

MINUTES

CORPORATE SERVICES AND ECONOMIC DEVELOPMENT COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

16 JUNE 1998

3:00 P.M.

PRESENT

Chair: R. Chiarelli

Members: D. Beamish, R. Cantin, B. Hill, P. Hume, G. Hunter, M. Meilleur,  
R. van den Ham

Regrets: A. Loney, W. Stewart

CONFIRMATION OF MINUTES

**That the Corporate Services and Economic Development Committee confirm the Regular and Confidential Minutes of the 02 June 1998 meeting.**

CARRIED

REGULAR ITEMS

CHIEF ADMINISTRATIVE OFFICER

1. PUBLIC INFORMATION AND CONSULTATION ON LOCAL GOVERNMENT IN OTTAWA-CARLETON
  - Acting Co-ordinator's report dated 11 Jun 98
  - Chief Administrative Officer's report dated 15 Jun 98

Councillor R. van den Ham said he would have thought a request for \$500,000 would be accompanied by more detail than is provided in the report. He expressed the view there has been sufficient consultation on this matter and he inquired why so much additional money was being requested.

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- Notes: 1. Underlining indicates new or amended recommendations approved by Committee.
2. Reports requiring Council consideration will be presented to Council on 24 June 1998 in Corporate Services and Economic Development Committee Report Number 13. Item No. 22, Procedure By-law and Corporate Policy Manual Amendments, will be forwarded to Council on 8 July 98 in Corporate Services and Economic Development Committee Report Number 14.

The Chief Administrative Officer, Merv Beckstead, pointed out that “up to” \$500,000 is being requested and this amount is based on the funding provided to the Citizens’ Panel, i.e., an initial \$250,000 followed by a request for an additional \$250,000. Mr. Beckstead added these amounts were to have been matched by the area municipalities.

Councillor B. Hill proposed that Recommendation A be amended to say that residents of all the 11 area municipalities are to be consulted; this amendment was approved.

Councillor M. Meilleur wanted to know how much has been spent to date on consultation. The Regional Clerk, Mary Jo Woollam, indicated that \$83,000 has been spent out of \$250,000. In response to a further question from Councillor Meilleur, Mr. Beckstead confirmed that staff will use all the information it has received from the Citizens’ Panel, and an outside consultant will be engaged to provide assistance.

Councillor D. Beamish wanted clarification on what use was made of the \$250,000 approved for the Citizens’ Panel. The Acting Director, Information and Public Affairs, Luce Lavoie, replied that some of the funds were used to prepare a special edition of “Window on Your Region” dedicated to explaining the impact of provincial downloading. Councillor Beamish said he could not support spending \$500,000 when there is no indication the Province of Ontario intends to do anything in Ottawa-Carleton by way or restructuring. He suggested nothing be done until such time as a proposal comes from the Province. Councillor Hill agreed with the approach suggested and the comments made by the previous speaker and she expressed the hope that the work done by the Citizens’ Panel would be available for use, especially the information garnered at the public meetings.

Councillor G. Hunter said he disagreed with comments about the Mayors having sabotaged the work of the Citizens’ Panel, saying he thought it was the public that had lost interest in the process. He pointed out that the sum requested was large and was going to be used to put a positive spin on an idea and package a message. He expressed the view the Region should not be pushing any message, rather it should be listening to the public and to other partners.

Councillor R. Cantin spoke about attending two of the Citizens’ Panel’s sessions in the east end, and in his opinion, the process was derailed by the Mayors. He expressed the view the Region has an important role to play, and that is to ensure that residents of Ottawa-Carleton get a hearing and receive factual information and a balanced view.

Councillor Meilleur pointed out that other municipalities have spent considerable amounts of money trying to help their citizens make up their minds on restructuring. She spoke in defense of the Citizens’ Panel, saying it was incorrect to say it’s members had entered the process with pre-conceived notions and had tried to sway residents in any particular direction. Panel members were selected by three responsible and knowledgeable citizens of Ottawa-Carleton, and they worked hard at their task with little reward. Councillor

Meilleur said she would be prepared to support a lesser amount for the consultation process.

Councillor J. Legendre began by saying that the role of the Citizens' Panel had been two-fold, to consult and to educate the public and they never got a chance to begin the second part. He posited the public was showing less interest in the meetings because there was nothing to focus upon. He cited the example of Mr. Graham Kirby, who had difficulty getting people involved in his process until he published a report that generated interest and feedback. He expressed the hope there will be real information provided this time around, or the exercise will be a useless spinning of wheels. Councillor Legendre said he also would like to have seen more specific details related to the \$500,000 requested and he said he was surprised it would cost that much.

Councillor van den Ham put forward the view this matter must be brought to a conclusion and a model must be provided. He suggested the amount be amended to \$300,000 and that the Steering Committee have final determination on how the funds are spent. He said he believes it is appropriate that the RMOC take the lead, and he expressed the hope the Province will approve legislation in the near future.

