

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 11-95-0602
Your File/V/Réf.

DATE 20 September 1996

TO/DEST. Co-ordinator, Planning and Environment Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **FOLLOW-UP TO COMMITTEE MOTION WITH RESPECT TO THE REPORT ON “THE IMPACT ON OTTAWA-CARLETON FROM THE DEVELOPMENT OF ADJACENT ONTARIO MUNICIPALITIES”**

DEPARTMENTAL RECOMMENDATION

That Planning and Environment Committee and Council receive this report for information.

PURPOSE

On 14 May, 1996, the Final Report on “The Impact On Ottawa-Carleton From The Development Of Adjacent Ontario Municipalities”(OMATOC for short) was tabled at Planning and Environment Committee. The following motion was approved by Committee:

That Regional staff be directed to address in the Official Plan Review the issues identified in the report “The Impacts on Ottawa-Carleton from the Development of Adjacent Ontario Municipalities”; and

Further that Regional staff bring forward a report on what measures, if any, exist to recover costs incurred by those living outside of Ottawa-Carleton who use services or infrastructure within the region without contributing to their cost; and

Further that staff identify those areas (including but not limited to free policing, unconditional grants and other subsidies) where municipalities outside of the Region benefit from significant provincial subsidy, with a view to raising these examples with the provincial government in order to secure a more level playing field.

This report is a follow-up to that motion. It has been prepared with assistance from the Finance Department.

REPLY TO MOTION

Part One

That Regional staff be directed to address in the Official Plan Review the issues identified in the report "The Impacts on Ottawa-Carleton from the Development of Adjacent Ontario Municipalities".

The growth of OMATOC has been accounted for in the Official Plan Review. Population projections prepared by staff indicate that OMATOC will grow at a faster rate than the RMOC for the next 25 years. The draft "Proposed Regional Development Strategy" is based on key principles, of which No. 5 recognises that a growing share of the regional housing market is in OMATOC. This key principle further states that the proposed regional development strategy recognises a larger regional economy which includes adjacent municipalities in Quebec and OMATOC.

Further work will tie in to the economic policies and policies for the rural area. For example staff is conducting workshops on rural issues where suggestions for OMATOC may surface. It should be noted, however, that although the OMATOC reports contain a wealth of data and other information, there may not be any specific official plan policies directly attributable to the OMATOC study. In particular, the recommendations and suggested tactics of the Final Report are oriented to how planning is organised and to actions to be taken which are not official plan policy-oriented.

The official plan review process has included and will continue to include consultation with our neighbouring municipalities. Interaction will continue after the new Plan is approved. For example the draft Regional Official Plan will be recommending a watershed approach to resource management, which will require a closer relationship with those OMATOC municipalities in the Rideau Valley, South Nation River and Mississippi Valley conservation authority areas. Other issues from the OMATOC reports can be dealt with through discussions with the Ottawa-Carleton Home Builders Association, particularly those related to the marketing of housing.

Part Two

Further that Regional staff bring forward a report on what measures, if any, exist to recover costs incurred by those living outside of Ottawa-Carleton who use services or infrastructure within the region without contributing to their cost.

Few opportunities are available to recover costs from OMATOC residents. The disposal of liquid hauled waste is the only identified RMOC service which currently charges a higher rate for non-residents. As of 1 September, 1996, the Pickard Centre began charging for the disposal of liquid hauled waste. Waste from outside of the Region is charged at a much higher rate per 1,000 litres, \$8.94 versus 51.4 cents for waste from within the region. These rates have recently been set, but when they are reviewed sometime in the future the differential between the rates could be increased. With respect to solid waste, the Trail Road Landfill site does not accept waste generated outside of the Region, and therefore there is no opportunity for a special levy. Other ideas include:

