

1. DESIGN FUNDING FOR INFRASTRUCTURE RELATED TO ECONOMIC DEVELOPMENT

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve:

- 1. the direction to staff to begin the design of key infrastructure projects needed to support economic development as outlined in this report;**
- 2. the transfer of funds in the amounts of \$1,100,000 from Transportation and Transitway capital accounts as identified in Annex A;**
- 3. the transfer of \$3,930,000 and \$2,000,000 from the Transportation and Transitway Regional Development Charge Reserve Funds, respectively;**
- 4. the establishment of new project authorities as identified in Annex A;**
- 5. that the Chief Administrative Officer be delegated the authority to award professional engineering consulting contracts subject to the availability of funds as identified in the departmental budgets using the expedited process for consultant selection for the projects outlined in this report, and that the reporting to Committee on this delegated authority be monthly;**
- 6. that funding for the design work for Innes Road between 10th Line and Trim Road be included in the 2001 budget and that construction be undertaken as soon as possible and not later than 2006;**
- 7. (a) that the Region of Ottawa-Carleton request the Transition Board to allocate \$2 million to the 2001 budget as the city's contribution for the completion of the North/South link from Innes Road to Highway 417 conditional upon the Province providing the balance (\$7 million approximately);**
 - (b) that the Regional Chair communicate with Premier Mike Harris on this matter and to secure Provincial funding.**

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 40-98-0070
 Your File/V/Réf.

DATE 29 August 2000

TO/DEST. Co-ordinator
 Corporate Services and Economic Development

FROM/EXP. Planning and Development Approvals Commissioner
 Environment and Transportation Commissioner

SUBJECT/OBJET **DESIGN FUNDING FOR INFRASTRUCTURE RELATED TO
 ECONOMIC DEVELOPMENT**

DEPARTMENTAL RECOMMENDATIONS

That Corporate Services and Economic Development Committee recommend that Council approve:

- 1. the direction to staff to begin the design of key infrastructure projects needed to support economic development as outlined in this report;**
- 2. the transfer of funds in the amounts of \$1,100,000 from Transportation and Transitway capital accounts as identified in Annex A;**
- 3. the transfer of \$3,930,000 and \$2,000,000 from the Transportation and Transitway Regional Development Charge Reserve Funds, respectively;**
- 4. the establishment of new project authorities as identified in Annex A;**
- 5. that the Chief Administrative Officer be delegated the authority to award professional engineering consulting contracts subject to the availability of funds as identified in the departmental budgets using the expedited process for consultant selection for the projects outlined in this report.**

PURPOSE

The purpose of this report is to advance funding for the design of identified infrastructure projects needed to support the recent increase in economic development, particularly high tech. Commencing design work in 2000 will save a construction season while funding for these infrastructure projects is identified. The standard consultant selection process requires 3-4 months. If design work is to commence in 2000, an expedited consultant selection process is required. An expedited process is proposed in this report, specifically for application to the design of the infrastructure projects identified in this report.

BACKGROUND

A report to the 12 September meeting of Planning and Environment Committee reports more broadly on recent growth trends, both residential and non-residential, and the infrastructure which may be required by 2006 to support development if current growth rates continue. The focus on this report is specifically on infrastructure to support Business Park development and on projects where a construction season could be saved if funding for design were approved in the 2000 budget.

The existing infrastructure and currently designated Business Parks are meeting demand at present, but the recent surge in economic growth has intensified the need for various water, wastewater and transportation projects to support the growth which has happened recently and is expected to continue.

For all urban areas of the region, it is important that the water and wastewater services to support Business Park development be either in place or designed, so that extensions may proceed expeditiously as demand requires. Jobs in urban Kanata and the Nepean South Urban Centre are increasing at rates higher than projected in the Regional Official Plan. Research recently completed by the Corporate Research Group into historic land absorption trends, growth rate scenarios and driving forces for site selection by high tech industries leads to the conclusion that in the short term there will continue to be a marked preference to locate in the west part of urban Ottawa-Carleton, i.e. west of the Rideau River. The recent high tech growth in the west has created a demand for additional transportation facilities there. In other urban centres, where growth in jobs is less rapid, the emphasis is on ensuring the availability of water and wastewater services.

INFRASTRUCTURE REQUIREMENTS FOR URBAN BUSINESS PARKS

Kanata Urban Centre

All of the urban land in Kanata and Stittsville has access to trunk water and sewer services, but additional capacity is required to support full development. While spare capacity still exists, the provision of additional capacity needs to be accelerated. This was recognized in the 2000 Budget, where projects such as upgrades to the Hazeldean wastewater pumping station and the Kanata North elevated water tank were brought forward. The March Road Sewer/Tri-Township Collector Upgrade is necessary to ensure continued wastewater capacity. This project includes the rehabilitation and upgrade of the Tri-Township Collector and the upgrade or replacement of the March Pumping Station and gravity sewer. An Environmental Assessment (EA) process has been initiated and is expected to be completed by year end. Budget authority of \$2.4M is currently allocated for this project. This authority

will also cover design of the project. There is a need to advance \$10.0M in construction funding to complete the construction of these works by the end of 2003. This has been reflected in the 2001 budget proposals. Study and property acquisition for the new north Kanata elevated tank is underway. The 2001 budget proposals advance authority for design in 2001 and construction in 2002 from the 2004 timing proposed in the 2000 budget.