The Regional Chair, R. Chiarelli, pointed out that the Region cannot dictate what to the Province what it should do. He indicated it is the one-tier model that will be going out for consultation. Chair Chiarelli added that the Council-approved resolution was forwarded to the Minister of Municipal Affairs, A. Leach, and the Minister was encouraged by the fact that Council is trying to find a local solution. Chair Chiarelli said he welcomed the process and he would the smaller amount being recommended. He added that the Steering Committee may need to come back should there be a recommendation to hold a referendum or a plebiscite on the matter. Chair Chiarelli expressed the view the Region was not being excessive and that it would be irresponsible not to approve a budget for this purpose. He compared the \$5.00 per person spent by the City of Kanata and the \$3.00 per person spent by the City of Nepean to get their message across, to the .70 cents per person being proposed by the Region for the same purpose.

At this point, the following Motion was put forward:

Moved by R. van den Ham

- 1. That the Corporate Services and Economic Development Committee recommend Council dedicate up to \$300,000 (subject to the approval of the Steering Committee) to inform and consult Ottawa-Carleton residents from all the area municipalities on Council's position on local governance in Ottawa-Carleton.**

2. **That a Steering Committee made up of five (5) members of Council be created to oversee the public information and consultation process.**

CARRIED, as amended

2. BUDGET SUB-COMMITTEE:  
(A) TERMS OF REFERENCE  
(B) COMMITTEE MEMBERSHIP  
- Acting Co-ordinator's report dated 11 Jun 98  
- Chief Administrative Officer's report to be issued separately

By way of clarification, staff confirmed that the Regional Chair, R. Chiarelli, is, *ex officio*, a member of all the committees: Chair Chiarelli's name was withdrawn from the list of those seeking appointment to the Sub-Committee.

The Committee received the Terms of Reference prepared by the Chief Administrative Officer, subject to finalization by the Budget Sub-Committee. An election was held and the following Councillors were recommended for appointment to the Budget Sub-Committee: G. Hunter, H. Kreling, A. Loney and M. McGoldrick-Larsen. Council will be asked to confirm the appointments at its 24 Jun 98 meeting, as well as the following Motion:

Moved by D. Beamish

**That Councillor R. van den Ham be appointed to and Chair the Budget Sub-Committee.**

CARRIED

Charts showing the results of the election are on file with the Committee Co-ordinator.

#### ENVIRONMENT AND TRANSPORTATION

3. 1998 CRACK SEALING PROGRAMME ON CARLING AVENUE, ETC  
CONTRACT AWARD. - CONTRACT NO. 98-829  
-Environment and Transportation Commissioner's report dated 15 May 98

**That the Corporate Services and Economic Development Committee approve the award of Contract No. 98-829, 1998 Crack Sealing Programme on Carling Avenue Etc. to Mister Sealer Corporation, Ottawa, for a total contract provision of \$304,736.00.**

CARRIED

4. INNES ROAD FEEDERMAIN/CUMBERLAND TRUNK SEWER  
CONTRACT AWARD: CONTRACT NO. CA 9508  
-Environment and Transportation Commissioner's report dated 19 May 98

**That the Corporate Services and Economic Development Committee approve the appointment of Cumming Cockburn Limited, Ottawa, to undertake the detailed design for the extension of the Innes Road Feedermain and the Cumberland Trunk Sanitary Sewer for a contract provision of \$154,200.**

CARRIED

5. STE. ANNE AVENUE  
WATERMAIN REHABILITATION PROGRAMME  
CONTRACT VARIATION - CONTRACT NO. CT 7313  
Environment and Transportation Commissioner's report dated 20 May 98

**That the Corporate Services and Economic Development Committee approve an increase in authority to Contract CT-7313 for a contract variation to the City of Vanier in the amount of \$75,150, bringing the revised total contract provision to \$303,862.**

CARRIED

6. MEADOWLANDS PRESSURE DISTRICT EXPANSION  
CONTRACT AWARD: CONTRACT NO. CA 9505  
- Environment and Transportation Commissioner's report dated 5 May

**That the Corporate Services and Economic Development Committee approve the appointment of R.V. Anderson Associates Limited, Ottawa, to undertake the detailed design for the Meadowlands Pressure District Expansion for a contract provision of \$89,100.**

CARRIED

7. CATHERINE STREET RECONSTRUCTION-BRONSON AVENUE TO  
ELGIN STREET - CONSULTANT APPOINTMENT  
CONTRACT NO. CA 9510  
- Environment and Transportation Commissioner's report dated 22 May 98

Councillor M. Meilleur asked how the consultant had been selected for this project. The Director, Engineering Division, Jim Miller said that one component of this assignment

began in 1997 with one firm selected. In light of the City of Ottawa's desire to replace the sewer, staff felt it was appropriate to recommend the firm because of its knowledge of the project and because it is felt they provide the best value for the work assignment.

Councillor Meilleur expressed her concern with small projects that get bigger and the Committee having no choice but to approve the consultants because of their knowledge of the project. She asked that her concerns be taken seriously, because she has received complaints from companies that are afraid to speak-out for fear of being black-listed. The Councillor added it is irrelevant whether this perception is true or not; what matters is that it is being perceived in this manner.

