

## **DRAFT AGENDA**

**A. NATIONAL ANTHEM**

**B. PRAYER**

**C. ROLL CALL**

**D. CONFIRMATION OF MINUTES**

Confirmation of the minutes of the Council meeting of 11 February, 1998.

**E. DECLARATIONS OF INTEREST ARISING FROM PRIOR MEETINGS OF COUNCIL AND COMMITTEES**

**F. COMMUNICATIONS\***

Issued separately.

**\* COMMUNICATIONS HELD ON FILE WITH THE REGIONAL CLERK.**

**G. REGRETS**

The following members of Council advising that they will be absent from Council and Committee meetings during the dates indicated:

Councillor R. van den Ham

February 21 - 25

## H. RECONSIDERATIONS

Moved by Councillor L. Davis  
Seconded by Councillor D. Holmes

**RESOLVED THAT Council reconsider the following motion:**

Moved by Councillor D. Beamish  
Seconded by Councillor L. Davis

**WHEREAS Council is desirous of placing more emphasis on inquiries to staff through the public forum of Regional Council meetings;**

**BE IT RESOLVED THAT the Rules of Procedure be amended (Section 26, (1) ) by changing the order of the Council Agenda so that the section entitled "Inquiries and Answers" will appear immediately following the section entitled "Petitions".**

## I. MOTION TO INTRODUCE COMMITTEE REPORTS

### COMMUNITY SERVICES REPORT NO. 2

#### 1. PEOPLE'S HEARINGS/AUDIENCES POPULAIRES

### COMMITTEE RECOMMENDATIONS, AS AMENDED

1. That the People's Hearings be presented to the Council meeting of 25 March 1998. That the presentation be at 1:30 pm during the Council meeting, as Council earlier agreed to do in October 1997.

2. OSGOODE AMBULANCE SERVICECOMMITTEE RECOMMENDATIONS, AS AMENDED

- 1. WHEREAS Regional Council now has to pay the bill for ambulance service in Ottawa-Carleton without the ability to have any input on the operation of a service we are responsible for;**

**WHEREAS, if Council is responsible for the costs of this service, being able to fully control it and make policy decisions about budgets and structure would ensure that this service is delivered as efficiently as possible to serve our community;**

**RESOLVED THAT Council Approve that we assume full responsibility for ambulance service as soon as is practical;**

**FURTHER THAT staff be directed to submit a report to the next meeting of Community Services Committee outlining some of the key issues and decisions that need to be taken to make this happen; and**

**FURTHER THAT Regional Council strongly requests that the provincial government make no further requests for proposal for land ambulance services in Ottawa-Carleton; and**

**FURTHER THAT this position be communicated to the Ministries of Health and Municipal Affairs, and local MPP's.**

- 2. That Councillor A. Loney, working with staff, represent the RMOC on the Request for Proposal (RFP) Selection Committee for Osgoode Land Ambulance Service.**

**CORPORATE SERVICES AND ECONOMIC DEVELOPMENT COMMITTEE**  
**REPORT NO. 3**

1. LEACHATE HAULING CONTRACT AWARD -CONTRACT NO. CE-7035

**COMMITTEE RECOMMENDATION**

**That Council approve the award of Contract No. CE-7035, for the hauling of leachate, to Sewer-matic Drain Service Limited, Gloucester, for a total contract provision of \$302,055.**

2. ORGANIC WASTE TRANSFER STATION - TRAIL ROAD LANDFILL SITE

**COMMITTEE RECOMMENDATION**

**That Council confirm the establishment of a fee for services related to the use of a temporary organic waste transfer facility located at the Trail Road Landfill Site.**

3. BRITANNIA WATER PURIFICATION PLANT FILTER GALLERY WALL REHABILITATION - CONTRACT CT 7334

**COMMITTEE RECOMMENDATION**

**That Council approve a variation to Contract CT 7334 with Zimola Construction Ltd., Ottawa, for the scope changes in the rehabilitation of the Britannia Water Purification Plant filter gallery walls in the amount of \$13,500, bringing the total contract provision to \$112,540.**

4. PLAZA BRIDGE REHABILITATION ENGINEERING AND MONITORING SERVICES

**COMMITTEE RECOMMENDATIONS**

**That Council approve:**

1. **The next phase for engineering services, during construction of the Plaza Bridge Rehabilitation Project to McNeely Engineering Consultants Limited, Kanata, in the amount of \$780,000, bringing the revised contract total to \$2,130,000;**

