



**OTTAWA CITY COUNCIL
MINUTES 57**

**Wednesday, July 7, 2021
10:00 am**

By Electronic Participation

**This Meeting was held through electronic participation in accordance with
Section 238 of the *Municipal Act, 2001* as amended by the *COVID-19 Economic
Recovery Act, 2020***

*Note: Please note that the Minutes are to be considered DRAFT until confirmed by
Council.*

The Council of the City of Ottawa met on Wednesday, July 7, 2021, beginning at 10:00 AM. The Mayor, Jim Watson, presided over the Zoom meeting from Andrew S. Haydon Hall, with the remaining Members participating remotely by Zoom.

The Mayor, Jim Watson, presided and led Council in a moment of reflection in honour of Rabbi Reuven Bulka and Barbara McInnes.

ROLL CALL

All Members of Council were present.

CONFIRMATION OF MINUTES

Confirmation of the Minutes of the Council meeting of 23 June 2021

Confirmed as amended by the will of Council to add a dissent from Councillor R. Chiarelli with respect to Item 14 in the Minutes of the June 23, 2021 meeting.

DECLARATIONS OF INTEREST INCLUDING THOSE ORIGINALLY ARISING FROM PRIOR MEETINGS

No declarations of interest were filed.

COMMUNICATIONS

Association of Municipalities of Ontario (AMO):

The following communications were received.

- AMO Policy Update – Moving to Step Two of COVID-19 Reopening on June 30 and Adding Mental Health Support to OPP Communication Centres
- AMO Policy Update – Community Paramedicine, Transportation Investments for Small and Rural Communities, and Pathway Immigration Program

Response to Inquiries:

The following communications were received.

- OCC 21-05 - Urban Transit Area

REGRETS

No regrets filed to date.

MOTION TO INTRODUCE REPORTS

MOTION NO 57/1

Moved by Councillor M. Fleury
Seconded by Councillor T. Kavangh

That Agriculture and Rural Affairs Committee Report 23; Standing Committee on Environmental Protection, Water and Waste Management Report 17; Planning Committee Report 45; and the report from the City Clerk entitled “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of June 23, 2021” be received and considered; and

That the *Rules of Procedure* be suspended to receive and consider Finance and Economic Development Committee Report 27 and Transportation Committee Report 20 due to the time sensitivity of the items contained in these reports.

CARRIED

COMMITTEE REPORTS

AGRICULTURE AND RURAL AFFAIRS COMMITTEE REPORT 23

- | |
|---|
| 1. OFFICIAL PLAN AND ZONING – 200 RUSS BRADLEY ROAD |
|---|

COMMITTEE RECOMMENDATIONS

That Council:

- a. **Approve the proposed modifications to the Official Plan for 200 Russ Bradley Road to permit a non-aviation related use within the Carp Airport lands as detailed in Document 2;**
- b. **Approve the proposed amendment to Zoning By-law 2008-250 for 200 Russ Bradley Road to re-zone from Air Transportation Facility Zone, subzone B (T1B) to Air Transportation Facility Zone, subzone B with a rural**

exception (T1B[xxx-r]-h) to add a cannabis production facility as a permitted use as detailed in Document 3.

CARRIED

- | |
|--|
| <p>2. AMENDMENTS TO PERMIT ON-FARM DIVERSIFIED USES AND AGRICULTURE-RELATED USES IN RURAL AND AGRICULTURAL ZONES OF THE CITY</p> |
|--|

COMMITTEE RECOMMENDATIONS

That Council:

- 1. Approve an amendment to the Official Plan to revise Section 3.7 – Rural Designations as detailed in Document 1 – Details of Recommended Official Plan Amendment,**
- 2. Approve amendments to Zoning By-law 2008-250 under Sections 54 and 79, and all zones that permit an agricultural use, as detailed in Document 2 – Details of Recommended Zoning, to permit alignment with the 2020 Provincial Policy Statement provisions respecting permissions for On-Farm Diversified and Agriculture Related uses,**
- 3. Approve an amendment to the Site Plan Control By-law 2014-256, as detailed in Document 3, to apply a site plan control requirement to all On-Farm Diversified and Agriculture-related uses,**
- 4. Approve an amendment to the Parkland Dedication By-law 2009-95 as detailed in Document 4, to exempt on-farm diversified uses and agriculture-related uses from parkland dedication requirements,**

CARRIED

3. CITY OF OTTAWA ZONING BY-LAW 2008-250: OMNIBUS
AMENDMENTS – Q2 2021

PLANNING COMMITTEE RECOMMENDATIONS AS AMENDED

1. That Council approve amendments to Zoning By-law 2008-250, as shown in Document 1 and detailed in Documents 2 and 4, as amended by the following:
 - a. that Document 4 be amended as follows:
 - i. by adding the following to the row concerning Stacked Bicycle Parking: “-Renumber Section 111(8) as Section 111(8A) and add a new provision in Section 111 as follows:

“(8B) Despite Table 111B, in the case of stacked bicycle parking, the minimum width of a bicycle parking space is 0.37 metres.”
 - ii. by replacing the text “(11) A maximum of 50% of the bicycle parking spaces required by this by-law may be vertical or on the upper tier of stacked bicycle parking; the rest must be horizontal spaces at ground level” with the following:

“(11) A minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level.”
2. That Council direct staff to engage in consultation with the community and bring forward a separate report to Planning Committee and Council on August 26, 2021 or as soon as possible thereafter with respect the maximum permitted height for 200 Lees Avenue.

- 3. That Council approve that no further notice be provided pursuant to subsection 34 (17) of the *Planning Act*.**
- 4. That Council consider the following recommendation, as referred by Planning Committee: ¹**

“THEREFORE BE IT RESOLVED that the amendments proposed to the flood plain overlay for lands north of the Jock River in Documents 1 and 2 be removed.

THEREFORE BE IT FURTHER RESOLVED that Committee recommend that Council direct staff to engage in consultation with the relevant community association(s) and bring forward a separate report to Planning Committee and Council in September 2021 or as soon as possible thereafter with respect to the aforementioned updates to the flood plain overlay for the lands north of the Jock River.

AND BE IT FURTHER RESOLVED that no further notice with respect to Report ACS2021-PIE-EDP-0027 as amended be provided pursuant to subsection 34 (17) of the *Planning Act*.”

AGRICULTURE AND RURAL AFFAIRS

COMMITTEE RECOMMENDATIONS

- 1. That Council approve amendments to Zoning By-law 2008-250, as shown in Document 1 and detailed in Documents 2 and 4.**
- 2. That Council approve amendments to Zoning By-law 2008-250, as shown in Document 1 and detailed in Documents 3 and 4.**

Recommendation 4 reflects the resolution referred to Council by Planning Committee for consideration pursuant to Planning Committee Motion No PLC 2021-45/4 of June 24, 2021. This resolution was not adopted by Council.

The Committee Recommendations, as amended by the Planning Committees, and as set out in full below, were put to Council:

1. **That Council approve amendments to Zoning By-law 2008-250, as shown in Document 1 and detailed in Documents 2 and 4, as amended by the following:**
 - a. **that Document 4 be amended as follows:**
 - i. **by adding the following to the row concerning Stacked Bicycle Parking: “-Renumber Section 111(8) as Section 111(8A) and add a new provision in Section 111 as follows:**

“(8B) Despite Table 111B, in the case of stacked bicycle parking, the minimum width of a bicycle parking space is 0.37 metres.””
 - ii. **by replacing the text “(11) A maximum of 50% of the bicycle parking spaces required by this by-law may be vertical or on the upper tier of stacked bicycle parking; the rest must be horizontal spaces at ground level” with the following:**

“(11) A minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level.”.
2. **That Council direct staff to engage in consultation with the community and bring forward a separate report to Planning Committee and Council on August 26, 2021 or as soon as possible thereafter with respect the maximum permitted height for 200 Lees Avenue.**
3. **That Council approve that no further notice be provided pursuant to subsection 34 (17) of the *Planning Act*.**

CARRIED with Councillors C. McKenney, C.A. Meehan, S. Menard, J. Leiper, T. Kavanagh and D. Deans dissenting on the amendments proposed to the flood plain overlay for lands north of the Jock River

DIRECTION TO STAFF

That when Planning, Infrastructure and Economic Development receives an application to alter a floodplain, that city staff request that the relevant Conservation Authority reach out to residents and communities that could potentially be affected; that the Conservation Authority provide confirmation that public outreach was completed; and that city staff notify the area Councillor of the consultation.

4. ZONING BY-LAW AMENDMENT – GENERAL ZONING
PROVISIONS (PARKING AND SECONDARY DWELLING UNITS)

PLANNING COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve:

1. an amendment to Zoning By-law 2008-250 relating to various sections of the By-law, as detailed in Document 1, as amended by the following:
 - a. that Section 106 of Document 1, be amended as follows:
 - i. delete Section 106(2)(c) and renumber accordingly;
 - ii. amend Section 106(3) by adding a new clause (c) as follows:

“(c) is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.”
2. that no further notice be provided pursuant to subsection 34 (17) of the *Planning Act*.

**AGRICULTURE AND RURAL AFFAIRS COMMITTEE
RECOMMENDATION**

That Council approve an amendment to Zoning By-law 2008-250 relating to various sections of the By-law, as detailed in Document 1.

MOTION NO 57/2

Moved by Councillor G. Gower
Seconded by Councillor J. Leiper

WHEREAS Report ACS2021-PIE-EDP-0028 (the “report”), among other things, proposed changes to Section 133 of the Zoning By-law respecting secondary dwelling units including new limits on maximum floor area and the number of bedrooms within a secondary dwelling unit; and

WHEREAS significant concerns have been expressed with these elements of the proposed new Section 133, and the impacts that these may have on the viability of secondary dwelling units; and

WHEREAS in light of these concerns, additional time is required for Council to make an informed decision on appropriate standards for size restrictions for secondary dwelling units;

THEREFORE BE IT RESOLVED that the proposed provisions for Section 133 respecting Secondary Dwelling Units, being item (6) in “Document 1 - Details of Recommended Zoning” of the report, be removed from the report and that Staff bring a separate report on this matter for consideration at a future meeting of Planning Committee, and Council; and

THEREFORE BE IT FURTHER RESOLVED that the related by-law in the Motion to Introduce By-laws for this meeting of Council be replaced with a revised by-law entitled “A by-law of the City of Ottawa to amend By-law No. 2008-250 to implement zoning changes related to parking and other zoning provisions to clarify their intent and remove redundancies.” which omits the above-described secondary dwelling unit provision amendments; and

THEREFORE BE IT FURTHER RESOLVED that there be no further notice with respect to the amendments described in the report, as amended, pursuant to Subsection 34 (17) of the *Planning Act*.

CARRIED

The committee recommendations, as amended by Motion No. 57/2, were then put to Council and CARRIED.

- | |
|--|
| 5. ZONING BY-LAW AMENDMENT – RURAL PROPERTIES
AFFECTED BY OFFICIAL PLAN AMENDMENT 180 |
|--|

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve an amendment to Zoning By-law 2008-250 to redesignate properties affected by Official Plan Amendment 180, to Rural Countryside (RU) or Agricultural (AG) zone as detailed in Documents 1 and 2; and

That Document 1 of this report be amended by removing the map located on Page 12 from the lands to be affected by this Zoning By-law Amendment.

