

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

REPORT
RAPPORT

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Your File/V/Réf.

DATE 24 May 1998

TO/DEST. Co-ordinator, Transportation Committee

FROM/EXP. Environment and Transportation Commissioner

SUBJECT/OBJET **CORPORATE POLICY MANUAL REVISION**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the revision to Section 7 of the Corporate Policy Manual so that the public hearing process applied to intersection modifications also be applied to roadway and bridge reconstruction projects as described in this report. .

BACKGROUND

At its meeting of June 18, 1997, the Transportation Committee, in the course of discussing the Plaza Bridge project, requested clarification on how the report could rise to a public hearing if no objections had been received.

DISCUSSION

On 24 May 1995, Regional Council approved revisions to the Corporate Policy Manual among which were modifications to a section of Chapter 7 on "Intersection Modifications." The purpose of this report is to recommend a similar revision to Chapter 7, for roadway and bridge reconstruction. This will improve turnaround times and increase the Environment and Transportation Department's overall efficiency in managing infrastructure projects by eliminating the unnecessary scheduling of a public hearing.

Standard repairs of Regional infrastructure, such as roadway resurfacing, pothole repairs, bridge inspection do not require a public hearing. Where the reconstruction of infrastructure goes beyond “repair and maintenance” and involves an alteration to the existing infrastructure, public notice and a public hearing is required. This latter situation is the subject of this report.

It is important that Committee and Council keep in mind the difference between “public meetings” which are held as a matter of course, and the statutory “public hearing”, which need only be held if there are objections.

Section 7.4.7.14 of the Corporate Policy Manual now reads:

“Authority to proceed with intersection modifications approved by Council in accordance with the Municipal Act and on-site notification, when no objection is received by the Regional Clerk. When an objection is received, Transportation Committee will hold a public hearing.”

The proposed new section: 7.4.7.15 would read:

“Authority to proceed with roadway and bridge reconstruction which goes beyond road repair and maintenance and which has been approved by Council in accordance with the Municipal Act and on-site notification, when no objection is received by the Regional Clerk. When an objection is received, Transportation Committee will hold a public hearing.”

CONSULTATION

Not applicable.

FINANCIAL IMPLICATIONS

The streamlining of the public hearing process will strengthen the Department’s efficiency and eliminate the statutory public hearing.

CONCLUSION

All reconstruction projects in the Environment and Transportation Department receive Transportation Committee and Regional Council preliminary approval, subject to a public hearing. The elimination of the public hearing where no objections are received, and authorizing the Commissioner to proceed by way of delegated authority will enable the Commissioner to implement Council’s direction in an efficient and timely manner.

Approved by
M.J.E. Sheflin, P.Eng.

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