1. *Well water testing:* The Region tests well water samples for residents at no charge and directs non-residents to a Provincial lab. If a fee for this service was established, it may be possible to test samples from non-residents and charge them a higher price.
2. *Transit:* The survey of commuters from the OMATOC study revealed that only 2.7% used OC Transpo for part of the commute. In theory higher bus prices could be set for non-residents, but the extra revenue would be negligible and may not even cover the extra administrative costs. At the moment the only Park and Ride Lot with a parking fee is at Baseline Station. Those who park before 9.30 a.m. must have a bus pass and pay \$9.00 a month if they live in the urban transit area and \$15.00 if they live beyond. Parking after 9.30 a.m. is free. There are 270 spaces at Baseline Station, and 75% of the users live within the urban transit area. This leaves fewer than 70 potential spaces for those outside of the urban transit area, and if for example 20% of these were used by OMATOC residents, an extra fee could be charged for 14 vehicles - again not much would be gained by a special fee. Of those commuters who used OC Transpo, most were from Rockland or Clarence and used the Place d'Orleans Park and Ride Lot. There is currently no fee to use this Lot, but if there was OMATOC residents could be charged more. However, any charge and especially an extra charge would deter people from using the lot, and result in more congestion and wear on Regional roads.
3. *Roads:* For the most part, toll roads are put in place when the private sector builds the road and uses tolls to pay for the facility and hopefully generate an income. There are some situations where governments have charged for the use of public roads to reduce congestion (e.g. downtown Singapore) or to pay for a bridge (e.g. St. Catharines Skyway over Welland Canal). Putting tolls on Regional roads for OMATOC residents would have little benefit since most OMATOC to RMOC boundary crossings occur on Provincial Highways. There would also be legal, administrative and philosophical issues to resolve. Technological advances now permit electronic monitoring and charging of motorists using specially designed roadways. Southern California is a leader in this area. Advances may someday permit the monitoring of all users of all roads, with the potential for a direct user-pay system. If such a system was put in place there could be a fairer pricing structure for all.

Part Three

Motion: Further that staff identify those areas (including but not limited to free policing, unconditional grants and other subsidies) where municipalities outside of the Region benefit from significant provincial subsidy, with a view to raising these examples with the provincial government in order to secure a more level playing field.

Overview

In order to address Council's motion to determine whether municipalities outside the Region may benefit from significant provincial subsidies, a five year analysis (1991 to 1995) of expenditures and provincial grants was conducted. The Finance department contacted the Ministry of Municipal Affairs and Housing (Finance Branch) to obtain financial information for all municipalities identified in the OMATOC report (5 Counties and 23 towns, townships and villages).

The Ministry maintains a common data base (acronym MARS) which is compiled from the Financial Information Returns (FIR's) submitted by all municipalities in Ontario in accordance with uniform reporting requirements and subject to independent audit at the municipal level.

The analysis centred upon comparing each municipality's provincial conditional and unconditional support expressed as a percentage of expenditures and each municipality's unconditional grant support expressed on a per households basis. Copies of the detailed analysis have been previously distributed to members of Council and can be obtained from the Regional Clerk's office.

Summary of Analysis

In general, from 1991 to 1994 the analysis does not indicate a significant difference in the level of provincial conditional and unconditional grant support expressed as a percentage of total expenditures on similar services in the RMOC versus other upper tier OMATOC. However, in 1995 the level of support decreased significantly as a percentage of total expenditures due to the RMOC assuming responsibility for police services.

Upper Tier Municipalities Total Conditional / Unconditional Grant Support (Expressed as a Percent of Total Expenditures)

	1991	1992	1993	1994	1995
	%	%	%	%	%
Prescott-Russell	69.3	69.1	69.4	68.3	68.3
Stormont-Dundas-Glengarry	66.8	69.0	67.4	64.3	61.6
Leeds-Grenville	63.4	68.7	67.2	64.9	62.2
Lanark	61.8	63.5	64.4	60.3	61.8
Renfrew	59.9	56.1	56.2	50.9	50.8
RMOC	61.9	64.1	63.0	63.6	53.8

In reviewing the data on only Provincial unconditional grants as expressed on a per household basis, provincial support has been higher in the RMOC than in other upper tier OMATOC. As can be seen from the following table, per household grants were reduced to all municipalities in 1993 as a result of the Provincial Social Contract and Expenditure Reduction Plan. Per household grants in the RMOC increased in 1995 with the assumption of police services. It should be noted that based on the FIR's, none of the counties reviewed have policing responsibilities.