Councillor G. Hunter wanted reassurance that the City of Ottawa will reimburse the cost of the sewer separation part of the works. Mr. Miller confirmed the RMOC has a reciprocal arrangement for cost recovery with all area municipalities for utility-driven projects whereby the road reinstatement costs are paid by the utility.

Councillor D. Beamish asked whether the Region's share for re-building the road will come from the water budget or the transportation budget. Mr. Miller indicated that the bulk of the funding will come from the water budget and there may be a component from the Pavement Management Program: the City of Ottawa will pay approximately 60% for storm and sanitary sewers and 40% for water for the portion of the work undertaken on their behalf.

**That the Corporate Services and Economic Development Committee approve the appointment of Oliver, Mangione, McCalla and Associates, Nepean, to provide engineering design services for the reconstruction of Catherine Street from Bronson Avenue to Elgin Street at an estimated cost of \$410,000 including GST.**

CARRIED

8. **URBAN WATERMAIN UPGRADE/EXTENSIONS PROGRAMME  
RICHMOND ROAD - WESTBORO, BROADVIEW AVENUE TO  
TWEEDSMUIR AVENUE: CONTRACT NO. CA 9491 -  
CONSULTING SERVICES**  

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Environment and Transportation Commissioner's report dated 22 May 98

**That the Corporate Services and Economic Development Committee approve the appointment of Novatech Engineering Consultants Limited, Nepean, for design, specialized geotechnical investigation and contract preparation services for Richmond Road, Broadview Avenue to Tweedsmuir Avenue, for a total contract provision of \$645,065.**

CARRIED

9. FINANCIAL SYSTEMS RENEWAL-  
SAP PLANT MAINTENANCE MODULE  
- Environment and Transportation Commissioner's report  
dated 8 Jun 98

Councillor R. Cantin said he thought funds for this purpose could be identified out of the \$30 million approved for the Year 2000 (Y2K Project). He put forward a Motion calling for the \$690,000 required to be sourced from the Y2K project account.

The Committee heard from Ms. Nancy Scheppers, Director, Water Environment Protection (WEP) Division. She explained that the conversion of the existing computerized maintenance management system within the WEP Division to the plant module from SAP is over-and-above what was contemplated in the Financial Systems Renewal Project. The SAP is an enterprise solution designed to integrate to all corporate business processes and it will fit-in with the overall objective of eliminating duplication and maximizing opportunities for streamlining financial tracking and reporting on the business side.

Ms. Scheppers went on to say there is a Y2K problem with the existing management system. It was ascertained the SAP module could provide a minimum 80% of maintenance management requirements and manage the \$1.5 billion worth of infrastructure currently in place. With respect to "fixing" the Y2K problem, it was felt some functionality would be lost in having to construct the link: waiting to "fix" it later would mean losing the investment in upgrading for Y2K, loss of time and effort in having to construct the interface and loss of training time for staff on upgraded equipment. Ms. Scheppers said that, in recognition of those factors, and having spoken to user groups who confirmed the value of coming in during the initial stages, staff felt the recommendation should be to proceed at this time.

The Deputy Treasurer, Kent Kirkpatrick, outlined some of the key benefits in having the plant maintenance module at the Robert O Pickard Centre (ROPEC) completely integrated with the other major modules of the financial systems. These include:

- \* operating from a common database
- \* streamlined processing
- \* single data entry
- \* real-time information
- \* reduced software maintenance costs
- \* reduced costs by moving away from standalone applications
- \* overall reduced systems support requirements

Mr. Kirkpatrick spoke about the commitment to import the module to Lemieux Island and to the Britannia Plant; OC Transpo will move to use the module for some of its requirements; as well, the Property Services Department may want to replace the current

management system they use, therefore there would be significant benefits in both the short and long term.

Councillor R. van den Ham asked how the \$30 million allotted for the Y2K Project was financed. K. Kirkpatrick clarified that \$30 million represents both Y2K and the Financial Systems Renewal (FSR) Project, i.e., \$10.6 for FSR and \$19 million for Y2K. In both instances funding is split between region-wide water, sewer and transit capital funds, based on estimates of relative use or benefit to the operation of those funds and on an actual inventory of projects and operations. In response to a further question from the Councillor, the Finance Commissioner, J. LeBelle confirmed the funding for the component could be identified from the Y2K Project.

Mr. Kirkpatrick drew Committee's attention to corrections required in Recommendation 1, to read "...establishment of a Capital project in the amount of \$590,000..." and in Recommendation 4, to read "the transfer of funds in the amount of \$440,000...".

Councillor D. Beamish recalled that, when approving both the FSR and Y2K Projects, some Committee members had inquired about what other costs were forthcoming. He expressed disbelief that the computer system in a brand new plant is already outdated and he asked what other systems will need to be replaced. The Chief Administrative Officer, Merv Beckstead, indicated there will be no further requests and staff will manage within the Y2K allocation approved by Council; should this account fall into difficulty because of inadequate estimates, staff will be back before Committee.

