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Report To: Council

From: Lisa Backus, Acting Manager of Community Planning and Design

Date: June 20, 2022

Memo #: Memo-037-22

File No.: PLN 41.6

Re: Courtice Waterfront and Energy Park Secondary Plan – Alternative Bike-Lane Standards

Background

On June 13th, 2022 the Statutory Public Meeting was held for the CWEP Secondary Plan ([PDS-029-22](#)). Through discussions at this Planning and Development Committee meeting, a resolution was passed that required Staff report at the June 20, 2022, Council meeting on "regarding adopting a new standard for bike lane separation from pedestrian sidewalks and vehicle lanes".

Figure 1 below is the picture of the bike lane/sidewalk standard in which Councilor Neal presented to Committee.



Figure 1: Alternative Cycling Infrastructure Design (Vancouver)

Road Classifications within the Draft Courtice Waterfront and Energy Park (CWEP) Secondary Plan and Urban Design and Sustainability Guidelines

The [draft Secondary Plan](#) and [Urban Design and Sustainability Guidelines](#) (USDG) aim to establish a complete multi-modal transportation network within the Secondary Plan Area and beyond. In the preparation of the draft documents, Staff have emphasized the importance of providing dedicated cycling infrastructure throughout the Secondary Plan.

As presented on [Schedule B – Draft Road Classifications](#), to the draft Secondary Plan, there are four road classifications throughout the Secondary Plan Area. From highest to lowest order these include Type C Arterial, Collector Road, Key Local Road and Local Road. Each of these road classifications have associated Cross Sections prepared and presented within the accompanying UDSGs. As currently drafted, all classifications except Local Roads include active transportation integration into the designs (See **Attachment 1**).

Type C Arterial – Energy Drive

An in boulevard multi-use path is proposed on Energy Drive to provide connections to the waterfront trail network near the Darlington Lower Fields (on OPG lands). The alignment of the multi-use path along Energy Drive will need to be confirmed at a later stage. Two travel lanes in either direction are separated by a landscaped median and are to have street trees on either side of the right-of-way.

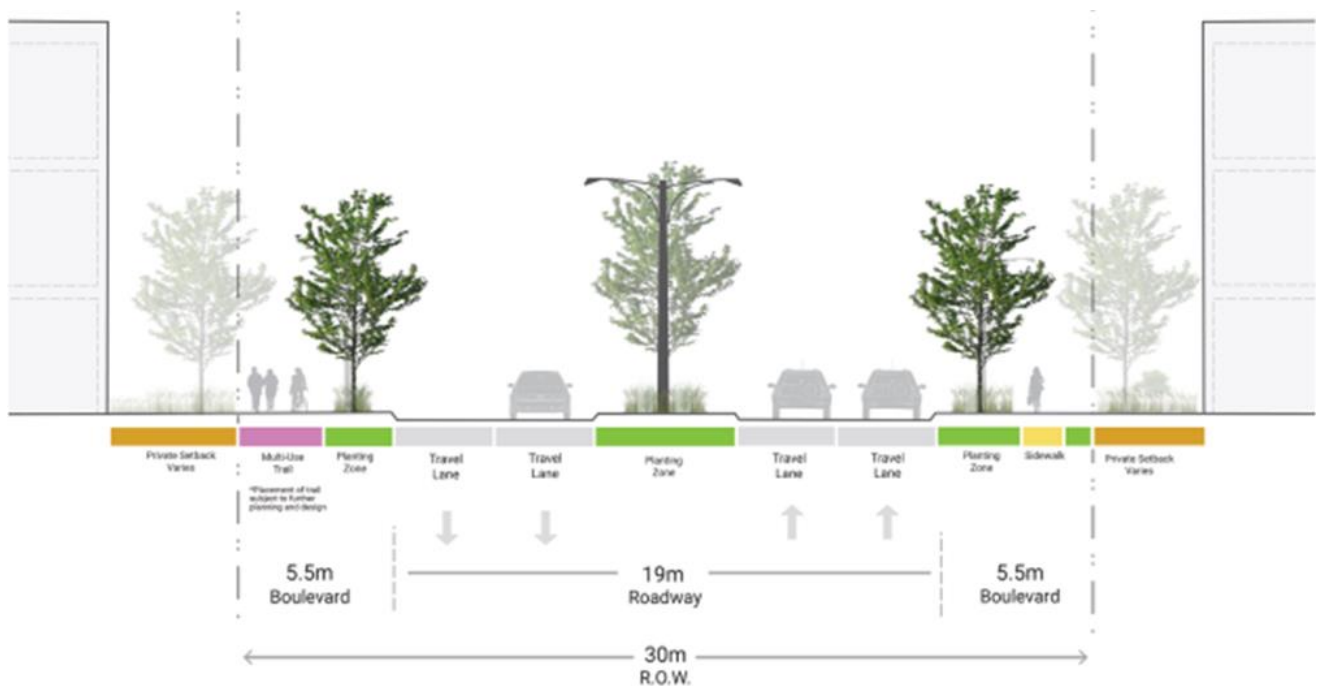


Figure 2: Proposed CWEP Energy Drive Cross-Section (30 metres)

