

**Community Services and Operations Committee**  
**Comité des services communautaires et des opérations**

**Agenda 12**  
**Ordre du jour 12**

**Wednesday, June 28, 2000 - 9:15 a.m.**  
**Le mercredi 28 juin 2000 - 9 h 15**

**Victoria Hall, First Level**  
**Bytown Pavilion, City Hall**

**Salle Victoria, niveau 1**  
**Pavillon Bytown, hôtel de ville**



- |    |                                                                                                                                                                                                                            |    |              |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|--------------|
| 5. | <b>New Edinburgh Park Pathway Paving</b><br><b>Parc du nouvelle Edinburgh - pavage</b><br>Ref.: ACS2000-PW-LTB-0027                                                                                                        | 65 | OT4 - Rideau |
| 6. | <b>Glebe Fire Recommendations</b><br><b>Incendie dans le Glebe - Recommandations</b><br>Ref.: ACS2000-CM-FIR-0002                                                                                                          | 69 | City Wide    |
| 7. | <b>Environmental Advisory Committee - 1999-2000 Annual Report and 2001 Objectives</b><br><b>Comité consultatif sur l'environnement - rapport annuel de 1999-2000 et les objectifs de 2001</b><br>Ref.: ACS2000-CV-ENV-0004 | 93 | City Wide    |

**Regional Matters**  
**Questions régionales**

**Members' Reports - Enquiries**  
**Rapports des membres - demandes de renseignements**

Councillor/Conseiller Stéphane Émard-Chabot, Chairperson/Président

- |    |                                                                                                                                                                                                                                                                         |     |           |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----------|
| 8. | <b>Provision of Litter/Recycling Containers with Advertising Component</b><br><b>- Creative Outdoor Advertising</b><br><b>Fourniture de corbeilles à déchets et de bacs de recyclage affichant des publicités - «Creative Outdoor Advertising»</b><br>Ref.: CC2Z2000169 | 101 | City Wide |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----------|

Councillor/Conseillère Inez Berg, Vice-Chairperson/Vice-présidente

Councillor/Conseillère Elisabeth Arnold

Councillor/Conseillère Diane Deans

Councillor/Conseiller Allan Higdon

Councillor/Conseiller Shawn Little

**Councillors' Reports - Enquiries**  
**Rapports des Conseillers - demandes**

Councillor/Conseiller Ron Kolbus

- |    |                                                                                                                                                                                                                                                                                                         |     |                          |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------------|
| 9. | <b>9:30 a.m. / 9 h 30</b><br><b>Transportation - Roadway Modifications and Closures - Woodpark Planning Study - Traffic and Parking Component</b><br><b>Transports - Modification et fermeture de rues - Étude d'aménagement de Woodpark - Volet circulation et stationnement</b><br>Ref.: ACC8320-2000 | 103 | OT1 - Britannia-Richmond |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------------|

LZF

June 15, 2000

ACS2000-PW-LTB-0012  
(File: TAC3000/0202)

Department of Urban Planning and Public  
Works

Ward/Quartier  
City Wide

- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
- City Council / Conseil municipal

Information

## **1. Transportation - Traffic Calming Pilot Projects - Evaluation - Status Report**

### **Transportation - Plan de Modération de la circulation pour projets pilotes - Évaluation - Rapport de progrès**

#### **Information**

##### **1.0 Background**

On June 30, 1999, the Community Services and Operations Committee considered an Information Report prepared by the Department to advise and update Committee and Council on work undertaken and being initiated to evaluate and establish parameters for the continued implementation of traffic calming measures.

In considering the Information Report, the Community Services and Operations Committee approved the following motion which was subsequently approved by Council:

That implementation of vertical measures only be considered following the establishment of a comprehensive traffic calming policy that will be developed following completion of the joint evaluation of the pilot traffic calming projects. The joint evaluation is to be completed in 1999, and staff are directed to bring forward a traffic calming policy for approval by Council by March 31, 2000.

Following the development of Terms of Reference for the joint evaluation study, Synectics Transportation Consultants Inc. was retained by the City and Region. The evaluation study was initiated in October 1999 and focussed on examining a representative sampling of different types of measures (vertical and horizontal) on different street types (local, collector and regional). The measures and streets that are the subject of the study are identified in **Document 1.**

The study involved compiling all the technical data available from the City and Region for streets being examined as part of the study and initiating a consultation program to obtain input from the public and from a number of technical agencies and interest groups. This input was obtained through the distribution of approximately 10,000 questionnaires and through four Open Houses (for the public input) and through focus group sessions, phone interviews and letter invitations for input (technical agencies, interest groups, City and Regional councillors). The actual evaluation focusses on analysing the compiled information relative to defined evaluation factors that address mobility considerations, environmental considerations, safety issues, economic issues and social/community considerations.

## **2.0 Study Status**

The Evaluation Study has been ongoing since October 1999 and is nearing completion. The following provides an overview of the current status of the study.

1. All of the data/information collection has been completed and some analysis of the data/information has been undertaken.
2. Two draft technical memos that will be included as supporting documentation to the final evaluation report have been completed. One technical memo summarizes and analyses all the technical data compiled and highlights broad based conclusions as to the effects that the two primary types of measures (horizontal and vertical) have had on changing traffic conditions, primarily with respect to speed and volume, on the three primary road types (local, collector, regional). The second technical memo summarizes all the public input received through the course of the study and all the input received from technical agencies, interest groups and City and Regional councillors. This memo also provides a high level analysis of the input to arrive at broad based conclusions relative to public perceptions, technical issues and interest group concerns about the two primary types of measures on the three primary street types.
3. An evaluation methodology that will be employed for evaluating the pilot traffic calming measures is currently being refined. The methodology focuses on evaluating the two primary types of traffic calming measures (horizontal and vertical) for the three primary street types (local, collector, regional) relative to the five evaluation factors that have been developed (mobility, safety, environmental, economic and social/community considerations).
4. The Final Draft Evaluation report is expected to be completed early this summer.

### 3.0 Staff Assessment of the Traffic Calming Study Work Completed

Staff have reviewed the two technical memos that have been prepared and are satisfied with the level of information and the extent of the analysis that has been included. Staff concur that the level of analysis, which is considered a high level analysis, presented in the technical memos is appropriate for developing policy. However, staff also recognize that there is a need for more detailed analysis for certain specific measures that can be considered unique and for certain streets where unique conditions may exist. The high level analysis will assist to determine the nature of the more detailed analysis that will be undertaken for some city streets once the high level analysis is complete.

The following highlights the basis for deferring the detailed analysis until the high level analysis is complete:

- It is not practical to undertake a detailed analysis for all the city streets due to the differing data sets available and in some cases due to data limitations. In these cases, aggregating information/data as is being done for the high level analysis allows broad based determinations to be made about the two primary types of traffic calming measures (horizontal and vertical) for the three primary types of streets (local, collector, regional).
- The high level analysis may be sufficient to arrive at conclusions relative to certain types of measures without undertaking a detailed evaluation. In these cases, a detailed evaluation may not add to the conclusions reached through the high level analysis.
- The primary purpose of the detailed analysis is to serve as a refinement, where needed, of the high level analysis to provide additional information that will assist in the development of a traffic calming policy.

In addition to the forgoing general assessment, staff can report that the preliminary analysis of the data/information compiled has determined that technical agency issues and considerations must factor as significant elements for developing a comprehensive traffic calming policy for the continued implementation of traffic calming measures on both city and regional roads. While not new, the study has reinforced the following:

- concerns that have been expressed in the past by emergency service providers, in particular fire and ambulance, over the widespread implementation of vertical measures along regional roads and some city collector streets that function as primary emergency response routes;
- concerns expressed in the past by roadway operations with respect to the additional costs incurred to winter maintain streets with horizontal measures and that levels of service can not be maintained if sufficient funds are not included in annual operating budgets when traffic calming measures are approved for implementation;

## 4

- concerns of cycling groups with horizontal measures and the impacts that these have on safely providing for shared use of roadways; and
- concerns of OC Transpo with multiple vertical measures on high frequency transit routes.

Also, through the study, a better understanding has been attained on additional improvements that can be achieved with horizontal measures for the pedestrian environment and the benefits that vertical measures can have in improving on-street cycling safety.

Both the concerns and issues previously identified and that are reinforced through the study and the varied benefits that can be achieved through traffic calming are elements that will be examined in greater detail as part of the evaluation and are factors that are expected to be dealt with in the context of a comprehensive traffic calming policy.

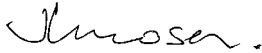
### **4.0 Implementation of Vertical Measures in 2000**

Approximately 20 vertical measures have been identified for possible implementation in 2000. As noted above, Council in July 1999 approved a CSOC recommendation to defer implementation of new vertical measures pending completion of the traffic calming evaluation study and approval by Council of a comprehensive traffic calming policy.

While the Traffic Calming Evaluation Study will be completed early this summer, it will not be possible to have a comprehensive traffic calming policy developed before the fall. In this regard, in addition to the requirement for staff to review the findings of the Traffic Calming Evaluation Study, and to determine the nature of more detailed analysis that will be undertaken early this summer for certain streets, development of a policy requires input from key stakeholder groups including emergency services and various interest groups and opportunity must be provided the public for their input. While much of this additional work can and will be undertaken over the summer, it is not possible at this time to confirm that a comprehensive traffic calming policy can be brought forward to allow Council to utilize such a policy to make decisions on the implementation of those vertical measures identified for possible implementation in 2000 prior to the end of the 2000 road construction season and accounting for time required to render decisions, and award contracts.

Staff therefore intend to bring forward a report in early fall with recommendations to provide a basis for Council to render decisions on the implementation of the vertical measures that have been identified for possible implementation this year. These recommendations will be derived from the work that will be undertaken this summer towards developing a comprehensive traffic calming policy. At that time a determination will also be made on the timing for bringing forward the traffic calming policy.

In summary, while a formal comprehensive traffic calming policy is not expected to be fully developed by early fall, sufficient information will be available and will be provided Council with the submission to be brought forward in the fall to allow informed decisions to be made in the context of the findings of the evaluation study on the implementation of vertical measures this year. This will provide sufficient time to have any vertical measures deemed appropriate for implementation and that Council may approve for implementation to be built this fall subject to the other road works also scheduled for the street where a vertical measure has been approved being completed sufficiently so as to allow the vertical measure to be constructed.



June 16, 2000 (1:02p)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works

JS:lf

Contact: John Smit - 244-5300 ext. 1-3866

### **List of Supporting Documentation**

Document 1 Streets and Measures Being Evaluated



## Part II - Supporting Documentation

### STREETS AND MEASURES BEING EVALUATED

Document 1

#### Centretown

- Lyon Street speed humps and raised intersection, including the Gladstone Avenue approach (Regional road),
- Cartier Street raised blocks, raised intersections and curb extensions (City street)

#### Sandy Hill

- Stewart Street speed humps (City Street)
- Laurier Avenue curb extensions (Regional road)
- Chapel Street curb extensions (City street)
- Osgoode Street curb extensions (City street)

#### Parkdale Area

- Parkdale Avenue curb extensions, medians, and parking changes (Regional road)
- Sherwood Avenue curb extensions (City street)

#### Carlington

- Laperriere Avenue speed humps and raised median islands (City street)

#### Island Park, Kirkwood, Churchill Area

- Merivale Road speed hump (Regional road)
- Narrowings, raised intersection on Scott Street and Churchill Avenue (Regional roads)
- Narrowings on Clearview Avenue (City street)

#### Old Ottawa South

- Sunnyside/Grosvenor raised intersection (City streets)
- Riverdale speed hump (City street)

Somerset Heights/Dalhousie

- Cambridge Street North chicane (City street)

Glabar Park

- Lenester Avenue curb extensions and mini traffic circle (City street)

Kimberwick/Quinterra

- Kimberwick speed humps (City street)

Britannia

- Britannia whole block curb extension and raised median island (City Street)

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June 12, 2000

ACS2000-PW-ENV-0005  
(File: NEE3000/0203)

Department of Urban Planning and Public  
Works

Ward/Quartier  
City Wide

- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
- City Council / Conseil municipal

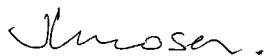
Action/Exécution

## 2. City of Ottawa *Better Buildings Partnership* Pilot Program

### Programme pilote de partenariat pour de meilleurs bâtiments de la Ville d'Ottawa

#### Recommendation

That Council approve the implementation of the pilot phase of the *Ottawa Better Buildings Partnership* in year 2000, as part of the City's commitment on climate change.



June 16, 2000 (8:35a)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



June 19, 2000 (1:29p)

Approved by  
John S. Burke  
Chief Administrative Officer

CW:sf

Contact: Chuck Wilson - 244-5300 ext. 1-3214  
Kimberley Leach - 244-5300 ext. 1-3890

#### Financial Comment

Subject to City Council approval, funds are available in the estimated amount of \$10,000 in account 0870001, Environmental Management Branch - Department of Urban Planning and Public Works for this purpose.



June 15, 2000 (2:35p)

for Mona Monkman  
City Treasurer

CP:cds

## Executive Report

### Reasons Behind Recommendation

The purpose of this report is to seek approval from Council for the implementation of the pilot phase of the *Ottawa Better Buildings Partnership* (BBP), an infrastructure investment program targeting industrial, commercial and institutional buildings (IC&I) in the City of Ottawa.

By improving building efficiency and reducing utility costs in Ottawa's IC&I sector, the *Better Buildings Partnership* will:

- make Ottawa's infrastructure more competitive and attractive for business by permanently lowering building operating costs;
- retain capital in the local economy by reducing the amount spent on building utility bills;
- create permanent, full-time jobs;
- reduce greenhouse gas emissions which contribute to global climate change;
- achieve these objectives at zero net cost to the client.

No new funds are being requested for the implementation of the *Better Buildings Partnership* pilot in year 2000. The BBP was originally identified as the Commercial Building Efficiency Partnership in a report to Council on March 30<sup>th</sup>, 2000: *City of Ottawa Community Greenhouse Gas Reduction Action Plan: Third Annual Progress Report* (ACS2000-PW-ENV-0001).

### Background

The Ottawa BBP pilot will be a key initiative in the City's commitment to climate change, made as a member of the *Partners for Climate Protection* program (formerly the 20% Club). The City of Ottawa remains one of Canada's municipal leaders on climate change, having achieved:

- a 19% reduction in overall corporate eCO<sub>2</sub> emissions from 1990 levels;
- a 5% reduction in community-wide eCO<sub>2</sub> emissions from 1990 levels, despite a 6% increase in the City's population and in contrast to national emission levels which increased by 12% during the same time period. For an overview of the City's climate change commitment and achievements, please refer to Document 1: Climate Change and

the City of Ottawa.

The energy used in Industrial, Commercial & Institutional (IC&I) buildings accounts for over 35% of the City of Ottawa's total community greenhouse gas emissions. When less energy is used in heating and lighting buildings, less fuel is burned at power generating stations and boilers, resulting in lower levels of greenhouse gas emissions. The City's Environmental Management Branch decided, therefore, to explore the feasibility of a program aimed specifically at accelerating energy reductions in Ottawa's IC&I sector.

In July, 1999, an advisory group was formed to provide direction on program design. City staff from several Branches, a City Councillor, local utilities, members of the Building Owners and Managers Association and a consultant were represented on the advisory group. From the outset the group identified the need to develop a client-driven program aimed not primarily at raising awareness about solutions to climate change in the IC&I sector, but rather at reducing the transaction costs of efficiency retrofits between building owners and managers and Energy Service Companies. A program designed to reduce retrofit transaction costs will meet the City's climate change goals while serving the needs of the clients.

### **Rationale for a Pilot Program**

A pilot phase will allow the City to test IC&I market response and to make revisions to basic elements of the program, without binding the City with respect to future funding or policy. Pending the success of the pilot, a full BBP program would be pursued as an initiative of the new City of Ottawa. There are several compelling reasons to establish a BBP pilot program in Ottawa as soon as possible. These reasons include:

#### Municipal Amalgamation:

The new City of Ottawa will be established on January 1<sup>st</sup>, 2001. It is important to have program momentum as the new City is established. If not, it will be necessary to compete for the attention of new City Council as they balance many other worthwhile municipal priorities.

#### Utility Deregulation and Rising Energy Prices:

Bill 35, the provincial *Energy Competition Act*, is deregulating electric utilities in Ontario. Gas utilities underwent a similar unbundling process last year. One result of deregulation is that dollars spent on energy will increasingly flow out of the local economy, as consumers can choose from any variety of power suppliers. It is in the municipality's interest to retain capital in the local economy as much as possible. One way to achieve these goals is to permanently reduce building energy consumption and operating costs through a program such as the BBP.

### Federal Infrastructure and Climate Change Funding

The federal government will complete the national climate change strategy by the end of the year. This strategy is being developed out of the work of over 17 issues tables which have been examining measures to address climate change in all sectors of the Canadian economy. In the November, 1999 Commercial / Institutional Sector Options Report, the Buildings Issue Table identified the establishment of a Commercial Building Retrofit Program (measures C-8 and C-8A) as the absolute first priority in the building sector in the national climate change strategy. More than \$1 billion in climate change funding is expected in the next federal budget. With an established IC&I retrofit program, the City will be on a fast-track to access these federal funds.