CARRIED

STANDING COMMITTEE ON ENVIRONMENTAL PROTECTION,
WATER AND WASTE MANAGEMENT REPORT 17

- | |
|--------------------------------------|
| 6. SOLID WASTE MASTER PLAN – PHASE 2 |
|--------------------------------------|

COMMITTEE RECOMMENDATIONS

That Council:

- 1. Approve the vision statement, guiding principles and goals of the Solid Waste Master Plan as described in this report and outlined in supporting Document 1; and,**
- 2. Receive the Solid Waste Master Plan Phase 2 report and supporting documents relating to the City of Ottawa's long-term waste management needs, the high level long list of options to meet future needs, and the evaluation process to evaluate the options, attached as Document 2 through Document 4, for information.**

CARRIED

7. SOLID WASTE SERVICES 2023 RESIDENTIAL CURBSIDE
COLLECTION CONTRACT PROCUREMENT STRATEGY

COMMITTEE RECOMMENDATION

That Council delegate the authority to the General Manager of the Public Works and Environmental Services Department to negotiate, finalize and execute a short-term, two-year residential curbside collection contract with each of the existing curbside collection service providers, including the In-House Collections Group, in accordance with section 22(1)(d) of the Procurement By-law, and as described in this report.

CARRIED

FINANCE AND ECONOMIC DEVELOPMENT COMMITTEE
REPORT 27

8. HICKORY STREET REMEDIATION

COMMITTEE RECOMMENDATION

That Council authorize the Director, Corporate Real Estate Office to enter into an agreement to remediate the Hickory Street Right of Way between Champagne Avenue and the Light Rail Transit Corridor, as outlined in this report.

CARRIED

<p>9. LAUNCH OF THE BETTER HOMES LOAN PROGRAM TO SUPPORT RESIDENTIAL RETROFIT PROJECTS</p>
--

COMMITTEE RECOMMENDATIONS

That Council:

- 1. Approve the Better Homes Loan Program attached as Document 1 and as summarized in this report;**
- 2. Provide delegated authority to the Chief Financial Officer/Treasurer and the City Solicitor to negotiate, execute and implement the Funding Agreement with the FCM subject to any loan being at zero per cent interest;**
- 3. Provide delegated authority to the Chief Financial Officer/Treasurer and the City Solicitor to negotiate and execute a Funding Agreement with VanCity Community Investment Bank as provided in Document 4;**
- 4. Provide delegated authority for Chief Financial Officer/Treasurer and General Manager (GM) of Planning Infrastructure Economic Development (PIED), to approve loan disbursements within the VanCity Funding Agreement;**
- 5. Provide delegated authority to the Chief Financial Officer/Treasurer to open separate capital accounts for the loan funds and the grant funds for tracking and reporting purposes;**
- 6. Approve the creation of a Loan Loss Reserve Fund as described in Document 1 and provide delegated authority to the Chief Financial Officer/Treasurer to transfer funds, as required, as described in this report;**
- 7. Provide delegated authority to establish and amend the Better Homes Loan Program interest rates and administrative fees to the Chief Financial Officer;**

8. **Provide delegated authority to amend the Better Homes Loan Program documents and delivery contracts to the GM of PIED;**
9. **Provide delegated authority to the General Manager of PIED to negotiate and execute the Service Agreement with EnviroCentre as provided in Document 2 and as summarized in this report**
10. **Approve a Local Improvement Charge (LIC) program bylaw to advance energy efficiency, renewable energy and water conservation in alignment with municipal goals and policies and in accordance with provincial legislation, as provided in Document 1 and as summarized in this report;**
11. **Provide delegated authority for the General Manager (GM) of Planning Infrastructure Economic Development (PIED), along with the City Solicitor, to list special charges bylaws on Council agenda, and provide a list of the affected properties to the relevant Ward Councillor; and**
12. **Direct staff to report back to Committee and Council in 2024 on the results of the program with recommendations for a continued program.**

CARRIED

PLANNING COMMITTEE REPORT 45

10. OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT - 2 MONTREAL ROAD AND 3 SELKIRK STREET

Committee recommendations

That Council approve:

1. **an amendment to the Official Plan, Volume 2a, Montreal**

Road District Secondary Plan, for 2 Montreal Road and 3 Selkirk Street, with site specific policies and increased building height, as detailed in Document 2; and

2. **an amendment to Zoning By-law 2008-250 for 2 Montreal Road and 3 Selkirk Street, to permit a three-tower mixed-use development, as detailed in Document 4.**

CARRIED

11. ZONING BY-LAW AMENDMENT – 216 MURRAY STREET

COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 for 216 Murray Street to permit an eight-storey mixed-use building containing a Community Health and Resource Centre and 48 residential dwelling units, as detailed in Document 2.

CARRIED

12. ZONING BY-LAW AMENDMENT – 20 MOUNTAIN CRESCENT

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve:

1. **an amendment to Zoning By-law 2008-250 for 20 Mountain Crescent for minor provision changes associated with a 12-storey high-rise apartment, by reducing the setback for the high-rise portion of the building from 11.5 metres on the north and south sides to 5.5 metres; to increase the permitted height from 36 metres to 39 metres, and to lift the holding symbol 'h', as detailed in revised Document 2; and**

2. **that no further notice be provided pursuant to subsection 34 (17) of the *Planning Act*.**

CARRIED

TRANSPORTATION COMMITTEE REPORT 20

- | |
|--|
| 13. MOTION – ECONOMIC SUPPORT FOR THE TOURIST SECTOR -
TOURIST INFORMATION KIOSK FEES |
|--|

COMMITTEE RECOMMENDATIONS

That Council approve that:

1. **the Tourist Information Kiosk fees, as contained in Schedule B of the Encroachments on City Highways By-law (No. 2003-446), except for the permit processing fees, be waived for tourism operators; and**
2. **the anticipated forecasted revenue loss of \$15,000 be recovered from the Provincial Safe Restart program, and should it not be eligible, from the overall 2021 Right of Way, Heritage and Urban Design Service Area operating position.**

CARRIED

BULK CONSENT AGENDA

AGRICULTURE AND RURAL AFFAIRS COMMITTEE REPORT 23

- | |
|--|
| A. ZONING BY-LAW AMENDMENT – 2261 O'TOOLE ROAD |
|--|

COMMITTEE RECOMMENDATIONS

That Council approve an amendment to Zoning By-law 2008-250

for 2261 O'Toole Road, for the purposes of rezoning a portion of the lands from Agricultural (AG), to Agricultural Subzone 5 (AG5), to prohibit residential uses on the retained farmland, as detailed in Document 2.

CARRIED

B. ALL-WAY STOP CONTROL AT THE INTERSECTION OF GREGOIRE ROAD AND MARVELVILLE ROAD/ROUTE 400

COMMITTEE RECOMMENDATIONS

That Council approve the installation of all-way stop controls at the intersection of Gregoire Road and Marvelville Road/Route 400.

CARRIED

STANDING COMMITTEE ON ENVIRONMENTAL PROTECTION,
WATER AND WASTE MANAGEMENT REPORT 17

C. SOURCE WATER PROTECTION PLAN AMENDMENT FOR THE NEW KEMPTVILLE (NORTH GRENVILLE) MUNICIPAL WELL SYSTEM

COMMITTEE RECOMMENDATION

That Council endorse the proposed amendment under Section 34 of the Clean Water Act, to revise the Mississippi-Rideau Source Protection Plan to add a new municipal well system for the Municipality of North Grenville into the Mississippi-Rideau Source Protection Plan and Assessment Reports.

CARRIED

PLANNING COMMITTEE REPORT 45

D. ZONING BY-LAW AMENDMENT – 319, 325 AND 327 RICHMOND ROAD, 381 CHURCHILL AVENUE NORTH, AND 380 WINONA AVENUE

COMMITTEE RECOMMENDATIONS

That Council approve:

- 1. an amendment to Zoning By-law 2008-250 for 319, 325 and 327 Richmond Road, 381 Churchill Avenue North, and 380 Winona Avenue to permit a nine-storey mixed-use building with at-grade commercial uses and residential dwelling units in the upper storeys, as detailed in Document 2; and**
- 2. that the implementing Zoning By-law not proceed to Council until such time as the agreement under Section 37 of the *Planning Act* is executed.**

CARRIED

E. ZONING BY-LAW AMENDMENT –1277 WOODROFFE AVENUE

COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 for 1277 Woodroffe Avenue, to permit two long semi detached dwellings, as detailed in Document 2.

CARRIED

F. FRONT-ENDING REPORT – FERNBANK ROAD COLLECTOR TRUNK SANITARY SEWER EXTENSION
--

COMMITTEE RECOMMENDATIONS

That Council:

1. authorize the City and delegate authority to the General Manager, Planning, Infrastructure and Economic Development Department, to enter into a Front-Ending Agreement with Fernbank Road Landowners Group for the design and construction of:
 - a) a 600-millimetre diameter Collector Trunk Sanitary Sewer on Goldhawk Drive from Abbott Street to Cope Drive, then along future Cope Road, from Goldhawk Drive to Shea Road and continue on future Cope Drive to Fernbank Road to an upset limit of \$7,118,711 plus applicable taxes and indexing, and
 - b) a 600-millimetre diameter Collector Trunk Sanitary Sewer on Fernbank Road for 156 metres, as outlined in this report, to an upset limit of \$1,378,404 plus applicable taxes and indexing, with a total upset limit of \$8,497,115 , in accordance with the Front-Ending Agreement Principles and Policy set forth in Documents 1 and 2 and with the final form and content being to the satisfaction of the City Solicitor;
2. authorize the financial disbursement to reimburse the design and construction costs incurred by Fernbank Road Landowners Group pursuant to the execution of the Front-Ending Agreement; and
3. authorize the creation of a budget for the design and construction work required per the Front-Ending agreement.

CARRIED

- G. FRONT-ENDING REPORT – PERTH STREET AND MEYNELL ROAD/OLDENBURG AVENUE

COMMITTEE RECOMMENDATION

That Council delegate authority to the General Manager, Planning, Infrastructure and Economic Development Department, to enter into a Front-Ending Agreement for the following location:

- a) **Roundabout at Perth Street and Meynell Road/Oldenburg Avenue (2019 DC item #1.11.5 - 2024 Intersection Control Measures) to be front-ended by Caivan at an upset limit of \$3,999,455 (plus applicable H.S.T.) with reimbursement to occur in 2024.**

CARRIED

CITY CLERK

- H. SUMMARY OF ORAL AND WRITTEN PUBLIC SUBMISSIONS FOR ITEMS SUBJECT TO THE PLANNING ACT 'EXPLANATION REQUIREMENTS' AT THE CITY COUNCIL MEETING OF JUNE 23, 2021

REPORT RECOMMENDATIONS

That Council approve the Summaries of Oral and Written Public Submissions for items considered at the City Council Meeting of June 23, 2021, that are subject to the 'Explanation Requirements' being the *Planning Act*, subsections 17(23.1), 22(6.7), 34(10.10) and 34(18.1), as applicable, as described in this report and attached as Documents 1 and 2.

CARRIED

MOTION TO ADOPT REPORTS

MOTION NO 57/3

Moved by Councillor M. Fleury
Seconded by Councillor T. Kavanagh

That Agriculture and Rural Affairs Committee Report 23; Standing Committee on Environmental Protection, Water and Waste Management Report 17; Finance and Economic Development Committee Report 27; Planning Committee Report 45; Transportation Committee Report 20 and the report from the City Clerk entitled “Summary of Oral and Written Public Submissions for Items Subject to the Planning Act ‘Explanation Requirements’ at the City Council Meeting of June 23, 2021”; be received and adopted as amended.