Collector Road – Waterfront Main Street

The draft Secondary Plan proposes a north-south spine through the heart of West Waterfront within the Mixed Use – Main Street land use designation. This street will become the main street of the Waterfront area with generous, active sidewalks. Bicycle lanes are envisioned on-street adjacent to travel lanes, one in each direction. Within the boulevard of the street, a more urban condition is envisioned with a mix of street trees, site furniture, bicycle parking, and vehicle parking. Within the draft Secondary Plan, Collector Roads are proposed to be multi-modal, featuring two travel lanes, one in each direction with street trees and space for active transportation.

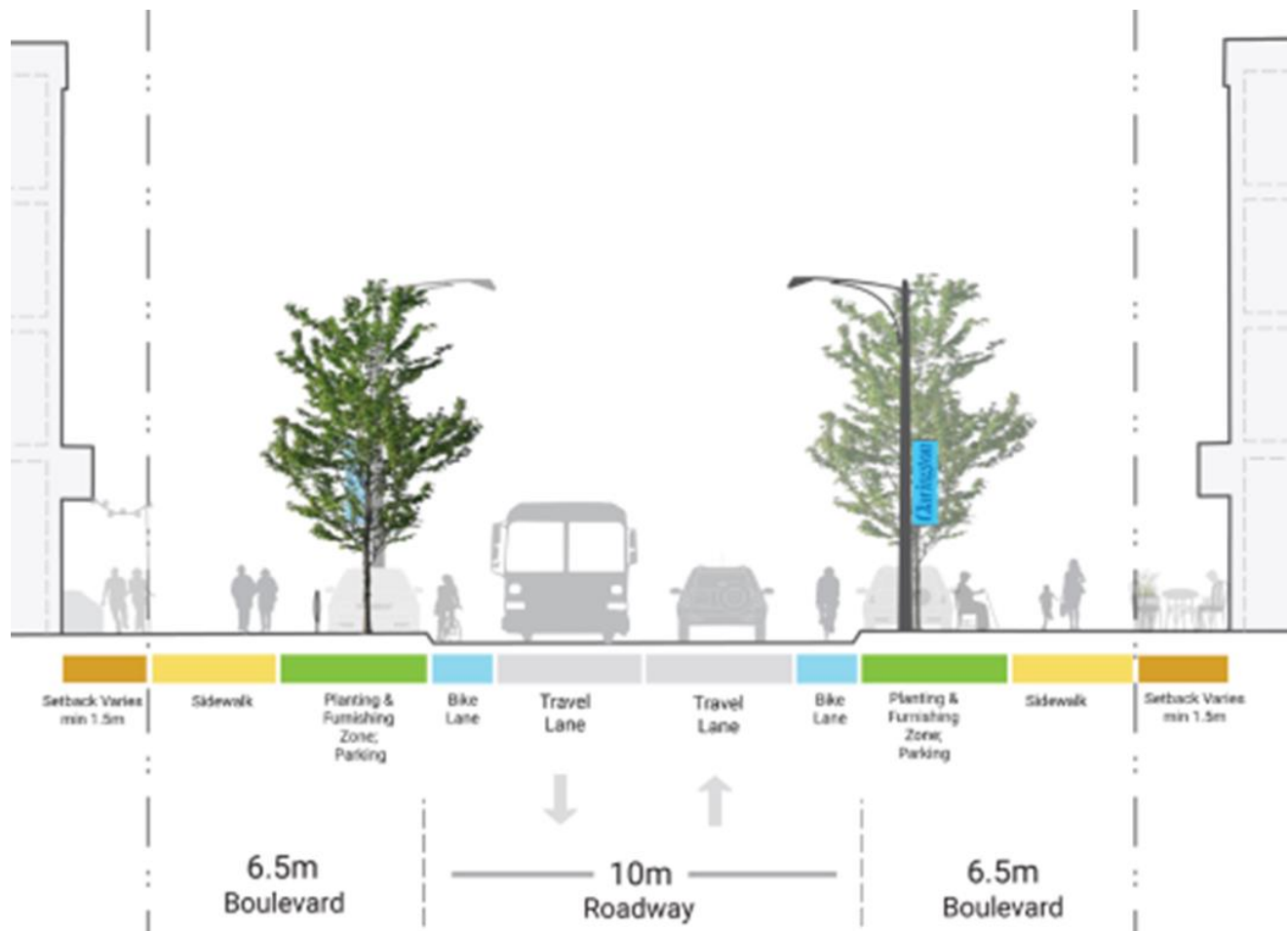


Figure 3: Proposed CWEP Waterfront Main Street Cross-Section (23 Metres)