### Public Works and Government Services Forthcoming Community Program:

PW&GS is awaiting parliamentary response to a recent memorandum which is expected, among other issues, to lead to a federal directive to pursue energy efficiency initiatives in buildings in which the federal government is a tenant. Because of the unique indexed leases in use by the federal government, this directive will provide tremendous leverage to PW&GS - and incentive to building owners and managers - to improve the efficiency of their buildings.

As the largest tenant in Ottawa's downtown IC&I sector, a federal initiative such as this will have a sizeable influence on the design and success of any municipal program. The contact responsible for the development of the PW&GS initiative has agreed to work in cooperation with the City of Ottawa, and to dovetail the programs wherever possible. It is important to establish a municipal program now to capitalize on the momentum which will be created by this federal initiative.

### **Program Overview and Objectives**

Table 1: Pilot Program Overview

Duration of pilot program	July 5 <sup>th</sup> , 2000 - July 1 <sup>st</sup> , 2001
Pilot program staffing	3/4 FTE, City of Ottawa Environmental Management Branch
Pilot program core budget	\$10,000, year 2000 EMB Operating Budget
Proposed additional funding	Enbridge Consumers Gas

#### Primary Pilot Objective:

- Initiate energy retrofits in at least 5 local industrial / commercial / institutional buildings, using the opportunity of a pilot to develop the more comprehensive elements of a full BBP program.

#### Secondary Pilot Objectives:

- Provide at least one opportunity to publicly profile the Ottawa BBP, program partners, and the owners and managers of the pilot buildings.
- Achieve 0.5% of the efficiency investment and emission reduction potential of Ottawa's IC&I sector - \$2.25 million, and 1,700 tonnes eCO<sub>2</sub> - through the retrofits of the pilot.

### **Program Description**

The key deliverable of the Ottawa BBP pilot will be an event by which to profile local building owners and managers engaged in energy efficiency programs. This is the most direct way to establish a program presence amongst Ottawa's IC&I clients. It is also the practical limit of what can be expected during the pilot program, given the available resources.

Only large IC&I buildings, the sector identified as having the largest potential for greenhouse gas reductions and the greatest market momentum for retrofits, will be targeted during the pilot. As the BBP and the local retrofit market develop, the focus of the program may expand to include smaller IC&I and rental clients. The "start small and build slowly" approach of a pilot also allows for the revision and addition of more substantive tools and services to be included in a full BBP program, pending the success of the pilot phase and support from the new City of Ottawa Council for such a program. Please refer to Document 2 and Document 3 for a more detailed presentation of the program elements and time lines.

Though reduction of greenhouse gas emissions and local economic development are underlying objectives of the BBP, these benefits will not be a main feature in marketing to program clients, Ottawa's building owners and managers. Rather, the emphasis of the program will be on meeting bottom-line needs identified by the clients themselves: market differentiation, positive public profile, increased tenant attraction, reduced tenant complaints and streamlined access to all retrofit and financial services.

The BBP will make extensive use of "performance contracting". This entails an Energy Service Company (ESCO) providing a turnkey operation in which building audits occur, retrofit measures are installed, monitoring takes place and financing is provided by the same company. In pure performance contracting, the ESCo is paid out of the reductions in utility bills which result from their work - in theory, their performance guarantees their payment, and implies a zero net investment on the part of the client. Once the ESCo has been paid, the net savings from reduced utility bills are retained by the client. In short, energy reductions are achieved at zero net cost to the client.

Many elements of the Toronto Better Buildings Partnership, a program of the Toronto energy Efficiency Office, will be used in the design of the Ottawa program. During a two-year pilot, Toronto's Better Buildings Partnership achieved \$100 million worth of energy efficient retrofits, created over 3,000 person years of employment and reduced annual greenhouse gas emissions by 100,000 tonnes. Now a full city program, the BBP has the



ambitious goal of retrofitting all IC&I buildings in Toronto over the next 15 years. If successful, the program will generate an estimated \$3 billion in local infrastructure investment and reduce greenhouse gas emissions by up to 4 million tonnes per year.

The Toronto Energy Efficiency Office has been actively involved from the earliest development phases of the Ottawa BBP program, contributing technical, financial and program design support. The Toronto EEO will continue to provide resources and assistance in the establishment of the Ottawa program. Please refer to Document 4 for an overview of other complementary building efficiency initiatives, and to Document 5 for more details of the Toronto Better Buildings Partnership.

Enbridge Consumers Gas has been a major supporter of the Toronto BBP, contributing \$735,000 in program funding in addition to technical and financial management support. Financial and technical support will also be sought from Enbridge Consumers gas for the Ottawa BBP pilot program.

The participation of public and private sector partners is critical for the success of the BBP pilot:

- utility partners will provide technical and financial assistance;
- ESCos will provide engineering and financial services;
- The Toronto BBP will provide program and technical support;
- The Ottawa Building Owners and Managers Association (BOMA) will provide co-marketing support;
- City of Ottawa staff will provide program coordination and client marketing;
- City of Ottawa politicians will provide opportunities to profile participating BBP clients.

## **Economic Impact Statement**

No new funds are being requested for the implementation of the *Better Buildings Partnership* pilot in year 2000. The year 2000 operating budget for the City's Environmental Management Branch includes \$10,000 for this program. Additional program funding is expected from Enbridge Consumers Gas, major supporters of the Toronto BBP through a contribution of \$735,000.

The local community economic development benefits of the BBP program were determined through a detailed feasibility study begun in September, 1999. The consulting company ICLEI Energy Services completed this study in March, 2000, entitled: *Energy Efficiency Renewal Potential in the City of Ottawa's Building Stock* (Please refer to Document 6).

In this report, annual energy consumption data and building information (age, size, etc.) was collected for the IC&I building sector in Ottawa. This information was then analyzed against archetypal data sets, to determine the level of building efficiency that could be achieved through practical, cost-effective measures. The study revealed that if all IC&I buildings in Ottawa performed at efficiency levels considered to be realistic industry benchmarks, a 29% reduction in overall energy consumption would result.

Table 2 summarizes the economic benefits to the local community if this level of efficiency were to be achieved. Table 2 also includes the economic benefits realized through a more realistic program participation rate of 10% and 25%.

Table 2: Potential Benefits of an IC&I Efficiency Program in Ottawa

Efficiency Potential Achieved in Ottawa's IC&I Buildings	Annual Utility Bill Savings (\$ million)	Infrastructure Investment (\$ million)	Job Creation (permanent, full time positions)
100% Efficiency Potential Achieved	65	455	2730
25% Efficiency Potential Achieved	16	114	684
10% Efficiency Potential Achieved	6.5	45.5	273

## Environmental Impact Statement

The environmental goal of the Ottawa BBP pilot program is to obtain a 0.5% reduction in Ottawa's total IC&I emissions, or 1,700 tonnes eCO<sub>2</sub>. This mirrors the results obtained during the BBP pilot in Toronto, which achieved a reduction of 100,000 tonnes in eCO<sub>2</sub> emissions, roughly 0.8% of Toronto's total IC&I emissions.

The average range of market penetration rates for efficiency programs in Canada is 10% - 25%. The environmental benefits from this level of program participation are identified in Table 3.

Table 3: Measurable Environmental Impact of a full Ottawa BBP Program

Ottawa's greenhouse gas emissions total	2,802,333 tonnes eCO <sub>2</sub>
Ottawa's IC&I greenhouse gas emissions total	957,855 tonnes
IC&I emissions as percentage of Ottawa's emissions total	35%
Total emission reductions possible in Ottawa's IC&I sector	341,600 tonnes eCO <sub>2</sub> / year (12.2% of emissions total)
Reductions achieved with 25% BBP program penetration	85,400 tonnes eCO <sub>2</sub> / year
Reductions achieved with 10% BBP program penetration	34,160 tonnes eCO <sub>2</sub> / year

## Consultation

The City of Ottawa's Environmental Management Branch consulted with and received feedback from all of the following parties in the completion of this report:

- The City of Ottawa Asset Management Branch
- The City of Ottawa Department of Corporate Services
- The Environmental Advisory Committee
- The Toronto Energy Efficiency Office
- Enbridge Consumers Gas

Meetings were also held in the autumn of 1999 with several local IC&I building managers to identify the barriers they faced in implementing efficiency upgrades, and to record the bottom-line concerns of all stakeholders, as summarized in Table 4 below:

Table 4: Key IC&amp;I Stakeholders and Bottom-Line Interests

Stakeholder	Key Role(s)	Bottom Line
Building Owners and Managers	client	<ul style="list-style-type: none"> <li>market distinction / differentiation</li> <li>long-term competitive edge in attracting tenants</li> <li>ease of transaction in obtaining retrofit services, capital</li> </ul>
City	program manager	<ul style="list-style-type: none"> <li>local investment (\$ millions)</li> <li>job creation - trades, financial, engineering, product</li> <li>positive profile / municipal leadership</li> <li>competitive regional infrastructure</li> <li>addresses CO<sub>2</sub> commitment</li> </ul>
Utilities	financial / technical assistance	<ul style="list-style-type: none"> <li>positive community profile</li> <li>Demand Side Management commitments</li> <li>possibility of on-bill financing / equipment sales</li> </ul>
ESCOs	delivery agent	<ul style="list-style-type: none"> <li>multiple performance contracts</li> <li>low-cost marketing</li> </ul>
Financiers	capital	<ul style="list-style-type: none"> <li>high security loans</li> <li>high volume loans</li> </ul>

## Disposition

On the approval of the recommendation, the Environmental Management Branch of the Department of Urban Planning and Public Works develop written criteria for participation in the Ottawa Better Buildings Partnership pilot program.

On the approval of the recommendation, the Environmental Management Branch of the Department of Urban Planning and Public Works, in conjunction with Energy Service Companies and with the support of the Toronto Energy Efficiency Office, identify local industrial, commercial and institutional buildings for participation in the pilot program.

**List of Supporting Documentation**

- Document 1 Climate Change and the City of Ottawa
- Document 2 BBP Program Elements for Consideration and Development
- Document 3 Document 3: Ottawa BBP Pilot Program: Tasks & Time Lines
- Document 4 Complementary Initiatives
- Document 5 Toronto Better Buildings Partnership (On file with City Clerk's Office)
- Document 6 Energy Efficiency Renewal in the City of Ottawa Building Stock (On file with City Clerk's Office)

## Part II - Supporting Documentation

### Climate Change and the City of Ottawa

### Document 1

In 1999 the United Nations identified global climate change as the most important environmental issue of the 21<sup>st</sup> century. Scientists predict a 3° - 8° C increase in Canada's average temperature, a 50% increase in severe weather disruptions (droughts, storms), and a 20 cm - 50 cm rise in sea level as a result of climate change in the next 100 years. Poor harvests, record numbers of forest fires and a loss of fish habitat are already occurring in Canada's primary industries. Other sectors of the economy are also feeling the effects of climate change: in the last 15 years there has been a 30-fold increase in Canada's weather-related insurance claims, from \$39 million in 1984 to 1.45 billion in 1998.

The federal government is completing an exhaustive analysis of the effects of climate change and an identification of mitigating measures across all sectors of the Canadian economy. The National Implementation Strategy for Climate Change will be completed by December, 2000. In the interim, the February 2000 federal budget pledged \$700 million between 2000 and 2003 to maintain progress towards achieving Canada's climate change objective: a 6% decrease in the 1990 level of greenhouse gas emissions by 2008 - 2012.

Municipalities will play a key role in National Climate Change Strategy, as more than 50% of Canada's greenhouse gas emissions (which cause climate change) originate from within municipal borders. \$125 million in federal funding has been made available through the Federation of Canadian Municipalities to support activities which promote energy efficiency, water conservation, renewable energy and enhanced waste management within municipal facilities. A similar fund to promote community-wide activities is expected in the next federal budget.

### City of Ottawa: Leadership in Climate Change

The City of Ottawa has been one of Canada's municipal climate change leaders since Council joined the *Partners for Climate Protection* program (formerly the 20% Club) in 1995, and passed a resolution committing to reduce greenhouse gas emissions to twenty percent below 1990 levels by the year 2005. Council created the Task Force on the Atmosphere to develop an Action Plan to achieve the City's 20% greenhouse gas reduction commitment. The City's Environmental Management Branch has been developing, implementing and monitoring elements of the Action Plan since 1996.

In November, 1999, the *Third Annual Progress Report towards the City's 20% Greenhouse Gas Reduction Target* (ACS1999-PW-ENV-0012) summarized the corporation's success in reducing greenhouse gas emissions from City operations. Corporate achievements include:

- by 1998, the City had achieved a 19% reduction in CO<sub>2</sub> emissions from 1990 levels;
- ongoing building retrofits have attained an 18% reduction in energy use in City facilities and a 29% reduction in eCO<sub>2</sub> emissions from 1990 levels;
- energy efficient upgrades to street lighting are responsible for an estimated \$268,000 in reduced maintenance costs and \$360,000 in energy savings each year;
- energy use in the City's vehicle fleets has declined by 13%, and eCO<sub>2</sub> emissions by 21.4%, since 1990.

In March, 2000, Council received the *City of Ottawa Community Greenhouse Gas Reduction Action Plan: Third Annual Progress Report* (ACS2000-PW-ENV-0001). This report showed that by 1998, community-wide greenhouse gas emissions in the City of Ottawa were 5% below 1990 levels. This reduction occurred despite a 6% increase in the City's population, and in contrast to national emission levels which increased by 12% during the same time period.

In recognition of the leadership shown by the City of Ottawa on the issue of climate change, the Regional Municipality of Ottawa-Carleton contracted with City climate change staff in 1999 / 2000 for the development of Regional corporate and community emissions inventories and Action Plans. The presence of these Regional plans, in combination with those of the City of Ottawa, ensure that climate change will remain an environmental priority within the new City of Ottawa.

### **City of Ottawa: Leadership in Building Efficiency**

In 1994 City Council approved the development of a business case for a comprehensive energy retrofit strategy for the corporation's building stock (ACS 1994.0807-104). This strategy was to build upon the \$3.8 million already invested in corporate building efficiency since 1980 - an investment which currently saves the City about \$1 million / year in reduced utility costs.

A foundation report for the retrofit strategy was completed by the Asset Management Branch in 1998, entitled: *Alternative Service Delivery (ASD) Business Case Analysis: Energy Retrofit* (ASC 1998-PW-ASM-0001). This report established a 10% - 15% reduction in building energy use as the program objective, and a goal of implementing all efficiency measures at a cost which would be paid back through utility bill savings within seven years or less.

Following the establishment of the program criteria, a detailed audit of major City buildings was initiated in 1998. This audit was undertaken by *ICLEI Energy Services*, targeting 49 of the City's 250 facilities as possible candidates for retrofits (the targeted buildings represent

more than 75% of the energy consumption in City facilities.) At the same time, a Request for Qualifications was circulated to Energy Service Companies (ESCOs), and a building sampling exercise was carried out with the qualifying companies. One ESCo has been successful in identifying 10% - 15% in energy reductions with a seven year pay back criteria within its sample buildings.

Implementation of this project may be delayed because of impending municipal amalgamation. The presence of this distinct, corporate program and the long history of energy reductions in the City's corporate facilities enables the City to "lead by example" in the design of a community building efficiency program. The expertise of the staff who have been involved in the City's corporate projects will strengthen the design of a community-wide program such as the BBP.



**BBP Program Elements for Consideration and Development**

Document 2

There are many elements to be developed and tested for inclusion in a full BBP program. These elements will increase the client incentive to engage in an IC&I retrofit, and are listed below.