CARRIED

MOTIONS OF WHICH NOTICE HAS BEEN PREVIOUSLY GIVEN

MOTION NO 57/4

Moved by Councillor M. Fleury
Seconded by Mayor J. Watson

WHEREAS the City of Ottawa Recreation Culture and Facility Services (RCFS) is proposing the installation of two ground signs with message centres, one on the Daly Avenue frontage and one on the Nicholas Street frontage, three signs on the stone pillars of the perimeter fence of the Daly Avenue frontage and 3 additional signs on the stone pillars of the perimeter fence on the Nicholas Street frontage, and two illuminated wall signs on the Arts Court property at 2 Daly Avenue; and

WHEREAS the proposed signs are of a scale that will be effective for wayfinding at this City facility and will add to the contemporary nature of Arts Court within the heritage building; and

WHEREAS message centres are prohibited on properties designated as or within 30 metres of a property designated as a heritage building, message centres must not be more than 40% of the size of the ground sign, are not permitted on a staircase, or located within 60m from another message centre on the same street frontage; and

WHEREAS the Permanent Signs on Private Property By-law (2016-326) prohibits signs on a fence; and

WHEREAS the building is designated under Part IV of the *Ontario Heritage Act*, the Sign By-law prohibits the illumination of wall signage, unless it is external and downward facing, on or within 30 metres of a heritage designated property; and

WHEREAS Heritage staff do not object to the application; and

WHEREAS staff have advised that the new signage is beyond what can be approved under the Minor Variance Delegated Authority permitted in the Permanent Signs on Private Property By-law and that Council-direction is warranted.

THEREFORE BE IT RESOLVED that Council approve an exception to Sections 83, 120(c)(d), 131(f) and Table 122 1B End Note 4, of the Permanent Signs on Private Property By-law (By-law 2016-326), as amended, to allow the installation of two ground signs with message centres, one on the Daly Avenue frontage and one on the Nicholas Street frontage, three signs on the stone pillars of the perimeter fence of the Daly Avenue frontage and 3 additional signs on the stone pillars of the perimeter fence on the Nicholas Street frontage, and two illuminated wall signs at Arts Court (2 Daly Avenue), as detailed in the document attached².

CARRIED

¹ See attached APPENDIX 1 at end of Minutes.

MOTIONS REQUIRING SUSPENSION OF THE RULES OF PROCEDURE

MOTION NO 57/5

Moved by Mayor J. Watson
Seconded by Councillor J. Leiper

That the Rules of Procedure be suspended to consider the following Motion, in order to ensure a timely funding allocation for the Chief William Commanda Bridge multi-use pathway and rehabilitation project, allowing for the project to proceed to construction when permits and approvals have been confirmed.

WHEREAS the City has been asked to rename the Prince of Wales Bridge to the “Chief William Commanda Bridge”; and

WHEREAS William Commanda served as Chief of the Kitigan Zibi Anishinabeg First Nation from 1951 to 1970, was an Algonquin elder, a spiritual leader, a promoter of environmental stewardship, a great bridge builder between nations, and was awarded the Order of Canada in 2008 for his dedication and outstanding service to his people; and

WHEREAS in keeping with its powers set out in the *Municipal Act, 2001*, Council may assign a commemorative name by resolution, notwithstanding the provisions included in the Commemorative Naming Policy; and

WHEREAS through the City’s commitment to Reconciliation, Council approved in 2018 the City of Ottawa’s Reconciliation Action Plan, which addresses the Truth & Reconciliation Commission’s Calls to Action; and

WHEREAS the City completed a consultation on the renaming, which occurred between May 21 and June 20, 2021, where the public overwhelmingly supported the renaming proposal (33 in favour; 6 opposed; 2 out of scope); and

WHEREAS the City of Ottawa has applied for financial support under the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Plan (ICIP) for the Chief William Commanda Bridge multi-use pathway and rehabilitation project on the currently inactive railway bridge that would serve as an interprovincial link for commuting and recreational cyclists, cross-country skiers and visitors, until the structure is once again used as a rail transit connection; and

WHEREAS the update memorandum on the Environmental Assessment (EA) and Design, circulated to Council on July 5, 2021, confirmed that the project's EA and design has been completed, and that almost all permits and approvals have been received; and

WHEREAS engagement and consultation have been an integral part of the project's EA and design process, as input from key stakeholders, including Algonquin partners and the public, is key to the success of the project; and

WHEREAS the total estimated project budget for the multi-use pathway and rehabilitation project is \$22,591,000, of which the municipal portion is \$13,978,600; and

WHEREAS \$5,002,000 of the municipal portion for pier work was approved by Council as part of previous years' capital budgets, and the remaining City funding required for the project totals \$8,976,600 and is proposed to be funded as follows: \$6,459,000 from Development Charges, as identified in the Background Study, and \$2,517,600 from Transit Reserves, as the bridge is identified and protected in the Transportation Master Plan as a future rail transit facility;

THEREFORE BE IT RESOLVED that Council approve that:

- 1) the Prince of Wales Bridge be named the "Chief William Commanda Bridge";
- 2) the remaining municipal funding portion for the Chief William Commanda Bridge multi-use pathway and rehabilitation project, totaling \$8,976,600, be funded as follows, and as per Document 1:
 - a. \$6,459,000 from Development Charges; and
 - b. \$2,517,600 from Transit Reserves;
- 3) One per cent of the construction cost estimate for the multi-use pathway be dedicated to Indigenous art (\$94,000), where Staff in Recreation, Cultural and Facility Services will work with our Algonquin partners to showcase Indigenous culture through the proposed art; and
- 4) the tender include requirements for the successful contractor to engage with Algonquin communities to identify Indigenous companies and individuals that could be offered employment opportunities throughout the project; and

- 5) Staff proceed with the delivery of the project upon receipt of all permits and approvals; and

BE IT FURTHER RESOLVED that Council direct the General Manager, Planning, Infrastructure and Economic Development and the Chief Financial Officer/Treasurer to finalize and execute the terms and conditions of the funding agreement with Infrastructure Canada for the federal share of the funding for this project.

Document 1 – Funding Strategy for the Chief William Commanda Bridge (Prince of Wales Bridge) Multi-Use Pathway

	Total Project Cost	910270 POW MUP	908990 Pow Pier Work
Total Budget Required	22,591,000	12,128,000	10,463,000
Existing City Funding – Transit	5,002,000	540,000	4,462,000
Additional City Funding Required (Council approval required):			
Development Charges	6,459,000	3,664,000	2,795,000
Transit Reserves	2,517,600	3,274,400	(756,800)
Federal PTIS Funding (Council approval to proceed with federal funding was provided via the December 9, 2020 motion)	8,612,400	4,649,600	3,962,800
Total After Adjustment	22,591,000	12,128,000	10,463,000

CARRIED with Councillor C.A. Meehan dissenting.

MOTION NO 57/6

Moved by Councillor J. Cloutier
 Seconded by Councillor C.A. Meehan

That the Rules of Procedure be suspended to consider the following motion in order to allow staff of the Office of the Auditor General to commence audit work related to the zero-emission buses project in a timely manner.

WHEREAS on June 23, 2021, Council approved the Transit Commission Report 12, which provided: “That the City purchase zero-emission buses for all future transit bus fleet needs, on the basis that (a) buses are available to meet the City’s

operational needs, including the buses' functionality in Ottawa's winter, and as informed, for each year's order of buses, by the accumulated experience with zero-emission buses already in the OC Transpo fleet, and (b) subject to financial arrangements on terms and conditions acceptable to the City so that the purchase, transition, operation, and support is affordable under the City's Long Range Financial Plan (LRFP) for Transit"; and

WHEREAS the General Manager, Transportation Services, was delegated the authority, with the concurrence of the City Treasurer, to negotiate and enter into an acceptable long-term financing arrangement with the Canada Infrastructure Bank (CIB), together with executing any amendments or supplementary agreements, to have no net effect on the transit LRFP, subject to stacking rules and acceptable risk transfer; and

WHEREAS the General Manager, Transportation Services, was delegated the authority, with the concurrence of the City Treasurer, to negotiate and enter into a funding agreement for a minimum of 35 percent of implementation costs with Infrastructure Canada and any related parts of the federal government, together with executing any amendments or supplementary agreements consistent with the terms outlined in this report and as described in this report, to have no net effect on the transit LRFP, subject to stacking rules and acceptable risk transfer; and

WHEREAS, the General Manager, Transportation Services, was delegated the authority to negotiate and enter into an appropriate agreement with Hydro Ottawa Holding Inc. and/or its subsidiaries, as described in the above-noted Transit Commission report, for energy supply, the provision of backup power, and the supply and operation of charging infrastructure for the battery-electric buses; and

WHEREAS, the General Manager, Transportation Services, and Chief Procurement Officer be authorized to conduct a procurement process for the multi-year provision of up to 450 battery-electric buses, as outlined in the report, with annual orders being subject to approval by the Transit Commission and Council in the annual capital budget; and

WHEREAS prior to concluding the agreements and arrangements with the Canada Infrastructure Bank, Infrastructure Canada and the Hydro Ottawa Holding Inc., that the General Manager, Transportation Services, report back to the Transit Commission to provide an overview of the tentative agreements and funding arrangements prior to or as part of the 2022 budget approval; and

WHEREAS on May 12, 2021 Council approved the Office of the Auditor General (OAG) 2021 Interim Audit Workplan; and

WHEREAS the Auditor General By-Law No. 2021-05, Section 11 – Annual Audit Plan, Subsection (3) states that, “no deletions or amendments to the annual plan shall be made except by the Auditor General”; and

WHEREAS the Audit Committee Terms of Reference, SPECIFIC RESPONSIBILITIES (6) states that the Audit Committee: “Review and recommend to Council, the annual Audit Plan submitted by the Auditor General and any subsequent adjustments from the Office of the Auditor General”; and

WHEREAS in a memo³ to Council, dated July 6, 2021 and found at Attachment 1, the Auditor General describes the risks to the City’s administration regarding the above-noted agreements and respective financial commitments of this project and the value-added of having the OAG include this project as part of the 2021 Interim Audit Workplan;

THEREFORE BE IT RESOLVED that City Council approve the amendment to the to the Office of the Auditor General’s 2021 Interim Audit Workplan to include an audit of the zero-emission buses project.

CARRIED

MOTION NO 5777

Moved by Councillor R. Chiarelli

Seconded by Councillor J. Harder

That the Rules of Procedure be suspended to consider the following motion so that the work may proceed without delay.

WHEREAS the City is undertaking and integrated road reconstruction project in the Bel Air community in Ward 8; which includes the reconstruction of Bel Air beginning in 2021; and

WHEREAS the project limits for the Bel Air Integrated Sewer Replacement Project includes reinstating some private approaches on Bel Air Drive, Bedbrooke Street and Field Street; and

¹ See attached APPENDIX 2 at end of Minutes

WHEREAS some of the driveway widths within the project limits are not in full conformance with the City's front yard parking restrictions and the City Private Approach By-Law; and,

WHEREAS, for existing properties, front yard parking restrictions and private approach by-law are normally enforced only on a complaint-driven basis; and

WHEREAS there have been no complaints with respect to non-compliant driveways (private approaches) or front-yard parking in this area; and

WHEREAS the area residents support providing relief for residents with existing driveways (private approaches) while acknowledging that any future driveways (private approaches) and front-yard parking must be in accordance with City by-laws;

THEREFORE BE IT RESOLVED that Council approve that, in respect of the rehabilitation of Bel Air and its scope, private approaches be reinstated as they were immediately prior to the reconstruction of this street.

CARRIED

MOTION NO 57/8

Moved by Mayor J. Watson
Seconded by Councillor T. Tierney

That the Rules of Procedure be suspended to consider the following Motion:

WHEREAS the City of Ottawa has submitted previous applications for infrastructure funding opportunities from federal and provincial programs, such as Infrastructure Canada's Investing in Canada Plan; and

WHEREAS infrastructure investments have detailed eligibility requirements and constrained project delivery timelines; and

WHEREAS these types of applications usually require a Council authorization in order to apply and a municipal by-law or Council resolution is required to execute the agreements; and

WHEREAS the City anticipates that infrastructure funding opportunities may present themselves over the summer, giving the City an opportunity to advance priority projects that may be shovel-ready;

THEREFORE BE IT RESOLVED that City Council delegate the authority to the General Manager of Planning, Infrastructure and Economic Development, with the concurrence of the Chief Financial Officer/City Treasurer, and in consultation with applicable General Managers, to submit an application on behalf of the City of Ottawa for infrastructure funding that may become available between the Council meetings of July 21 and September 8, 2021, and seek Council approval to execute the agreement with the provincial and/or federal governments, if successful.