Councillor Beamish wanted to know how the Police systems will fit in with the RMOC's. Kent Kirkpatrick indicated that both the Police and OC Transpo are partners in the implementation of SAP for all financial services. The Director, Financial Services, Ottawa-Carleton Regional Police Service, Debra Frazer, confirmed that the Region currently manages all the Service's physical facilities through the Timberline System. In terms of police operational systems, Y2K problems center on Computer-Aided Dispatch and on Criminal Records; the Police Services Board approved the replacement of those systems in the Fall of 1997.

At this juncture, the following Motion was considered:

Moved by R. Cantin

**1. WHEREAS \$30 million has already been budgeted for Year 2000 potential problems;**

**BE IT RESOLVED that staff be directed to source the \$590,000 for the SAP Module from the \$30 million approved;**



**BE IT FURTHER RESOLVED that, should the approved budget be insufficient, staff return for approval of any additional funds required.**

2. **A contract authority of \$590,000 with SAP Canada Inc. for the provision of implementation consulting resources and training services;**
3. **The transfer of funds in the amount of \$150,000 from 912-17954, Year 2000 Capital Project;**
4. **The transfer of funds in the amount of \$440,000 from the Sewer Capital Reserve Fund.**

CARRIED, as amended

FINANCE

10. **TAX POLICY ISSUES REPORT**  
- Finance Commissioner's report dated 15 Jun 98

**That the Corporate Services and Economic Development Committee recommend Council receive this report for information.**

RECEIVED

11. **1997 OPERATING RESULTS**  
- Finance Commissioner's report dated 26 May 98

Councillor R. van den Ham asked for additional details on the deficit incurred by Police Services. The Director, Financial Services, Debra Frazer, said the primary issues in 1997 were salaries and benefits, some outstanding since the end of 1996 (the Civilian contract) and the Sworn Officer settlement of 1997 for the period 1997 to 1999. She added that, in keeping with the guidelines at the time, the Police Services Board (the Board) had not provided any salary increases in 1997: the Collective Agreement provided for an increase of 2.2%, thus creating a \$2 million problem. Ms. Frazer spoke about another significant salary item, i.e., the settlement of the Social Contract overtime and court-time costs, a hold-over from the agreement signed in 1993. Police officers were entitled to cash-in a portion of banked overtime and court-time in 1997 and this had a value of \$1.3 million. The speaker noted this was a one-time expenditure which was let fall to the year-end in order to evaluate it's scope.

In reply to a further question from Councillor van den Ham about "checks and balances" to address issues of cost overruns before year-end, Ms. Frazer indicated that staff have put

in place a comprehensive quarterly review process. Staff bring forward to the Board operational results for the quarter, forecast issues that may be of concern and identify options to address the problem. She said that, at this point, staff are monitoring both court time, which may show an increase, and Workers' Compensation Benefits (WCB), which in 1997 were \$225,000 in excess of the projected amount. Ms. Frazer expressed the belief these base issues have been captured in 1998 and that the necessary adjustments have been made in order to manage the budget.

Councillor M. Meilleur asked how long staff intend to utilize reserve funds to finance deficits. The Finance Commissioner, Jack LeBelle, responded by saying it can only be expected that departments will come in within their budgets in 1998. He pointed out there are always unknown factors that impact on budgets and workplans, and these are always dealt with as one-time situations.

Councillor D. Beamish asked what would happen should Council not approve covering Police over-spending. The Regional Solicitor, Doug Cameron, explained that the Board could ask for a review of the matter by the Ontario Civilian Commission on Police who would have final decision-making authority. The Councillor wanted to know whether the Board has any regard for over-spending and what is staff's response. Ms. Frazer reiterated that the Board receives quarterly reports where staff outline options to address emerging situations. She added it is difficult to take remedial action when 88% of the budget relates to salaries and benefits, however reductions can be made in non-discretionary expenditures. She indicated staff take this responsibility very seriously and attempt to accommodate it in the best manner they can. Councillor Beamish said he would not support the recommendation related to the Police Services shortfall, and he expressed the view the system is wrong when Council ends up having to pay without having a say in the matter.

Councillor G. Hunter expressed his concern with the increasing amount of Regional Development Charges (RDC) going into various accounts to allow more money to remain in the Region-Wide Capital Reserve Fund. He wanted to ensure this has been studied against the percentage allowed for growth-related project and that the percentages are still being met. Commissioner LeBelle indicated this was the case, adding that the limiting factor was the amount of revenue actually collected from RDCs. He pointed to a long-standing regional policy not to fund the anticipated revenues in the current year against the project but to fund only the development charges actually in hand.