Financial Tools

- secure utility partnership funding
- integration of / formal access to anticipated federal retrofit funding
- explore access to other sources of retrofit funding (FCM, Toronto, other)
- establish a fast-track mechanism for clients to access retrofit funding
- establish lending criteria and credit information requirements
- explore mechanism for triple-net lease incentive sharing
- explore additional municipal-level incentive for retrofits (development charge, tax adjustments)

Services to Clients

- provide clients with a matrix of service providers to streamline contractor choice
- fast-track building permits
- streamline audit and tendering process; develop a standardized approach
- establish a standardized measuring and monitoring component
- explore integration of program with IC&I life-cycle planning
- explore ESCo audit / contracting work turnkey incentive

Partnerships

- formal integration with PW&GS community retrofit incentive
- ongoing program design and implementation support from the Toronto BBP
- pre-screen, short-list ESCo participants in a more formal way

- establish a role for Enbridge and a financial institution for managing project financing
- integration of technical support from utility partners

#### Marketing / Promotion

- establish a regular awards component and standard promotional approach
- develop standardized marketing materials, field tested with BOMA clients
- expand client base to include smaller IC&I, rental units, possibly residential

#### Administrative

- develop a 3 - 5 year program business plan, regular reporting schedule
- develop standardized point of contact / qualifying building leads
- explore program cost recovery mechanism (net zero investment for the City)

## Ottawa BBP Pilot Program: Tasks and Time Lines

Document 3

Program Partners

Task	Time Line
<p><b>Energy Service Companies (ESCOs)</b></p> <ul style="list-style-type: none"> <li>• contact Canadian Association of Energy Service Companies for a full list of local ESCOs in good standing</li> <li>• work with local ESCOs to identify potential pilot program participants</li> <li>• ongoing participation of ESCOs as program delivery agents</li> </ul>	<p>summer, 2000</p> <p>ongoing</p> <p>ongoing</p>
<p><b>Building Owners and Managers Association (BOMA)</b></p> <ul style="list-style-type: none"> <li>• meet with Ottawa BOMA Executive for detailed program briefing</li> <li>• identify and pursue program co-marketing opportunities</li> <li>• participate in BOMA Energy Committee and regular meetings</li> </ul>	<p>summer, 2000</p> <p>summer, 2000</p> <p>autumn, 2000</p>
<p><b>Enbridge Consumers Gas / Ottawa Hydro</b></p> <ul style="list-style-type: none"> <li>• request pilot program sponsorship from Enbridge Consumers Gas</li> <li>• clarify role of Enbridge in providing technical assistance of audits</li> <li>• Enbridge participation in launch of pilot program</li> <li>• ongoing participation by Enbridge in development of program tools</li> <li>• determine what program role, if any, to be played by Ottawa Hydro</li> </ul>	<p>summer, 2000</p> <p>summer, 2000</p> <p>autumn, 2000</p> <p>ongoing</p> <p>winter, 2001</p>
<p><b>Toronto Better Buildings Partnership</b></p> <ul style="list-style-type: none"> <li>• secure technical assistance and program resources</li> <li>• possible long-term program assistance (ex: retrofit fund fast-tracking)</li> </ul>	<p>summer, 2000</p> <p>ongoing</p>

Pilot Program Client Development

<b>Task</b>	<b>Time Line</b>
<p><b>Ottawa's IC&amp;I Building Owners and Managers</b></p> <ul style="list-style-type: none"> <li>• potential IC&amp;I clients identified through BOMA, ESCos</li> <li>• meet with prospective clients to explain program opportunities and benefits, discuss participation</li> <li>• confirm program participants, quantify anticipated results of efficiency programs, include in promotional opportunities</li> </ul>	<p>summer, 2000</p> <p>summer and autumn, 2000</p> <p>autumn 2000 and ongoing</p>
<p><b>City of Ottawa, Local Municipalities</b></p> <ul style="list-style-type: none"> <li>• confirm status of City's ASD energy retrofit program, and possible inclusion as a participant in the BBP pilot</li> <li>• identify status of similar programs in other local municipalities</li> <li>• include active municipal programs in BBP pilot promotions</li> </ul>	<p>summer, 2000</p> <p>summer, 2000</p> <p>autumn, 2000</p>

Promotional / Marketing Tasks

<b>Task</b>	<b>Time Line</b>
<p><b>Establish Participation Criteria</b></p> <ul style="list-style-type: none"> <li>• determine program participation criteria (ex: letter of intent, contracts)</li> <li>• clarify participation categories and related level of promotional recognition, prizes, etc.</li> </ul>	<p>summer, 2000</p> <p>autumn, 2000</p>
<p><b>Prepare Promotional Material About Program</b></p> <ul style="list-style-type: none"> <li>• prepare pilot program brochure</li> <li>• distribute promotional literature to Ottawa's IC&amp;I building owners and managers</li> </ul>	<p>autumn, 2000</p> <p>autumn, 2000</p>

<p><b>Prepare Official Launch of Pilot Program</b></p> <ul style="list-style-type: none"> <li>• assemble information on participating clients and their projects</li> <li>• seek participation from Ward representatives, office of the Mayor</li> <li>• prepare elements of program launch, including: Enbridge sponsorship, timing of Canadian Gas Association charette or other launch opportunity, press releases, refreshments, etc.</li> </ul>	<p>ongoing</p> <p>autumn, 2000</p> <p>autumn, 2000</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------

## Complementary Initiatives

Document 4

The Ottawa Better Buildings Partnership is not being developed in isolation. It is part of a growing number of related initiatives which are being undertaken as communities recognize the benefits to local infrastructure renewal through improved building efficiency. Some of these initiatives include:

The City of Ottawa ASD retrofit program: The City of Ottawa's ASD facilities retrofit program has already been identified as a key initiative which supports the development of a community-wide program like the BBP. City staff have first-hand experience with the benefits and limitations of performance contracting and an expertise in working with ESCOs. The ongoing development of the BBP will continue with direct input from staff who have worked on the City facility program. The presence of this program places the City in an excellent community leadership position.

Building efficiency programs in other Canadian cities: In addition to Toronto's Better Buildings Partnership, community IC&I building efficiency programs are being developed or implemented in communities across Canada, including: Vancouver, Halifax, Montreal, and in Sudbury, Perth and Peterborough, Ontario. Communication links and information / experience sharing will continue with the program contacts in these and other communities.

Public Works and Government Services *Federal Building Initiative*: The *Federal Building Initiative* (FBI) of PW&GS is an energy efficiency program for federally owned buildings, now managed by Brookfield LePage Johnson Controls. The program relies heavily on performance contracting, and contains many elements similar to those of Toronto's BBP. The FBI has achieved a 20% reduction in energy use in federal buildings since 1990. Brookfield LePage Johnson is contractually obliged to achieve further energy efficiencies in Federally owned buildings. This work will continue to drive the retrofit market.

### Federation of Canadian Municipalities Green Infrastructure Program:

As an interim measure prior to the completion of the federal climate change strategy, \$700 million was announced in the last federal budget for climate change related activity. The Federation of Canadian Municipalities received \$125 million from the current federal budget for climate change activities at the municipal level. Staff of the Environmental Management Branch are working with representatives from other City departments and other local municipalities to capitalize on these funds in preparation for the creation of the new City of Ottawa.

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June 15, 2000

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(File: TYC3300/0201)

Department of Urban Planning and Public  
Works

Ward/Quartier  
City Wide

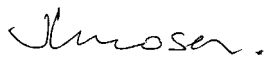
- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
  - City Council / Conseil municipal
- Action/Exécution

### 3. **Cycling - Contra-flow Bicycle Lane Evaluation** **Cyclisme - Évaluation de la voie cyclable à contresens**

#### **Recommendations**

That Council RECEIVE the evaluation of the trial contra-flow bicycle lane project on Stewart Street included as Document 1.

1. That further to direction given by City Council in approving the Downtown Revitalization Action Plan, a contra-flow bicycle lane be implemented on Gladstone Avenue (Elgin Street to Cartier Street) as detailed in Document 3.
2. That Council APPROVE the implementation, as detailed in Document 4, of further contra-flow bicycle lane projects, based on the Council-approved policy for contra-flow bicycle lanes. The following projects are recommended, with an implementation schedule as noted:
  - a. Graham Avenue (Echo Drive to Main Street) and Hawthorne Avenue (Concord Street to Main Street) - as a system, implementation to coincide with the reconstruction of Hawthorne Avenue (Main to Concord); and,
  - b. Cameron Avenue (Seneca Street to Bank Street) - to be implemented following the successful implementation and monitoring of the above-noted projects.



June 16, 2000 (11:45a)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



June 19, 2000 (1:39p)

Approved by  
John S. Burke  
Chief Administrative Officer

DAH:lf

Contact: Daphne Hope - 244-5300 ext. 1-3225



## Financial Comment

Subject to City Council approval, funds in the amount of \$84,000 are available in capital project 99085750 (Comprehensive Cycling Plan). Sub-projects will be opened for each individual project as follows:

Sub-projects	Gross
99085767 Gladstone Avenue	\$16,700
99085761 Cameron Avenue	27,300
99085758 Graham Avenue	35,000
99085773 Hawthorne Avenue	5,000
<b>Total</b>	<b>\$84,000</b>



June 16, 2000 (8:52a)

for Mona Monkman  
City Treasurer

JG:cds

## Executive Report

### Reasons Behind Recommendations

#### Background

Council approved a policy on Contra-flow Bicycle Lanes at their meeting of April 7, 1999 (see **Document 2 - Contra-flow Bicycle Lanes Implementation Policy**.) At that same meeting, Council also approved the application of the policy on a trial project on Stewart Street and directed staff to prepare a report in the Fall of 1999 on the findings and operation of the Stewart Street pilot project and to assess the potential for further use of contra-flow bicycle lanes.

## **Recommendation 1**

The Stewart Street Contra-flow Bicycle Lane pilot project was completed in September 1999. The facility conformed to the specifications set out in the Council-approved Contra-flow Bicycle Lane Policy. Staff monitored the use of the street for the period from September to November 1999 and again from March to May 2000. The results are detailed in **Document 1 - Stewart Street Contra-flow Bicycle Lane Pilot Project Evaluation**. Based on the 6-month evaluation, no significant problems or issues have been identified with the facility.

The construction and pavement markings were completed by the beginning of September. Due to the late completion date, monitoring of this project began in late September, following completion of the construction and installation of signs and pavement markings. No counts of bicycles are available for the 3-month period (September to November) although a video tape of cyclist and driver movements was made. Bicycle counts taken at this time of year do not accurately reflect the potential for cyclist travel and staff decided to continue the monitoring of this project in Spring of 2000 when more cyclists would be on the road. Accordingly, counts were taken in April/May of 2000 as well as video tape depicting cyclist behaviour on the road. The results of this monitoring are included in **Document 1**, as noted above.

In preparing the original policy report for the implementation of the contra-flow lane on Stewart Street, a number of issues were raised and addressed. These included legal authority, maintenance and liability. These issues are re-stated here to establish the rationale for proceeding with further contra-flow bicycle lane projects.

The legal authority to implement contra-flow lanes is established by the Municipal Act (Section 314(1) para. 10) which authorizes the establishment of reserved bicycle lanes. Municipalities are permitted to regulate the use of lanes by specific vehicles, such as bicycles. The policy approved by Council in 1999 set out specific guidelines for the implementation of the contra-flow lanes following standards for signage and pavement markings set by the Transportation Association of Canada (TAC). The Stewart Street Contra-flow Bicycle Lane adhered to these guidelines.

Winter maintenance was another issue which was addressed. The Council-approved policy established that contra-flow lanes would not receive any special winter maintenance. The road would receive the regular maintenance with respect to plowing and snow removal. In order to limit the liability of the City with respect to winter conditions (where pavement markings might be obscured by snow or ice), it was agreed that a sign would be installed advising users that the contra-flow lane did not receive winter maintenance and that it was to be used at their own risk. The specific wording of the sign was as follows: "Contra-flow reserved bicycle lanes do not receive winter maintenance - use solely at own risk". This was done and no complaints were received with respect to winter operations (by either users or City staff).

The issue of liability is perhaps the most difficult to address. With any new facility, there is an inherent liability as users become accustomed to the operation of the roadway. In the case of contra-flow bicycle lanes, the signage and pavement markings used are standard design and, therefore, the liability is lessened. By adhering to the standards set out in the Transportation Association of Canada (TAC), the City has shown that it is applying due diligence to this new facility. Thus far, the monitoring of the pilot project location has not indicated any significant safety issues.

### **Recommendation 2**

On May 3, 2000, Council approved the Downtown Revitalization Action Plan which provided the following directive: “that the City construct the proposed contra-flow bicycle lane on Gladstone Avenue between Elgin and Cartier Streets in 2000, pending completion of the evaluation of existing similar facilities on Stewart Street between Waller and Cumberland Streets in April 2000.” Recommendation 2 is a follow-up of this directive and provides details for this project. These details are included in **Document 3 - Gladstone Avenue (Elgin Street to Cartier Street)**.

Based on the evaluation of the Stewart Street pilot project, staff are proposing to implement the Gladstone Avenue contra-flow bicycle lane following the complete Transportation Association of Canada guidelines (i.e. include a designated bicycle lane on the opposite side of the road from the contra-flow bicycle lane) in order to assess the effect on cyclist behaviour. Gladstone Avenue is considered a suitable candidate for this project and is recommended for immediate implementation if technical specifications can be accommodated.

### **Recommendation 3**

Several additional locations have been identified as potential candidates for contra-flow bicycle lanes. The following locations have been selected for implementation - Graham Avenue (Echo Drive to Main Street), Hawthorne Avenue (Concord Street to Main Street), and Cameron Avenue (Seneca Street to Bank Street). Details on these projects are included in **Document 4 - Proposed Contra-flow Bicycle Lane Projects - Graham Avenue, Hawthorne Avenue and Cameron Avenue (public consultation and proposed design)**.

It is proposed that contra-flow bicycle lanes on Graham Avenue and Hawthorne Avenue be implemented without a designated bicycle lane on the opposite side of the street for comparison purposes. These projects would be initiated in 2000 to take advantage of current road reconstruction work on Hawthorne Avenue.

Cameron Avenue is a somewhat more complex application and is recommended for implementation following further assessment of the above-noted projects to determine the optimum design.

## Consultation

Consultation with the cyclist community through the Ottawa Cycling Advisory Group (OCAG) was carried out throughout the design and construction phases of the Stewart Street project. Its comments have been addressed through the design of the facility (decision not to implement a designated bicycle lane on the north side of street). The OCAG continues to provide input on the operation of the facility and report that the Stewart Street contra-flow lane is operating well.

The OCAG has also been consulted on the design of the contra-flow bicycle lanes proposed for Gladstone Avenue, Cameron Avenue, Graham Avenue and Hawthorne Avenue. They support all of these projects.

The recommendation for a bicycle lane on Hawthorne Avenue came from the Advisory Committee on the Main Street Traffic Study. Further public consultation will be carried out prior to implementation of this proposed project.

## Disposition

### Recommendation 2

Department of Urban Planning and Public Works to continue to monitor the Stewart Street Contra-flow Bicycle Lane.

Department of Urban Planning and Public Works to implement the contra-flow bicycle lanes on Gladstone Avenue (Elgin Street to Cartier Street), on Cameron Avenue (Seneca Street to Bank Street), on Graham Avenue (Echo Drive to Main Street), and on Hawthorne Avenue (Concord Street to Main Street).

## List of Supporting Documentation

- |            |                                                                                                                                           |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Document 1 | Stewart Street Contra-flow Bicycle Lane Pilot Project Evaluation                                                                          |
| Document 2 | Contra-flow Bicycle Lanes Implementation Policy                                                                                           |
| Document 3 | Proposed Contra-flow Bicycle Lane Projects - Gladstone Avenue (public consultation and proposed design)                                   |
| Document 4 | Proposed Contra-flow Bicycle Lane Projects - Hawthorne Avenue, Graham Avenue and Cameron Avenue (public consultation and proposed design) |

## Part II - Supporting Documentation

Document 1

### STEWART STREET CONTRA-FLOW BICYCLE LANE PILOT PROJECT EVALUATION

Monitoring of the project began in late September 1999, following completion of the construction and installation of signs and pavement markings. No counts of bicycles are available for the 3-month period (September to November) although a video tape of cyclist and driver movements was made. Bicycle counts taken at this time of year do not accurately reflect the potential for cyclist travel, therefore, further monitoring of the project was undertaken in May 2000 when more cyclists were on the road.

In addition to a count of bicycle volumes, staff also observed other traffic movements on Stewart Street to determine the possible impact on cyclists using the contra-flow lane. Specifically, the illegal movements of vehicles accessing the University of Ottawa parking lot at the corner of Stewart Street and Waller Street were monitored.

It is also significant to note that there have been no collisions reported since implementation of the contra-flow bicycle lane.

#### Bicycle Traffic Volumes

Data collected on May 9, 2000 indicated the following trends:

AM Peak Volume:		PM Peak Volume	
Eastbound on Stewart:	2	Eastbound on Stewart	38
Westbound on Stewart:	68	Westbound on Stewart	13

There were some distinct trends noted regarding the contra-flow lane during the morning peak, specifically, the use of the eastbound contra-flow lane for westbound travel. Of the 68 cyclists that traveled westbound on Stewart Street, 41 of them (60%) used the uni-directional bike lane in the wrong direction. Furthermore, 65% of those traveling westbound with the intent of turning left followed this trend. Of interest is the fact that none of the cyclists traveling westbound, with the intent on turning right on Waller Street, used the contra-flow lane. It should also be noted that during the 7:30-8:00 a.m. period, the majority of cyclists turning left cut through the parking lot at the corner of Waller and Stewart Streets to avoid the Waller Street median cut, though it seems that this trend was greatly reduced when the parking lot filled up.

It appeared that most westbound cyclists preferred to approach the cut in the median on Waller Street from the left side of Stewart Street, which is likely due to the fact that

motorized traffic is forced to turn right on Waller Street. This prevents conflicts arising from motorists merging through the cyclists' path to the gap. It does, however, seem to be a cause for a large number of westbound cyclists moving into the contra-flow lane.

The general flow of cyclists traveling during the evening count was in the eastbound direction. Virtually all cyclists recorded during this time used the contra-flow lane for its desired purpose. On only two occasions were there cyclists travelling eastbound in the westbound shared lane. Of the few cyclists travelling westbound during this time period, it was still observed that a large proportion (46%) of them traveled the wrong way in the contra-flow lane.