CARRIED

Council recessed at 11:10 AM due to technical difficulties associated with the Zoom meeting, and resumed at 11:18 AM.

NOTICES OF MOTION (FOR CONSIDERATION AT SUBSEQUENT MEETING)

MOTION

Moved by Councillor Dudas
Seconded by T. Tierney

WHEREAS the future Montreal LRT Station is next to a city-owned parcel of land at municipal address 2275 Montreal Road, which is located at the north-east corner of the onramp off of St. Joseph Boulevard onto Regional Road 174,

THEREFORE BE IT RESOLVED that Council direct Planning, Infrastructure and Economic Development Staff and Corporate Real Estate Office staff to investigate the potential for a Transit Oriented Development, including opportunities for affordable housing, mixed-use, or employment at that location, and report back on their findings by Q1 2023, taking into account the need for a bus loop on the site.

MOTION

Moved by Councillor J. Leiper
Seconded by Councillor C. McKenney

WHEREAS the opioid crisis is one of the largest public health emergencies of our lifetime, with a death on average about every two hours and a death toll of 21,174 in the last five years (January 2016 to December 2020); and,

WHEREAS other countries have significantly reduced drug-related fatalities with reforms such as legal regulation of illicit drugs to ensure safe supply and decriminalization for personal use; and,

WHEREAS the federal government has indicated it is premature to discuss these measures until there are comprehensive supports for people to get well; and,

WHEREAS supports are needed, but measures that save lives are essential if people are to survive and access supports; and,

WHEREAS the Ontario's Big City Mayors have called on the federal government to decriminalize controlled substances and the Canadian Association of Chiefs of Police has stated that they agree the evidence suggests "decriminalization for simple possession as an effective way to reduce the public health and public safety harms associated with substance use", causing the government to indicate that it is now "deliberating" over decriminalization; and,

WHEREAS the overdose crisis rages, showing few signs of abating, including in Ottawa which had 127 opioid-related deaths in 2020 – an increase of 95 percent from a year earlier.

THEREFORE BE IT RESOLVED that Ottawa City Council direct Mayor Watson to write on its behalf to the Government of Canada requesting that it declare the overdose crisis a national public health emergency so that it is taken seriously and funded appropriately; and,

BE IT FURTHER RESOLVED that Council request that the Government of Canada immediately seek input from the people most affected by this crisis and meet with provinces and territories to develop a comprehensive, pan-Canadian overdose action plan, which includes comprehensive supports and full consideration of

reforms that other countries have used to significantly reduce drug-related fatalities and stigma, such as legal regulation of illicit drugs to ensure safe supply of pharmaceutical alternatives to toxic street drugs, and decriminalization for personal use.

MOTION

Moved by Councillor R. King

Seconded by Councillor G. Gower

WHEREAS the Rockcliffe Park Residents' Association on behalf of the Village of Rockcliffe Park has filed an application for the commemoration of Rockcliffe Park as a Historic District of National Significance with the Historic Sites and Monuments Board of Canada (the "Board"); and

WHEREAS an endorsement from the municipality is required as part of this application; and

WHEREAS The Rockcliffe Park Heritage Conservation District comprises the entire former village of Rockcliffe Park and was designated under Part V of the *Ontario Heritage Act* in 1997 for its rare and significant approach to estate layout and landscape design; and

WHEREAS one of the objectives of the Rockcliffe Park Heritage Conservation District Plan is to conserve and enhance Rockcliffe Park's unique character as a planned and designed 19th century community characterized by its narrow curving roads, without curbs or sidewalks, large lots and gardens and buildings set within a visually continuous green landscape; and

WHEREAS Historic districts constitute appropriate subjects for commemoration by the Board and are classified as geographically defined areas which create a special sense of time and place through buildings, structures and open spaces modified by human use and which are united by past events and use and/or aesthetically, by architecture and plan; and

WHEREAS such commemoration does not provide additional regulatory authority on the part of the municipality or that of the federal government in respect of such sites.

THEREFORE BE IT RESOLVED that Council endorse the application by the Rockcliffe Park Residents' Association for the commemoration of Rockcliffe Park as a Historic District of National Significance under the present legislation, being the *Historic Sites and Monuments Act* R.S.C., 1985, c. H-4.

MOTION

Moved by Councillor S. Menard
Seconded by Councillor J. Leiper

WHEREAS the new OP is expected to guide growth in the City of Ottawa for the next 25 years

WHEREAS robust modelling is needed for residents and stakeholders to understand the likely changes and impacts of proposed Official Plan (OP) policies as it relates to meeting growth management goals; and

WHEREAS the city has not yet shared this modelling, many communities and residents are inferring or guessing as to whether the OP is likely to reach our intensification objectives, and

WHEREAS without this modelling residents have limited ability to gauge whether the new OP policies will permit or enable zoning that can be absorbed in neighbourhoods; and

WHEREAS the draft new OP included a minimum density requirement of 80 DUs/NHa, and PIED has indicated that they have “done the math”, with respect to the removal of this policy from the new OP and that it is still possible to meet our growth targets; and

WHEREAS the draft new OP also included language that would allow upzoning within neighbourhood residential streets up to 4 storeys to meet growth management objectives, and it is critical to understand the likely development potential in new dwelling units for OP policies; and

WHEREAS once policy language in the OP is adopted, the City is usually wedded to applications that meet the OP language, regardless of the zoning, so that built

form under the OP becomes essentially “as of right”, which is why rationale, supported by modelling, that demonstrates likely outcomes is so critical; and

WHEREAS in the last year, many requests have been made for the City to share its modelling including public statements to the effect that modelling analysis done by PIED has been robust and an integral part of the analysis in support of OP policies, and

WHEREAS communities were expecting to see modelling when the draft OP was released;

WHEREAS the City needs to share the modelling that is underpinning/informing new OP policy and should provide a reasonable amount of time to review it before the OP proceeds to Planning Committee in order to demonstrate to residents and stakeholders that the proposed OP policies are the right ones and critical to building understanding and support for this OP;

THEREFORE BE IT RESOLVED THAT the City of Ottawa share its modelling of New OP policies publicly as soon as possible within the month of July so that enough time is afforded to residents to review it and demonstrate a real intent to provide meaningful engagement on the modelling, given the City’s current expedited timeline for the OP.

MOTION

Moved by Councillor S. Menard
Seconded by Councillor J. Leiper

WHEREAS big cities who consider expanding their urban boundaries also ensure the costs for such expansions are estimated and noted publicly prior to a decision on expansion; and

WHEREAS Ottawa is a big city in Canada; and

WHEREAS at the July 6, 2021 meeting of FEDCO, the Report on Budget Directions indicated that the City of Ottawa should “achieve fiscal discipline...” and “....help Council mitigate tax increases to an acceptable level”

WHEREAS The staff report on the New Official Plan Growth Management Strategy presented to Council on May 27, 2020 recommended the inclusion of between 1,350-1,650 gross hectares of new urban residential and employment land; and

WHEREAS the report did not include any estimates on the cost to taxpayers to build and maintain new infrastructure to support development on greenfield parcels over the long-term, as compared to augmenting existing infrastructure in the built-up area; and

WHEREAS recent analysis on growth patterns in cities across the country show that a centrally focused development pattern is more financially efficient than large expansion scenarios, resulting in a net increase of city revenues of 8% and a decrease in tax pressures on residents;

THEREFORE BE IT RESOLVED that the City of Ottawa provide a public estimate of the costs for urban boundary expansion in respect to new infrastructure creation, operation and maintenance over the time horizon of the new Official Plan, and that this information be presented to the joint Committee and Council as part of the report back on the final draft of the New Official Plan.

MOTION TO INTRODUCE BY-LAWS

MOTION NO 57/9

Moved by Councillor M. Fleury
Seconded by Councillor T. Kavangh

That the by-laws listed on the Agenda under Motion to Introduce By-laws, Three Readings, be read and passed, as amended.

CARRIED

BY-LAWS

THREE READINGS

- 2021-213. A by-law of the City of Ottawa to amend By-law No. 2017-180 respecting the appointment of Municipal Law Enforcement Officers in accordance with private property parking enforcement.
- 2021-214. A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands in the rural area impacted by Official Plan Amendment 180.

- 2021-215. A by-law of the City of Ottawa to amend By-law No. 2008-250 to implement omnibus amendments and to amend technical anomalies and make minor corrections to the zoning of various properties throughout the City.
- 2021-216. A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands known municipally as 216 Murray Street.
- 2021-217. A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands known municipally as 2261 O'Toole Road.
- 2021-218. A by-law of the City of Ottawa to amend By-law No. 2008-250 to implement zoning changes related to parking and other zoning provisions to clarify their intent and remove redundancies.
- 2021-219. A by-law of the City of Ottawa to amend the Official Plan for the City of Ottawa to permit On-Farm Diversified Uses and Agricultural-Related Uses in rural areas.
- 2021-220. A by-law of the City of Ottawa to amend By-law No. 2009-95 regarding parkland dedication relating to on-farm diversified and agriculture-related uses.
- 2021-221. A by-law of the City of Ottawa to amend By-law No. 2014-256 entitled, "A by-law of the City of Ottawa designating the area within the territorial limits of the City of Ottawa as an area of site plan control" as it relates to on-farm diversified and agriculture related uses.
- 2021-222. A by-law of the City of Ottawa to amend By-law No. 2008-250 to permit On-Farm Diversified Uses and Agricultural-Related Uses in Rural and Agricultural Zones in the City.
- 2021-223. A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands known municipally as 20 Mountain Crescent.
- 2021-224. A by-law of the City of Ottawa to amend the Montreal Road District Secondary Plan of Volume 2A of the Official Plan for the City of Ottawa to increase the maximum building height and to add a site specific policies for the lands municipally known as 2 Montreal Road and 3 Selkirk Street.

- 2021-225. A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands known municipally as 2 Montreal Road and 3 Selkirk Avenue.
- 2021-226. A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands known municipally as 1277 Woodroffe Avenue.
- 2021-227. A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands known municipally as 78, 84, 86 and 88 Beechwood Avenue.
- 2021-228. A by-law of the City of Ottawa to amend the Official Plan for the City of Ottawa to add a site-specific policy for the lands municipally known as 200 Russ Bradley Road within the Carp Airport designation.
- 2021-229. A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands known municipally as 200 Russ Bradley Road.
- 2021-230. A by-law of the City of Ottawa to levy an annual amount upon colleges and universities for the year 2021.
- 2021-231. A by-law of the City of Ottawa to levy an annual amount upon Ottawa Carleton Detention Centre for the year 2021.
- 2021-232. A by-law of the City of Ottawa to levy an annual amount upon public hospitals or provincial mental health facilities for the year 2021.
- 2021-233. A by-law of the City of Ottawa to levy an annual amount upon provincial education institutions for the year 2021.
- 2021-234. A By-law of the City of Ottawa to provide for modifications to the existing Faulkner Municipal Drain in Lot 25, Concession V, Lot 25, Concession VI, Lots 23 through 25, Concession VII. Lots 22 through 25, Concession VIII, Lots 20 through 26, Concession IX and Lots 20 through 26, Concession X, Rideau-Goulbourn Ward, former Township of Goulbourn in the City of Ottawa and to repeal By-law No. 2003-579.
- 2021-235. A by-law of the City of Ottawa to amend By-law 2016-326, being the regulation of permanent signs on private property, to address technical anomalies.

- 2021-236. A by-law of the City of Ottawa to provide for the erection of stop signs, establishing an all-way stop at the intersection of Gregoire Road and Marvelville Road/Route 400.
- 2021-237. A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands known municipally as 319, 325 and 327 Richmond Road, 381 Churchill Avenue North, and 380 Winona Avenue.
- 2021-238. A by-law of the City of Ottawa to amend By-law No. 2008-250 to remove the flood plain on lands north of the Jock River between Highway 416 and the Fraser-Clarke Drain in accordance with permits issued and updated mapping received from the Rideau Valley Conservation Authority.