Upper Tier Municipalities
Unconditional Grant Support
 (Expressed on a Per Household Basis)

	1991	1992	1993	1994	1995
	\$	\$	\$	\$	\$
Prescott-Russell	45	44	34	33	33
Stormont-Dundas-Glengarry	45	45	38	20	20
Leeds-Grenville	14	14	12	9	8
Lanark	27	27	22	21	21
Renfrew	25	25	19	17	17
RMOC	103	103	67	61	91

The same analysis of conditional and unconditional grant support at the lower tier level indicates that the area municipalities in the RMOC receive on average less support as a percentage of expenditures than the lower tier OMATOC. The only exception is Vanier which receives significant provincial support relative to its expenditures and number of households

Lower Tier Municipalities
Average Conditional / Unconditional Grant Support
 (Expressed as a Percent of Total Expenditures)

	1991	1992	1993	1994	1995
	%	%	%	%	%
OMATOC	25.6	25.9	23.5	22.2	21.3
RMOC - Urban Municipalities	10.1	9.9	7.2	6.4	6.1
RMOC - Rural Municipalities	20.1	19.9	18.0	16.3	18.1

Unconditional grant support on a per household basis for both urban and rural RMOC municipalities is lower in comparison to the OMATOC. This is in contrast to the same comparison conducted on upper tier municipalities which showed that the RMOC's grant per household is higher than any of the upper tier OMATOC.

Lower Tier Municipalities
Average Unconditional Grant Support
 (Expressed on a Per Household Basis)

	1991	1992	1993	1994	1995
	\$	\$	\$	\$	\$
OMATOC	181	178	150	148	139
RMOC - Urban Municipalities	142	142	94	82	55
RMOC - Rural Municipalities	79	78	61	57	52

It must be noted that large urban centres offer many non-subsidised programs and services which are either not needed in smaller communities such as the OMATOC or are not provided to the same extent. The inclusion of the expenditures in these programs in the analysis will tend to produce the results contained in the previous tables which show total grant support as a percentage of expenditures for the RMOC and its municipalities being lower than the OMATOC.

Other than those municipalities which currently do not pay for their police services from the property tax base, it is difficult to come to a definitive conclusion as to whether the province actually provides more financial support to OMATOC than to the RMOC and its member municipalities.

What is certain from the information provided by the province is that the reductions in support in 1996 to urban regions such as Ottawa-Carleton under the new Ontario Municipal Support Program was substantially greater than in smaller rural municipalities (see table below). Indications are that this trend may continue to be reflected in further support reductions in 1997.

**Upper Tier Municipalities
Ontario Municipal Support Grant
(1996 vs. 1995)**

	1995 \$000	1996 \$000	Reduction \$000	Percent %
Prescott-Russell	4,135	3,144	(991)	(24.0)
Stormont-Dundas-Glengarry	6,190	5,180	(1,010)	(16.3)
Leeds-Grenville	4,996	4,203	(793)	(15.9)
Lanark	4,182	3,398	(784)	(18.7)
Renfrew	3,884	3,076	(808)	(20.8)
RMOC	47,989	29,764	(18,225)	(38.0)

PUBLIC CONSULTATION

Copies of the Final Report were sent to all OMATOC municipalities, including counties. To date, two replies have been received. The United Counties Of Prescott And Russell criticise some of the analysis and findings of the OMATOC report, particularly those relating to economics and finance. Further concern was expressed about the motions passed by Planning and Environment Committee regarding cost-recovery methods and provincial subsidies. As requested by the United Counties, a copy of their letter is attached as Annex A.