### Motor Vehicle Movements

Staff are aware that a number of vehicles are performing an illegal manoeuvre to access the University of Ottawa parking lot at the southeast corner of Stewart Street at Waller Street. A recent count (November 1999) of vehicles revealed the following statistics:

Location of count: Stewart Street between Waller Street and parking lot access  
 Eastbound traffic (daily average) 87  
 Westbound traffic (daily average) 1043

Location of count: Stewart Street immediately west of Cumberland Street  
 Eastbound traffic (daily average) 50  
 Westbound traffic (daily average) 1091

Staff are reviewing this situation to determine whether it is a roadway design issue related to the contra-flow bicycle lane or a traffic operations issue.

### General Comments

It seems that the existence of the contra-flow lane between Waller Street and Cumberland Street draws a large number of cyclists, by connecting the Mackenzie-King bridge section of the bicycle route network to the eastbound section of the route on Wilbrod Street. A side-effect to this trend, however, is the apparent incentive for cyclists to continue eastbound travel on Stewart Street past Cumberland Street, which is designated one-way westbound for all vehicles. Of the cyclists surveyed in the evening, more than 25% continued straight through the Cumberland/Stewart intersection, going against one-way traffic. The "Bicycle Route" signage is very clear so it must be assumed that those cyclists continuing to ride eastbound on Stewart Street (once past the contra-flow lane section) are doing so in full knowledge that they are riding the wrong way.

The observations of wrong-way riding in the contra-flow lane pose an interesting question. The Transportation Association of Canada (TAC) guidelines for contra-flow bicycle lanes indicate that a full bicycle lane should be provided on the opposite side of the street to the contra-flow lane. The policy developed for the application of contra-flow lanes in Ottawa

also includes this specification, however, consultation with the Ottawa Cycling Advisory Group (OCAG) brought about the recommendation not to implement this bicycle lane. Staff agreed to leave the westbound bicycle travel as a shared lane but noted that this would be monitored.

The findings noted above would tend to substantiate the TAC recommendation for a full bicycle lane in the opposite direction to the contra-flow lane. If a designated bicycle lane were implemented on the north side of Stewart Street (for cyclists travelling westbound), there might be less inclination for cyclists to use the contra-flow lane for this purpose. It would also be useful to implement another contra-flow bicycle lane project in a different location and compare the findings before drawing any final conclusions.

For these reasons, staff recommend implementing a contra-flow bicycle lane on Gladstone Avenue following the full TAC guidelines which would include a designated bicycle lane on the opposite side of the street. Gladstone Avenue is a good candidate for this project as it is only one block long with local traffic and there is currently no parking allowed on either side of the street. Staff further recommend implementing contra-flow bicycle lanes on Hawthorne Avenue and Graham Avenue - as a system - to determine the impact of a complete route on the behaviour of cyclists. These latter two locations are proposed for implementation without the opposite designated bicycle lane. Further locations will be implemented following the successful completion of these projects and refinement of details of implementation.

## **CONTRA-FLOW BICYCLE LANES - IMPLEMENTATION POLICY**

The policy of the Council of the City of Ottawa with respect to contra-flow bicycle lanes shall be as follows:

Contra-flow bicycle lanes can be implemented where there is a need to accommodate cyclists, and there is no effective, reasonable alternative.

### Policy for Implementation

Selection of a potential location and implementation of a contra-flow bicycle lane shall be in conformity with the following policy statements:

1. Contra-flow lanes shall only be implemented on one-way streets; these streets may typically exhibit the following characteristics:
  - ▶ low motor vehicle traffic volumes
  - ▶ moderate to high bicycle volumes or may expect moderate to high bicycle volumes (there are currently no absolute figures given for this calculation; factors to consider include destination points, proximity of other bicycle routes, existing classification of road)
  - ▶ observation of current travel patterns among cyclists may identify a potential location for a contra-flow lane
2. Bicycle lanes shall be implemented in BOTH directions except in specific cases.
  - ▶ low-volume, residential streets
  - ▶ streets with insufficient pavement width to accommodate two bicycle lanes
  - ▶ in all cases, the contra-flow bicycle lane shall be implemented
3. The width of the road shall be sufficient to support bicycle movements in both directions.
  - ▶ a typical cross-section may include one or two lanes of travel in one direction or may include one travel lane and one parking lane



- ▶ only one of the bicycle lanes will be a contra-flow lane; the other reserved bicycle lane (if applicable) will travel with the normal flow of traffic on the street
  - ▶ the standard bicycle lane width of 1.5 metres should be widened if there are obstacles in the travel path of cyclists (e.g. sewer grates consistently located within the lane).
  - ▶ the contra-flow bicycle lane shall be designed to merge cyclists safely back into regular traffic at both ends of the contra-flow section.
5. There should be a minimum of intersections along the contra-flow lane, including driveways and cross-streets, as intersections with cross-streets present a potential conflict point for cyclists and motorists.
6. One-street parking may be permitted; however, the parking shall only be on the right-hand side of the street relative to the direction of motor vehicle travel - opposite side of street to contra-flow bicycle lane).
- ▶ should a reserved bicycle lane be provided in the direction of motor vehicle traffic, it shall be a minimum of 1.5M in width
  - ▶ should a reserved bicycle lane not be implemented next to the parking lane, the travel lane shall be wide enough for bicycles to travel adjacent to the parked vehicles while maintaining sufficient clearance to avoid open vehicle doors
  - ▶ parking bays should be provided where feasible to discourage motor vehicles from driving in the parking lane
  - ▶ the side of the street where the contra-flow bicycle lane is established shall be designated as “No Stopping”
7. Signs and pavement markings shall include the following:
- ▶ a double-width (20 cm or 8") solid yellow directional dividing line adjacent to the contra-flow bicycle lane
  - ▶ a solid white line adjacent to the bicycle lane traveling with the normal flow of traffic (if applicable)
  - ▶ “Except Bicycles” tab signs installed below applicable turn prohibition and no-entry signs

- ▶ “Two-way Traffic - Bicycles Only Ahead” signs installed on approach to section with contra-flow bicycle lane
- ▶ “Bicycles Crossing” signs on approach to intersection with contra-flow lane
- ▶ “Contra-flow Reserved Bicycle Lanes do not receive winter maintenance - use solely at own risk” signage on section with contra-flow bicycle lane
- ▶ signalized intersections shall require new signal head(s) facing cyclists in the contra-flow lane, to be signed as “Bicycle Signal”
- ▶ non-signalized intersections having stop controls shall require appropriate stop signs and markings facing cyclists in the contra-flow bicycle lane

**PROPOSED CONTRA-FLOW BICYCLE LANE PROJECTS - GLADSTONE AVENUE,  
(PUBLIC CONSULTATION AND PROPOSED DESIGN)**

**Gladstone Avenue**

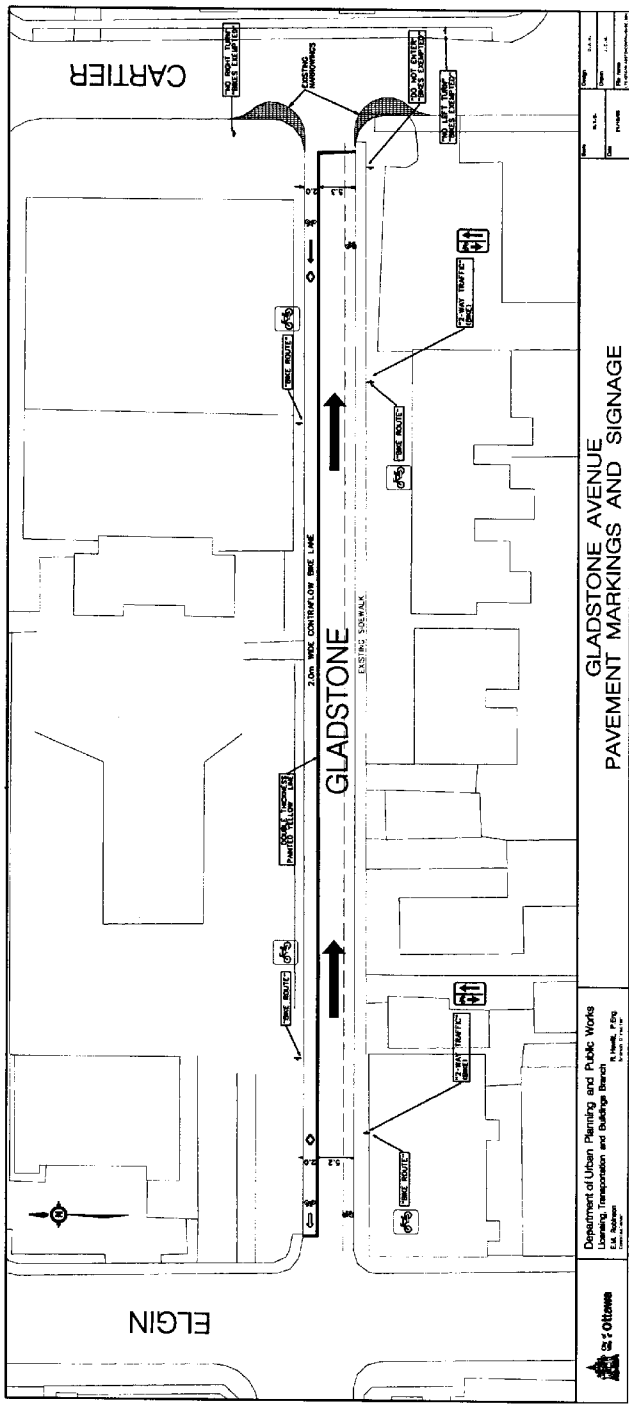
*Rationale for Contra-flow Bicycle Lane on Gladstone Avenue*

Gladstone Avenue is one-way, eastbound, between Elgin Street and Cartier Avenue. It forms part of a long, continuous bicycle route which includes Byron Avenue and the remainder of Gladstone Avenue. It connects with Cartier Street which is also part of the Bicycle Route Network. Implementation of a contra-flow bicycle lane would permit cyclists to travel in both directions on this connecting link of the Bicycle Route Network without having to travel on a street with higher volume of motor vehicle traffic (Elgin Street). A contra-flow bicycle lane is, therefore, being recommended for the north side of Gladstone Avenue (Elgin Street to Cartier Avenue) to accommodate cyclists travelling in a westbound direction. This section of Gladstone Avenue comprises one block with residential dwellings on one side of the street only. The other side of the street is a City park with a fence running the length of the block. There is no parking permitted on the street at this time. If the contra-flow bicycle lane is implemented, additional traffic signal heads will need to be installed at the intersection of Gladstone Avenue and Elgin Street for westbound cyclists.

Public consultation on this proposed project was undertaken in April 1999 with flyer notification being delivered to all adjacent property owners. Of 4 respondents, all were in support of the proposed project.

Details of this project are shown in **Schedule 1 - Gladstone Avenue Proposed Bicycle Contra-flow Lane Pavement Markings and Signage.**

### GLADSTONE AVENUE PROPOSED BICYCLE CONTRA-FLOW LANE PAVEMENT MARKINGS AND SIGNAGE



**PROPOSED CONTRA-FLOW BICYCLE LANE PROJECTS -HAWTHORNE AVENUE, GRAHAM AVENUE AND CAMERON AVENUE (PUBLIC CONSULTATION AND PROPOSED DESIGN)**

**Hawthorne Avenue**

*Rationale for Recommended Contra-flow Bicycle Lane on Hawthorne Avenue*

Hawthorne Avenue is one way (eastbound) between Main Street and Concord Street. It provides an alternate connection between the Colonel By Drive/Pretoria Bridge area and the Algonquin College area (on Lees Avenue). Many cyclists experience discomfort negotiating the intersections of Lees Avenue at Main Street as well as Main Street at Hawthorne Avenue. A contra-flow bicycle lane on Hawthorne Avenue would permit cyclists to travel from Lees Avenue to Main Street with one less signalized intersection to negotiate. The signalized intersection of Hawthorne Avenue at Main Street, for most cyclists on this route, would be a straight-through crossing which presents less risk than a left-turn manoeuvre. The contra-flow bicycle lane on this section of Hawthorne Avenue would permit cyclists to travel in both directions along this route.

Public consultation on this proposed project will be undertaken in spring 2000. Preliminary public comment was received in the context of the Main Street Traffic Study when members of the Steering Committee recommended some form of bicycle lanes on Hawthorne Avenue to complement other traffic calming measures being proposed for this area.

Details of this project are shown on **Schedule 2 - Hawthorne Avenue Proposed Bicycle Contra-flow Lane Pavement Markings and Signage.**

**Graham Avenue**

*Rationale for Recommended Contra-flow Bicycle Lane on Graham Avenue*

Graham Avenue is one way (westbound) between Main Street and Echo Drive. It provides an alternate connection between the Colonel By Drive/Pretoria Bridge area and Main Street. Many cyclists experience discomfort using Hawthorne Avenue (Colonel By Drive to Main Street) due to traffic volumes, particularly in peak hours. As the City will be undertaking intersection modifications on Echo Drive at Graham Avenue this year to provide access for cyclists to Echo Drive, the contra-flow lane on Graham Avenue would provide a continuous link to Main Street.

There is a signalized crossing of Main Street from Lees Avenue on the east side to Graham Avenue on the west side. A contra-flow bicycle lane on Graham Avenue would permit cyclists to travel in both directions along this route.

Public consultation on this proposed project was undertaken in March, 2000 with flyer notification being given to all adjacent property owners. Of 6 respondents, 5 were in support with one opposed (no specific reason given).

Details of this project are shown on **Schedule 3 - Graham Avenue Proposed Bicycle Contra-flow Pavement Markings and Signage.**

### **Cameron Avenue**

#### *Rationale for Recommended Contra-flow Bicycle Lane on Cameron Avenue*

The Comprehensive Cycling Plan (CCP) designates Cameron Avenue as part of the Bicycle Route Network (eastbound only). The westbound cycling traffic is directed to use Ossington Avenue. Since the CCP was approved in 1994, staff have reviewed the cycling routes and now believe that an alternative route which will better serve as a connection for westbound cyclists, travelling between Bank Street and Brewer Park, is along Cameron Avenue.

Cameron Avenue is one-way, eastbound, between Seneca Avenue and Bank Street. It forms an important link between the pathway through Brewer Park (and Carleton University) and Bank Street / Riverdale Avenue. Cameron Avenue has a signalized crossing at Bank Street which is a key element in cyclist preference of route. A contra-flow bicycle lane is recommended for the north side of Cameron Avenue to accommodate cyclists travelling in a westbound direction. Cyclists have been observed travelling illegally in this direction currently. The contra-flow bicycle lane would provide a safe, legal facility to accommodate this desire line. A stop control for bicycles would be installed at the intersection of Cameron Avenue and Seneca Avenue (for westbound cyclists) in conjunction with an intersection narrowing to provide a clearer visibility both for and of cyclists. Additional traffic signal heads facing westbound cyclists will be required at the intersection of Bank Street and Cameron Avenue if this project is implemented.

A detailed plan of this project is shown in **Schedule 4 - Cameron Avenue Proposed Bicycle Contra-flow Lane Pavement Markings and Signage.**

#### *Public Consultation*

Staff have met with the Ottawa South Community Association to discuss this proposal. The Community Association members supported the project.