Recent growth has created congestion at the 417 interchanges at Eagleson and Terry Fox. The Castlefrank overpass is needed to relieve this pressure and to serve the development in the Kanata Town Centre. The Region has initiated the EA for the Castlefrank Interchange and it should be completed within the next three months. It is recommended that \$1.0M in funding be approved to initiate design work in 2000 and that funding of \$9.0M be provided in 2001 to initiate construction. The Region/new City should continue to communicate to the Province the benefits that the interchange provides to the provincial network and request that the Province share the costs.

The Kanata Centrum Transitway Station and Park-and-Ride facility should proceed at the same time as the interchange and is necessary to support improved transit in this area. Good transit facilities will provide an option to car travel. The park-and-ride is required to supplement the Eagleson Road Park-and-Ride facility which currently operates at or near capacity. Funding of \$1 million is required to initiate design in 2000 with an additional \$9 million for construction.

The Terry Fox Drive requires extensions north of the Queensway from Campeau Dr. to March Rd. and south of the Queensway from the current endpoint at approximately Michael Cowpland Dr. to Hope Side Rd. at Eagleson Rd. This project will benefit Kanata North Business Park by providing significant relief to March Road and it will also provide access to the Kanata South Business Park. Together the two extensions provide continuity in the system and will greatly benefit the whole community. Funding of \$2.0 million is required in 2000 to initiate design.

Nepean South Urban Centre

The South Merivale Business Park is fully serviced. The explosive growth of JDS Uniphase has created road congestion. An interim improvement of the Woodroffe Avenue/Fallowfield Road intersection has been approved and funded, and construction will start this fall. Funding of \$6.5 million will be requested in the 2001 budget to initiate construction of the full intersection. There is a need to widen Merivale Road to four lanes from Slack Road to Highway 16 to improve the transportation access to the business park. The EA for this project will be initiated this year within existing authority. The 2001 budget submission recommends that \$1.5M be budgeted in 2001 to complete the design work and that \$8.0M be budgeted in 2002 to proceed with construction.

In concert with the widening of Merivale Road there is also a need to improve transit operation along Woodroffe Avenue from Baseline through the Greenbelt. The portion north of the Greenbelt to Baseline is incorporated in existing work plans and budgets. The portion through the Greenbelt (Sportsplex to Fallowfield) is under study as to the best alternative. It is recommended that \$1.5 million be committed in 2000 to initiate the design work for the section through the Greenbelt. The 2001 budget proposals

contain authority for construction 2001-2003 for the entire distance from Baseline (work begun in 2000) to Fallowfield..

The Park-and-Ride at Fallowfield Rd. and Woodroffe Ave. is under construction with a modest initial phase of 175 spaces. It is anticipated that these will be utilized rapidly and that there will be a need to expand the facility to its full potential in 2003. Funding of \$5.0 million should be provided at that time.

The Strandherd/416 Business Park is currently unserved, but land has recently been acquired by high tech interests. An interim wastewater system can be built utilizing the local sewer system to service most of the park. The estimated cost for this project is approximately \$1.0M; funding is available from the City of Nepean and the EA is currently in progress. The longer term solution rests with the construction of the West Rideau Collector and the Jock River Collector. Funding for the Jock River Collector is in the Nepean Development Charge By-law. Given the interim solution proposed and the uncertainty of timing of the need for the West Rideau Collector, it is recommended that \$1.5 million be budgeted in 2001 to proceed with the design of the facility and that construction funding be advanced when the longer term need is better established.

The transportation infrastructure required to service this business park is related to the requirements for the South Merivale Business Park and consists in the widening of Fallowfield Rd. from Strandherd Dr. to Merivale Rd. The EA work is complete and it is recommended that \$2.0M be committed now to initiate the design work. The 2001 budget will propose authority to begin construction in 2001 and continue over a three year period, at a cost of \$21.0M.

Further to the projects relating specifically to the above business parks, the West Transitway Extension (Phase 1B), from Pinecrest to the Bayshore Transitway Station is also required to support the rapid growth being experienced in the west. Funding commitments of \$21.5 million should be provided over the short term to support this project.

Gloucester South Urban Centre

The River Ridge Industrial Area, which currently is neither subdivided nor zoned, can be serviced by extensions to the River Ridge trunk sewer and River Ridge feeder mains as required.

An Environmental Assessment is currently underway for the widening of River Road between Limebank and Hunt Club.