The Committee then considered the report recommendations:

**That the Corporate Services and Economic Development Committee recommend Council approve:**

- a) **the re-financing of the capital program as outlined in this report;**

- b) **the funding of the 1997 Region Wide Fund - Police Services operating shortfall of \$3.1 million from the Region Wide Capital Reserve Fund;**
- c) **the funding of the 1997 Solid Waste Fund operating shortfall of \$2.8 million from the Solid Waste Capital Reserve Fund.**

CARRIED  
(D. Beamish dissented on b)

12. TREATMENT OF PROPERTY TAXATION FOR FARMLANDS  
OWNED BY THE NATIONAL CAPITAL COMMISSION AND LEASED FOR  
FARMING PURPOSES

- Finance Commissioner's report dated 10 Jun 98

**That the Corporate Services and Economic Development Committee recommend Council seek the City of Nepean's concurrence to treat NCC farmlands with the same provisions that determine eligibility for other farmlands that are taxed at 25% of the total residential rate and upon receiving this endorsement, indicate support for the City of Gloucester's resolution, under the provision that it is applied consistently across the Ottawa-Carleton region.**

CARRIED

13. CASH INVESTMENTS AND LOANS RECEIVABLE  
(AS AT 6 MAY 1998)

- Finance Commissioner's report dated 21 May 98

**That the Corporate Services and Economic Development Committee recommend Council receive this report for information.**

RECEIVED

PLANNING AND DEVELOPMENT APPROVALS

14. INTERPROVINCIAL TRANSPORTATION INITIATIVE-  
CONSULTANT APPOINTMENT

-Planning and Development Approvals report dated 1 June 98

Mr. Brendan Reid, Project and Infrastructure Planning Branch, Planning and Development Approvals, presented the report. He spoke about the Regional Official Plan (ROP) having a policy that calls for the RMOC to actively participate with other levels of government in

finalizing a location for another inter-provincial crossing. Mr. Reid noted that the Regional Chair has been pursuing this goal, and the report before Committee requests funding for, and the appointment of, a consultant to assist in this regard. Mr. Reid introduced Mr. Carl Vervoert, Manager, Totten Sims Hubicki and Associates, who made the following presentation:

- The purpose of the current initiative is to develop consensus on both sides of the Ottawa River in the National Capital Region on how to deal with inter-provincial transportation matters. This would be done by examining issues such as public transportation, transportation demand/supply and management approaches, in addition to an inter-provincial crossing.
- The dilemma facing inter-provincial transportation, and the matter needing resolution, is the discrepancy between the ROP and the Official Plan of the Communauté urbaine de l'Outaouais (CUO). The ROP envisions an inter-provincial crossing located easterly outside the Greenbelt and the CUO's document shows the next crossing at Kettle Island.
- Recent initiatives to ascertain whether there is a will to address inter-provincial transportation issues have resulted in a consensus. There is the sense of a basic approach, a recommended structure and initial agreement on a work program.

Mr. Vervoert spoke about the study organization, saying it has been agreed the initiative should be led by political leaders on both sides of the Ottawa River. In recognition of the number of municipalities involved, it is recommended that a Sub-committee consisting of representatives from the RMOC, the CUO and the National Capital Commission (NCC) be established to facilitate the more direct work activities: a Technical Committee comprised of staff from these bodies would report to the Sub-committee.

Mr. Vervoert described a work program that will include the following four components:

- An economic impact study: the study of costs and benefits will bring a better appreciation of the economic issues related to a new crossing in both the east and the west end. The study will cost approximately \$50,000 and will be completed by September 1998. In the east end, the emphasis will be on the comparative economic impacts of a new crossing on both Québec and Ontario; in the west, the analysis will be broader in nature and will present an overview of opportunities.
- The development of a long-range, interprovincial transportation plan, a concept plan accompanied by principles articulating how the network should develop. This would include initiatives such as transportation demand management, increasing modal shares for public transit and facilitating the planning and implementation of new crossings identified in the ROP.

- The possibility of setting up an agency responsible for planning and managing both existing and new transportation crossings of the Ottawa River. The federal government is planning some changes in areas of responsibility, and this provides an opportunity to examine new ways of managing the bridges seeing whether the planning and implementation of new crossings could be vested in such a body.
- The feasibility of public and private sector partnerships for the construction of new crossings. There are many instances in North America and in the world where new techniques for private sector participation have been implemented and the study will examine how such partnerships might be formed.

Mr. Vervoert concluded his presentation by saying the consultation will be inwardly focused at this time, and no wide-spread public consultation is envisioned for these studies. The work program will provide background material for the Steering Committee and will be done under its direction with the assistance of the Technical Committee.

The Regional Chair, R. Chiarelli, spoke about attending numerous meetings with his counterpart from the CUO, Mr. Marc Croteau, and with Mayors of municipalities from both sides of River since his election in 1997. He described the level of cooperation between participants as positive and fruitful. Chair Chiarelli acknowledged there has been insufficient dialogue on inter-provincial transportation issues over the years and current efforts are aimed at trying to establish a process. The federal government has indicated its willingness to place significant resources into inter-provincial transportation if the various levels of government can work co-operatively. Chair Chiarelli pointed out that, for the first time in several years, different levels of government are negotiating in good faith.

Chair Chiarelli continued by saying that the existing bridges are at capacity and projections show the population basically doubling on both sides of the River in the next 20 years. He said that, given these factors, doing nothing is completely irresponsible and condemns the next generation to an horrific situation with respect to inter-provincial transportation. He spoke about the possibility of establishing an inter-provincial transportation or bridge authority that would rehabilitate and manage existing bridges with funding made available by the federal government. Chair Chiarelli added that a successful cooperative endeavour between the Outaouais and Ottawa-Carleton will demonstrate to the rest of the country how two Provinces can work together successfully. He also noted that the political will exists in the east end to generate strong economic activity and an east-end bridge is seen as a catalyst for development on both sides of the River.