CARRIED

CONFIRMATION BY-LAW

MOTION NO 57/10

Moved by Councillor M. Fleury
Seconded by Councillor T. Kavangh

That the following by-law be read and passed:

To confirm the proceedings of the Council meeting of July 7, 2021.

CARRIED

INQUIRIES

Councillor M. Fleury (OCC 21-09)

Over the last year, there has no doubt been an increase in 311 call volumes. To have a better understanding of service being provided to residents via the 311 call center, could City Staff provide a breakdown of the following data (period of January 2021-present) ?

- *Average number of daily calls*
- *Increase in daily calls compared to the previous year*
- *Average call wait time, for the caller, during the week (AM and PM)*

- *Average call wait time, for the caller, on weekends (AM and PM)*
- *What was the longest wait time period during the week (date, time, and length of wait)*
- *What was the longest wait time period during the weekend (date, time, and length of wait)*

Councillor K. Egli (OCC 21-10)

Following Canada Day, my office received numerous complaints regarding the setting off of fireworks. A number of these complaints were related to fireworks being set off on school board properties. The complaints related to the time of day that fireworks were used as well as the unsafe manner they were used including in close proximity to private homes.

Can staff please provide information as to the following:

1. *Are there existing City policies or procedures that speak to when and how fireworks can be set off on school board properties?*
2. *Please inform Council what steps were taken by By-law in advance of Canada Day to advise the various school boards about concerns related to fireworks use on their properties. Further, please advise Council of the response of the various school boards.*
3. *Can staff also set out how they might be able to work with the school boards going forward to coordinate better enforcement around fireworks related issues such as noise, time of day utilized and inappropriate or unsafe use.*

Councillors J. Leiper and C. McKenney (OCC 21-11)

Councillors across the City received a very high volume of complaints in 2021 about fireworks during the July 1 holiday period. Media have reported that: "From Canada Day until July 5, bylaw received about 179 complaints compared to 113 last year, according to the City of Ottawa. There were 31 complaints in 2019."

Residents have increasingly expressed their discomfort with the effects of "backyard" fireworks. In light of this, could staff please outline based on a multi-jurisdictional review what permit and regulation frameworks are in place that would suggest a potential list of best practices if City Council were to determine such a framework would be appropriate.

ADJOURNMENT

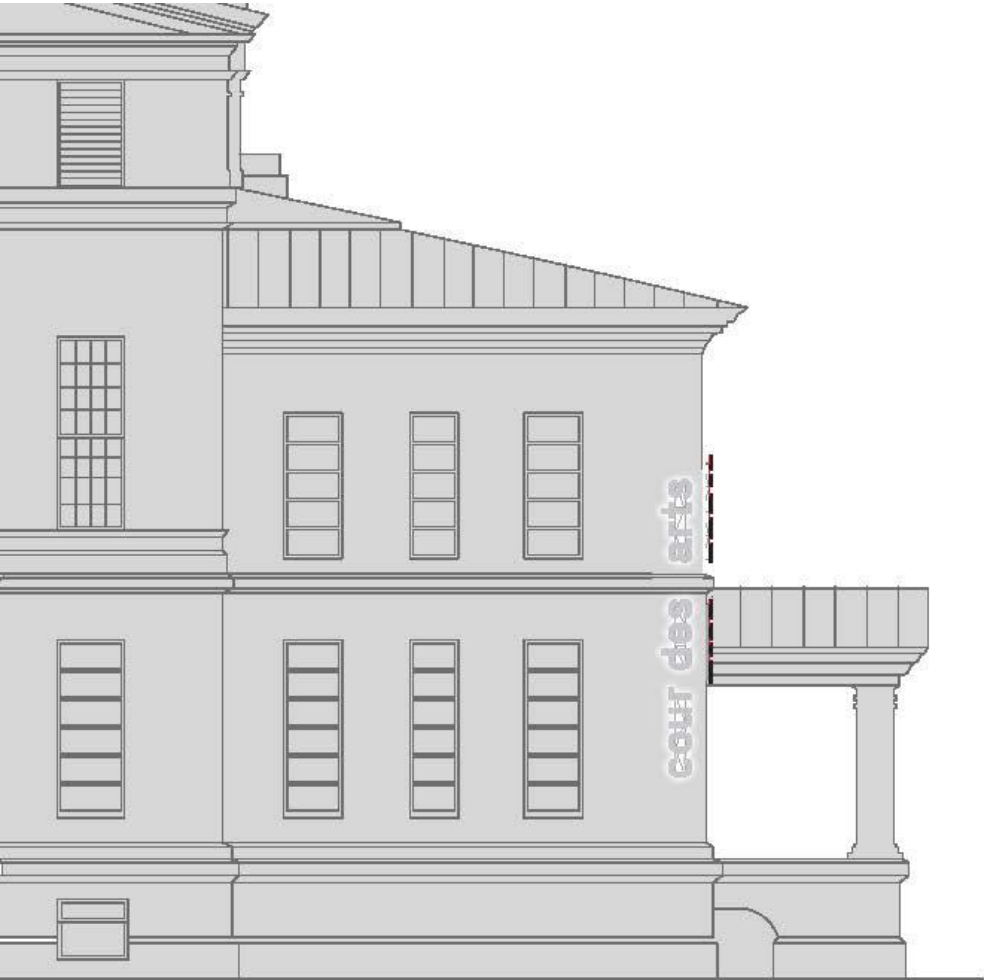
The meeting adjourned at 11:34 am.

CITY CLERK

MAYOR

DRAFT

Appendix 1 – Document 1 – Fleury/ Watson Motion 57/4 (Motions of which Notices has been Previously Given)

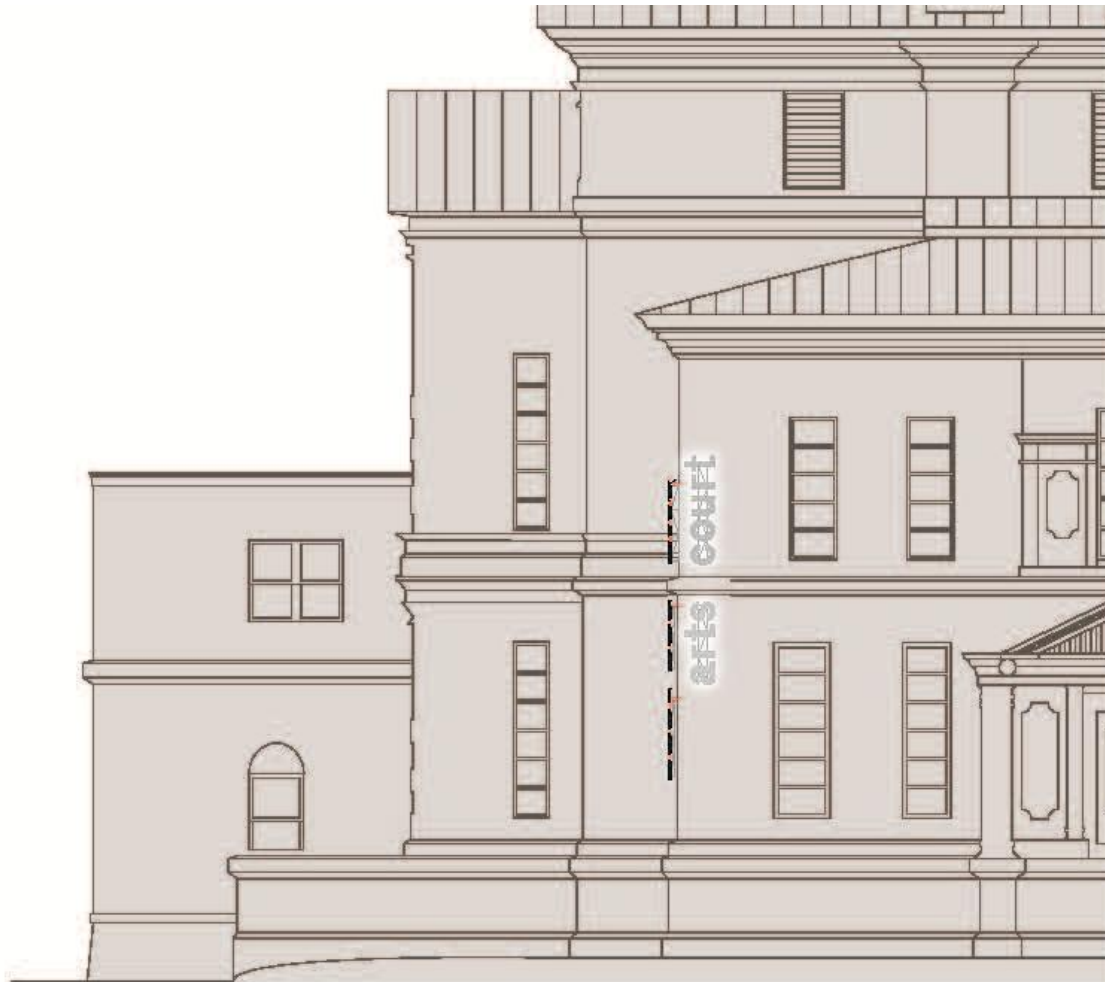


ART COURT
LA COUR DES ARTS
> Branding/wayfinding

Concept Design

> Exterior signage
/ Daly entrance

1:50

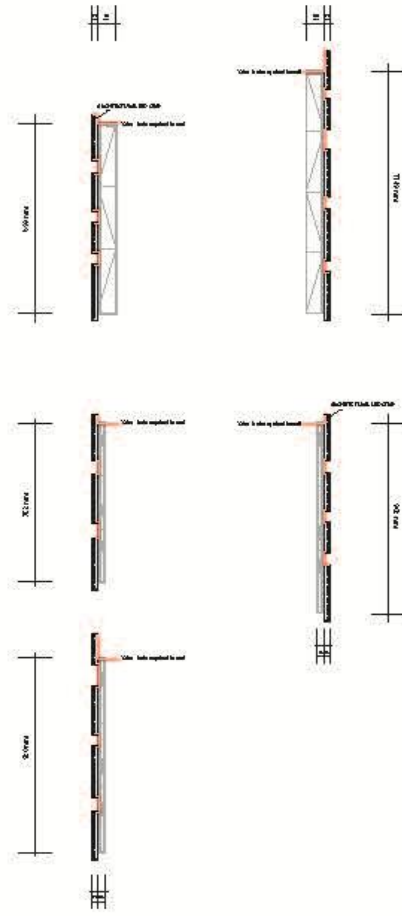
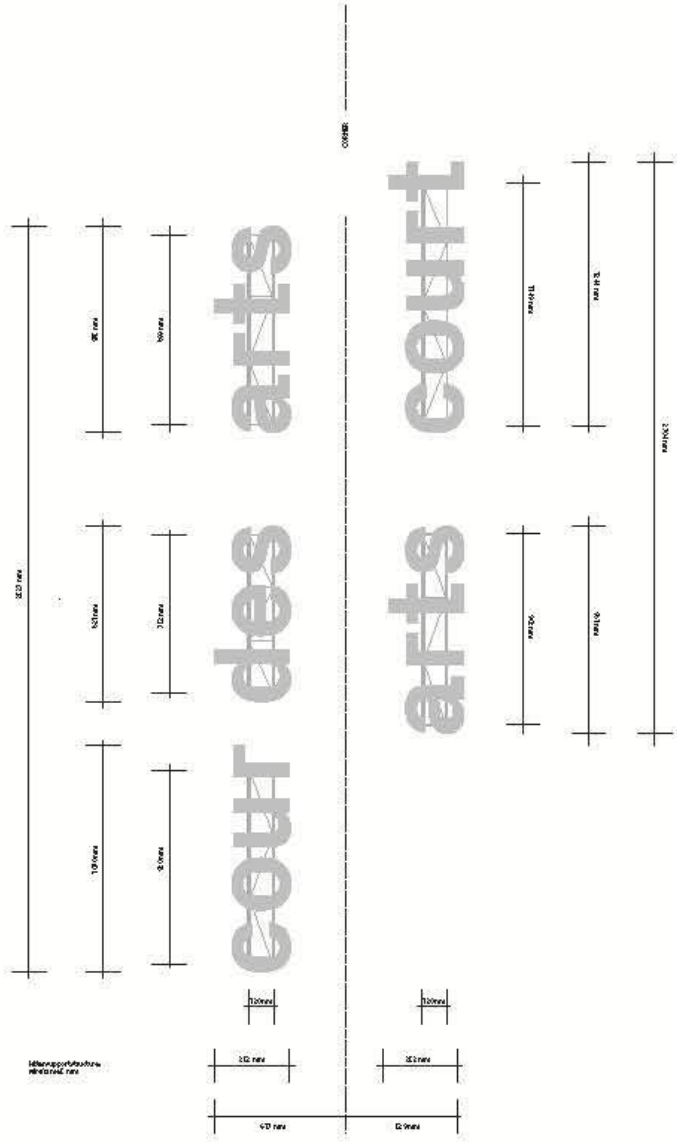