Regional staff do not agree with Prescott-Russell's position that the study will lead to increasing conflict with our OMATOC neighbours. It is unfortunate that the United Counties report does not mention any of the positive aspects of the OMATOC study, such as the wealth of valuable data on OMATOC contained in the Technical Report or that the Final Report recommended more co-operation between OMATOC and the RMOC.

The Town of Carleton Place advises that it wishes to be kept informed of any further actions which may originate from the OMATOC report, and that it be involved in any joint Planning Committee between Ottawa-Carleton and OMATOC municipalities. Regional staff will comply with this request, and have informed the Town's staff of this meeting.

FINANCIAL IMPLICATIONS

Other than noted above this report has no financial implications.

CONCLUSION

No new initiatives based on Committee's motions are recommended. Staff will continue to consult with the OMATOC municipalities for the official plan review and other issues/initiatives as required.

*Approved by
N. Tunnacliffe
Planning and Development Approvals Commissioner*



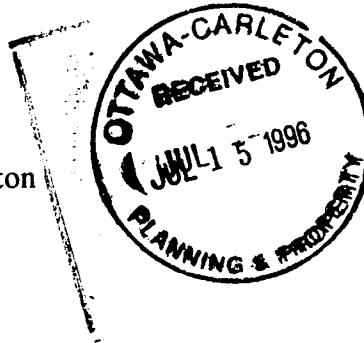
COMTÉS UNIS DE PRESCOTT ET RUSSELL

UNITED COUNTIES OF PRESCOTT ET RUSSELL

Département de l'aménagement du territoire – Planning Department

July 12, 1996

Ms. Pamela Sweet, MCIP, RPP
Director, Policy Division
Planning Department
Regional Municipality of Ottawa-Carleton
111 Lisgar Street, Cartier Square
Ottawa, Ontario
K2P 2L7



Dear Ms Sweet:

RE: OMATOC Report

I have enclosed for your consideration a copy of a recent Planning Committee report which was received by the United Counties of Prescott and Russell Council respecting the above noted study commissioned by the Region. As you will see Council is concerned with the findings of the consultant's report and with the potential impacts which may result should the region move towards implementation of the report's recommendations.

Our primary concern is that the United Counties be consulted prior to the Region taking any action which may affect planning and development in Prescott and Russell, and in particular in those municipalities located adjacent to Ottawa-Carleton's boundaries. I am sure that you will agree that close cooperation between our jurisdictions would go a long way towards the positive resolution of many issues of mutual concern.

I would respectfully request that a copy of the enclosed report be made available to the members of the RMO Planning Committee. I would of course be more than pleased to meet with you, your staff or with the Committee to discuss our concerns or to consider policy options in the context of the Regional or County Official Plan programs.

Respectfully submitted,

Pierre R. Mercier, MCIP, RPP
Director of Planning
Interim Director of Economic Development

c.c. Jean-Pierre Pitre
Chief Administrative Officer and Clerk -Treasurer

Enclosure

Planning Committee Report to Council United Counties of Prescott and Russell



RMOC STUDY ONTARIO MUNICIPALITIES ADJACENT TO OTTAWA-CARLETON

The following is a review of a consultant's report presented on May 14, 1996 to the Regional Municipality of Ottawa-Carleton Planning Committee. The report entitled "The Impacts on Ottawa-Carleton from the Development of Adjacent Ontario Municipalities", as the name implies, purports to provide an analysis of the possible impacts of ex-regional development on the RMOC. The report focuses on impacts on the regional tax base, regional services, the RMOC business sector and on structural inequities. The purpose of this report is to provide the Planning Committee with an overview and a critical analysis of the content of this RMOC sponsored investigation into development outside regional boundaries.

