amendment.

TERM OF COUNCIL PRIORITIES

This project addresses the following 2015-1018 Term of Council Priorities:

- TM1: Build a world class environmentally sustainable light rail transit system

- TM5: Ensure reliable, safe, accessible and affordable transit services

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Official Plan Amendment

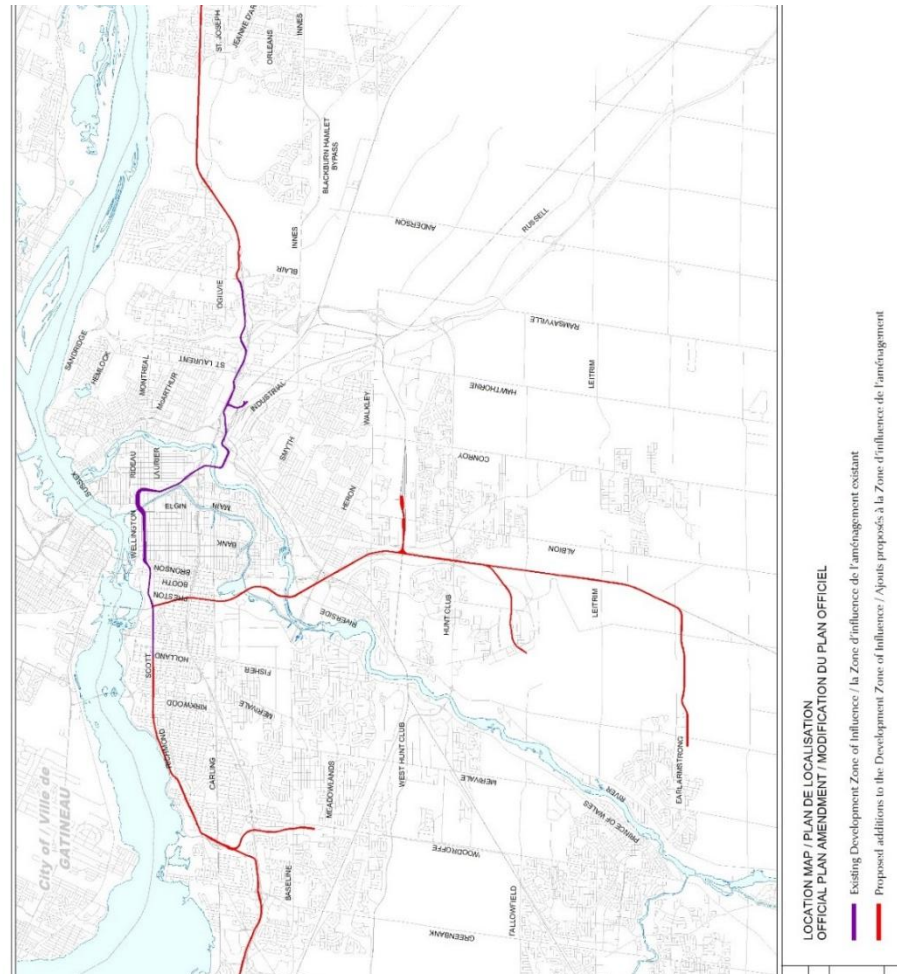
DISPOSITION

Planning Infrastructure and Economic Development Department to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

Legal Services to forward the implementing by-law to City Council.

Following Committee and Council approval of this report, staff will update the Confederation Line Proximity Guidelines to reflect changes to the language and references to the O-Train Network in the Official Plan.

Document 1 – Location Map



Document 2 – Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

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SCHEDULE 1 OF AMENDMENT XX – OFFICIAL PLAN FOR THE CITY OF OTTAWA

STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

1. Purpose

The purpose of this Official Plan Amendment is to extend the Development Zone of Influence, and related requirement for a Proximity Study, to encompass the entire O-Train Network. This will help to ensure the long-term protection of the O-Train Network infrastructure from development-related risks on lands adjacent to the transit corridor and support the City's transit-oriented development objectives. The proposed amendment is intended to apply the existing policy language in the Official Plan to all future extensions and expansions of the O-Train Network.

2. Location

This is an area-wide Official Plan Amendment affecting lands adjacent to the O-Train Network, as shown on Schedule 1 to this amendment. The O-Train Network consists of the Confederation Line (Line 1) and Trillium Line (Line 2), and includes the planned Stage 2 extensions to the east, west and south.

3. Basis

The Official Plan currently requires a Proximity Study for development proposed within or adjacent to the right-of-way for the O-Train's thirteen initial stations along the Confederation Line, to ensure there will be no undue negative impacts on the Line's assets and operations. At this time, this requirement does not apply to development proposed along the planned Stage 2 extensions for the Confederation Line and Trillium line.

On June 22, 2016, Council approved a report directing staff to proceed with an Official Plan Amendment extending the Development Zone of Influence and Proximity Guidelines to the entire O-Train Network.