Orleans Urban Centre

In Orleans, the Youville, Taylor Creek, and Cardinal Creek Business Parks are fully serviced. The Ottawa River Business Park currently has trunk water services and interim wastewater servicing. The Ottawa River subtrunk will provide the permanent solution. This sewer in combination with the Trim

Road sewer is being studied in order to identify an appropriate engineering solution and design can begin in 2000. Authority has been requested in the 2001 budget to construct these facilities.

The Orleans South Business Park has a total of 592 hectares (ha). Of this, 258 ha can be serviced by existing water and wastewater trunk services.

Water service to the remainder of the business park requires extensions to the Orleans South Watermain along the Hydro easement. The Environmental Assessment and the design for this watermain are complete. The easements have also been acquired except for the section of the hydro easement within the Talos lands just west of Tenth Line Road. Since the Region has advanced funding for the portion of the Cumberland sewer to service the Talos lands east of Tenth Line Road, negotiations with Talos for the easement are expected to conclude positively soon. Funding for the watermain in the hydro easement has been identified in the draft 2001 Budget. Should the need for this watermain arise, the project can be tendered and proceed to construction expeditiously.

Completion of wastewater services for the Orleans South Business Park requires further extensions of both the Forest Valley and Cumberland Gravity sewers. The Environment and Transportation Department is presently proceeding with consultant selection for the design for the Forest Valley Pumping Station, forcemain and gravity sewer. Completion of the design is anticipated by the Spring of 2001 followed by a tender call for construction in the Summer of 2001. Funds for construction have been requested in the 2001 draft budget.

A phase of the Cumberland gravity sewer is under construction this year. The plan was to extend this sewer on a developer build basis as development proceeded. This sewer needs to be extended through several residential properties to reach the Orleans South Business Park. If the industrial requirement arises before the development of the intervening residential properties, a sewer can be built on Tenth Line.

Work is underway on the EA of the Innes Road widening from Orleans to Tenth Line (and from Highway 417 to Blair). The EA is expected to be completed in mid 2001. Authority is being requested in the 2001 budget to proceed with design in 2001, with additional authority in subsequent years to permit phased construction with completion by 2006. This project will improve Innes Road along the entire frontage of the Orleans South Business Park.

The Orleans Park & Ride is currently operating at capacity. Alternatives for providing additional capacity are being investigated. The 2001 budget proposals provide EA and design funding in 2001 and authority for construction in 2002.

Given the 2000 commitment to design and the recommendation that the above-noted projects remain in the 2001 budget, Orleans Urban Centre is in a good position to accept employment growth in its Business Parks.

CONSULTANT SELECTION PROCESS

The usual consultant selection process can take 3-4 months to complete. In light of the desire to commence design work on these projects as soon as possible and the likelihood of few Committee and Council meetings after the municipal election, an expedited consultant selection process is outlined below, which uses MERX to shortlist consultants and provides for delegated authority to the Chief Administrative Officer (CAO).

The process outlined below would take 6-8 weeks as opposed to the 14-18 weeks required for the normal procurement process.

1. Develop generic terms of reference to cover the planning/environmental assessment assignment and generic terms of reference to cover all design assignments.
2. Use MERX to post the generic terms of references to solicit interest from the consulting industry. From submissions, shortlist 8-10 consulting firms who have demonstrated expertise on RMOC planning/EA studies and/or RMOC arterial road/transitway design, etc. as well as previous knowledge on specific work packages.
3. Interview each shortlisted firm to explore staff availability, previous relevant experience and direct experience with any or all of the specific work packages.
4. Match consulting firms with assignments best suited to firm's expertise and background. Request proposals based on detailed terms of reference from consulting firms on project specific basis
5. Receive and evaluate written proposals and work plans.
6. Award contracts to firms best suited to the identified assignment. Delegate contract awards to CAO subject to funds being available.

PUBLIC CONSULTATION

There has been no public consultation on this report. The high tech industry has met with the Chair and the Transition Board to express their concerns about infrastructure keeping pace with their rapid expansion. These concerns have been widely reported in the media.

EXPENDITURE JUSTIFICATION

An investment in the EA (for Merivale) and design for the other recommended projects has no downside risk, as this infrastructure is needed now and will be built sooner than later. This action would place the new City in a very favourable position to access federal and provincial programs with designs "on the shelf" and it would allow the tendering of some of these works by the end of 2001 with a start

of construction in the spring of 2002, i.e. save a construction season.

Moving immediately on the design effort would also indicate a responsiveness to the “market signals” from the business community which would set the tone for a customer focused approach for the new City. This is a proactive action to address community needs.

FINANCIAL STATEMENT

A detailed financial statement is provided in Annex A. Authority of \$470,000 already exists for the Fallowfield widening. The remainder of the funding would come from Regional Development Charge Reserves and from transfer of \$1.1 million in surplus authority from completed projects (Wellington Street Rehabilitation and MacKenzie King Transitway station).