Councillor G. Hunter asked for additional information about two other studies mentioned in the presentation. Mr. Reid said one study will deal with the public consultation process and the other will prepare the Terms of Reference for the Environmental Assessment process. He expressed the hope there will be enough information by year-end to proceed with a serious study of an east end corridor that meets the requirements of all parties. Councillor Hunter wanted to know whether the possibility of a new link inside the

Greenbelt was precluded by this study. B. Reid said the studies will take into consideration the requirement of the ROP that staff look outside the Greenbelt and east of Kettle Island. In response to a further question from the Councillor about the location of a possible far west link, Mr. Reid indicated there is no specific location in mind. The economic study will look at how beneficial a bridge somewhere upstream of Deschênes might be without identifying an exact corridor. Chair Chiarelli expressed his belief that in order to provide interprovincial transportation for all of Ottawa-Carleton the concept of a far west end bridge should be part of the preliminary studies. He spoke about the need to be more broad-minded and to think in the longer term when speaking about a vision for interprovincial transportation.

Councillor M. Meilleur said she was pleased to see the project come forward at this time, adding that her constituents welcome a bridge in the east end and the relief it will bring to traffic on a major thoroughfare in the ward. She asked what process was followed to recommend the appointment of the consultants. B. Reid indicated that both firms were initially engaged through delegated authority to prepare background information to assist the Regional Chair in his consultation. The original process involved the evaluation of expressions of interest from four firms, interviewing them and recommending the consortium of Tottem Sims Hubicki and the Cartier Group. Responding to a further question from Councillor Meilleur, Mr. Vervoert described work undertaken by the two firms, both individually and collectively, in the area of design and construction of bridges and approaches in Canada and throughout the world.

Councillor W. Byrne asked what factors would be involved in determining the benefits of a west end bridge. Mr. Vervoert replied that the analysis would consist of five components:

- analysis of travel time and energy consumption
- truck routing efficiencies
- impacts on property
- impacts on economic development on industrial, trade and residential sectors
- capital and ongoing maintenance costs associated with presence of new bridge.

He added that while the technique would be the same for both east and west, the amount of detail would be greater in the east: the analysis in the west would be more of an overview. In reply to a further question, Mr. Vervoert indicated the evaluation would focus primarily on economic issues, on the impact of the development of industrial parks, on supports that might be available to improve access to residential areas and on the possible economic benefits of access to a particular area or community on either side of the River.

Councillor Byrne said her concerns center more on whether there will be a west end bridge, and if this is being considered, how will it be decided where it is located. Mr. Vervoert reiterated the intent is not to identify a location in either east or west but to

try to establish a process where, through analyzing the range of economic impacts, a location can be reasonably estimated. There is the recognition that dialogue is not as advanced in the west and there are no specific limits wherein there might be locations for a west end crossing. This will have to be narrowed down in order for the consultants to make basic assumptions about travel time savings and provide a reasonable estimate of the cost of construction and maintenance. Councillor Byrne posited that, in order to perform the analysis, the consultants would have to be working on the presumption a bridge will be built. Mr. Vervoert replied that if a comparison is made between there being a bridge or there not being a bridge in the west, the consultants will also look at there not being a bridge.

Councillor Byrne asked what weight would be given to environmentally-sensitive lands in the west. Mr. Vervoert indicated that quantification of this factor in economic terms is not included in the initial analysis. He said there is a recognition this factor will be integral to the environmental assessment work related to identifying a corridor. With respect to the Terms of Reference for the economic study being available, Mr. Vervoert indicated a draft document has been submitted to the Technical Committee for revision and copies can be made available.

Councillor J. Legendre began by congratulating the Regional Chair for his leadership, saying it has brought about a willingness from the other side of the River to look at a corridor they refused to look at before. The Councillor asked about developments in the east. Mr. Vervoert said the five factors identified for study of the west end bridge will be part of the evaluation in the east. In addition, because of the formal status of the two Official Plans in contradiction with one another, the City of Gatineau has requested the consultants look at the economic impacts of a new crossing on the Cumberland Ferry, the Gatineau Airport and on a number of industrial parks, some proposed and some under development.

Councillor Legendre asked what the consultants mean when they talk about "east end corridor locations" or linkages when they state corridors are not being identified. Mr. Vervoert said the methodology will be to identify a range of economic impacts by looking, in the first instance, at a presumed corridor at or adjacent to Kettle Island and secondly, a corridor at or adjacent to the Petrie Island crossing. The basic reason for the difference in the approach is the position of the City of Gatineau with respect to Kettle Island. Gatineau has requested that information be provided on the relative impact of a bridge further to the east so it can continue the dialogue and participate in the solution.