Key Local Road – Parkside Road

A prominent feature of this proposed road is its frontage along the proposed Courtice Waterfront Park. The road, featuring a single travel lane in each direction is envisioned to have a sidewalk on the north (development) side of the road and a multi-use path on the south (Park) side of the road. On the north side of the road, a boulevard of street trees and parking creates a residential frontage for the neighborhood. The south side of the street offers generous planting zones to contribute to a green transition to the Courtice Waterfront Park. Angled parking on the south side of Parkside Road may be considered through the Courtice Waterfront Park planning process.

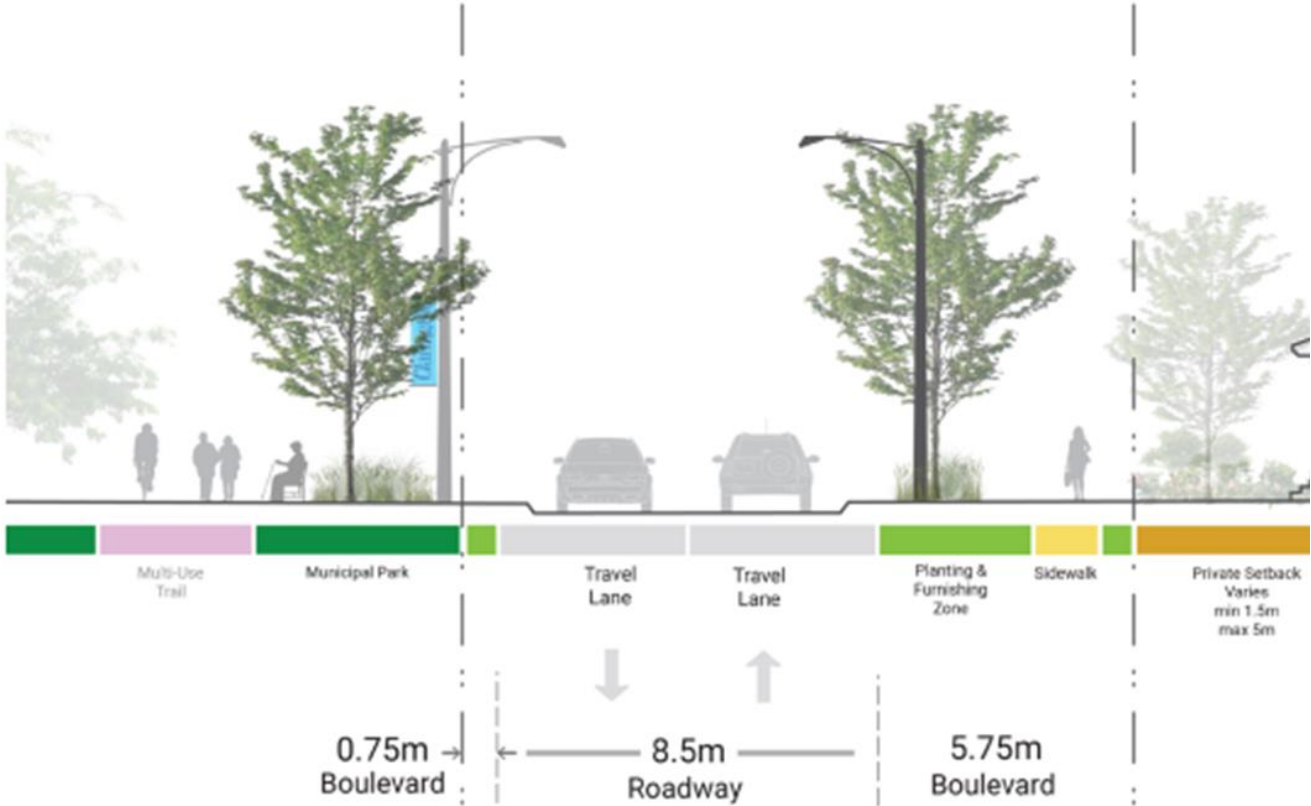


Figure 4: Proposed CWEP Key Local Road Cross-Section – Adjacent to the Municipal Park (15 metres)

Discussion

Based on this review, Staff believe that the draft UDSG set the appropriate parameters to create a complete multi-modal transportation network within the CWEP Secondary Plan Area and beyond. However, Staff do note Council concerns related to the need to separate bike-paths from roads. To address this, Planning and Public Works Staff have drafted a preliminary alternative Cross-Section for Collector Roads to incorporate Council concern (see **Figure 5**).