Community consultation has been carried out for the proposed contra-flow lane on Cameron Avenue by way of flyers delivered to all residences. The notification of proposed work was

delivered in December 1999. Comments were received from 13 residents, of which 10 supported the proposed project and 3 objected. The objections are summarized below with appropriate staff responses *in italics*:

- **concern about visibility of cyclists at intersection of Seneca Avenue and Cameron Avenue**

*An intersection narrowing is proposed for the northeast corner of Seneca Avenue at Cameron Avenue to divert traffic to the outside of the road when rounding the corner. This has the additional advantage of providing a refuge for cyclists as they approach the crossing of Seneca while ensuring their visibility (i.e. not obscured by hedges or buildings).*

- **do not support legitimizing wrong-way travel on Cameron Avenue**

*Observation of travel patterns of cyclists in this area indicates that Cameron Avenue is a preferred route to reach Brewer Park and points west. The signalized crossing at Bank Street makes Cameron Avenue a preferred route over Ossington Avenue which is not signalized at Bank Street. It is the opinion of staff (supported by the Cycling Advisory Group) that Cameron Avenue represents a safer route for cyclists.*

*Typically, where cyclists behaviour consistently does not comply with the posted regulations, it is often indicative of a deficiency in the road design or traffic operation regulation. In such cases, it is acceptable to implement a recognized road design or traffic operation modification to accommodate the cyclists.*

- **concern about alerting drivers to two-way travel by bicycles**

*The proposed design includes signage warning drivers of two-way traffic. This signage would be posted on all cross streets as well as on Cameron Avenue.*

- **concern about public money being spent to accommodate cyclists who are breaking the law**

*City Council has adopted a policy to support and encourage the use of bicycles as transportation. While Council does not support non-compliance with existing by-laws or traffic regulations, it does recognize the necessity to review current situations with a view to modifying roadway design or traffic regulations to improve the cycling environment.*

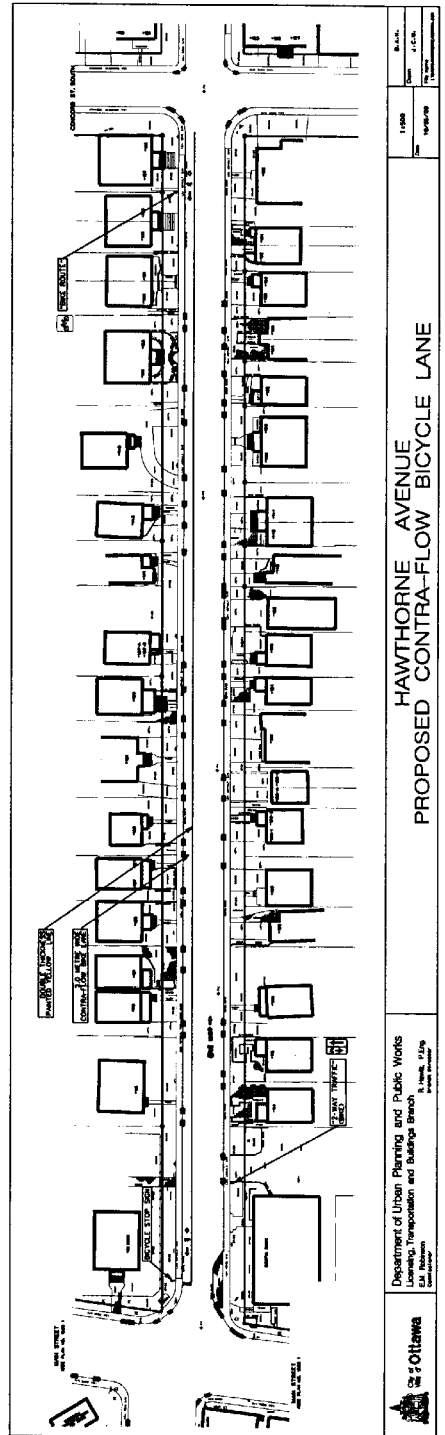
*The funds spent on bicycle projects are minimal in comparison to funds spent in support of motorized travel. Increasing the safety of our roads for all users improves the urban environment.*

- **concern about design (width not adequate, no stop sign at Seneca Avenue)**

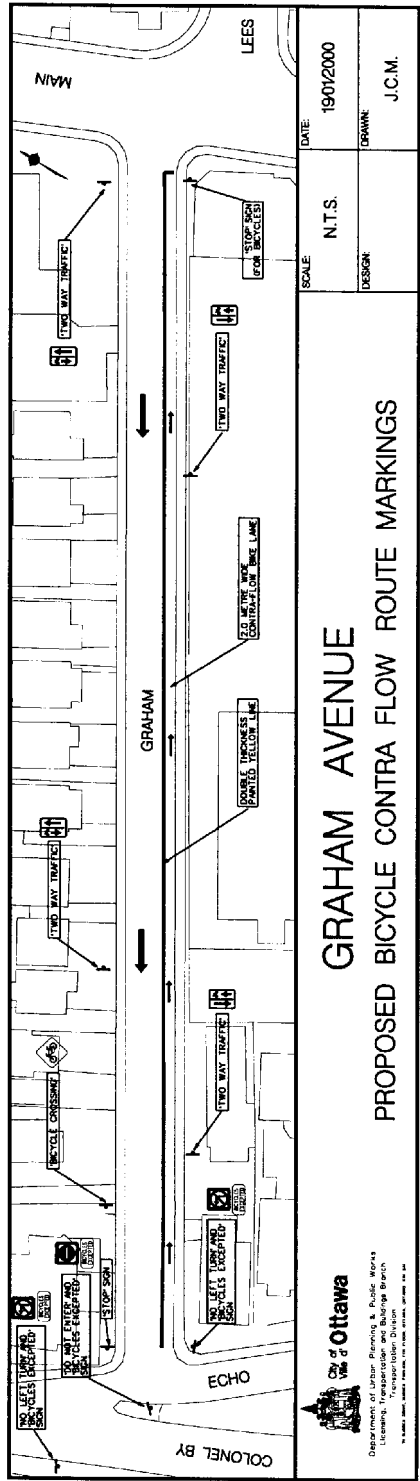
*A careful analysis has been made of both Cameron Avenue and Seneca Avenue and the proposed design adequately accommodates the needs of the road users with respect to travel, parking and turning movements. A stop bar and sign are proposed for the contra-flow bicycle lane at Seneca Avenue.*



### HAWTHORNE AVENUE BICYCLE CONTRA-FLOW LANE PAVEMENT MARKINGS AND SIGNAGE

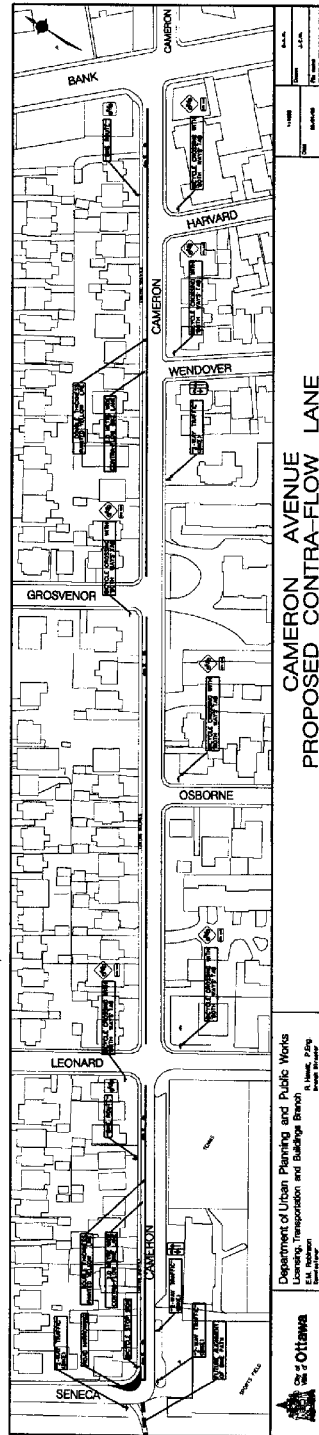


**GRAHAM AVENUE PROPOSED BICYCLE CONTRA-FLOW LANE  
PAVEMENT MARKINGS AND SIGNAGE**



**City of Ottawa**  
 Department of Urban Services & Public Works  
 City Planning, Transportation Division  
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### CAMERON AVENUE PROPOSED BICYCLE CONTRA-FLOW LANE PAVEMENT MARKINGS AND SIGNAGE



June 16, 2000

ACS2000-PW-LTB-0020  
(File: TAA1100/2000)

Department of Urban Planning and Public Works

Ward/Quartier  
OT4 - Rideau  
OT6 - Somerset

- Community Services and Operations Committee / Comité des services communautaires et des opérations
- City Council / Conseil municipal

Action/Exécution

**4. Roads - Roadway Modifications - 2000 Road and Sewer Reconstruction Projects - Report 2 - Centretown and New Edinburgh Routes - Modifications de routes - Projets de reconstruction de routes et d'égoûts de 2000 - Rapport 2 - Centre-ville Ouest et New Edinburgh**

**Recommendations**

1. a) That Council approve the construction of mid-block curb extensions (narrowings) on Flora Street, between Kent Street and Bank Street, in association with the 2000 Road and Sewer Program as detailed in **Document 1**.
- b) That, subject to Municipal Act advertising, and subject to technical circulation, Council approve the construction of curb extensions (intersection narrowings) on Springfield Road at Putman Avenue and at the intersection of Mackay Street and Ivy Crescent, as detailed in **Document 1**.
- c) That, subject to Municipal Act advertising and technical circulation, Council approve a change to the overall roadway width on Putman Avenue from Chapleau Avenue to Beechwood Avenue. In addition, that Council approve the installation of concrete curbs on Chapleau Avenue from Putman Avenue to Beechwood Avenue (east side), and on Putman Avenue from Chapleau Avenue to Beechwood Avenue (south side), as detailed in **Document 2**.
- d) That, subject to Municipal Act advertising, Council approve intersection modifications on Ivy Crescent and Putman Avenue, and that the mini traffic circle, as proposed in the New Edinburgh Community Alliance Traffic Calming Plan not be constructed at this location.
- e) That Council approve the removal of brick pavers in the sidewalk bays on Flora Street between Percy Street and Bank Street.

- f) That Argyle Avenue be reconstructed from 75 metres east of O'Connor Street to Metcalfe Street at its current width of 10.0 metres, and that the previous Council approval of April 5<sup>th</sup>, 2000, with respect to the proposed width of this section of Argyle Avenue, be rescinded.
  
- 2. That Council not approve the construction of raised crosswalks on Gladstone Avenue at Bay Street and Percy Street, due to concerns with emergency vehicles.



June 20, 2000 (9:41a)

Edward Robinson  
Commissioner of Urban Planning and Public Works

AES:lf

Contact: Ann Selfe - 244-5300 ext. 1-3185



June 20, 2000 (11:09a)

Approved by  
John S. Burke  
Chief Administrative Officer

## Financial Comment

### Capital Budget

#### Recommendation 1. a)

Funds in the amount of \$9,000. are available in capital project 2008560 (Roadway Modifications) and a new sub-project 20085641 (Flora Street) will be opened accordingly.

#### Recommendation 1. b)

Funds in the amount of \$12,500. are available in capital project 97085646 (New Edinburgh Area).

#### Recommendation 1. c), e), and f)

These items are to be funded as part of the 2000 Road and Sewer Program and will be incorporated in the tender documents for each specific contract.

#### Recommendations 1.d), and 2.

There are no direct financial implications in these recommendations.

## Operating Budget

Subject to City Council approval of these recommendations, additional funding for maintenance activities associated with the works noted above will be identified in the Department of Urban Planning and Public Works 2001 Operating estimates.



June 19, 2000 (11:35a)

for Mona Monkman  
City Treasurer

CP/JG:cds

## Executive Report

### Reasons Behind Recommendations

#### Background

The purpose of this report is to obtain Council approval for construction of specific roadway modifications which can be implemented with the associated Capital Works Program. This is the second of two reports covering works proposed for the 2000 construction season. Some measures may be considered “traffic calming” measures, while others are roadway geometric changes.

City Council has *received* and/or *approved in principle* a number of Traffic Calming Plans, including:

- Centretown Traffic Calming Plan (April 15, 1998)
- New Edinburgh Traffic Calming Plan (April 6, 1999)

The implementation of measures as proposed in the Centretown Traffic Calming Plan and New Edinburgh Traffic Calming Plan are subject to detailed design; technical review; identification and budgeting of required capital and operating funds; and further public input before the construction of any traffic calming measures or roadway modifications can occur.

In addition, roadway modifications are being recommended for two streets outside the above listed study areas, Putman Avenue and Chapleau Avenue.

In 1997, Council approved a budget of \$100,000 for the implementation of various stand-alone roadway modifications, with \$12,500 allocated to the New Edinburgh area. The New

Edinburgh Community Association (NECA) provided City staff with a list of priority locations for the implementation of various measures. The modifications proposed in this report are a result of this consultation process.

### **Recommendation 1**

This section includes a discussion and recommendations pertaining to several measures for which capital (construction) dollars have been allocated, and issues of detailed design, technical evaluation, and public consultation have been satisfied, or are underway. Additional funds in the amount of \$6,000 per year are required to maintain the proposed roadway modifications, to accommodate the additional winter maintenance, spring cleaning, and life cycle (repair) costs resulting from the installation of the modifications.

Recommendations 1a) & 1b) pertain to the implementation of curb extensions (narrowings) (see **Documents 1 and 3**); Recommendation 1c) to overall narrowing of road widths and installation of concrete curbs (see **Document 2**); Recommendation 1d) to an intersection modification (see **Document 4**); Recommendation 1e) to the removal of brick pavers; and Recommendation 1f) to modify the previously approved road width on Argyle Avenue (see **Document 2**). As these are inter-related, the following discussion pertains to all the recommendations.

The following is a summary of the various measures by area which can be constructed as part of the roadworks program to take place this year. **Documents 1** lists the specific measures with associated construction costs.

#### **A) Centretown Traffic Calming Plan (CTCP)**

The following list of roadway measures within the Centretown area, are **RECOMMENDED** for construction in association with the 2000 Road and Sewer Program.

##### **i) Flora Street from Bronson Street to Bank Street**

On April 5, 2000, Council approved a staff report, recommending that Flora Street, from Bank Street to a point approximately 75 metres to the west, continue to operate as a one-way eastbound street, consistent with the remainder of the block between Kent Street and Bank Street, and that the street design, including proposed curb extension (narrowings) be subject to further public consultation. A street design plan was prepared by staff and presented to the residents of Flora Street on April 27, 2000.

From Kent Street to a point mid-way to Bank Street, parking is proposed to be relocated to the south side of the street. From this mid-block location to Bank Street, parking is to remain on the north side. This coincides with most of the existing commercial properties. At the mid-block location, two narrowings are proposed to

delineate the change of parking location as well as to provide a sight line change for the driver. In addition, another narrowing is to be installed on the south side of the roadway approximately 80 metres west of Bank Street. This narrowing will define the limits between the residential and commercial on the street, as well as affect the driver's sight line. (**Document 3** illustrates the proposed changes). Furthermore, on June 9, 2000, staff met with concerned business owners adjacent to Bank Street during a commercial delivery, and determined that the narrowing located on the south side of the street approximately 80 metres west of Bank Street would not interfere with any business operations.

As part of the Centretown Streetscape Plan, brick pavers were installed in the sidewalk bays on Flora Street at various intersection locations. The locations are at Bay Street (north east, south east and north west corners), Lyon Street (south west corner) and Kent Street (south west corner). However, the existing bricks have proven to be an on-going maintenance problem given differential settlement, heaving and often constitute a trip hazard for pedestrians. Staff recommend the bricks be replaced with the standard concrete sections.

## **ii) Argyle Avenue**

On Argyle Avenue, from a point 75 metres east of O'Connor Street (YMCA) to Metcalfe Street, staff are recommending a modification in the road width from the previously approved Council Report of April 5, 2000. Staff had previously recommended a roadway width of 9.0 metres in this section, however, this width will only permit parallel parking on the north side of the road. If the width remains as is, which is 10.0 metres, then parallel parking can also be provided on the south side of the road. No loss of green space would occur. Staff recommend that the width remain at 10.0 metres to provide parallel parking on both sides of the road.

## **B) New Edinburgh Traffic Calming Plan**

The following list of roadway measures within the New Edinburgh area are **RECOMMENDED** for construction in association with the 2000 Road and Sewer Program.

### **i) Ivy Crescent from MacKay Street to MacKay Street**

The New Edinburgh Traffic Calming Plan recommends the construction of a mini traffic circle at the intersection of Ivy Crescent and Putman Avenue. After reviewing the technical feasibility of this measure, staff have determined that service vehicles such as garbage trucks and fire trucks cannot manoeuvre around the circle from all directions. Further, based on observations at other mini traffic circles, it is expected that a high percentage of approaching vehicles would "short-cut" - make a left turn in front of the circle - in contravention of the City's Traffic and Parking



By-law 1-96. The traffic circle cannot be recommended by staff for implementation.

As an alternate solution, an intersection modification is proposed. Staff recommend that the intersection be designed such that the existing radius on the northeast corner be reduced from 25.0 metres to 9.0 metres, and on the southwest corner from 11.0 metres to 5.0 metres. These modifications conform to current standards. This intersection modification will help slow traffic around the corner and shorten the pedestrian crosswalk distance from 20.0 metres to 12.0 metres. An informal meeting with the Ward Councillor and residents of the intersection took place on April 26, 2000, to discuss the modifications. Some residents immediately adjacent to the intersection were not in agreement with the proposed modifications as they believe their property value be negatively affected and they have not witnessed any accidents at this location. This proposal increases the amount of green space in front of their properties and provides for a safer intersection. Staff recommend the intersection modification as shown in **Document 4**.

**ii) Springfield Road at Putman Avenue**

Based on the New Edinburgh Traffic Calming Plan, a narrowing is proposed on the northwest and southeast corners of Springfield Avenue at Putman Avenue. Staff concur with this recommendation.

**iii) Mackay Street at Ivy Crescent**

The New Edinburgh Traffic Calming Plan does not include any recommended modifications to this intersection. However, during the public consultation process, members of the Community requested that consideration be given to providing an intersection narrowing on MacKay Street at Ivy Crescent. Staff concur with this recommendation.

**C) Chapleau from Putman Avenue to Beechwood Avenue**

The existing road width on this block is approximately 8.0 metres and is proposed to be standardized to 8.0 metres. The western side of Chapleau Avenue has a monolithic sidewalk and the easterly edge of the road is not curbed. Staff recommend the installation of a concrete curb on the east side. The curb will provide for better road edge definition for the driver. Notifications will be sent out to the affected residents and should objections to the installation of curbs on the east side be received, a further report to CSOC may be required to address the specific concerns.