CONCLUSION

It is recommended that the Region approve \$7.5 million to initiate design work this year on the following infrastructure projects:

- Castlefrank Interchange - \$ 1 m
- Kanata Centrum Transitway Station and Park-and-Ride - \$1 million
- Terry Fox Drive extensions - \$2 m
- Fallowfield Road (Strandherd to Merivale) - \$2 m
- Southwest Transitway extension through Greenbelt - \$1.5 m

This investment will allow for the servicing of a number of business parks which will meet future growth projections. It will save a year in the delivery of these projects; place the new City in a good position to apply for senior government infrastructure funding; and respond to the expressed needs of the high tech business community to the benefit of all the residents of Ottawa-Carleton.

In order for design work to commence soon, it is recommended that the expedited consultant selection process described above, be approved for the listed projects and for the EA of Merivale Road from Slack Road to Highway 16.

Approved by
N. Tunnacliffe, MCIP, RPP

Approved by
M. Sheflin, P. Eng.

ANNEX A - FINANCIAL STATEMENT - REGION WIDE FUND

	<u>900426</u> Castlefrank Interchange \$	<u>900624</u> Terry Fox Extensions \$	<u>900044</u> Fallowfield Widening \$	<u>900060</u> Wellington St Rehab \$
Approved Budget to Date	-	-	470,000	11,048,000
Increase (Decrease) in Authority	200,000	400,000	-	(600,000)
Transfer from RDC Reserves	<u>800,000</u>	<u>1,600,000</u>	<u>1,530,000</u>	<u>-</u>
New Authority/Revised Budget 1,000,000	2,000,000	2,000,000	10,448,000	
Total paid and committed	<u>-</u>	<u>-</u>	<u>-</u>	<u>(8,946,728)</u>
Balance Remaining	<u>1,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>1,501,272</u>

Funds are available for transfer from Internal Order No. 900060, Wellington St Rehabilitation (reference page 511), 2000 Capital Budget, in the amount of \$600,000 to Internal Order No. 900426, Castlefrank Interchange (\$200,000) and to Internal Order No. 900624, Terry Fox Extensions (\$400,000), respectively. Funds in the amount of \$3,930,000 are available for transfer from the Transportation RDC Reserve Fund to Internal Order No. 900426, Castlefrank Interchange (\$800,000), Internal Order No. 900624, Terry Fox Extensions (\$1,600,000), and to Internal Order No. 900044, Fallowfield Road (Strandherd to Merivale) (\$1,530,000).

FINANCIAL STATEMENT - TRANSIT FUND

	<u>900627</u> Kanata Ctr Transit Stn/ Park&Ride \$	<u>900273</u> Transitway System Improvements \$	<u>900277</u> Mackenzie King Station \$
Approved Budget to Date	-	14,980,000	12,760,000
Increase (Decrease) in Authority	200,000	300,000	(500,000)
Transfer from Transit RDC Reserves	<u>800,000</u>	<u>1,200,000</u>	<u>-</u>
New Authority/Revised Budget 1,000,000	16,480,000	12,260,000	
Total Paid and Committed	<u>-</u>	<u>(12,709,274)</u>	<u>(8,731,868)</u>

Balance Remaining	<u>1,000,000</u>	<u>3,770,726</u>	<u>3,528,132</u>
-------------------	------------------	------------------	------------------

Funds are available for transfer from Internal Order No. 900277, Mackenzie King Station (reference page 514), 2000 Capital Budget, in the amount of \$500,000 to Internal Order No. 900627, Kanata Centrum Transitway Station and Park & Ride (\$200,000) and to Internal Order No. 900273, Transitway System Improvements (\$300,000) respectively. Funds in the amount of \$2,000,000 are available for transfer from the Transit RDC Reserve Fund to Internal Order No. 900627, Kanata Centrum Transitway Station and Park & Ride (\$800,000) and to Internal Order No. 900273, Transit System Improvements (\$1,200,000).

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

DESIGN FUNDING FOR INFRASTRUCTURE RELATED TO ***
ECONOMIC DEVELOPMENT

- Joint Environment and Transportation Commissioner and Planning
and Development Approvals Commissioner's report dated 29 Aug 00

P. Sweet, Director, Policy and Infrastructure Planning, introduced the subject report. As background, she explained a related report {"Growth in Ottawa-Carleton, 1996-1999 and Infrastructure Plans" (referred to as the monitoring report) - dated 16 Aug 00}, had been deferred at the 12 Sep Planning and Environment Committee, now to be considered on 26 Sep. Ms. Sweet stated the monitoring report set the scene for the content of the subject report before Committee.