Background

Land use planning in Ontario is guided by the Planning Act and the Provincial Policy Statement, 2014. These documents provide direction to municipalities to protect existing and planned transit corridors and promote development that supports public transit.

On January 22, 2014, City Council approved Official Plan Amendment 130, which identified a “Development Zone of Influence” to support the development and operation of the Confederation Line, and adopted related Confederation Line Proximity Study Guidelines.

The Official Plan currently requires Site Plan and Plan of Subdivision applications proposed within the limits of the Development Zone of Influence to submit a Proximity Study confirming that there will be no negative impacts on Confederation Line assets. Negative impacts may include potential structural damage, restrictions to access, vibrations or any other influences to operations during and after construction. Annex 17 of the Official Plan outlines the limits of the Development Zone of Influence, which currently follows the Confederation Line, extending from Tunney’s Pasture to Blair Station, including the downtown subway tunnel, thirteen stations and the maintenance and storage facility located on Belfast Road.

To date, several Proximity Studies have been received by the City for development proposed within the Confederation Line Development Zone of Influence. The requirement to provide this study has provided for early dialogue on construction techniques (e.g., excavation, shoring, tie-backs, anchor bolts, etc.) and has served to highlight key project management coordination elements and considerations in areas such as road-cuts, traffic management, site access and monitoring.

The proposed Official Plan Amendment would modify the existing policy language to refer more broadly to the O-Train Network instead of the Confederation Line and would change Annex 17 to show the full extent of the O-Train Network. This amendment would not affect the current Official Plan designations or zoning for any properties.

Rationale

As the O-Train Network expands, there is a need to extend the Development Zone of Influence and the related policies to apply to the entire network. This amendment would support provincial policy direction to protect existing and planned transit corridors and minimize negative impacts of developments proposed on land adjacent to transit corridors.

The extensions to the O-Train Network as part of the Stage 2 LRT Project have approved Environmental Assessments establishing their respective corridors. The

three extensions to the O-Train Network where the Development Zone of Influence will apply are scheduled to begin construction in 2019.

The limits of the Development Zone of Influence were determined through a combination of factors, including the Light Rail Transit alignment depth, geo-technical conditions, and surface and subsurface conditions. The existing Development Zone of Influence ranges in width from 42.3 metres to 137.2 metres, with the majority of the width being between 44 and 54 metres. The extension of the Development Zone of influence follows the same technical formulas mentioned above, and results in a general width range of 44 to 54 metres.

Development within or adjacent to the right-of-way for the O-Train Network has the potential to support the City's objectives of transit-oriented development but also to adversely impact OC Transpo's current and future operations and the integrity of the O-Train Network's facilities, properties and structures. When development is proposed on lands adjacent to the O-Train Network, the assessment of technical issues would be most appropriately reviewed through the preparation of a Proximity Study.

Following this amendment to the Development Zone of Influence policies and Annex, the City will review and update the Proximity Guidelines document to reflect changes to the language and references to the O-Train Network in the Official Plan. Until this update is completed, the existing "Confederation Line Proximity Guidelines" will serve to guide development within the Development Zone of Influence.

Identifying and protecting key corridors for rail within the City of Ottawa is an important initiative for a successful transit network. As part of a broader policy review, the City will be considering methods to protect for all future rail corridors as it transitions to a transit network with light rail transit as its spine. As such, the City will be considering policies for the protection of existing and future rail corridors and consulting with stakeholders accordingly. This includes any existing Transitway assets that may one day be converted to rail.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details of the Amendment

The following changes are hereby made to the Official Plan for the City of Ottawa:

2.1 Amend Section 2.3.1 Transportation by:

- a) deleting the heading before Policy 16 and replacing it with “O-Train Network”;
- b) deleting the words “Confederation Line Project” in the first sentence of Policy 16 and replacing them with “O-Train Network”; and
- c) deleting the words “Confederation Line” in the last sentence of Policy 16 and replacing them with “O-Train Network”.

2.2 Amend the table under the heading “Roads and Parking Lots” in Section 4.3 Walking, Cycling, Transit Roads and Parking Lots by:

- a) deleting the words “Confederation Line Proximity Study” in the second column of the third row and replacing them with “O-Train Network Proximity Study”; and
- b) deleting the words “Confederation Line Project” in the third column of the third row and replacing them with “O-Train Network”.

2.3 Amend Section 5.2.6 Pre-Application Consultation and Prescribed Information for Planning Applications by:

- a) deleting the words “Confederation Line Proximity Study” in item xxxv under Policy 2.a and replacing them with “O-Train Network Proximity Study”.

2.4 Delete Annex 17, Development Zone of Influence, and replace it with a new Annex 17, Development Zone of Influence, as shown in Schedule 1 to this Document.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