ART COURT
LA COURT DES ARTS
> Branding/wayfinding

Concept Design

> Exterior signage
/ Main sign

1:50



ART COURT
LA COURT DES ARTS
> Branding/wayfinding

Concept Design

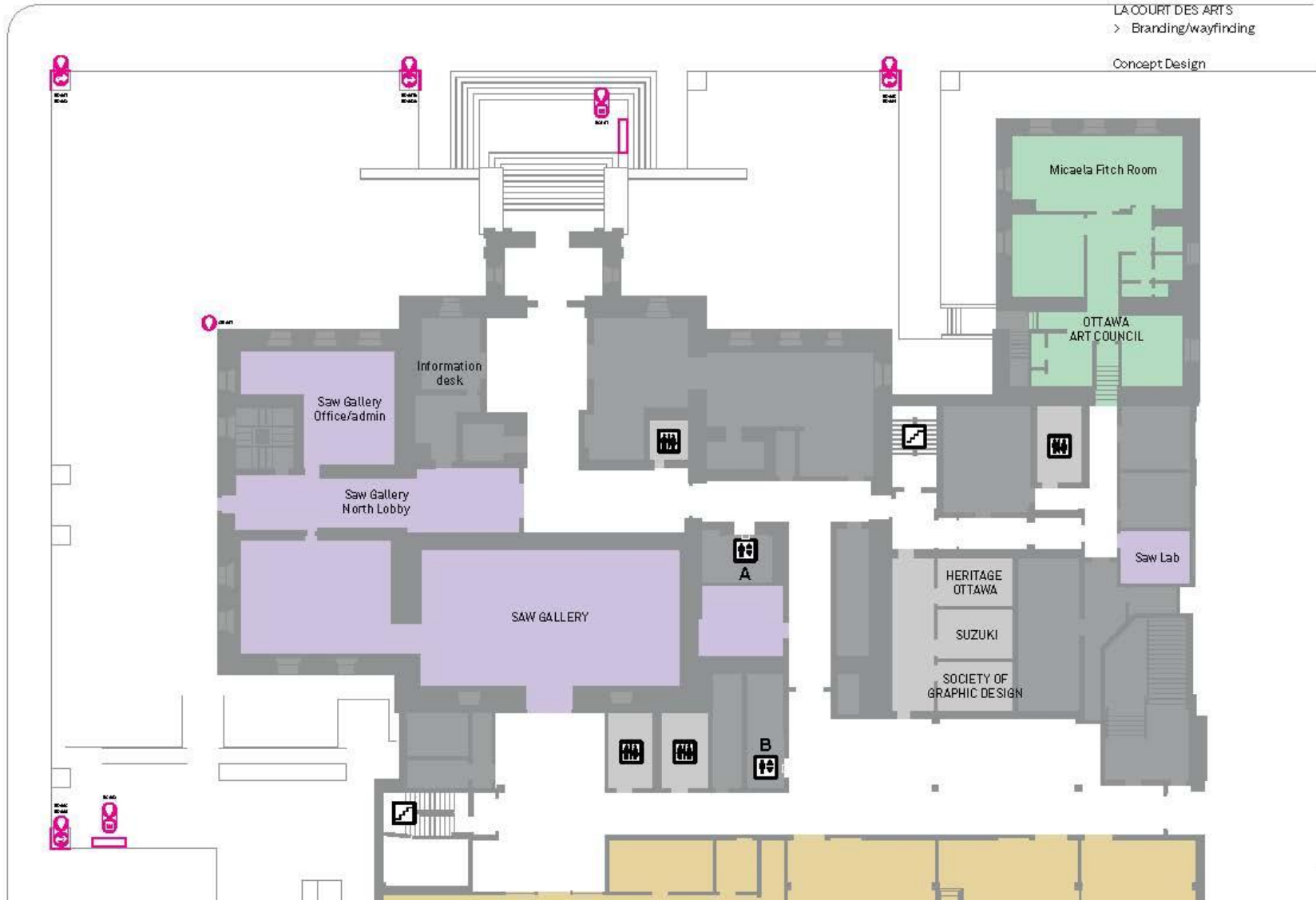
> Exterior signage
/ Main sign

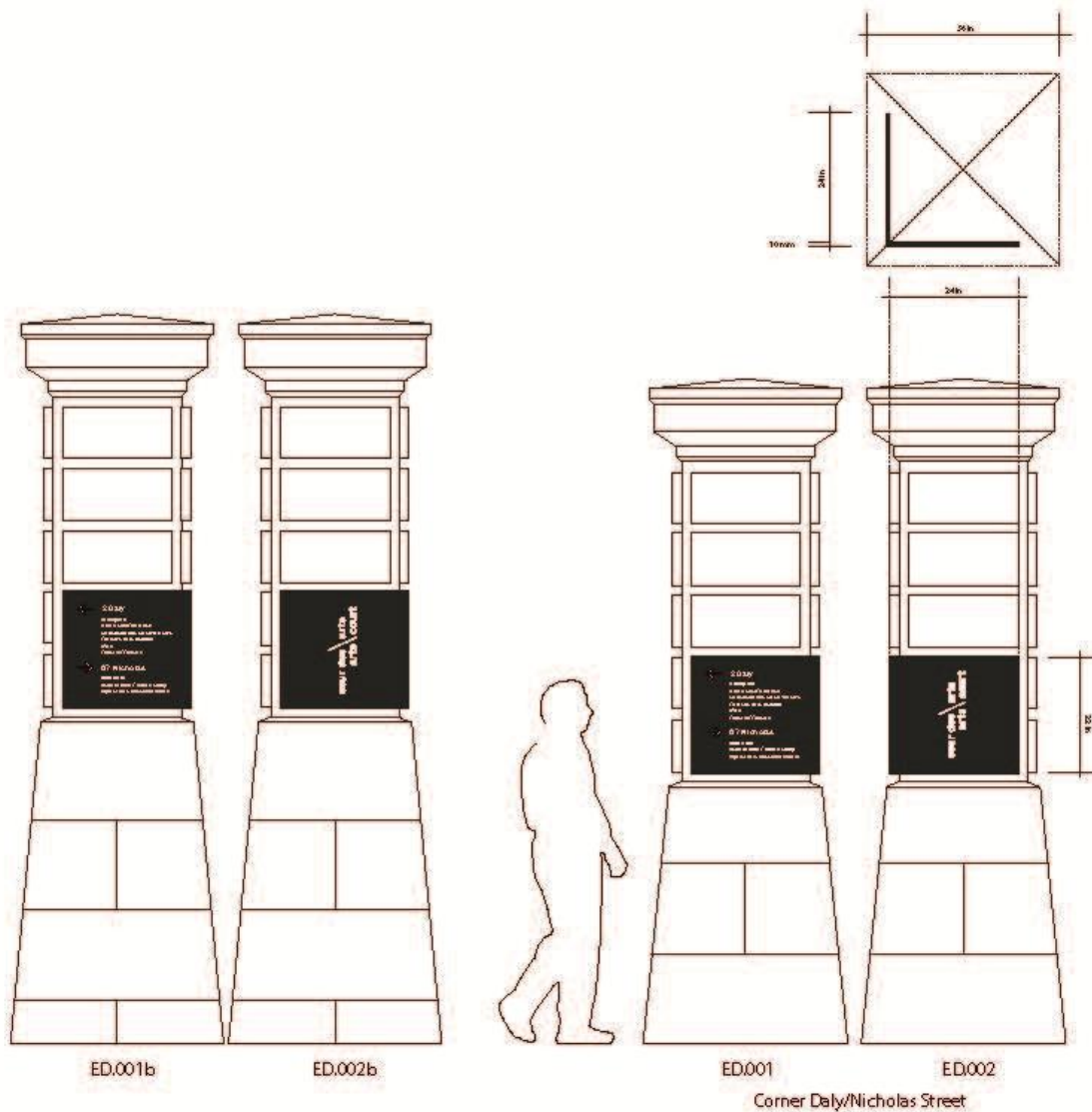
Halo Lighting : Back-lit letter
5 LED strips circuits 120V

Reversed channel letters:
Flat front
Brushed aluminium
Hidden led strips - back
Aluminium thickness : 3 mm
Total Width: 25 mm

Frame :
aluminium wireframe 5 mm

1:20





ART COURT
 LA COURT DES ARTS
 > Branding/wayfinding

Concept Design

> Exterior signage
 / Column directional signs
 DALY ENTRANCE
 AND CORNER

Panels
 Folded steel plate:
 Blackened patina
 with sealant
 10 mm thickness

Letters:
 White vinyl (High Visibility film)

1:20

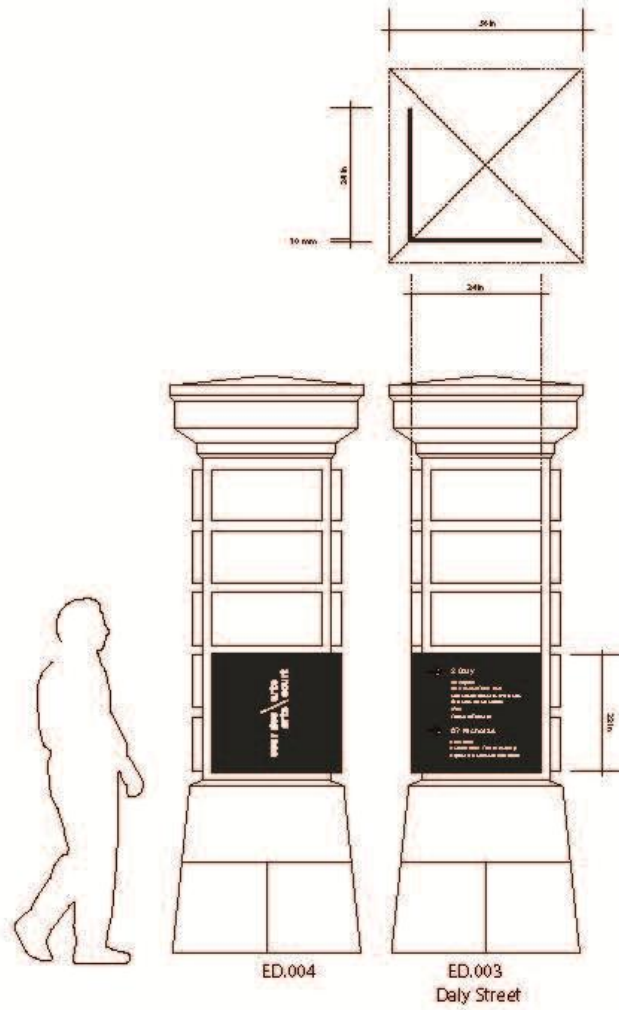
ART COURT
LA COURT DES ARTS
> Branding/wayfinding