In reply to further questions from Councillor Legendre, Mr. Vervoert responded that the consultants are very sensitive to the Transportation Master Plan, to the ROP and to the value that individuals in Ottawa-Carleton place on quality of life issues. The ROP remains the fundamental basis for planning the future, and the proposed studies will not supersede that document. In addition, the consultants will be mindful of transportation supply management issues that attempt to change the modal splits for pedestrians, cyclists and

transit-related trips, as well as to transportation demand management, the public transportation initiatives of OC Transpo, the Light Rail pilot project, carpooling, traffic calming and other concepts within the Master Plan. Councillor Legendre asked to receive a copy of the Terms of Reference, as well as a copy of the presentation made to the Steering Committee. He expressed the belief the studies will cause concern in his community, especially the opening up of discussions about a corridor that was seen to be a closed issue.

Chair Chiarelli said he has clearly stated that, to the best of his knowledge, the decision has been made to delete the Kettle Island crossing from the ROP. Should the studies show there is no positive economic development impact east of Kettle Island, an east end bridge will not materialize, because it will be vetoed by both sides for reasons stated earlier. The purpose of the exercise is to advance the agenda by showing there are economic advantages for both sides and it is incorrect and improper to say that Kettle Island is back on the agenda.

Councillor H. Kreling asked if the consultants intend to consult extensively with the communities at large. Mr. Vervoert replied there is no broad external consultation associated with the four initial work items, however there will be extensive consultation with staffs from both sides of the River. The intent is to provide the Executive Committee and the Steering Committee with additional basic information by which they will determine the nature of any public consultation program. Councillor Kreling spoke about not having had an opportunity to comment on the Terms of Reference and he pointed out this will make it difficult for him in terms to communicate with his constituents on this matter. He expressed the hope that the community will be able to comment as the project advances, be it on a formal basis or directly to the consultants. He stressed the importance of the process being totally transparent to ensure that the public has a comfort level throughout its duration.

In response to a question from Councillor R. Cantin about other possible corridors in the Québec municipalities' Official Plans, Mr. Vervoert reiterated that the consultants will not be looking at these specifically since the intent is to do the fundamental economic analysis alluded to earlier in the presentation. Councillor Cantin asked whether it was safe to assume a solution can more easily be found for the east end. Mr. Vervoert said he would defer from predicting an outcome which the studies are intended to address. Chair Chiarelli added that an east end bridge is perceived as being more quickly achievable. There is no commitment to a far west end bridge; it is only being contemplated conceptually in the context of inter-provincial transportation planning. Councillor Cantin wanted to know if, once the four studies have been completed, there would be "deliverables" such as possible alignments and a narrower focus for a corridor. Chair Chiarelli expressed the view it may be premature to come to any conclusion, since the outcome may be to recommend several suggested east end crossings, while indicating that the west end needs further research and analysis.



Councillor Meilleur said she was uncomfortable with the process used to select the consultant for the studies, as well as with the fact that no information is given about the other firms that were invited to submit expressions of interest. Her concern is that this work, which was initiated under delegated authority, may result in the chosen firm being the only one qualified to do any of the other activities related to the project. She stressed the need for the the selection process to be completely transparent.

Councillor Byrne expressed her concern with the fact that the only measures for analysis are the economic factors. She said she has been encouraged by the fact the Steering Committee recognized and acknowledged the importance of quality of life factors such as additional traffic being generated in neighbourhoods. Councillor Byrne indicated another concern is the environmental sensitivity of most of the shoreline in Nepean and she hoped this would be a factor of the analysis in the west from the start.

The Committee then considered the following recommendation:

**That the Corporate Services and Economic Development Committee approve the appointment of a consultant team, comprised of Totten Sims Hubicki and Associates (Kanata) and the Cartier Group (Hull), to undertake four studies relevant to inter-provincial transportation matters within the National Capital Region, at a total contract provision of \$107,000, including GST, with the NCC and the CUO each contributing \$50,000.00 towards the cost.**

CARRIED  
(G. Hunter dissented)

15. ARCHAEOLOGICAL RESOURCES POTENTIAL MAPPING STUDY -  
CONSULTANTS SERVICES

- Planning and Development Approvals Commissioner's report  
dated 14 May 98

**That the Corporate Services and Economic Development Committee approve the appointment of Archaeological Services Inc. and Geomatics International Inc. to undertake the Archaeological Resources Potential Mapping Study for a total contract provision of \$59,657.85 inclusive of disbursements and taxes.**

CARRIED

16. ENVIRONMENTAL ASSESSMENTS ALTA VISTA TANK  
REPLACEMENT STUDY AND WATER MASTER PLAN  
UPDATE ZONE 2C - AWARD OF CONTRACT NO. CA 9511  
- Planning and Development Approvals Commissioner's report dated  
25 May 98

**That the Corporate Services and Economic Development Committee approve the appointment of R.V. Anderson Associates Limited, Ottawa, Ontario to undertake the environmental assessment studies for the Alta Vista Tank Replacement and Water Master Plan Update for Pressure Zone 2C for a contract provision of \$103,275.00.**

CARRIED

17. LEASE RENEWAL, 1400 ST-LAURENT-  
EMPLOYMENT RESOURCE CENTRE  
-Planning and Development Approvals Commissioner's report  
dated 27 May 98