Part 1 Analysis and Findings

The first section of the report, entitled Analysis and Findings, focuses on the reasons people move out of the region and choose to live in adjacent municipalities. The study's analysis implies that there are three separate reasons why outlying municipalities experience growth at the expense of the RMOC, namely:

- ▶ lower development costs in adjacent municipalities;
- ▶ adjacent municipalities indirectly compete for growth with the RMOC;
- ▶ the provincial planning process and grant system provide an unfair advantage to adjacent municipalities in the competition for residential growth.

i - Lower development charges:

The lack of County level development charges is cited as one factor which gives areas outside the Region an advantage in the area of the cost of development. What is not stated in the report is that the structure of County government is such that development charges would be restricted almost exclusively to the County road infrastructure. At this stage in the evolution of areas outside the RMOC, County government mandates are limited in scope. This may change given the Provincial government initiative on municipal restructuring. In Prescott and Russell long term strategic and land use planning projects are well underway and restructuring alternatives are being considered. This evolution in County government may lead to changes in how development is managed and how infrastructures and services are financed.

As such we would agree that areas outside the RMOC enjoy a development cost advantage, however the extent of that advantage is almost entirely due to decisions taken by the RMOC, its constituent municipalities and its school boards. In Prescott and Russell, most municipal councils chose to impose charges lower than recommended in the supporting documentation or decided to limit development charges to hard services. Interestingly this is consistent with the provincial governments approach as they review the Development Charges Act.

The study's observation respecting declining land values as one moves away from urban core areas are self-evident.

ii - Municipalities indirectly compete with the RMOC for development:

The authors correctly conclude that municipalities outside the RMOC do not directly compete for growth through established strategies. However the report suggests that when municipalities construct water and sewage systems or expand existing systems they "enact competitive measures which target growth generated by Ottawa-Carleton."

In fact the decision to embark upon costly infrastructure projects is likely to reduce the cost advantages of developing outside the region (as the report correctly notes elsewhere in the report). Municipal council decisions to ensure appropriate water and sewer infrastructures are primarily decisions to provide responsible growth management and environmental practices. These decisions will ultimately increase the cost of development and, as such, reduce any competitive advantages.

We therefore strongly disagree with the reports conclusion that decisions respecting hard services represent measures aimed at competing for growth with the RMOC.

iii - The provincial planning process and grant system provide an unfair advantage to adjacent municipalities in the competition for residential growth

The report concludes that provincial policy is not applied as rigorously by local decision makers in adjacent municipalities as is the case with the RMOC. What is not stated however is that in areas outside the Region, development is often controlled at the provincial level. Official plans and official plan amendments as well as plans of subdivision are approved in Toronto not in local municipalities such as Clarence or Rockland. The result has been a very stringent application of provincial policies which has routinely resulted in excessive delays (2 years for a plan of subdivision is not uncommon). As such it can effectively be argued that approval times are often longer outside the Region because of more comprehensive and often restrictive application of provincial policy by a provincial bureaucracy which is far removed from the local political environment.

The report implies that municipalities outside of the RMOC have enjoyed an advantage in the provincial grant structure over the years. A dependancy on provincial transfer payments at a level 8 percent higher than the region does not necessarily translate into a competitive advantage in the area of growth and development. In fact this differential is easily eliminated when conditional grants to the Region are factored in. In any event, the implementation by the Province of a new funding system which eliminates grants effectively removes the argument of financial advantages on the basis of inequitable provincial funding.

Upon review of the consultants findings and analysis there is little evidence of a competitive advantage for those municipalities situated adjacent to the RMOC. In fact the hypotheses suggested in the report's first section would lead to believe that any competitive disadvantages experienced by the Region are the result of local decision making and bureaucratic inefficiencies. Development charges and complex two tiered planning documents and processes, appear to be the primary contributors to regional cost disadvantages and procedural inequities.