2. **The next phase for engineering services, during construction of the Plaza Bridge Watermain Replacement to McNeely Engineering Consultants Limited, Orléans, in the amount of \$60,000, bringing the revised contract total to \$165,900;**
  3. **The appointment of Public Works and Government Services Canada, Nepean, to provide engineering services for the Plaza Bridge monitoring, in the amount of \$350,000.**
5. ROADS: UTILITIES ON REGIONAL ROADS TELECOMMUNICATIONS - ACCESS TO REGIONAL RIGHTS-OF-WAY
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### COMMITTEE RECOMMENDATIONS

That Council approve the following:

1. **That the Federation of Canadian Municipalities (FCM) action plan on telecommunications as detailed in Annex A to this report be received.**
2. **That the Regional Municipality of Ottawa-Carleton endorse the following five principles, which are outlined in, and form the basis of, a draft FCM Municipal Telecommunications Access Agreement;**
  - a) **Municipal governments must have the ability to control the number and types of above-ground telecommunication pedestals, kiosks, etc., and the location of underground infrastructure;**
  - b) **The use of municipal rights-of-way by telecommunication companies must not impose financial costs on municipal governments and taxpayers;**
  - c) **Municipal governments must not be responsible for the costs of relocating telecommunications infrastructure if relocation is required for planning or other reasons deemed necessary by the Municipal Government;**

- d) **Municipal governments must not be liable for any economic loss, legal costs, or physical restoration costs resulting from the disruption of telecommunication services arising out of the actions of a municipal government unless grossly negligent;**
  - e) **Municipal governments must receive revenues over and above their direct costs in providing access to rights-of-way as proper compensation for the use of Municipal property for profit;**
3. **That access to municipal rights-of-way be denied to any telecommunication company that does not agree in writing to the five principles as set out above;**
  4. **That the Regional Municipality of Ottawa-Carleton contribute a total of \$6,781.00 to the FCM “Municipal Right-of-Way Defense Fund”;**
  5. **That the Environment and Transportation Commissioner be authorized to appoint a staff member to represent the Regional Municipality of Ottawa-Carleton on the FCM sub-committee on telecommunications.**
6. STATEMENT OF REMUNERATION, BENEFITS AND EXPENSES PAID TO COUNCILLORS AND COUNCIL APPOINTEES FOR 1997

**COMMITTEE RECOMMENDATION**

**That Council receive this report for information.**

7. MUNICIPAL GIS APPLICATIONS PARTNERSHIP - INFORMATION TECHNOLOGY PROFESSIONAL SERVICES

**COMMITTEE RECOMMENDATION**

**That Council approve the appointment of GE Capital Technology Management Services, to provide Information Technology project management relating to the Municipal GIS Applications Partnership, at a cost not to exceed \$200,000, including GST.**

**OC TRANSIT COMMISSION REPORT NO. 2****1. FARE RESTRUCTURING IN 1998 - VENDOR SYSTEM STATUS REPORT  
- TIME PERIOD TRANSFER**

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**COMMISSION RECOMMENDATIONS**

The Ottawa-Carleton Regional Transit Commission considered the report Fare Restructuring in 1998 at their meetings of 23 January and 18 February 1998 and submits the 1998 Fare Structure to Council for approval.

It is recommended that the following strategies and fare policies be adopted for introduction in 1998.

- a) That the Deep Discount fare structure system as presented which offers significant discounts for prepaid fares be introduced to encourage transit ridership.
- b) That the difference between cash and ticket fares be widened to offer between 33% and 40% discount.

		<b>Recommended</b>	<b>Existing 1997</b>
<b>Tickets</b>	<b>Child</b>	<b>\$0.75</b>	<b>\$0.80</b>
	<b>Adult (1)</b>	<b>\$1.50</b>	<b>\$1.60</b>
	<b>Express</b>	<b>\$2.25</b>	<b>\$2.40</b>
<b>Cash</b>	<b>Child</b>	<b>\$1.25</b>	<b>\$1.00</b>
	<b>Adult (1)</b>	<b>\$2.25</b>	<b>\$1.85</b>
	<b>Express</b>	<b>\$3.50</b>	<b>\$2.70</b>

(1) Most widely used

- c) That a day pass be introduced; and that monthly pass prices continue to be frozen at 1995 rates.