Concept Design

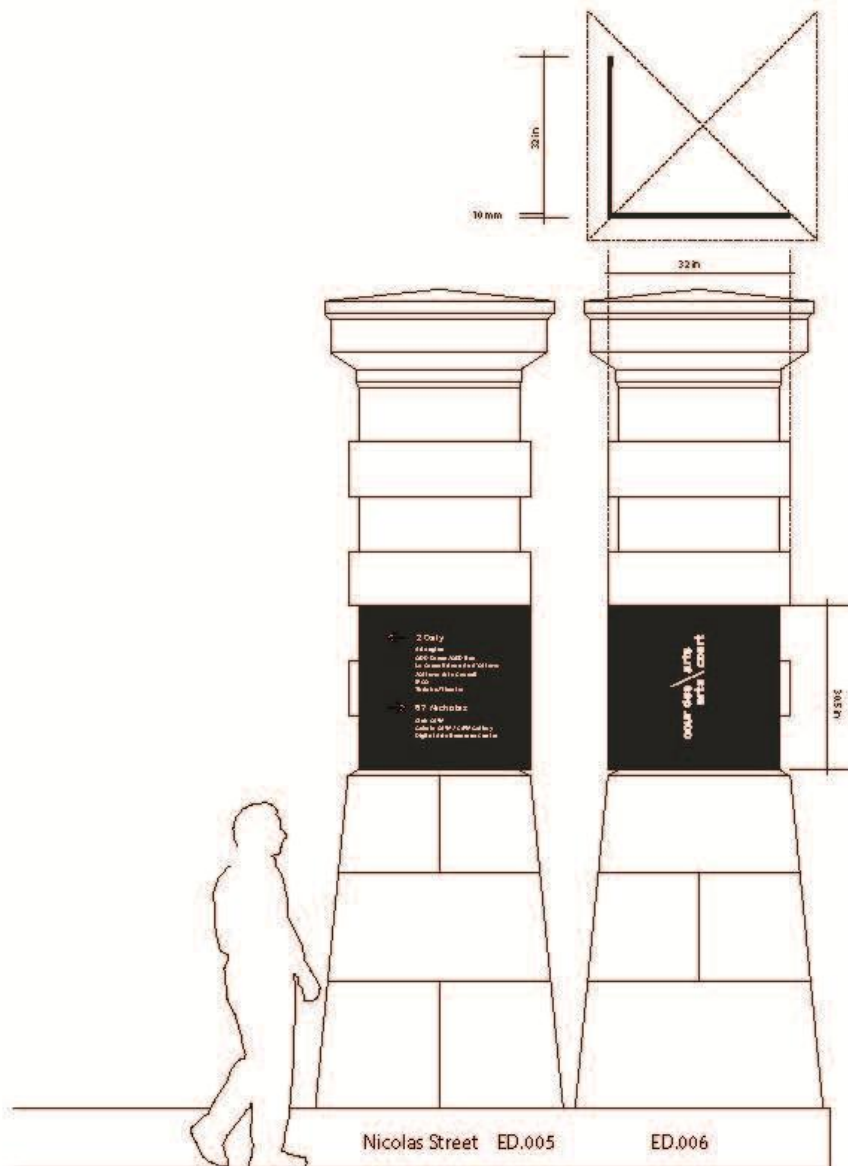
> Exterior signage
/ Column directional signs
SECONDARY ENTRANCE

Panels
Folded steel plate:
Blackened patina
with sealant
10 mm thickness

Letters:
White vinyl (High Visibility film)



1:20



ART COURT
 LA COURT DES ARTS
 > Branding/wayfinding

Concept Design

> Exterior signage
 / Column directional signs
 SECONDARY ENTRANCE

Panels
 Folded steel plate
 Blackened patina
 with sealant

10 mm thickness

Letters :
 White vinyl (High Visibility film)

1:20

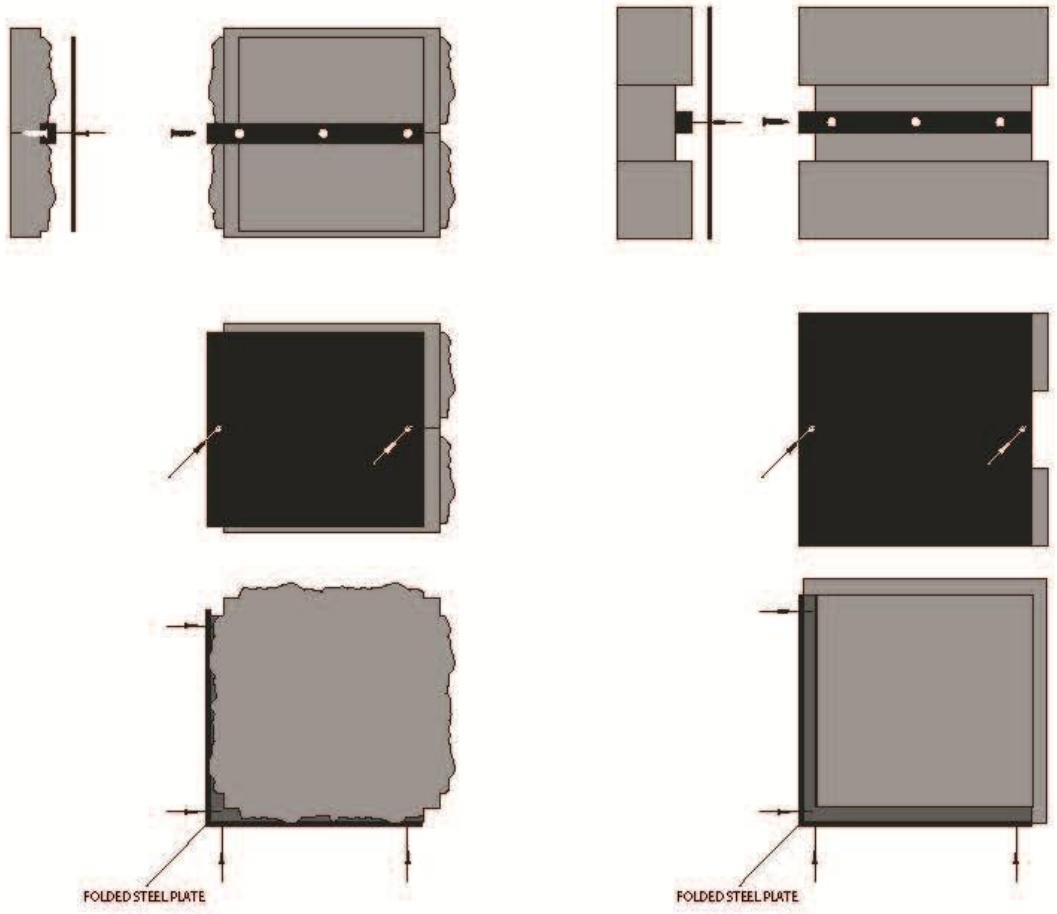
ART COURT
LA COURT DES ARTS
> Branding/wayfinding

Concept Design

> Exterior signage
/ Column directional signs
FIXATION METHOD

Panels
Folded steel plate:
Blackened patina
with sealant

10 mm thickness



Regular columns

Nicholas En trance column

ART COURT
 LA COURT DES ARTS
 > Branding/wayfinding

Concept Design

> Exterior signage
 / Message center
 Nicholas and Daly
 entrances

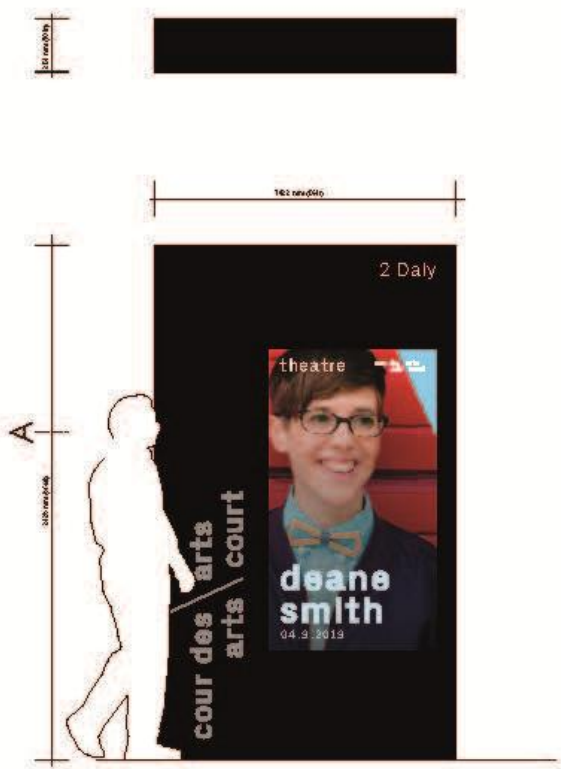
Monolith:
 Aluminum over steel structure:
 Height: 96 in
 Width: 56 in
 Depth: 10 in

Display:
 55" weatherproof display

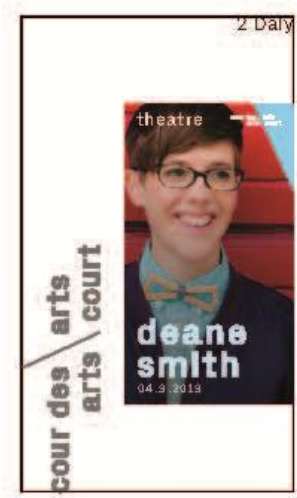
Logo and Address:
 Flush acrylic illuminated letters
 (LED)