#### **D) Putman Avenue from Chapleau Road to Beechwood Avenue**

Putman Avenue, from Springfield Road to Beechwood Avenue, is under reconstruction this year. The existing road width from Springfield Road to Chapleau Avenue varies from 8.5 metres to 8.0 metres, along with a monolithic sidewalk on both sides. From Chapleau Avenue to Beechwood Avenue the road varies between 8.0 metres and 7.0 metres, with a monolithic sidewalk on the north side and no curbing on the south side. Staff recommend this section of roadway be widened to 8.0 metres to provide for consistency and uniformity for all roadway users. In addition, staff recommend the installation of a concrete curb on the south side of the road to provide for better road edge definition for the driver. These changes are subject to Municipal Act Advertisement and should objections arise, a further report to CSOC may be required to address the specific concerns. Notifications will be sent out to the affected residents and should significant objections be received, a further report to CSOC may be required to address the specific concerns.

#### **Recommendation 2**

On April 5, 2000, Council approved the deferral of eight speed humps in the Centretown Traffic Calming Plan on Flora Street, from Bronson Street to Bank Street, and one raised crosswalk on Argyle Street at Metcalfe Street. These measures were deferred given the current evaluation of traffic calming measures. However, in that report, vertical measures (raised crosswalks) on Gladstone Avenue at Bay Street and at Percy Street were subject to further investigation by staff. The CTCPC originally recommended raised intersections at both locations, however, given the overland drainage issues in the area, such measures could not be recommended, as raised intersections on Gladstone Avenue would not contain the overland flows on Percy Street and Bay Street.

The greatest concern with any vertical measure on Gladstone Avenue is the impact and reduction in response time by emergency service vehicles (Ambulance and Fire). Although there is a perceived need by the community for traffic calming on Gladstone Avenue, it is not possible in this case to satisfy all competing objectives. Therefore, staff are recommending against the implementation of any vertical measures on Gladstone Avenue, given the concerns raised by Emergency Services. Gladstone Avenue is a primary response route within the Community and response times are a crucial element in providing the best possible service to all residents.

Staff do recognize the need to address concerns about traffic on Gladstone Avenue, given the extensive public consultation which has occurred to this day. Therefore, design features have been incorporated into the reconstruction plans, specifically intersection narrowings on Gladstone Avenue at both Percy Street and Bay Street, such that the intersection is narrowed from 11.0 metres to 8.5 metres (minimum

width to accommodate both vehicles and cyclists). The narrowing is beneficial to the pedestrians as the crossing distance is reduced by 2.5 metres.

The issue of containment of the overland flow routes on Percy Street and Bay Streets can be accommodated by providing high points on Gladstone Avenue i.e. profiling of the elevations such that water is redirected to the north/south streets.

## Environmental Impact

No environmental impact is anticipated as the recommendations fall within the MEEP Automatic Exclusion List - Section 1 (f) Routine Operations.

## Consultation

Various forms of public consultation have occurred for each affected area, such as Community Notifications, Open House Meetings, and advertisement in local newspapers. **Document 5** includes a detailed summary of all public concerns.

On the issue of physical roadway changes, the Municipal Act, Section 300, requires that public notice of any modifications to the roadway or traffic operations be given daily papers for 4 consecutive weeks. All required notices were placed in the daily papers.

## Departments Consulted

Through comments received for the various traffic calming study reports, the Ottawa-Carleton Regional Police Service, OC Transpo, Ottawa Fire Service, and Ottawa-Carleton Regional Ambulance Service have indicated limited concerns with horizontal traffic calming measures, the type which are the subject of Recommendation 1 in this report. All have expressed concerns about vertical measures which is a principal reason that such measures are not recommended for implementation at this time on Gladstone at Percy Street and Bay Street.

## Disposition

**Recommendation 1a:** Department of Urban Planning and Public Works to implement the mid-block curb extensions (narrowings) on Flora Street under the Road and Sewer Program.

**Recommendation 1b:** Subject to Municipal Act advertising, Department of Urban Planning and Public Works to implement the intersection narrowings in the New Edinburgh Area.

**Recommendation 1c:** Subject to Municipal Act advertising, Department of Urban

Planning and Public Works to implement changes to overall roadway widths on Putman Avenue, and the installation of concrete curbs on Chapleau Avenue and Putman Avenue under the Road and Sewer Program.

**Recommendation 1d:** Subject to Municipal Act advertising, Department of Urban Planning and Public Works to implement the intersection modification on Ivy Crescent and Putman Avenue under the Road and Sewer Program.

**Recommendation 1e:** Department of Urban Planning and Public Works to remove the brick pavers in the sidewalk bays on Flora Street under the Road and Sewer Program.

**Recommendation 1f:** Department of Urban Planning and Public Works to construct Argyle Avenue to the revised road width under the Road and Sewer Program.

### **List of Supporting Documentation**

- Document 1: Horizontal Measures - Recommended for Implementation
- Document 2: Proposed Road Widths and curbing requirements
- Document 3: Flora Street - Proposed Mid-block Narrowings
- Document 4: Ivy Crescent at Putman Avenue - Intersection Modifications
- Document 5: Compatibility with Public Participation

## Part II - Supporting Documentation

Document 1

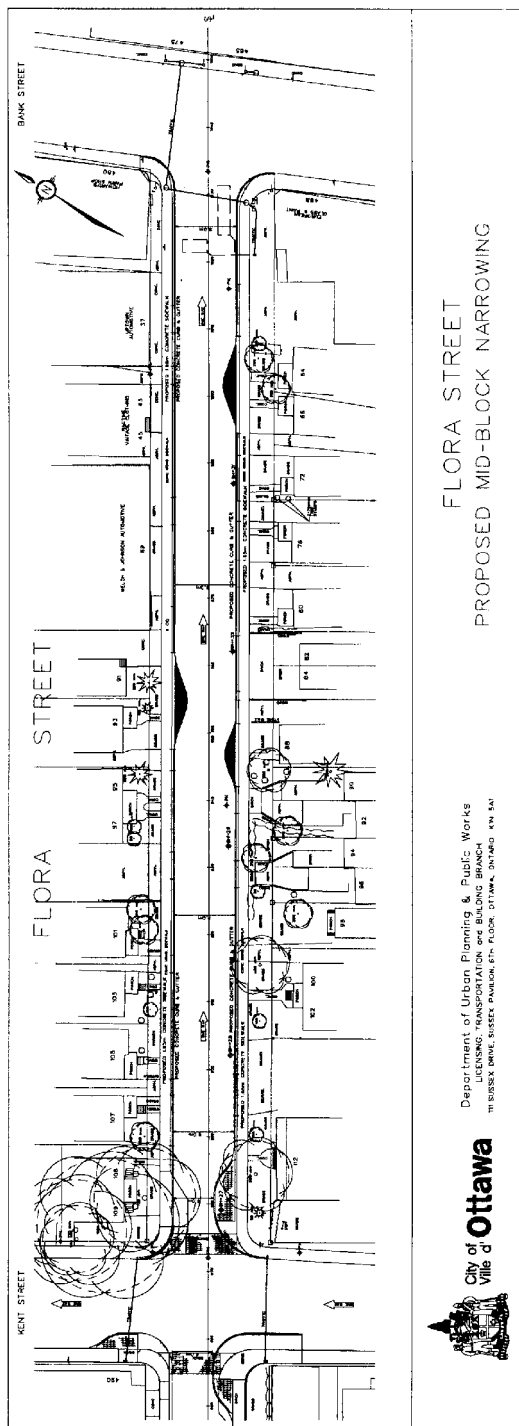
### HORIZONTAL MEASURES RECOMMENDED FOR IMPLEMENTATION

STREET	MEASURE	LOCATION	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST
<b>ITEM 1: CENTRETOWN</b>				
Flora Street	3 Mid-block Narrowings	between Kent Street and Bank Street	\$9,000	\$3,000
<b>ITEM 2: NEW EDINBURGH</b>				
a. Ivy Crescent	Intersection Modification	Ivy Crescent and Putman Avenue.	\$0	\$0
b. MacKay Street	Intersection Narrowing	MacKay Street at Ivy Crescent	\$2,500	\$1,000
c. Springfield Road	Intersection Narrowings	at Putman Avenue (north west and southeast corners)	\$10,000	\$2,000

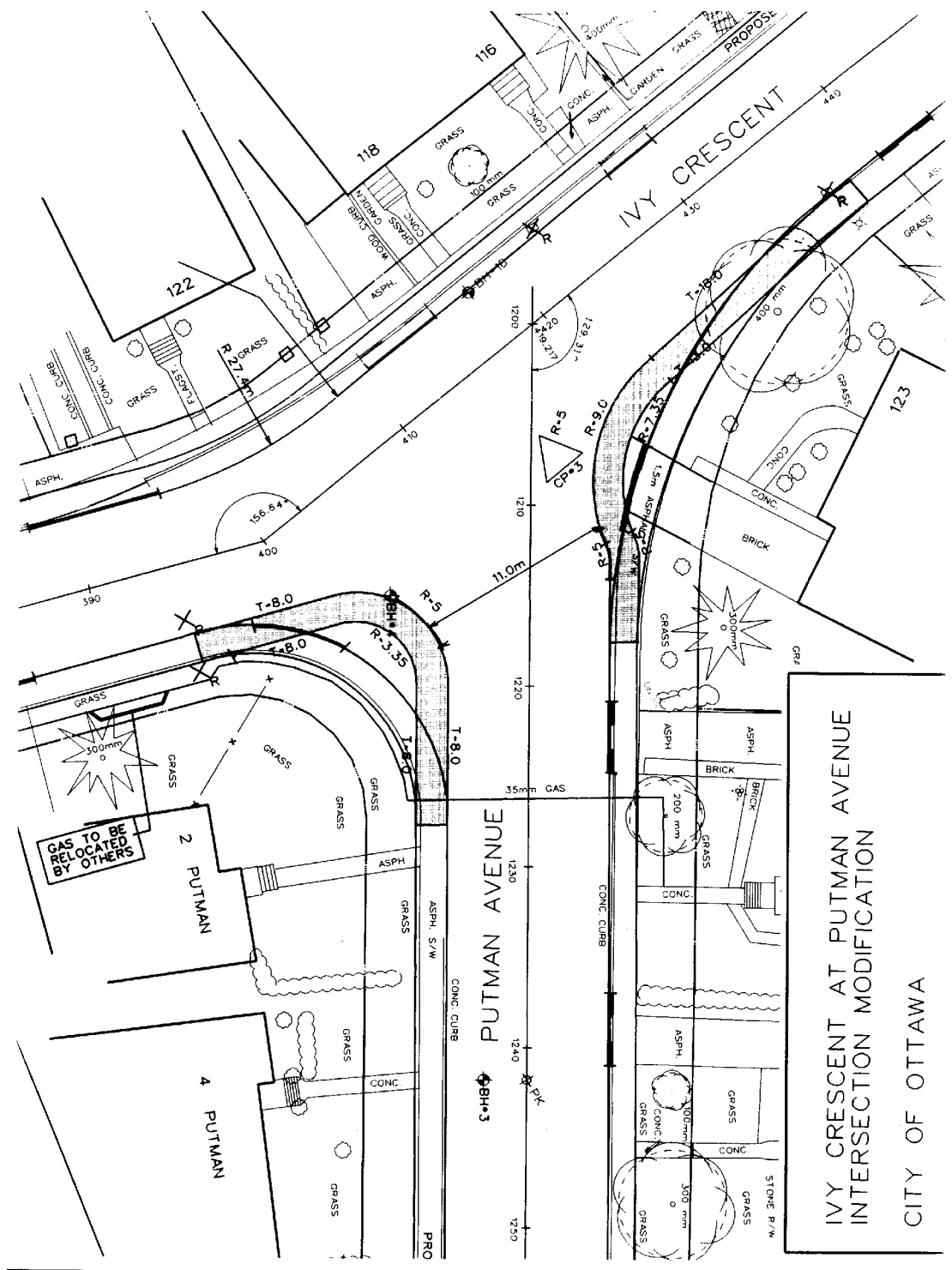
**PROPOSED ROAD WIDTH CHANGES AND CURBING REQUIREMENTS**

<b>STREET</b>	<b>BLOCK</b>	<b>EXISTING WIDTH AND CURBING</b>	<b>RECOMMENDED WIDTH AND CURBING</b>
Argyle Avenue	75 metres east of O'Connor to Metclfe Street	<ul style="list-style-type: none"> <li>• 10.0 metres</li> <li>• curbs both sides</li> </ul>	<ul style="list-style-type: none"> <li>• 10.0 metres</li> <li>• curbs both sides</li> </ul>
Putman Avenue	Chapleau Avenue to Beechwood Avenue	<ul style="list-style-type: none"> <li>• between 7.0 and 8.0 metres</li> <li>• no curb on south side of road</li> </ul>	<ul style="list-style-type: none"> <li>• 8.0 metres</li> <li>• with curb on south side of road</li> </ul>
Chapleau Avenue	Putman Avenue to Beechwood Avenue	<ul style="list-style-type: none"> <li>• 8.0 metres</li> <li>• no curbs on east side of road</li> </ul>	<ul style="list-style-type: none"> <li>• 8.0 metres</li> <li>• curb on east side of road</li> </ul>

FLORA STREET - MID-BLOCK NARROWINGS



IVY CRESCENT AT PUTMAN AVENUE - INTERSECTION MODIFICATIONS





## COMPATIBILITY WITH PUBLIC PARTICIPATION

The following document has been separated into sub-sections based on three areas where roadway modifications and traffic calming elements are to be incorporated into the 2000 Capital Works Program. This document provides all details relating to the public consultation. The three sub-sections are Centretown, New Edinburgh, and the Putman Avenue and Chapleau Avenue area. Various forms of public consultation have occurred, such as Community Notifications, Open House meetings, on-site meetings, and advertisement in the local newspapers.

On the issue of physical roadway changes, the Municipal Act, Section 300, requires that public notice of any modifications to the roadway or traffic operations be given daily papers for four consecutive weeks. All required notices have been placed in the newspapers with the exception of the New Edinburgh area, and the Putman Avenue and Chapleau Avenue, which are underway.

### 1.0 Centretown Traffic Calming Plan

#### 1.1 Flora Street

Input to the proposed modifications on Flora Street was obtained largely through a public meeting (April 27, 2000, at the Jack Purcell Community Complex). In addition, four weeks of advertisement in the local newspapers from May 12 to June 9, 2000, outlining the proposed traffic calming measures and roadway modifications, was carried out. No objections were received.

Notices were hand delivered to every address on Flora Street between Kent Street and Bank Street.

Approximately 5 residences were represented at the public meeting. Ward Councillor Elisabeth Arnold was also present.

The following is a summary of comments received from the Open House Meeting and Municipal Act Advertisement.

Staff comments have been provided (in brackets) with the listings of comments below, following each concern. All comments from the public relating to traffic calming (i.e. speed humps) are subject to the Traffic Calming Evaluation report currently being prepared by staff, and have not been repeated after each issue listed below (marked by “\*”).

- ▶ *Cut-through traffic caused by lack of access to Bank from 417 Kent exit (1).* Staff are reviewing traffic counts on Flora to determine if this is accurate. Traffic calming measures are recommended to improve the environment for non-motorists and alter the behaviour of all drivers, regardless of origin or destination.

- ▶ *Concern over placement of single narrowing near Bank Street (2).*  
Staff have calculated that the curb extension will not interfere with any vehicles' ability to enter or exist any of the adjacent properties.
- ▶ *Does not support use of speed humps (1) (\*)*  
Implementation of vertical measures is subject to ongoing review by staff.
- ▶ *Supports speed hump for residential street (2) (\*)*  
Implementation of vertical measures is subject to ongoing review by staff.
- ▶ *Would like to see landscaping (such as shrubs) incorporated (1).*  
Shrubs are not an option within existing programs and budgets, due to the cost of maintenance.
- ▶ *Agrees with the need for any and all narrowings (2).*  
Staff concur.
- ▶ *Should consider bike lanes (1).*  
Gladstone Avenue is the dedicated east west cycling route within the Centretown area.

## **1.2 Gladstone Avenue**

Input to the proposed modifications on Gladstone Avenue took place largely through two public Open House meetings (November 25 and 29, 1999, at the Jack Purcell Community Complex) along with all streets within the Centretown area scheduled for reconstruction in 2000.

The issue of vertical measures on Gladstone Avenue was largely debated and several comments made. Municipal Act Advertisement did not occur for vertical measures as implementation is not recommended. For all specific comments refer to the CSOC report dated March 8, 2000.

## **1.3 Argyle Avenue**

Input to the proposed modifications on Argyle Avenue took place largely through two public Open House meetings (November 25 and 29, 1999, at the Jack Purcell Community Complex) along with all streets within the Centretown area scheduled for reconstruction in 2000.

The issue of road width with various parking options was discussed. For all specific comments refer to the CSOC report dated March 8, 2000.

## 2.0 New Edinburgh Area

### 2.1 Ivy Crescent and Putman Avenue

Input to the proposed intersection modification took place largely through an informal on-site meeting with 4 residents. The Ward Councillor was also present. In addition, this modification was reviewed by NECA and support was granted for this initiative. Municipal Act Advertisement is currently underway. No objections have been received to date.