Ms. Sweet and C. Christensen, Senior Project Manager, Policy and Infrastructure Planning, provided an overview of the monitoring report. They stated that growth, particularly for jobs, had exceeded expectations particularly in the south and southwest ends of the Region. As a result, staff reviewed and determined additional infrastructure requirements in the Official Plan (to 2006) that had not been committed or constructed, as well as new needs for infrastructure. Ms. Christensen reported the result was approximately fourteen additional projects to be added to Table 6 in the Regional Official Plan.

Speaking to the subject report, Ms. Christensen explained it provided a response to the growth pressures. She explained the report would place the Region in the strongest position for immediate construction in that designs would be prepared and ready once Provincial and Federal infrastructure programs are known. She noted this also indicated the responsiveness of Council to deal with the growth pressures being experienced.

In reviewing the report recommendations, Ms. Christensen stated projects were prioritized, a request for movement of funds within capital accounts, and would provided for a delegation of authority to the Chief Administrative Officer to award engineering consultant contracts as a means to expedite the award process. In closing, Ms. Christensen reviewed the recommended projects as outlined in the report.

In response to a question from Councillor Meilleur, Ms. Christensen confirmed a number of the projects were in the capital budget but in the period of 2005-2009 and were subject to 100% funding. Councillor Meilleur inquired on the impact on other

*****NOTE: TRANSITION BOARD APPROVAL WILL BE REQUIRED FOLLOWING COUNCIL
CONSIDERATION OF THIS ITEM**

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

approved projects due to this advancement. Ms. Christensen stated there were no changes required to the 2000 or 2001 capital budgets as the funding was found in unspent existing authority where the projects were completed, with the remaining coming from development charge reserves.

Councillor Meilleur referenced the postponement of the King Edward, Laurier and Rideau projects and the severe transportation pressures. Ms. Sweet confirmed the monitoring report stated the Ontario Municipal Board directed the King Edward project be shown as a priority in Table 6. With respect to the lack of infrastructure funding, Ms. Sweet explained the monitoring report referenced this problem and the need for other solutions such as the pending Provincial / Federal infrastructure programs. She explained it was necessary to be prepared with designs should those programs become available. In addition, Ms. Sweet referenced a KPMG report entitled "Infrastructure Financing and Private Sector Partnerships" which also offered other potential opportunities for infrastructure funding.

Councillor Meilleur referenced the *possible* agreement of a bridge route and inquired if funds were available to build that infrastructure. Ms. Sweet confirmed staff had prepared a budget that indicates environmental assessment work should be budgeted immediately for bridge locations. However, she added there was no construction dollars identified and believed a funding partnership would be required.

Chair Chiarelli referenced the unprecedented growth in jobs and housing in the east end. The Chair requested some discussion on the economic development in the east vs. the west and the respected requirement for infrastructure.

R. Chartrand, Executive Director, Economic Affairs, reported the *residential* growth in the east was occurring at a faster rate than projected in the Official Plan. However, the *employment* growth was more rapid in the west end due to the high technology sector. With respect to east end business parks, Mr. Chartrand reported they were fully serviced and ready to accommodate employment, therefore, did not represent a similar pressure point as in the west. With respect to the Innes Road Environment Assessment (an east end pressure point), Mr. Chartrand confirmed authority and funding were already in place. Speaking to the west end, Mr. Chartrand stated there was a more urgent need to react quickly and significantly. He pointed out the reports were responsive and proactive in dealing with the situation, and would benefit from future Provincial / Federal infrastructure programs.

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

Chair Chiarelli referenced recent development projects in the east, such as the call centres and the JDS building. Mr. Chartrand acknowledged this development. However, he explained by comparison the east growth had been with the residential and servicing sectors, whereas the west growth was around the employment and business sectors.

Councillor Cantin stated a major reason for less development in the east was due to a lack of year round access for trucks. The Councillor referenced Innes Road and other shortfalls such as Blair Road. Councillor Cantin believed if there were better access, development would occur. In response, Ms. Sweet stated there were plans in current budgets to complete some of the sewer and water connections required. She explained the Walkley Road connection was in the Official Plan, however, referenced greenbelt / National Capital Commission constraints. Ms. Sweet agreed Innes Road was a priority and reiterated the Environmental Assessment was in process.

Councillor Cantin believed there would be less pressure on roads into the city core if there were more employment opportunities in the east. Ms. Sweet concurred and explained it was an objective to try to balance jobs and housing in the urban communities.

Councillor van den Ham expressed his initial disappointment in the report as the east end appeared to be neglected. He commented on his support for a one-city model, noting the fears of rural residents of this concept with respect to improper balance and equality. Councillor van den Ham stated further clarification had improved his comfort level, however, indicated he would be moving two motions with respect to two east end projects. The Councillor expressed his support for the report and understanding the Region must be proactive.

Councillor van den Ham believed economic development / employment growth was about moving people and goods. He stated the global issue, that is transportation improvements, needed to be addressed. The Councillor believed the improvement of transportation avenues in the east would attract the development in certain areas.