1:20

Atelier Pirelle Rose
 > April 23, 2021



ES.001 ES.002

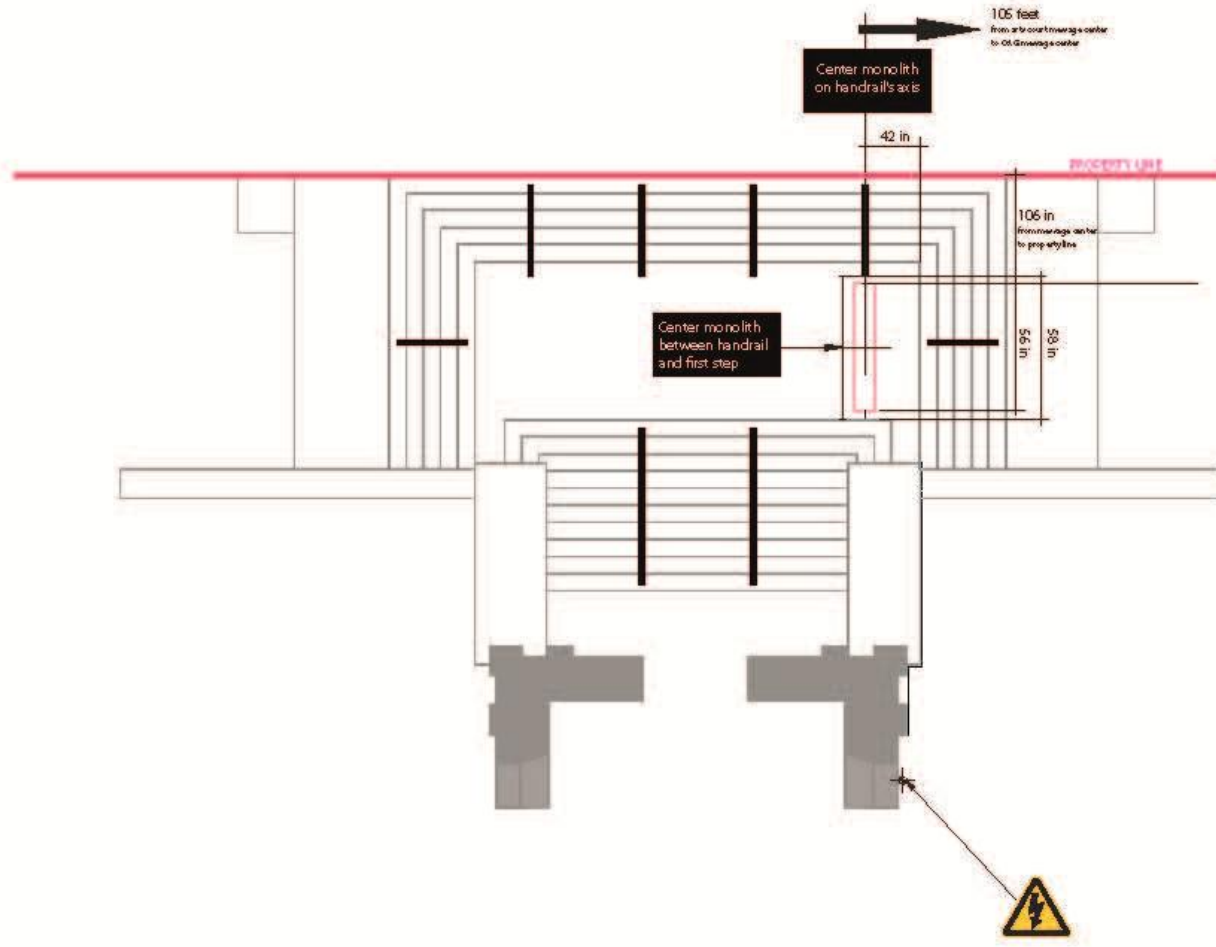


a)
 Information area
 2245 mm x 1289 mm
 Area: 2.89581 m²

b)
 Screen surface (55")
 1409 mm x 800 mm
 Area: 1.1272 m²

b/a = 38.2%
 under the 40%
 requirement of
 the City bylaw

4. A message centre is permitted, provided:
 (a) it is incorporated in a ground sign that also serves to identify the use of the site and its municipal address;
 (b) it does not exceed 40% of the area of the ground sign, up to a maximum area of 6 m² area;
 (c) it complies with the other location and operating standards of Sections 119 and 120.



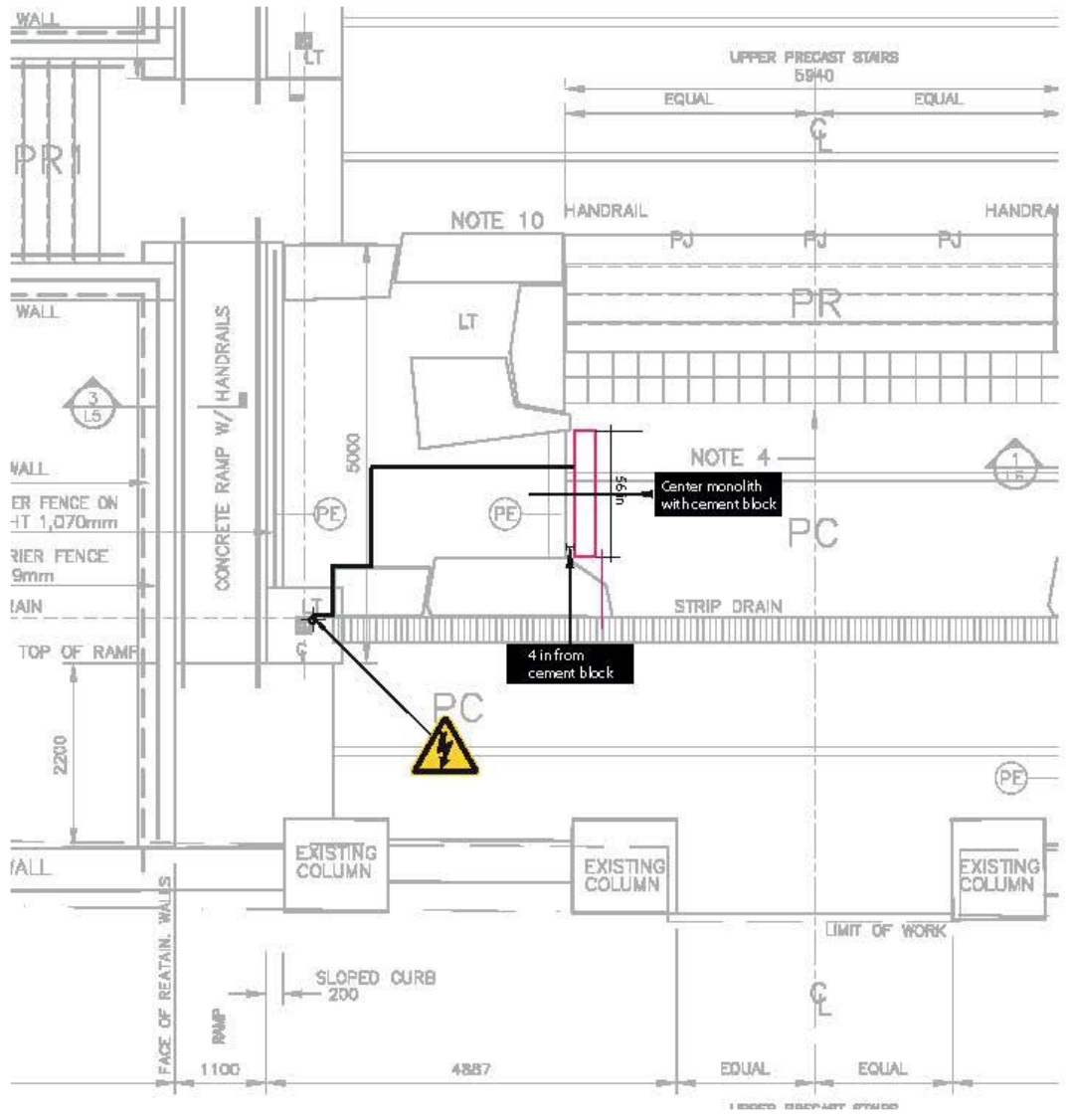
> Exterior signage
/ Message center
Dany entrance
ES.01

Monolith :
Aluminum over steel structure :
Height : 96 in
Width : 56 in
Depth : 10 in

Display :
55" weatherproof display

Logo and Address :
Flush acrylic illuminated letters
(LED)

1:20



ART COURT
 LA COURT DES ARTS
 > Branding/wayfinding
 Concept Design



> Exterior signage
 / Message center
 Nicholas entrance
 ES.02

Monolith:
 Aluminum over steel structure;
 Height: 96 in
 Width: 56 in
 Depth: 10 in

Display:
 55" weatherproof display

Logo and Address:
 Flush scrylic illuminated letters
 (LED)

1:20

MEMO / NOTE DE SERVICE



To / Destinataire **Mayor and Members of Council**

From / Expéditeur **Nathalie Gougeon, Auditor General**

Subject / Objet **Background for the Amendment to the OAG's 2021 Interim Auditor Workplan** Date: July 6, 2021

PURPOSE

The purpose of this memo is to provide background information for a proposal to amend the *Office of the Auditor General's (OAG) 2021 Interim Audit Workplan*, to be considered at Council on July 7, 2021.

BACKGROUND

On June 23, 2021, Council approved Transit Commission Report 12; "That the City purchase zero-emission buses for all future transit bus fleet needs, on the basis that (a) buses are available to meet the City's operational needs, including the buses' functionality in Ottawa's winter, and as informed, for each year's order of buses, by the accumulated experience with zero-emission buses already in the OC Transpo fleet, and (b) subject to financial arrangements on terms and conditions acceptable to the City so that the purchase, transition, operation, and support is affordable under the City's Long Range Financial Plan (LRFP) for Transit".

Furthermore, the following delegated authorities were granted:

- the General Manager, Transportation Services, was delegated the authority, with the concurrence of the City Treasurer, to negotiate and enter into an acceptable long-term financing arrangement with the Canada Infrastructure Bank (CIB), together with executing any amendments or supplementary agreements, to have no net effect on the transit LRFP, subject to stacking rules and acceptable risk transfer;

- the General Manager, Transportation Services, was delegated the authority, with the concurrence of the City Treasurer, to negotiate and enter into a funding agreement for a minimum of 35 percent of implementation costs with Infrastructure Canada and any related parts of the federal government, together with executing any amendments or supplementary agreements consistent with the terms outlined in this report and as described in this report, to have no net effect on the transit LRFP, subject to stacking rules and acceptable risk transfer; and
- the General Manager, Transportation Services, was delegated the authority to negotiate and enter into an appropriate agreement with Hydro Ottawa Holding Inc. and/or its subsidiaries, as described in the report, for energy supply, the provision of backup power, and the supply and operation of charging infrastructure for the battery-electric buses.

Prior to concluding the agreements and arrangements with the Canada Infrastructure Bank, Infrastructure Canada and the Hydro Ottawa Holding Inc., the General Manager, Transportation Services, is to report back to the Transit Commission to provide an overview of the tentative agreements and funding arrangements prior to, or as part of, the 2022 budget approval.

The Auditor General has performed a preliminary review of the following risks identified by Senior Management linked to this project:

- With no data on the long-term reliability of battery-electric buses operating in a climate similar to Ottawa's, there is a risk that these buses will not perform as anticipated, particularly in the later years of their serviceable life. This can impact service;
- If continued advancements in battery technology are not realized, there is a risk that the battery-electric buses would not be able to service all of OC Transpo's existing schedule blocks, which would require shorter blocks to be scheduled, and higher operating costs as buses return the garage more often, or require in-field charging;
- There are also currently only limited supply options for battery-electric 60-foot articulated and double-decker buses. If options for these high-capacity buses to meet OC Transpo's service needs do not come to market, a higher number of 40-foot buses could be used to provide the same capacity, at a higher operating cost;
- There is also a risk that federal government policy may shift over the 15 years required to complete the transition of the entire fleet, leaving a funding shortfall; and
- The recommendations related to financing are based on conditions not yet fully finalized with Infrastructure Canada and the Canada Infrastructure Bank.

The initial risks identified by Senior Management, coupled with the significant investment that City administration is planning to make over the course of 2022-2027 and its importance towards the achievement of the 2019-2022 environmental stewardship objective, warrants the attention of the OAG. Initial discussions have occurred between the Auditor General, the City Manager and the General Manager, Transportation Services, whom welcome our audit.

CURRENT STATUS

It is anticipated that a motion will be brought to Council on July 7, 2021, to consider the amendment of the OAG's 2021 Interim Audit Workplan to include an audit of the zero-emission buses project.

The motion is recommended for the following reasons:

- The current audit workplan does not include an audit of this nature and requires approval by Council to amend the audit workplan;
- Given the tight timelines Management is working towards and associated risks, the OAG staff will be working practically in tandem with Management. The OAG will commence audit procedures as Management completes key milestones of this project to identify significant risks, issues or gaps and bring forward recommendations. The scope of the audit will be defined once a risk assessment has been completed by the OAG.
- This motion will enable the OAG to immediately commence the identifications of resourcing needs for this audit, work towards aligning with management's project timeline and commence planning of the audit.

It is important to note that this engagement is an audit and not a consulting engagement as the Auditor General By-Law No 2021-05 does not permit consulting engagements to be performed by the Auditor General. The Office of the Auditor General will maintain responsibility for establishing the scope of the work and report on the findings of work performed back to the Audit Committee and Council.

NEXT STEPS

- The OAG will continue to work with Senior Management to understand the project timelines, risks and key deliverables to further define the scope of the audit.
- The OAG will report back to the Audit Committee and Council on findings noted during the audit.

Should you have any questions on the proposed course of action or this memorandum, please contact Nathalie Gougeon, Auditor General.

DRAFT