During an on-site meeting of April 27, 2000, the following issues were discussed:

- ▶ *Roadway Modification will create additional length in driveway, for the corner property, more maintenance ;*  
This is true, however, asphalt is being removed and green space is being created for corner properties. In addition, this design will further set back traffic and pedestrians from the proximity of the dwellings.
- ▶ *Will not be able to match paving stones on the driveway;*  
This is incorrect as the type and pattern of the paving stones will be matched; in addition, the paving stones will be removed on the existing driveway in order for a continuous slope to be achieved to the edge of the roadway.
- ▶ *No need to provide a shorter crossing distance for pedestrians as there are very few people crossing at this location;*  
The lengthy crossing distance is not conducive for pedestrians to cross at this location. The modified intersection with a shorter crossing distance will provide a safer environment for pedestrians from the existing conditions.
- ▶ *No need for change at intersection as there has not been any incidents in the past.*  
The existing design of the intersection does not meet current standards. This modification will provide for a safer intersection for pedestrians.

### 2.2 Springfield Road and MacKay Street

The proposed intersection narrowings were reviewed by NECA and support was granted for this initiative. These locations were identified as priority locations within the community.

Municipal Act Advertisement is currently underway. No objections have been received

## 3.0 Putman Avenue and Chapleau Avenue

Notifications will be sent out to the affected residents in the near future. In addition advertisement for four weeks in the local newspaper in accordance to the Municipal Act will also be carried out.

June 14, 2000

ACS2000-PW-LTB-0027  
(File: TYP3100/0201)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT4 - Rideau

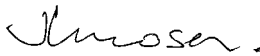
- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
- City Council / Conseil municipal

Action/Exécution

## 5. New Edinburgh Park Pathway Paving Parc du nouvelle Edinburgh - pavage

### Recommendation

That Council APPROVE the paving of a portion of the New Edinburgh Park pathway as shown in **Document 1**.



June 16, 2000 (12:21p)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works



June 19, 2000 (9:09a)

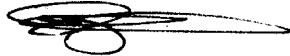
Approved by  
John S. Burke  
Chief Administrative Officer

DH:lf

Contact: Daphne Hope - 244-5300 ext. 1-3225

### Financial Comment

Subject to City Council approval, funds in the amount of \$25,000 are available in capital project 99085750 (Comprehensive Cycling Plan) and a new sub project 99085773 (New Edinburgh Park Pathway) will be opened accordingly.



June 15, 2000 (11:03a)

for Mona Monkman  
City Treasurer

JG:cds

## **Executive Report**

### **Reasons Behind Recommendation**

Staff have prepared this report in response to a proposed motion from Councillor Cannings for the implementation of a hard surface on a portion of the New Edinburgh Park pathway running between Beechwood Avenue/St. Patrick Street Bridge and the intersection of Stanley Avenue and Dufferin Road. The recommendation for the paving of the pathway is based on a multi-year rehabilitation plan for the New Edinburgh Park which has been prepared by a community group - Friends of the Park. Some community consultation has been done in conjunction with the preparation of the park plan. Staff have undertaken limited consultation with the Cycling Advisory Group to determine the cycling priority for this project.

### **Recommendation**

The New Edinburgh Park Rehabilitation Plan has been prepared by the community-based group - Friends of the Park. Friends of the Park represent residents of New Edinburgh who have an interest in developing the greenspace into a mixed use, natural setting which includes pathways and other recreational facilities. One of the recommendations contained in that plan is to implement a hard surface on the New Edinburgh Park pathway located from Beechwood Avenue/St. Patrick Street Bridge and the intersection of Stanley Avenue and Dufferin Road.

The pathway in question is currently stonedust and varies in width from 2.5 to 3.0 metres. In order to be consistent with current standards for multi-use recreational pathways, the pathway would be paved at a 3.0 metre width and would have a yellow centreline stripe. The paved portion would connect with the existing paved pathway under the St. Patrick Street Bridge as well as with the sidewalk at the intersection of Crichton Street and Beechwood Avenue.

This recommendation is consistent with the City of Ottawa Comprehensive Cycling Plan with respect to the section of pathway between the St. Patrick Street Bridge and the intersection of Stanley Avenue and Dufferin Road. This is included in the Bicycle Route Network and forms a natural extension of the paved multi-use recreational pathway which belongs to the National Capital Commission and follows the Rideau River up to the St. Patrick Street Bridge.

Further support for paving the pathway would be the enhanced access for individuals using mobility aids (i.e. wheelchairs, walkers). A paved surface would also distinguish the “cycling” pathway from the pedestrian pathway which is stonedust and follows the edge of the river from the bridge to the fieldhouse.

Although this is a new project, funding can be made available from the Comprehensive Cycling Plan account based on the proposed work estimated at \$25,000.

### **Environmental Impact**

This work is included on the MEEP automatic exclusion list - Appendix 2, Section I (e) Routine Repair and Maintenance.

### **Consultation**

The group, Friends of the Park, has carried out consultation with the residents of New Edinburgh through articles in the New Edinburgh News. An article appeared in the edition which included the complete multi-year plan for rehabilitation. To date, no objections have been received by Friends of the Park with respect to the proposal for paving the pathway. The plan has been adopted by the Board of Directors of the New Edinburgh Community Alliance which represents the interests of the residents of New Edinburgh.

An electronic survey was conducted of members of the Ottawa Cycling Advisory Group to determine the priority which they placed on this proposed project. On balance, it is not a high priority for them, however, they recognize the value of completing this section of the Bicycle Route Network.

### **Disposition**

Department of Urban Planning and Public Works - to implement the project, including pavement markings.

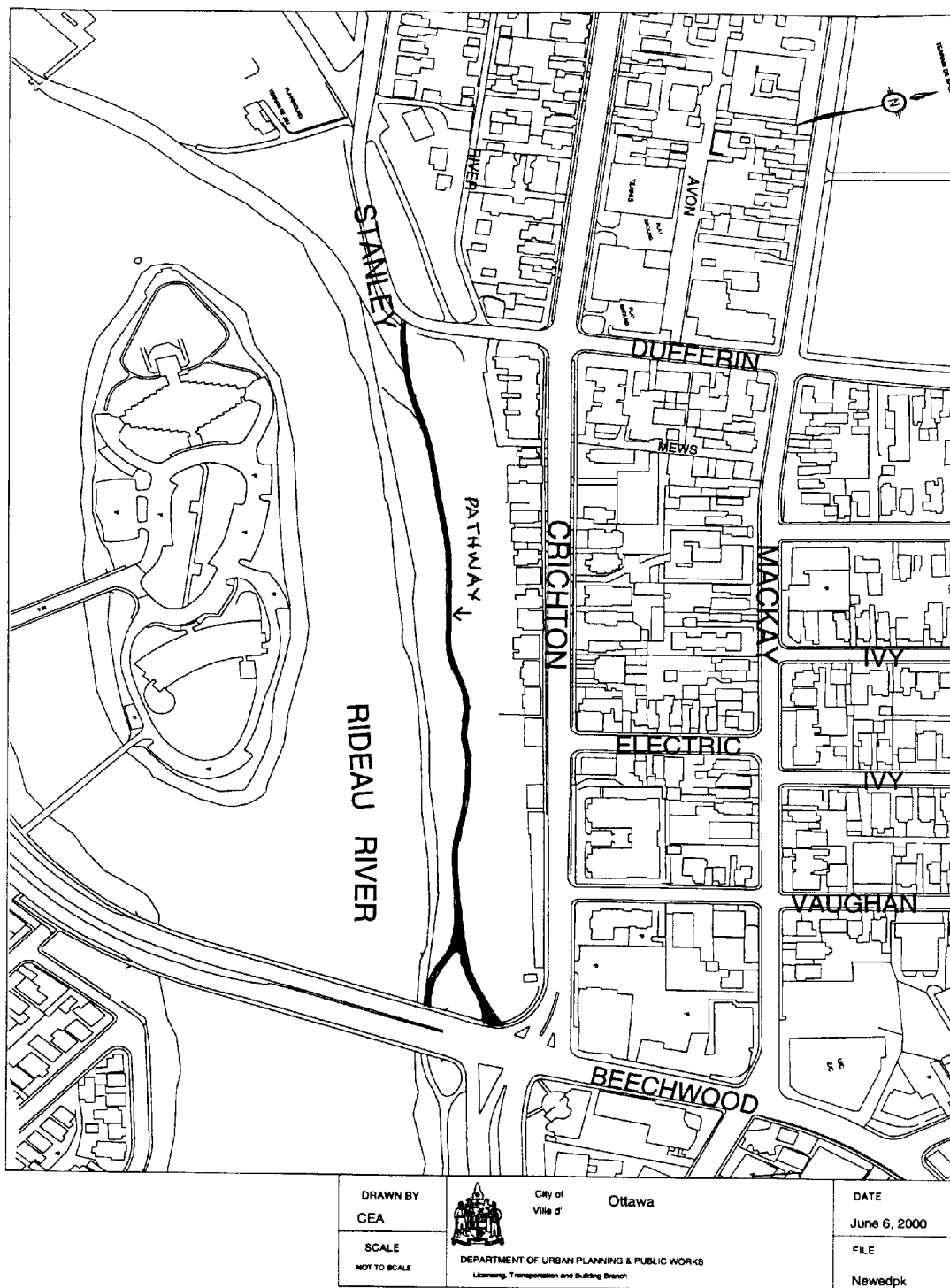
### **List of Supporting Documentation**

Document 1 - New Edinburgh Bicycle Pathway

## Part II - Supporting Documentation

### NEW EDINBURGH BICYCLE PATHWAY

Document 1



# Backgrounder

June 14, 2000

ACS2000-CM-FIR-0002

## 6. Glebe Fire Recommendations

### Incendie dans le Glebe - Recommandations

#### Issue

→ On November 7, 1999, an early-morning fire involving two residential buildings in the early stages of construction on First Avenue near Lyon Street in the Glebe destroyed 13 residences and caused more than \$6 million in damages.

→ On December 14, 1999, Council approved a motion directing staff to review and report back on the feasibility of installing temporary fire detection systems in buildings under construction. → A second motion asked that the Minister of Municipal Affairs and Housing be approached to amend the Ontario Building Code to require installation of heat and/or smoke detectors in all such buildings.

#### What's New

→ this report makes three recommendations:

- (1) that the City collaborate with the Canada Mortgage and Housing Corporation (CMHC) in a study to address the issue of fire safety in residential buildings under construction, particularly when adjacent to occupied premises (in-fill)
- (2) that the study include a consultation process with the residential construction and development industry, including the Ontario Fire Marshal's Office
- (3) that the findings and recommendations from the consultant's study be submitted to Council for further direction

#### Impact

→ adoption of the recommendations will ultimately improve fire safety at residential building sites which are adjacent to other premises

#### Contact

**Gary Richardson, Ottawa Fire Chief**  
798-8827

**Lucian Blair, Chief Communications Officer 244-5300, ext. 4444 - pager 780-3310**





June 14, 2000

ACS2000-CM-FIR-0002  
(File: VAA1100/300)

Department of Community Services

Ward/Quartier  
City Wide

- Community Services and Operations Committee / Comité des services communautaires et des opérations
- City Council / Conseil municipal

Action/Exécution

Interpretation/Interprétation

## 6. Glebe Fire Recommendations

### Incendie dans le Glebe - Recommandations

#### Recommendations

1. That the City of Ottawa enter into a partnership agreement with the Canada Mortgage and Housing Corporation (CMHC) to fund a study by an independent consultant, with expertise in the area of Building and Fire Codes, that would address the issue of fire safety in residential buildings under construction and in particular, when adjacent to occupied premises (in-fill).
2. That this study include a consultation process with the residential construction and development industry, including the Ontario Fire Marshal's Office.
3. That findings and recommendations from the consultant's study be submitted to Council for further direction.

June 15, 2000 (2:41p)

Janette K. Foo  
Commissioner of Community Services

June 16, 2000 (9:24a)

Approved by  
John S. Burke  
Chief Administrative Officer

GR:gr

Contact: Gary Richardson - 798-8827

## Financial Comment

Implementation of Recommendation 1 will result in an expenditure estimated at between \$20,000 and \$30,000. This amount will be comprehended within the existing operating budget for Fire Services.



June 16, 2000 (8:21a)

for Mona Monkman  
City Treasurer

ML:cds

## Executive Report

On Sunday, November 7, 1999 at 03:37 a.m., Ottawa Fire Services Branch received an alarm indicating that there was a fire on First Avenue near Lyon Street in the Glebe area. First arriving fire crews found a large, well advanced fire, involving two residential buildings in the early stages of construction. The fire had spread to neighbouring properties on both sides and to the rear of the structure(s) of origin. The fire would eventually destroy thirteen residential occupancies and cause in excess of six million dollars in damage.

### Ontario Fire Marshal's Report

At the request of Ottawa Fire Services and due to the size of this fire and the rapid spread involving adjacent properties the Office of the Ontario Fire Marshal conducted an extensive "Three Phase Fire Investigation Report".

Phase I specifically investigated the fire cause and it is the determination of the Fire Marshal's Office that the fire was incendiary.

Phase II of the report (Document 1) reviewed and reported on fire suppression efforts, fire ground effectiveness, communication and intervention time of the Ottawa Fire Services. As a conclusion to its report, the Fire Marshal's Office indicates that:

- i. 'Given the size and intensity of this fire and the close proximity of the houses in this development area the efforts of the Ottawa Fire Services in fire ground operations were appropriate'.

Phase III addressed the spread of the fire. In his report (Document 2), the Fire Marshal does not make any specific recommendations. After a comprehensive analysis regarding conformance with the Building and Fire Codes, which included the release of copies of all documents submitted in support of the building permit approvals to facilitate this review, the report simply lists the factors that had both positive and negative impacts on the outcome.

Positive factors include:

- a. effectiveness of the party wall fire separations in slowing interior fire spread;
- b. effectiveness of the Fire Service in responding to the fire call which was the main reason that the fire did not spread to additional buildings to the east and the west.

Negative factors include:

- c. the partial completion of the buildings involved in the initial fire;
- d. fire spread along the common roof of the buildings on Second Avenue;
- e. the limited Fire Service access to the back yards between First and Second Avenues;
- f. the delay in the fire being discovered, thus permitting significant fire growth and spreading.

Phase III of the report also mentioned that there was some evidence of fire suppression water shortage experienced on Second Avenue. This was due to the intensity of the fire and the corresponding extreme demand for water to support suppression activities; the Incident Commander resolved the issue by requesting the Hose Tender and using it to alleviate the water shortage. The report notes that efforts made to provide additional water supplies appeared to be effective. To respond to future potential water supply problems, the Ottawa Fire Services have already modified its current Incident Command Structure and now use an existing Ottawa Fire Services employee to implement and apply the Water Supply Officer concept.

### Council Motion

On December 14, 1999, a motion from Council was adopted which included a resolution directing staff to review and report back on the feasibility of installing temporary fire detection systems in buildings under construction (Document 3).

A review of existing technology in this area indicated that there was no system available that could meet the desired requirements. Extreme weather conditions, wireless connections, portability and hydro connections were a few of many problems that would need to be addressed to implement such an initiative. In addition, the necessity for construction workers to easily access any part of the building under construction to install wires and dry-wall, perform taping, painting and other related functions is most important and the installation of such a system would greatly limit their flexibility.

It is concluded therefore, that temporary fire detection systems for buildings under construction are not feasible at this time.

A second resolution of this motion directed that, upon the release of the Fire Service and the Fire Marshal's reports that the Minister of Municipal Affairs and Housing be requested to amend the regulations under the Ontario Building Code Act to require the installation of operational heat and/or smoke detectors in buildings under construction. Recommendations concerning this part of the motion are included in this report.

### Reasons Behind Recommendations

The second part of the Council-approved motion requested that at the earliest possible opportunity, before or following the release of all relevant Glebe Fire reports that 'the Ministry of Municipal Affairs and Housing be requested to amend the regulations under the Ontario Building Code Act to require the installation of operational heat and/or smoke detectors in buildings under construction'.

In order to comply with this part of the motion, Ottawa Fire Service awaited the final results of the Fire Marshal's report on the Glebe fire. Unfortunately, the report did not include any recommendation that would have addressed either the need or the necessity to have operational heat and/or smoke detectors in buildings under construction.

In the case of the Glebe fire, Phase III of the Fire Marshal's report indicates that radiant heat flux contributed to the burning of other residences. In a case where a single house is being built and there is no other residences nearby, the damage is normally limited to that one unit and there are minimal chances of someone dying should a fire occur. However, in the case of in-fill construction (construction adjacent to occupied premises), the consequences of a fire can be much more devastating as it happened with the Glebe fire and potential loss of life is substantially increased.