In response, Mr. Chartrand reported the primary purpose of the report was to support access to business parks, not necessarily to address the overall transportation issues as they relate to board community transportation issues. Speaking to the east, Mr. Chartrand agreed Innes Road required action, referencing the adjacent business park.

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

He reiterated that the Environment Assessment was underway and design funds were identified for 2001. Mr. Chartrand stated the new City Council would be required to review the projects and set the priorities for construction, noting the design work would be completed.

Councillor van den Ham reviewed two motions with respect to Innes Road and the North/South link. Speaking to the North/South link, Mr. Chartrand agreed the project was important due to the 2001 International Plowing Match and may attract Provincial funding.

Councillor Loney referenced the budgetary process and transfer of funds. He inquired if money would be used that would have to be replaced as early as 2001. Mr. Chartrand confirmed the authorities transferred were from surpluses in completed projects with the majority coming from development charge reserves. Councillor Loney noted the budget balance for the MacKenzie King Station. M. Sheflin, A/Chief Administrative Officer, confirmed the project was under budget, however, stated there might be outstanding commitments hence the need to not use that entire surplus.

Councillor Loney referenced the LeBreton Flats transit project and inquired if funding would be in place to start work in 2001. Ms. Sweet confirmed funds would not be taken away from projects already planned, such as LeBreton Flats.

Councillor Loney referenced the numerous projects that had been postponed over the years due to lack of funding. He referenced the funding requirements for the actual construction once the designs were ready. Ms. Christensen referenced the KPMG study and pending Provincial / Federal infrastructure projects.

Councillor Beamish did not believe the designation and development of a business park would guarantee residential or business development in that area. He stated for geographic, historic, and circumstantial reasons, businesses chose to locate in certain areas in the Region. The Councillor pointed out that residential development attracted the service industry, such as strip malls, not the large high technology companies that brought high employment.

Speaking to the employment growth in the west, Councillor Beamish inquired why residential development was not also being addressed, as that would be a future pressure. He suggested funds be invested into a residential study in order to avoid an imbalance of job and residential growth in areas throughout the Region. Ms. Sweet explained the need for housing in the west was not as great as the immediate employment growth. Mr. Chartrand acknowledged the relationship between

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

employment and residential growth. However, he pointed out there was also growth in other areas of the economy, not just the high technology sector and west end. Mr. Chartrand pointed out that in most households, both spouses worked, this being a key factor in the decision where someone chose to reside. Ms. Sweet reminded Committee that the Planning and Environment Committee approved the commencement of a residential study to review the issue raised by Councillor Beamish.

Councillor Hill referenced the adequate infrastructure in the east, with the possible exception of roads. She pointed out the business sector were aware of this, however, still wished to locate in the west or in the areas the sector "clusters" existed. Councillor Hill stressed the present momentum and the need to accommodate this growth. She stated the 1997 Official Plan was not current, and emphasized the need to change and keep up with the current momentum. In closing, Councillor Hill commended staff on the initiative and proactive response to the situation.

Chair Chiarelli expressed concern with the discussions regarding economic development infrastructure. He stated in large part, the Region was meeting the needs of the business sectors, however, there was a perception in the community that the quality of life infrastructure needs were not being addressed. Chair Chiarelli referenced the tremendous growth pressures across the Region for hard core infrastructure. He stated this created a public fear that the growth would stifle the existing quality of life the Region enjoyed. The Chair hoped the leaders in the business community would address the need for quality of life infrastructure, noting the inability for the Region to currently deal with it due to the transition process. Chair Chiarelli explained there was not a budget making process available at the most critical time of development and growth in the capital. As a result, the Chair believed there was a need to develop an integrated capital program in addition to a quality of life infrastructure budget. However, the transition process presently constricted this ability. In closing, Chair Chiarelli emphasized the need to address infrastructure needs in context and with the whole infrastructure picture. He challenged the business community, in particular the high technology sector, to begin discussions on the priority of quality of life infrastructure, noting it was required to attract and maintain employees. Chair Chiarelli supported the report and acknowledged the need to respond to the west growth. However, he stressed the importance to also set the quality of life needs on the public agenda as a priority.

M. Sheflin, A/Chief Administrative Officer, reported Council had the ability and system to provide water and sewer as required on a user-pay basis. However, speaking to transportation, Mr. Sheflin explained there was no control or funding available. He stated the money from transportation use in fees and fuel tax revenue, and Federal income tax, were being accumulating by the upper levels of government in

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

unprecedented surplus amounts. Mr. Sheflin pointed out none of those funds were coming back to the people who were generating the income and were not being invested into a proper transportation system.

With respect to the quality of life infrastructure, Mr. Sheflin agreed Council did not have the mandate at this time as it resides in the area municipalities. He concurred with the Chair that it was essential to maintain the Region's quality of life. In closing, Mr. Sheflin reiterated the need for the upper levels of government to reinvest the money in the areas creating the funds or the economic boom would cease to exist.

