

listed on Exhibit 96 as follows:

1. That Schedule C1 be amended to include the Vanier Parkway Extension, the Kettle Island Bridge Corridor and the Champagne Arterial and that all preliminary design, environmental assessment, engineering and requirements for these projects be included in the Regional Development Strategy, Policy 2, Table 6 as priority infrastructure projects and that they be exempted from the override provision found in Section 2.6.1.4 so that the Regional Municipality of Ottawa-Carleton (RMOC) Council cannot thwart the decision of the Ontario Municipal Board (OMB)

My finding is no to this request for relief.

2. That an immediate environmental assessment of the traffic impacts on the KERWN Corridor both now and arising from the provisions of the RMOC Official Plan be undertaken and its conclusions be incorporated into the RMOC Official Plan as first priority items at Policy 2, Table 6, and that they be exempted from the override provision found in Section 2.6.1.4. This requirement is to be added to Section 9.6.4 of the Official Plan

My finding is no to this request for relief.

3. That the reference to the Cumberland-Anvers crossing found at Section 9.5.9 be added to with reference to the Kettle Island and Lemieux Island crossing be inserted, with reference to a crossing inside the east and west bands of the Greenbelt, as this will reflect both the findings of the JACPAT Study and the preliminary work of staff and consultants leading up to the approval of the RMOC Transportation Master Plan.

My finding is: section 9.6.9 must be appropriately amended so that council shall protect the approaches to the Kettle Island Crossing. The Lemieux Island Crossing is not to be protected and must not be included in this section.

4. That the King Edward Avenue Community Improvement Plan be deemed an infrastructure project and included in the Priority One projects found at Table 6 of Policy 2 together with an override from the provisions that allows RMOC Council to amend the priority list without seeking an amendment to the Plan (2.6.1.4)

My finding is yes to this request for relief

5. That the RMOC Official Plan require removal of the KERWN Corridor from the regional truck route system as soon as one of the above noted infrastructure projects is completed and relocation of the truck route to that infrastructure. Specifically that Section 9.6.1 be amended as follows:

"Further the regional truck route system shall be amended by:

- (a) designing any new interprovincial corridor to accommodate trucks in a safe and efficient manner; and
- (b) removing Rideau Street and King Edward Avenue from the regional truck route system upon completion of such a corridor."

My finding is yes to 5(a) and 5(b).

6. That Section 9.1.4 be amended by adding the following paragraph:

"To achieve at least the following increase in public transit peak-hour North Corridor Interprovincial modal..... share by 2011:

(a) at least 30 percent;"

My finding is no to this request for relief

137 My review of the testimonies, exhibits and argument clearly indicate to me:

1. Transportation needs are directly related to where people live and where jobs are located. It is clear from the total case made by Mr. Moon that the greater population mass of population and jobs will be created within the Greenbelt and City of Gatineau compared to areas further to the east.
2. The City of Gatineau has already protected the approach on the Quebec side of the River consistent with a Kettle Island Crossing.
3. The weight of the reports, studies and testimonies clearly indicate that the Kettle Island Corridor is a supportable inter-provincial Corridor.

138 Based on all of the foregoing, the appeals are allowed in part. The Regional Municipality must modify its 1997 Plan to reflect the findings in this decision. The Board's order will be withheld until it is informed that the modifications are made and it receives a clean copy of the official plan so modified.

C.A. BEACH, Member

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