**That the Corporate Services and Economic Development Committee approve a 31 month lease extension agreement with Devan Properties Ltd. commencing on December 1, 1998 and expiring on June 30, 2001, for 6,486 sq.ft. located at 1400 St. Laurent Blvd., in the City of Ottawa, for the purposes of an Employment Resource Centre, at an annual cost of approximately \$ 162,540 (rent and operating expenses excluding GST).**

CARRIED

18. LEASE RENEWAL- 40 COBOURG STREET, CITY OF OTTAWA  
- Planning and Development Approvals Commissioner's report dated  
12 May 98

**That the Corporate Services and Economic Development Committee approve a 5 year lease agreement with the City of Ottawa commencing on July 1, 1998 for 2,228 sq.ft. located at 40 Cobourg Street, in the City of Ottawa for the purposes of a Dental Clinic, at an annual cost of approximately \$ 35,500 (rent and operating expenses).**

CARRIED

19. **PROPERTY ACQUISITION-WATERFRONT OPEN SPACE  
CITY OF GLOUCESTER: OWNER, YVONNE VINETTE**  
-Planning and Development Approvals Commissioner's report  
dated 22 May 98

**That the Corporate Services and Economic Development Committee approve the acquisition of 0.15 ha of land shown on Annex "A" being Part of Lot 13, Concession 1, formerly in the Township of Gloucester, now City of Gloucester, from Yvonne Vinette, for the purpose of access to the Rideau River and continuity of a recreational pathway system linking the South Urban Centre and the Greenbelt, for the consideration of \$ 115,000 plus G.S.T.**

CARRIED

20. **SALE OF SURPLUS PROPERTY -  
1946 & 1950 SCOTT STREET, CITY OF OTTAWA**  
- Acting Co-ordinator's report dated 11 Jun 98  
- Planning and Development Approvals Commissioner's report  
to be issued separately.

**That Corporate Services and Economic Development Committee recommend Council:**

- 1) **Declare the property described as being part of Lots 45, 46, 47 and 48, Plan 369, shown as Part 3 on Plan 4R-8932, and part of Lots 51 and 52, Plan No. 369, shown as Part 2 on Plan 4R-12827, all in the geographic Township of Nepean, now City of Ottawa, surplus to Regional needs;**
- 2) **Approve the sale of Part 3, Plan 4R-8932 and Part 2, Plan 4R-12827 to 902500 Ontario Inc., for the amount of \$200,000.00 pursuant to an agreement of Purchase and Sale that has been received.**

CARRIED

ADDITIONAL ITEM

21. REQUEST FOR AN EXTENSION TO THE 30 DAY DEADLINE  
IMPOSED BY THE PROVINCE FOR DETERMINING THE USE OF  
THE OPTIONAL COMMERCIAL AND INDUSTRIAL PROPERTY  
CLASSES AND THE 2.5% CAP FOR INCREASES

**That the Corporate Services and Economic Development Committee recommend that Council request that the province extend the 30 day deadline period to 60 days from the return of the roll in determining the use of the optional commercial and industrial property classes and the optional use of the 2.5% tax increase cap.**

CARRIED

AGENDA "B"

22. PROCEDURE BY-LAW AND CORPORATE POLICY MANUAL-  
AMENDMENTS

**That the Corporate Services and Economic Development Committee recommend that Regional Council approve the following amendments to the Region's Procedure By-law (at Annex "A") and to the Corporate Policy Manual (at Annex "B") as the first steps toward attaining greater administrative integration with the Ottawa-Carleton Regional Transit Commission.**

CARRIED

IN-CAMERA

**The Committee waived the requirement to consider this item IN-CAMERA.**

23. METRONET COMMUNICATIONS GROUP INC.  
ACCESS TO REGIONAL RIGHTS-OF-WAY

**That the Corporate Services Committee recommend Council approve the following:**

1. **That the Environment and Transportation Commissioner be authorized to approve, on an interim basis, the issuance of Road Cut Permits to MetroNet Communications Group Inc. and its affiliates for the purposes of installing telecommunications equipment on Regional rights-of-way;**

2. **That such approval on an interim basis be subject to terms and conditions acceptable to the Environment and Transportation Commissioner, including the conditions outlined in this report;**
3. **That the authorization for such approval on an interim basis expire on 15 November 1998.**

CARRIED

INFORMATION PREVIOUSLY DISTRIBUTED

CHIEF ADMINISTRATIVE OFFICER

1. Delegated Authority Monthly Report  
March and April 1998  
(As per *Corporate Policy Manual* Section 4.6.7.4)  
- Chief Administrative Officer's report dated 4 May 98

REGIONAL CLERK

2. Record of Tender Openings  
for the Month of May 1998  
(As per *Corporate Policy Manual* Section 4.6.6)  
- Regional Clerk's memorandum dated 1 June 98

ADJOURNMENT

The meeting adjourned at 6:30 p.m.

NEXT MEETING

7 July 98

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ACTING CO-ORDINATOR

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CHAIR