<b>Day Pass (1)</b>	<b>Prepaid</b>	<b>\$5.00</b>	<b>N.A.</b>
	<b>On-Bus</b>	<b>\$6.00</b>	<b>N.A.</b>
<b>Adult Passes</b>	<b>Transpass</b>	<b>\$57.00</b>	<b>\$57.00</b>
	<b>Unipass</b>	<b>\$72.50</b>	<b>\$72.50</b>
<b>Student Passes</b>	<b>Transpass</b>	<b>\$46.75</b>	<b>\$46.75</b>
	<b>Unipass</b>	<b>\$56.75</b>	<b>\$56.75</b>
<b>Seniors</b>	<b>Seniors Pass</b>	<b>\$28.00</b>	<b>\$28.00</b>

- (1) To be introduced in late summer when transfer issuing machines are available on all 800 buses

- d) That a budget of \$200,000 be approved to market the Deep Discount fares.
- e) That time-period transfers be introduced on regular transit as soon as electronic transfer printers are fully installed on all 800 buses.

## **PLANNING AND ENVIRONMENT COMMITTEE REPORT 2**

1. APPEALS TO MINISTER'S NOTICE OF DECISION  
OF 1997 REGIONAL OFFICIAL PLAN

### **COMMITTEE RECOMMENDATION AS AMENDED**

**That Council:**

1. Sustain the appeal of the following:
- a) Modifications E 17 regarding refinements to boundaries of Natural Environment Areas (B),

- b) **Modification L 7** regarding the designation of a site in the rural area of Gloucester,
  - c) **Modification H 11 regarding creation of a buffer between a regional road and any extraction activity on two lots designated as Limestone Resource Area in Kanata** (*originally staff recommendation 2d, recommending withdrawal of appeal*), and
  - d) **Modification L 3 and L 29 regarding designation of a site in Kanata which is part of the Carp Hills Wetland Complex.** (*originally staff recommendation 2e, recommending withdrawal of appeal*)
2. **Withdraw appeals of the following:**
- a) **Modification H 4** regarding farm-related severances in Sand and Gravel and Limestone Resource Areas (*originally staff recommendation 2b*),
  - b) **Modification H 10** regarding environmental impact study requirements for pit and quarry zoning applications (*originally staff recommendation 2c*), and
  - c) **Modifications L16 and L30, regarding designation of a site in Kanata as Wetland.** (*originally staff recommendation 1c, recommending sustenance of appeal*)
3. **That the appeal for Modification E 34 which modifies requirements for Wetlands Impact Studies for land adjacent to Provincially Significant Wetlands be sustained if a suitable rewording cannot be agreed upon eliminating the 120 metre designation.** (*originally staff recommendation 2a, recommending withdrawal of appeal*)

2. PLANNING - MEDIATION  
COMPREHENSIVE REGIONAL OFFICIAL PLAN

### COMMITTEE RECOMMENDATION

That Council approve that, subject to the allocation of funding in the 1998 budget, the Region engage in a process of mediation with respect to the appeals to the Regional Official Plan.

**TRANSPORTATION COMMITTEE REPORT NO. 2**

1. MARCH ROAD RECONSTRUCTION - PHASE II - SOLANDT ROAD TO KLONDIKE ROAD - NEW INTERSECTION - PUBLIC HEARING

**COMMITTEE RECOMMENDATIONS AS AMENDED**

Having held a public hearing, that Council:

1. endorse an amendment to the 1994 Environmental Study Report (ESR) for March Road from the Queensway to Dunrobin Road whereby an additional signalized intersection would be constructed to service the rapidly developing lands on March Road between Solandt Road and Terry Fox Drive;
  2. That provision for bus bays be removed from the design.
  3. If discussions to provide private access to 525 March Road via the Bowling Alley (Kanata Klassic Bowl) fails, that staff entertain, among other ideas, the widening of the median in front of 525 March Road to allow storage space for left-turning vehicles and, if needed, limit trucks to off-peak periods, with a report to come back to the Transportation Committee.
2. TEMPORARY CHANGES TO THE TRAFFIC AND PARKING BY-LAW RESULTING FROM CONSTRUCTION IN THE CORE AREA

**COMMITTEE RECOMMENDATIONS AS AMENDED**

That Council approve the following amendments to the Traffic and Parking By-law No. 1 of 1996 for the duration of the Phase I Plaza Bridge and Phase III Wellington Street rehabilitations:

1. remove the traffic control signals at Elgin Street (east roadway) and Sparks Street and at Elgin Street (west roadway) and Wellington Street and at Elgin Street (west roadway) and Sparks Street;
2. designate Wellington Street from Elgin Street (west roadway) to Elgin Street (east roadway) one-way westbound;