Part 2 Financial and Economic Implications for the RMOC

i - Residential and non-residential development in OMATOC create a net loss in tax revenue to the RMOC and a financial disadvantage for the business community:

The consultant's analysis in Part 2 of the final report, entitled Financial and Economic Implications for the RMOC, is initially flawed in that it is based on inaccurate information and exaggerated population projections. The percentage share of growth trends included in the report are based on population projections which are higher than provincial projections and, in the case of Prescott and Russell, much higher than County projections. For example the RMOC Planning Department expects a 192 per cent increase in the total population of Prescott and Russell (1991 to 2016, projected population 129,162) whereas projections developed by the County Planning Department show a 154 per cent increase (projected population 103,859) over the same time period.

The report also states that housing starts are occurring faster than population growth and that this is evidence of a "dynamic at work by which population is being attracted into OMATOC by way of residential construction." In Prescott and Russell, County demographic studies show that housing start figures are consistent with population changes.

What is more problematic with this report is the manner in which it reaches its central conclusion that there will in fact be a net loss in tax and business revenue to the RMOC and its marketplace if development continues outside its boundaries.

The report speaks of a tax loss but does not adequately address the expenditure side of the tax equation in order to reach this conclusion. Non-residents for all intents and purposes do not use recreational facilities and do not contribute to the need to build or expand such facilities. Non-residents do not generate a need to expand regional landfill sites or require additional curb side collection stops. They are not a significant burden on water and sewer services nor do they impact on fire and police services. Their children are bussed to schools outside the Region. When they lose their jobs, a frequent reality in this period of government downsizing, they collect welfare payments from their County government, not the RMOC.

The loss of tax revenue argument presented in the report is not supported by analysis of the cost of providing services. The report however does note that high growth is now beginning to have significant financial impacts on municipalities outside the Region. For example the Town of Rockland must address the need to expand its sewer and water systems. Unfortunately it must do so knowing that its commercial tax base is not likely to expand because although Rockland residents pay local taxes, they continue to frequent businesses in Ottawa-Carleton.

With respect to the negative impacts on the RMOC business community, the consultant appears to ignore his own information which clearly demonstrates that the Region's economic catchment area is larger than its political boundaries. Residents from outside the RMOC continue to make big ticket purchases (presumably this means vehicles, furniture, appliances, electronics etc.) as well as patronizing Ottawa-Carleton restaurants and entertainment venues, clothing, music and book stores. Grocery and car repair expenditures notwithstanding, it would appear that the survey information should lead to the conclusion that there is no negative impact on the Ottawa-Carleton business sector. Curiously the authors come to the opposite conclusion on the basis that continued growth outside the Region will dilute economies of scale within the Region and reduce competition. At the very least this ignores the fact the Region's population is expected to grow by more than 300,000 people in the next 25 years.

Some of the report's conclusions in this section are cause for concern. For example the consultant states that the cost of doing business will go up as development continues in adjacent municipalities, and that business taxes will rise due to a leakage of businesses to municipalities outside the Region. Such statements are not appropriate on the basis of the analysis presented.

In the view of the Planning Committee, the report does not offer any information to support its conclusion that development in adjacent municipalities results in a negative impact on the RMOC tax base, nor is there any evidence that development outside the Region represents a threat to Ottawa-Carleton's business community. We strongly disagree with the report's unsubstantiated conclusions.

ii - The RMOC is obliged to provide a higher level of services to meet the demands of non-residents than would otherwise be required if there was no ex-regional development:

The report concludes that the Region is obliged to provide better roads than would otherwise be required due to peak hour usage by non-residents. It is difficult to understand how this conclusion was reached given the statistical evidence provided by the authors. The report states that a workforce of roughly 21,000 people enter and leave the region every workday. The report also notes that 65 per cent drive alone (i.e. 13,650 vehicles), 33 per cent car pool (max. 3,500 vehicles) and 78 per cent of these vehicles travel during peak hours. The numbers work out to approximately 13,000 vehicles entering and leaving the RMOC at peak hours, not on regional roads as the report suggests, but split between four provincial highways. From there drivers will use a number of regional roads, i.e. major collectors designed to accommodate large numbers of vehicles. The standards established for the construction of collector roads, such as the regional road system, would not be any different if there was no development outside the region. These roads must be designed to handle large numbers of vehicles regardless of where they originate.