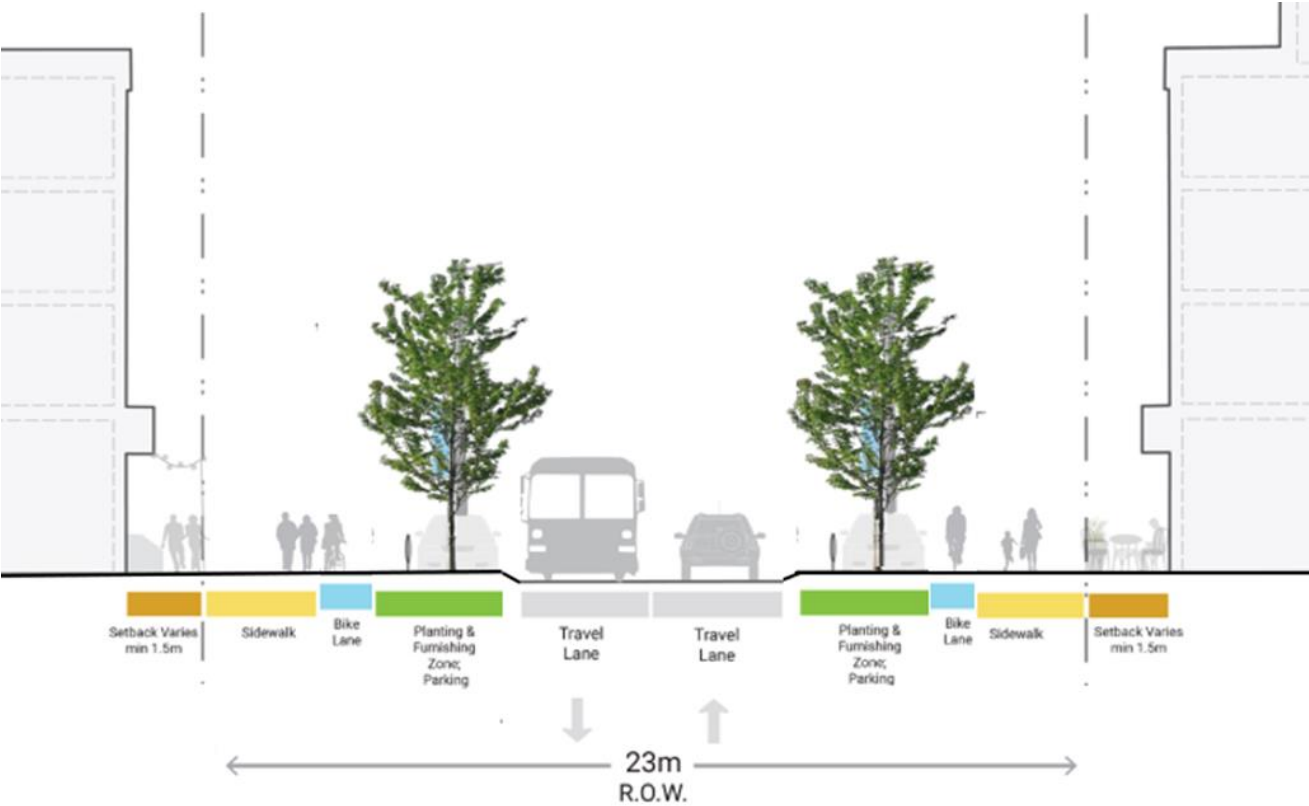


Figure 5: DRAFT alternative Collector Road Cross-Section (23 metres)

Figure 5 presents a preliminary alternative which relocates the dedicated bike lane away from the travel lane and relocates the planting and furnishing zone between the bike lane/sidewalk and the travel lane. Noteworthy, this relocation can be accommodated within the existing 23 metre right of way standard for collector roads. Staff acknowledge that this proposed alternate design is preliminary at this time and will require further analysis with Public Works staff and our Consulting team throughout the subsequent phase of this Secondary Plan process.

Conclusion

Staff acknowledge that the CWEP Secondary Plan is a Council priority, and the Planning and Development Department will continue to advance this project for Council consideration. Staff further acknowledge the importance of providing a complete multi-modal transportation network that is safe for all users.

With regard to the appropriateness of adopting the image in **Figure 5** as a new standard throughout the Municipality, or even in just this Secondary Plan, this can be addressed as part of the Active Transportation Master Plan that has yet to be prepared. For which a Proposal Call is about to be issued. This approach provides staff the time required to complete a fulsome review of the total cost including future operating costs associated with the proposed standard in **Figure 5** to ensure that Council has all of the associated information required to make an informed decision.

Thank you

cc: Department Heads
Clerk and Deputy Clerk
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