3. **rescind the one-way designation of Elgin Street (west roadway) from Wellington Street to Queen Street to permit two-way traffic;**
4. **rescind the one-way designation of Elgin Street (east roadway) from Wellington Street to Queen Street to permit two-way traffic;**
5. **rescind the one-way designation of Metcalfe Street from Wellington Street to Queen Street to permit two-way traffic;**
6. **implement a westbound reserved bus and bike lane on Wellington Street from Elgin Street (east roadway) to Elgin Street (west roadway);**
7. **implement a northbound reserved bus lane on Elgin Street (east roadway) from Queen Street to Wellington Street, in the east curb lane;**
8. **enact a special by-law to allow tour buses to use the above-noted reserved lanes;**
9. **prohibit the eastbound through and southbound left-turn movements at Metcalfe Street and Wellington Street, authorized vehicles excepted;**
10. **prohibit the southbound through and left-turn movements at Wellington Street and the east gate access to Parliament Hill, authorized vehicles excepted;**
11. **prohibit the westbound left turn and northbound right-turn movements at Elgin Street (west roadway) and Wellington Street;**
12. **prohibit the southbound through movement at Metcalfe Street and Queen Street.**
13. **prohibit the southbound through and left-turn at Elgin Street and Queen Street.**

3. PARKDALE AREA TRANSPORTATION STUDYCOMMITTEE RECOMMENDATIONS

## That Council:

1. Receive the Parkdale Area Transportation Study submitted by the City of Ottawa and filed with the Regional Clerk, and;
  2. Approve in principle, subject to detailed design and public consultation, those elements pertaining to Parkdale Avenue.
4. ISLAND PARK, KIRKWOOD AND CHURCHILL AREA TRANSPORTATION ASSESSMENT AND TRAFFIC CALMING PLAN

COMMITTEE RECOMMENDATIONS AS AMENDED

## That Council approve the following:

1. the report, *Island Park, Kirkwood and Churchill Area Transportation Assessment and Traffic Calming Plan* be received;
2. no measures be approved that will divert traffic from higher level roads to lower level roads or to communities outside the study area;
3. subject to detailed design, that the Basic Traffic Calming Plan, Alternative #1, along with the proposed changes for the 417/Merivale Road/Island Park Crescent/Island Park Drive intersections as proposed by the Community Members on the Steering Committee, be used as the basis for identifying traffic calming measures within the study area on both Regional roads and for those intersections where the Region has sole or joint responsibility;
4. the concept of “Environmental Capacities” be approved as an integral component of the traffic calming plan (the plan that will be used as a basis for implementation), and that the capacities recommended in the Consultant’s report be used as a reference for establishing targets;

**5. that the Region undertake three pilot projects in 1998 on Regional roads and on Regional responsibilities within the study area using the Basic Traffic Calming Plan, Alternative #1, as the basis for the traffic calming devices and placement (except where as noted below) with funds allocated from Account 912-30740:**

- a) **Churchill Avenue between Whitby and Scott Street including the raised intersection at Churchill and Scott;**
- b) **Kirkwood Avenue between Clare and Byron, except with only one raised intersection at Kirkwood and Iona and with the substitution of elongated fat-top speed humps the raised intersections at Clare and Byron;**
- c) **on Regional responsibilities in the area bounded by the Ottawa River Parkway, Scott Street, Northwestern and Ellendale (including that section of Island Park Drive within this area) where the Region has sole or joint responsibility (intersection of Scott and Island Park, intersection of Scott and Lanark);**

**with the following changes to the Basic Traffic Calming Plan for the purposes of this pilot project, calm only the north side of the Scott/Island Park intersection using temperate measures for the intersection narrowings; substitute elongated flat-top speed humps for the raised intersections at Clearview and Island Park, Ellendale at Clearview and at Lanark; scale-down gateways at Scott and Island Park and at the Ottawa River Parkway and Island Park; re-examine the number of speed humps required on cut-through streets;**

**further, that the Region initiate and encourage the continued joint participation by the National Capital Commission and the City of Ottawa in these pilot traffic calming projects;**

**6. that the Steering Committee as comprised of staff members of the funding agencies, elected officials from the ward and community members, continue to function with a mandate to:**

- a) **develop a common set of implementation principles to be used by all three funding agencies;**
- b) **develop a detailed and cost-effective implementation plan for the study area, based on real costs;**