It is important to remember that construction and maintenance of the regional road system was financed in part by the Provincial government. In essence the taxpayers who live in municipalities adjacent to the RMOC have indeed contributed to the cost of this regional infrastructure and will continue to do so whenever the Region chooses to apply provincial block funding to the construction and maintenance of its road infrastructure.

In essence the Planning Committee disagrees with the conclusions in this part of the report. There is no evidence that regional road designs have been changed on the basis of ex-regional development and in fact the consultants own numbers would indicate that the volume and distribution of traffic originating from outside the Region is not substantial.

iii - Provincial transfer payments are inequitable for the RMOC:

The report clearly states that "the actual provincial expenditures per capita were higher overall in the RMOC" and that this is consistent with the higher service costs in urban areas. What is not addressed in the report however is that the Provincial cuts to transfer payments in the rural areas will continue and that the stated objective is to reduce the number of municipalities. In essence the cuts will be severe enough to force amalgamation in order to avoid municipal bankruptcies.

iv - The full costs of living outside the region and working in the RMOC is not appreciated nor is it factored into decisions on where to live:

This part of the report presents credible evidence which clearly demonstrates that there is no major cost advantage to living in municipalities adjacent to Ottawa-Carleton while working in the RMOC. In essence this puts the onus on the development industry to improve their marketing efforts in order to get the message out.

The lack of a cost advantage however emphasizes the fact that almost 40 per cent of people who move out of the Region do so for other reasons. Small town or country environments, lower crime rates, more accessible government, smaller schools..., whatever the motivation, it is important that people have a choice in where they can live and bring up their families. The fact that the greater Ottawa area can provide alternatives is one of the greatest assets of this area.

It is disappointing that the report on development outside the Region did not explore this facet of the human element in order to investigate the potential for improving the linkages between the RMOC and communities outside its boundaries in a manner which is beneficial to all.

Part 3 Recommendations

The RMOC Planning Committee passed a resolution which directs staff to investigate the possible inclusion of policies in the RMOC Official Plan which would address the concerns raised in the report. Further the Committee is seeking additional direction on possible cost recovery measures from outside jurisdictions or possibly from those who use regional infrastructures and who reside outside the Region. Finally, the Planning Committee is seeking further information respecting provincial subsidies to outside municipalities in order to initiate discussions at the provincial level with the intent of "securing a more level playing field."

It is evident from the content of this review that the United Counties of Prescott and Russell's Planning Committee is generally dissatisfied with the content of the consultant's report and it should come as no surprise that the Committee feels that the resolution is unjustified. It is our position that the approach chosen by the RMOC is not conducive to constructive dialogue aimed at resolving potential problems and maximizing our region's assets.

There has historically been very little communication between the United Counties of Prescott and Russell and the RMOC. Unfortunately this report and the subsequent Planning Committee resolution could easily result in conflict between the two jurisdictions depending on what further actions the Region may chose to take. In order to try and ensure that any future discussions between the RMOC and the United Counties can be positive and constructive the following actions are recommended:

- 1. That a copy of this report be forwarded to the Regional Municipality of Ottawa-Carleton Planning Department with a request that it be copied to members of the Regional Planning Committee;***
- 2. That a request be forwarded to the RMOC stating that the United Counties of Prescott and Russell wish to be kept informed of any further actions which may originate from the above noted report in order to enter into formal discussions with the Region with the intent of resolving any potential disagreements in a structured, positive and mutually beneficial manner;***
- 3. That County Council pass a resolution asking the RMOC Planning Committee to formally refuse to endorse the report entitled "The Impacts on Ottawa-Carleton from the Development of Adjacent Ontario Municipalities"; and***
- 4. That a copy of this report be forwarded to the other municipalities adjacent to Ottawa-Carleton which were considered in the OMATOC report.***