Speaking to the challenges to make budgetary decisions and the transition process, L. Russell, A/Finance Commissioner, reviewed the capital budget process with the Transition Board. Mr. Russell reported there was currently an aggregation of the existing identified capital needs from the eleven area municipalities and the Region. The Finance Commissioner believed the difficulty of the exercise would exist with the new Council when they attempted to prioritize and determine if the recommended budget provides for the visioning in the context of the new single city. Speaking to the quality of life infrastructure, Mr. Russell noted many of those projects were paid for through the development charges at the lower tier. However, he could not confirm if all costs were covered or not. In closing, Mr. Russell stated it would continue to be a significant challenge until there was one common body with a common vision that was able to prioritize and determine the needs across the community.

Councillor Beamish explained the quality of life infrastructure has been addressed to different extents throughout the municipalities, some better than others. He reported there were huge differences in this infrastructure among the municipalities, as some have not collected adequate development charges to fund these needs. The Councillor emphasized the need to charge adequate development charge to cover costs, or a deficit would result.

The Committee then heard from the following speakers.

Ms. Bronwen Heins, President, Kanata Research Park Corporation.

Ms. Heins stated the amount of funding within the report and the priorities to which the funding was proposed did not adequately address the problems with the high technology growth in the west.

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

With respect to quality of life infrastructure, Ms. Heins acknowledged the Chair's comments, however, stated the high technology community was aware of its importance and was providing action. As examples, Ms. Heins referenced recent funding for quality of life facilities that were benefiting both the residences and the high tech community, such as a day care centre, soccer field, and a fitness centre and pool in the proposed hotel. Ms. Heins agreed quality of life was key, however, stated it was first necessary to attract and maintain the businesses and employees. She stated employees of the high tech sector located in Ottawa for its quality of life and the short commuting distance.

Ms. Heins reviewed the figures with respect to the predicted growth as set out in the monitoring report. However, she disputed these figures stating the growth would be much more rapid and greater than set out in the report, reviewing many examples.

With respect to the growth in the west vs. the east, Ms. Heins stated it was beneficial for the entire city as a single entity.

Speaking to Table 6 and the priority list, Ms. Heins stated it neglected to address the high tech community growth in the Kanata North Business Park. The speaker did not agree with the selection of the Castlefrank Interchange as a priority. In addition, Ms. Heins did not support the deletion of Carling Avenue and Terry Fox projects, stating they were two of the largest pressure points at this time. The speaker referenced the absence of a east / west light rail project, pointing out the vacant rail lines available from the east end to Amprior. Ms. Heins stated light rail was cheaper, environmental acceptable and more attractive to use by high technology employees.

With respect to Provincial lobbying by this sector, Ms. Heins referenced communications with Queen's Park and ongoing lobbying. However, she stressed the need to allocate the available funding wisely.

Councillor Stewart inquired why the Castlefrank Interchange project was considered a priority. Ms. Sweet stated Castlefrank was an important requirement for two reasons (1) the construction allows to further transit into the town center and the ability to take advantage of bus only lanes on the Queensway for a number of years; and (2) it would assist in elevating some of the pressure with the Terry Fox and Eagleson situations. B. Reid, Branch Head, Transportation Planning, added they were assuming that the Province would accept some responsibility for the Queensway widening and interchange

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

improvements. Mr. Reid reported the Province had recently initiated a study to address needs for the Queensway west of Highway 416. Mr. Reid reviewing the beneficial qualities of the proposed projects, stating it was a well-balanced plan catering to all the needs.

Councillor Stewart referenced the comments that the high tech sector would not use the transit system, but preferred light rail. The Councillor inquired if we accepted this fact, why was there continued investment in transit. Mr. Reid reported the transit targets would be achieved through the transitway and the Queensway corridor, both important elements of the transportation strategy. He pointed out the light rail project was in the testing stage and further consideration would be given after the results are determined. Mr. Reid confirmed the proposed transit and bus facilities would not be redundant if there was a switch to light rail, noting they were complimentary to each other.

Councillor Munter pointed out the consultant appointment to investigate the rail corridor going to the Kanata North Business Park. In addition, the Councillor noted the many components of the high technology industry that were transit users.

Councillor Loney referenced the postponement of Carling Avenue. Mr. Reid explained it was anticipated that the Ministry would eventually provide for six lanes through the greenbelt thereby alleviating some of the pressures on Carling and Hazeldean Roads.

Mr. Dave Krajaefski, Director, Planning and Development, City of Kanata.

Mr. Krajaefski expressed his support and rationale for the following projects: the Kanata Centrum Transitway Station and Park and Ride facility, the Terry Fox Drive extensions, and the Castlefrank Interchange.

Mr. David Jeanes, Transport 2000.