- c) develop the criteria to be used to monitor the success and effects of the measures and of the pilot projects;
  - d) to assess the success and effects of the measures implemented and to make refinements to the traffic calming plan based on that evaluation;
7. that the reports “Reaction to the Consultant’s Report by the Community Members on the Island Park, Kirkwood, Churchill Traffic Calming Study Steering Committee” and “Summary of the Comments Received Following Public Information Centre (PIC) #3 of the Island Park, Kirkwood, Churchill Traffic Calming Study” be received as addenda to the Consultant’s report;
  8. the National Capital Commission (NCC) be requested to immediately proceed with the implementation of access from the Ottawa River Parkway and Tunney’s Pasture in consultation with affected communities, OC Transpo, the RMOC and the City of Ottawa;
  9. the installation of signage (“H” and school signs) adjacent to the Royal Ottawa Hospital, Merivale Road;
  10. the installation of a speed hump on Merivale Road between the Queensway overpass and signal lights to reduce excessive speeds of vehicles along this section;
  11. the measures for recommendation 9 and 10 be implemented in consultation with the Island Park/Kirkwood/Churchill Steering Committee, the Royal Ottawa Hospital Advisory Committee and owners of commercial properties in the area;
  12. that a letter be sent from the Regional Chair to the Chair of the NCC recommending the pilot projects for Island Park, Kirkwood, Churchill Traffic Calming Study be implemented.

5. SPECIAL EVENTS ON REGIONAL ROADSCOMMITTEE RECOMMENDATIONS AS AMENDED

**That Council approve:**

1. **The criteria for the approval of demonstrations, sidewalk sales, parades, sports events and all other events requiring the use of Regional roads as outlined in Annex B;**
  2. **The primary transitway corridor in the central core of the City of Ottawa consisting of Albert and Slater Streets and the Mackenzie King Bridge not be included in parade or sports event routes;**
  3. **The crossing of Rideau Street at Sussex Drive or MacKenzie Avenue or the crossing of the Rideau Canal on Rideau Street or Laurier Avenue not be included as part of a parade or sports event route if the magnitude of the event may cause: (a) northbound traffic on Nicholas Street to back up onto Highway 417 or (b) southbound traffic to back up on King Edward Avenue and restrict traffic exiting the Macdonald Cartier Bridge;**
  4. **The requirement for event organizers to secure insurance and name the Region as a co-insured be expanded to include some parades and other events which require road closures and that the required amount be increased to \$2 Million;**
  5. **The ‘two strike rule’ as specified in the section titled “Penalties For Non-Compliance”;**
  6. **Amendments to Part 2.9 of the Regional Regulatory Code as required to implement the changes recommended in the report.**
6. MAIN STREET (REGIONAL ROAD 114) AT NIXON DRIVE IN THE VILLAGE OF OSGOODE - MULTI WAY STOP CONTROL

COMMITTEE RECOMMENDATION

**That Council approve the installation of a multi-way stop control at Main Street (Regional Road 114) at Nixon Drive as approved under the Commissioner’s authority.**

7. MACKENZIE KING BRIDGE - RESCINDING WEIGHT RESTRICTIONCOMMITTEE RECOMMENDATION

That Council approve the amendment to Part 2.7 of the Regional Regulatory Code to rescind the weight restriction at the Mackenzie King Bridge (Structure No. 220) from Schedule "A" of the above-noted Regulatory Code.

8. SOUTHEAST TRANSITWAY RIVERSIDE STATION TO BILLINGS BRIDGE  
STATION NOISE MONITORING ON LAMIRA STREETCOMMITTEE RECOMMENDATION

That Council authorize the Environment and Transportation Department to undertake noise monitoring on properties located on Lamira Street.

TRANSPORTATION COMMITTEE REPORT NO.31. LIGHT RAIL TRANSIT PILOT PROJECTCOMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve the following:

1. Under the Chairmanship of the Director, Policy and Infrastructure Planning Division, a Light Rail Transit Project Steering Committee be appointed composed of 9 members as follows:

- 1 Management Consultant (in public-private partnership)
- 1 Technical Consultant (in rail project)
- 2 Councillors (members of Transportation Committee)
- 1 staff from the RMO Planning Department
- 1 OC Transpo representative
- 2 representatives from the community
- 1 staff from the Environment and Transportation Department

- the Committee will report on a regular basis to the Transportation Committee;

- the Committee will review and ratify the Project process;
  - the Committee will ensure that the community is consulted throughout the process;
2. The Sounding Board (revised as Annex C) also include one member each from the eastern, western and southern suburban communities of the Region and that the selection of those members be made by the Steering Committee;
  3. The Solicitation of Interest (SOI) step be eliminated and staff go directly to a Request for Proposal (RFP) for the Light Rail Project.

**J. MOTION TO ADOPT COMMITTEE REPORTS**

**K. MOTION TO INTRODUCE BY-LAWS                      THREE READINGS**

**L. MOTIONS (OF WHICH NOTICE HAS BEEN PREVIOUSLY GIVEN)**

**M. NOTICES OF MOTION (FOR CONSIDERATION AT NEXT  
REGULAR COUNCIL MEETING)**

**N. CONFIRMATION BY-LAW**

**O. INQUIRIES**

**P. ADJOURNMENT**