Mr. Jeanes disagreed with previous comments that the high technology sector would not use the transit system. However, with respect to light rail, Mr. Jeanes stated it was the preferred transportation mode, and expressed concern it was not a listed priority. The speaker emphasized the present need and expressed disappointment with the extended length of the current pilot project term. Mr. Jeanes stated there were many routes in the Region that were potentially useable at this time, however, emphasized the need to begin work now.

Chair Chiarelli thanked the delegation for his leadership and expertise around the light rail project.

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

Councillor Loney referenced the need for the business community to communicate with the Provincial and Federal governments regarding the need to address the growth infrastructure issue. He stated it was frustrating for Council, noting the construction funding was not available and raising taxes was not an option. The Councillor believed it was necessary to collectively convince the senior levels of government to reinvest in the community through infrastructure. Mr. Jeanes stated he took the comments under advisement.

In response to a question from Councillor Hunter regarding the capital authority for the light rail pilot project, Mr. Reid confirmed the figure was \$20 million. Councillor Hunter pointed out that represented \$20 million which was not available to address the significant growth problems in the west end. Mr. Jeanes referenced the compromises made with respect to other projects in order to see the light rail project advance. However, he noted the light rail project was still behind schedule.

Mr. Dennis Eberhart, Pen Equity Management Corporation.

Mr. Eberhart provided the Committee with an update on the future expansion plans for the Kanata Centrum area. He expressed his support for the prioritization of the transitway station and park and ride facility. Mr. Eberhart reported the marketing of the area had included the pending transitway station and park and ride. He stated this has attracted great attention and was greatly needed.

Upon conclusion of the public delegations, Councillor van den Ham reviewed two motions that were approved by the Committee.

Moved by R. van den Ham

WHEREAS the Transportation Master Plan as approved by Regional Council, July 1997, (Page 54, Table 10) identifies the widening of Innes Road from two to four lanes from Orleans to Trim Road.

WHEREAS growth has greatly exceeded projections, including two new schools and one more in the planning stage at Trim and Innes.

WHEREAS the current two lanes of Innes Road between 10th Line and Trim Road is a two lane rural cross-section with no shoulders, deep ditches and unsafe conditions.

Extract of Draft Minute
Corporate Services and
Economic Development Committee
19 September 2000

THEREFORE BE IT RESOLVED that funding for the design work for Innes Road between 10th Line and Trim Road be included in the 2001 budget and that construction be undertaken as soon as possible and not later than 2006.

CARRIED

Moved by R. van den Ham

WHEREAS the completion of the North/South (Frank Kenny Road) link in Cumberland is a critical link between Highway 417 and R.R. 174 (formerly Highway 17) and further to the Cumberland/Orleans business parks.

WHEREAS the completion of this road is critical to the success of the International Plowing Match in September 2001.

WHEREAS the City of Cumberland has completed all necessary Environmental Assessment Studies, Land Acquisitions, and final design work.

WHEREAS the City of Cumberland has spent more than ten million dollars on the construction of Phase I and has also funded and constructed the necessary water crossing structures in Phase 2.

BE IT RESOLVED that the R.O.C. request to the Ottawa Transition Board to allocate two million dollars to the 2001 budget as the city's contribution for the completion of the North/South link from Innes Road to Highway 417 conditional upon the province providing the balance (\$7 million approximately).

BE IT FURTHER RESOLVED that the Regional Chair communicate with Premier Mike Harris on this matter and to secure the provincial funding.

CARRIED

With respect to recommendation no. 5, Councillor Hunter requested the reporting on this delegated authority to Committee be monthly rather than quarterly. The Committee approved this amendment.

Report Recommendations as amended:

That Corporate Services and Economic Development Committee recommend that Council approve:

- 1. the direction to staff to begin the design of key infrastructure projects needed to support economic development as outlined in this report;**
- 2. the transfer of funds in the amounts of \$1,100,000 from Transportation and Transitway capital accounts as identified in Annex A;**
- 3. the transfer of \$3,930,000 and \$2,000,000 from the Transportation and Transitway Regional Development Charge Reserve Funds, respectively;**
- 4. the establishment of new project authorities as identified in Annex A;**
- 5. that the Chief Administrative Officer be delegated the authority to award professional engineering consulting contracts subject to the availability of funds as identified in the departmental budgets using the expedited process for consultant selection for the projects outlined in this report, and that the reporting to Committee on this delegated authority be monthly;**
- 6. that funding for the design work for Innes Road between 10th Line and Trim Road be included in the 2001 budget and that construction be undertaken as soon as possible and not later than 2006;**
- 7. (a) that the Region of Ottawa-Carleton request the Transition Board to allocate \$2 million to the 2001 budget as the city's contribution for the completion of the North/South link from Innes Road to Highway 417 conditional upon the Province providing the balance (\$7 million approximately);**
 - (b) that the Regional Chair communicate with Premier Mike Harris on this matter and to secure Provincial funding.**

CARRIED as amended