In its research to determine best fire prevention practices related to this issue, City of Ottawa staff contacted the Canada Mortgage Housing Corporation (CMHC). It is understood that some of the problems associated with the Glebe fire are not unique to the City of Ottawa. Both agencies agreed that the main area of concern in this case evolved around in-fill residential construction in the City. To this day, no specific research nor any recommendations have ever been developed to that effect. It requires extensive expertise in Building and Fire Codes as well as a thorough knowledge of residential development. As a result, the CMHC volunteered to assume a leadership role with this particular issue and hire, through a partnership agreement with the City of Ottawa, an independent consultant firm that would research possible fire prevention initiatives in cases of residential buildings under construction and in particular in-fill construction. Consultants would be required to survey the industry, collect input on the Fire Marshal's guidelines and other prevention measures and formulate specific recommendations on the matter. A formal report would then be submitted to Council. Upon consideration of the consultant's report, Council could request that the

Ministry of Municipal Affairs and Housing would be approached by the City of Ottawa to amend the regulation under the Ontario Building Code Act. It is expected that the financial contribution of the City of Ottawa to this partnership project would be in the neighbourhood of \$20,000 to \$30,000.

City of Ottawa staff also contacted the Fire Marshal's Office with respect to fire monitoring issues when a facility is under construction. They have developed a document called "Guidelines to Fire Prevention for the Residential Construction Industry". In this guideline, a series of initiatives are proposed to help ensure that construction sites are best protected against possible fire. It is felt that this guideline should be included and reviewed in the above CMHC study.

### Environmental Impact

N/A

### Consultation

#### **Office of the Fire Marshal (OFM)**

The Fire Marshal's Office carried out a full investigation of the Glebe fire and have provided reports/documents appended as Documents 1, and 2. Input from the OFM will also be solicited, as part of the recommended consultant's study.

#### **Urban Planning and Public Works (UPPW)**

The Fire Services Branch consulted with UPPW representatives with respect to this report and its recommendations. UPPW is in accord with the recommended actions.

#### **Canada Mortgage and Housing Corporation (CMHC)**

City of Ottawa Staff met with representatives of CMHC and there is agreement to share in a consultant's study to examine fire safety in buildings under construction, as recommended in this report.

#### **Office of the City Solicitor**

The Office of the City Solicitor has been consulted with respect to this report and will assist in recommended actions for a partnership agreement and in any future requests to the province for legislative changes, subject to Council approval of appropriate direction.

#### **The Residential Construction and Development Industry**

A formal consultation with the Residential Construction and Development Industry is planned as part of the recommended consultant's report.

## **Disposition**

### Recommendation 1:

Fire Services, Buildings Branch and Planning Branch will work with the Office of the City Solicitor to prepare a partnership agreement with Canada Mortgage and Housing Corporation for the purpose of commissioning a consultant's study.

Fire Services, Buildings Branch and Planning Branch will participate in setting up the study, monitoring progress and assessing the results.

### Recommendation 2:

Fire Services will ensure that the terms of reference for the study include consultation with the Residential Construction and Development Industry and the Ontario Fire Marshal's Office.

### Recommendation 3:

Fire Services will report back to Council on the consultant's study results and recommendations.

## **List of Supporting Documentation**

- |            |                                                                                                                                                                                                  |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Document 1 | Ontario Fire Marshal's Report (Phase II) - Fire Suppression Efforts, Fire Ground Effectiveness, Communication and Intervention Time of the Fire Department (attachments on file with City Clerk) |
| Document 2 | Ontario Fire Marshal's Report (Phase III) - Spread of the Fire. (Reference Photo's and Drawings SK1 and SK2 on file with City Clerk)                                                             |
| Document 3 | Motion Approved by Council on December 14, 1999                                                                                                                                                  |

## Part II - Supporting Documentation

Document 1

**Ministry of the  
Solicitor General**
Office of the  
Fire MarshalPlace Nouveau Building  
7th Floor5775 Yonge St.  
North York ON M2M 4J1

Telephone: (416)

Facsimile: ~~XXX~~ 530-2200

(613) 530-2210

**Ministère du  
Solliciteur général**
Bureau du commissaire  
des incendiesÉdifice Place Nouveau  
7<sup>e</sup> étage5775 rue Yonge  
North York ON M2M 4J1

Téléphone: (416)

Télécopieur:



March 14, 2000

**Occurrence No.:** 2-99-0688  
**Regional Occur. No.:** 112-030-99  
**Engineering File No.:** FE-9022

**RE: ENGINEERING REPORT ON FIRE EVALUATION**

<b>Location</b>	290, 290A, 290B First Ave., Ottawa (Southeast Region)
<b>Alarm</b>	November 7, 1999
<b>FPA</b>	Haylow, F.
<b>Submitted by:</b>	Frank Haylow

“THE GLEBE FIRE”

Scope of Investigation:

On direction of Operations Manager Paul Leslie, I responded to the above location on November 8<sup>th</sup> leaving Midhurst at approximately 11:30 A.M. and arriving in Ottawa at approximately 19:00 hours. My instructions were to review and report on fire suppression efforts; fire ground effectiveness, communications and intervention time.

Report Information:

As my arrival on scene was much later than when the fire occurred, the information for this report comes from written statements of the fire suppression crews and interviews with the Incident Commander and some of the other officers and staff who were on the fire scene.

Initial Call and Response:

The fire was first reported through 9-1-1 at 3:37:04 from a caller located at 315 Holmwood Ave., Apartment 818. This address is a number of blocks away from the actual fire scene. Ottawa Fire according to their Incident Work Sheet received the call at 3:37:57 and dispatched fire apparatus to First Avenue. The first vehicle to report on location was Pump 10 at 3:42:06 and reported “*a three door row under construction, 2 units fully involved within a working fire*”. The Incident Commander Dave Butcher was the next fire vehicle on scene at 3:42:22 and confirmed with dispatch that he would be First Avenue Command. At approximately 03:48 the Incident Commander requested another District Chief to respond to Second Avenue to take control of operations for that sector. At 03:51, a 2nd Alarm was initiated and a 3rd. Alarm at 04:07:27. The Fire Chief, Executive Chief, two District Chiefs and one Platoon Chief responded as well as 16 fire apparatus were assigned to this fire.

10 - Pumpers	1 - Rescue Truck
2 - Aerials	1 - Hose Tender
1 - Platform	1 - Supply Tender

Incident Overview:

The fire, at 290 and 290 A & B, as stated above initially started in a house(s) under construction and spread to occupied homes on either side and to 8 houses to the rear on Second Avenue. The fire spread occurred in a very short time span due to the uncompleted stage of the house construction. Upon arrival of the fire department the buildings were in a free burning stage and well involved. At the time of the fire there was a wind out of the northwest at approximately 22km/hr, which would carry the fire to the homes approximately 50 feet away on Second Avenue. The homes on either side of the original fire ignited from radiant heat produced by 290, 290A and 290B First Avenue. Suppression efforts from the rear of the buildings were hampered by the lack of accessibility and the intense heat caused by the radiation from the fire.

Protection of exposures was a priority. One such exposure was an old 4 story School Board building to the southeast of the main body of fire. This building was being renovated to condominium units and was particularly vulnerable to ignition due to exposed combustibles. There were many reports of sparks and embers landing on other structures in the area beyond the buildings immediately adjacent to the fire. Ambulance personnel responding to the fire area reported that house fires were starting on Third Avenue, two blocks from the main incident. These reported fires were extinguished by incoming crews, who were then reassigned.



### Fire Ground Operations and Communications:

According to the Ottawa Fire Run Sheet the initial response consisted of 3 Pumpers, 1 Rescue, 1 Aerial and 1 Chiefs Car. Pump 8 was also dispatched to act as a Rapid Intervention Crew. Chief of Communications Ross White informed me that the dispatcher has the authority to send additional fire apparatus if there are a sufficient number of calls for one address and information provided by the callers indicates a serious situation.

Pump 10 and Rescue 10 arrived from the east side of the fire, Pump 10 did not catch a hydrant, first stopping directly in front of the fire then pulling farther to the west to avoid the intense heat. Command (Car 25) who arrived shortly after, requested more “rigs” then directed Pump 2A, which was coming from the west to lay a line into Pump10. Shortly after arrival (03:45:01) Rescue 10 informed Command of a possible Code1 (rescue) at 292 First Avenue. Firefighters from the Rescue Truck and 2 Truck entered the residence and rescued a teenage girl from the second story of the house. One of the firefighters involved in the rescue reported that he could see the houses to the rear, burning when he looked out the rear windows of the house at 294 First Avenue.

At 03:47:28 3B Pump reported on scene to Command and advises that they had a hydrant water supply and the back of the homes on Second Avenue (3 Door Row) are fully involved. During my interview with the officer of 3B Pump, he informed that fire was coming out the front entrance doors of 3 of the units on Second Avenue upon arrival.

Many of the 16 fire apparatus including the 3 elevating devices and their crews were assigned to protect exposures. The exposures were to the West, East, and Southeast, however the 4 story building was the main threat as it was under renovation and many areas of the roof were only plywood. Once additional fire crews were on scene, the fire did not spread to other exposures that were not already involved.

Intervention time by the Ottawa Fire Dept. was less than 5 minutes from time of notification.

### Water Supply:

Some pumpers reported shortages of water during the fire. The Incident Commander did request the Hose Tender to respond and alleviate the water shortage. The problem was remedied quickly and did not impact on the outcome of the fire. Hydrants from numerous streets were used during the fire. The water main sizes were from 6 inch on First Avenue, 8 inch on Lyon Avenue, 12 inch from Bank Street to a 24 inch on Bronson Avenue. The position of Water Supply Officer, a recognized function in standard Incident Command Systems, may be considered for future fires where significant water supply may be required or at incidents where a Second Alarm or greater is indicated.

Summary:

The major factors that affected the fire ground operations and the eventual suppression of the fire are as follows:

1. The time of the fire was during the night when most occupants of adjacent properties were asleep and there were no workers or security present in the buildings under construction. The fire grew undetected for a period of time due to the uninhabited state of the building and time of day resulting in a well-developed fire prior to the notification and arrival of the Fire Department.
2. The fire occurred in two separate buildings that were under construction causing fire to spread more rapidly through large areas of exposed combustible framing.
3. The lack of non-combustible cladding on the exterior of the buildings caused the fire to penetrate the exterior walls more quickly causing very high levels of radiant heat transmission. This caused a more rapid spread of fire to adjacent buildings and suppression was made more difficult due to the intense heat.

Given the size and intensity of this fire and the close proximity of the houses in this development area the efforts of the Ottawa Fire Department in fire ground operations and suppression was appropriate.

See Attachments:

1. Run Sheet
2. Transcript
3. 9-1-1 Printout
4. Water Main Maps

c:\Data\FE-9022

**Ministry of the  
Solicitor General**Office of the  
Fire MarshalPlace Nouveau Building  
7th Floor  
5775 Yonge St.  
North York ON M2M 4J1  
Telephone: (416) 325-3100  
Facsimile: (416) 325-3213**Ministère du  
Solliciteur général**Bureau du commissaire  
des incendiesÉdifice Place Nouveau  
7<sup>e</sup> étage  
5775 rue Yonge  
North York ON M2M 4J1  
Téléphone: (416)  
Télécopieur:

March 8, 2000

Engineering File No. Investigation Occurrence #112-030-99 and 112-031-99  
FE-9022 ; HQ #2-99-0688 and #2-99-0703

<b>Facility Address:</b>	290, 290A-B First Ave., Ottawa, Ontario 237-247 and 251-253 Second Ave., Ottawa, Ontario
<b>Occurrence Date and Time:</b>	November 7, 1999; 03:37:57 hrs.
<b>Date of Investigation:</b>	November 9, 1999
<b>Staff Name:</b>	Kim Bailey

An investigation was made by this engineer on November 9, 1999, as part of a phase 3 investigation of a fire that included buildings at 288, 290, 290A, 290B and 292 First Avenue, and 237, 239, 241, 243, 245, 247, 251, 253, 257 and 259 Second Ave., Ottawa, Ontario. The fire appears to have initiated in the buildings at 290, 290A and 290B First Ave.

**1. PROPERTY DESCRIPTION****(a) Construction Details:**

The site of this November 7, 1999 multi-building fire is centrally located in the residential portion of the Glebe area of Ottawa. The buildings involved in the fire included three detached dwelling units and a semidetached building with two dwelling units on First Ave. and two semidetached buildings, one with 6 dwelling units and one with 4 dwelling units, on Second Ave. (See Drawing SK-1 and SK-2) The First Ave. buildings are spaced approximately 15 to 18 metres from the Second Ave. buildings. The four First Ave. buildings involved in the fire were spaced 2.4 to 3.6 metres from each other. The 6-unit building on Second Ave. was spaced approximately 5.5 metres from the 4-unit building.

The 105 m<sup>2</sup> building at 290 First Ave. was a detached three-storey (with basement) single-family residential dwelling in the advanced stage of construction. Framing, window installation, roof shingling, interior drywall, electrical wiring and exterior styrafoam insulation was completed. Brick facing, interior cabinetry, carpeting and/or hardwood flooring, and door hanging was not completed. Power was provided to this building.

The building that included both 290A and 290B First Ave. consisted of two three-storey (plus basement) semi-detached single-family dwelling units of combustible construction. The building was in the advanced stage of construction, however exterior walls had not advanced beyond exposed waferboard and installed windows. Interior drywalling, cabinetry, carpeting and/or hardwood flooring had not been installed, or doors hung. Power was not provided to this building.

The 102 m<sup>2</sup> building at 288 First Ave. and 105 m<sup>2</sup> building at 292 First Ave. were 2½ and 2 storeys (plus basement) in height respectively. Each was a detached single-family dwelling of combustible construction. The building at 288 First Ave. had a brick exterior facing, while the building at 292 First Ave. had a mixture of brick and exterior facing. These two buildings were previously constructed and occupied.

The 464 m<sup>2</sup> building that included 237 to 247 Second Ave. consisted of six 3-storey attached single-family dwelling units of combustible construction located above a common parking area in the basement. The building was of wood-frame construction with exterior wood and brick facing and interior drywall finish (Photo #14). The peaked roof is of wood construction with asphalt shingles. This building was previously constructed and fully occupied.

The building that includes 251 to 259 Second Ave. consists of two separate 3-storey semi-detached single-family dwellings (4 dwelling-units in total) of combustible construction, located above a common basement parking garage. The building was of wood-frame construction with exterior wood and brick facing and interior drywall finish (Photos #42 to 44). The peaked roof is of wood construction, with asphalt shingles. These buildings were previously constructed and fully occupied.

(b) Occupancy Description:

The buildings at 290 and 290A-B First Ave. were not as yet occupied. The buildings at 288 and 292 First Ave. were fully occupied single-family residential occupancies.

All buildings involved in the fire on Second Ave. had residential occupancies. Each dwelling unit has a livingroom, diningroom and kitchen on the ground floor, 2 or 3 bedrooms on the second floor and a bedroom on the third floor (Photos #17 to 24, 36 to 41, 46 to 52). The basement was separated into a private space for each dwelling unit that included service and storage rooms, and a parking spot (Photos #21, 57). The remainder of the basement areas of these two buildings included common areas that provided access to the private parking areas (Photos #8, 28 to 30, 58 to 60).

(c) Containment:

Dwelling-units in all attached and semi-detached buildings were separated from each other by party wall fire separations designed to provide a minimum 1-hr fire-resistance. These dwelling-unit separations consist of staggered wood studs with insulation batting and gypsum wallboard on each side, extending from the first to the third floors (Photos #12 and 13, 54 and 55). The 1 hr. fire resistance rated partywall fire separation extended into the attic space and soffit space to separate the dwelling-units. Dwelling unit fire separations are carried through to the basement non-common areas with the use of minimum 8 in. thick poured concrete walls.

The ground floor of each dwelling unit in the Second Ave. attached and semi-detached buildings were separated from the vehicle parking and common basement areas by a combustibile floor assembly with fire separation having a minimum 1½-hr fire-resistance (Photos #9 to 11). The basement portions of each dwelling unit were separated from the vehicle parking and common areas of the basement by fire separations with a minimum 1½-hr fire-resistance. Doors with a 1½-hr. fire-protection rating, in steel frames, are provided between basement parking areas and the basement living areas of each dwelling unit (Photos #56). These doors are provided with self-closing and latching devices.

(d) Means of Egress:

The Second Ave. 6-unit townhouse building and 4-unit semi-detached building were provided with two exits from their respective common basement areas. These exits are marked with internally illuminated exit signs (Photos #58 and 59).

Each dwelling-unit of the 6-unit and 4-unit buildings were provided with two means of exiting on the first floor; through principal entrance door and door leading to the backyard deck. Large openable windows are also provided on the third floor of each unit. (Photos #14, 32, 43, 44).

(e) Detection and Communication Systems:

Fire alarm systems were not provided in any of the First Ave. or Second Ave. buildings. It appears that all dwelling units in the 6-unit and 4-unit Second Ave. buildings were provided with hard-wired interconnected smoke alarms on all levels. Fire detection in the basement parking areas of both buildings was not provided. No information was available on the installation of smoke alarms in 288 and 292 First Ave.

(f) Other Relevant Information:

The fire investigation was done by Mr. Jim McBride of the OFM. (Investigation No. 112-30-99 and 112-031-99). A separate evaluation was carried out by Mr. Frank Haylow, Fire Prevention Advisor Supervisor of the OFM on fire suppression efforts, fire ground effectiveness, communications and intervention time of the Ottawa Fire Department.

Approved construction drawings were obtained from the Ottawa municipal building department for the buildings at 290, 290A and 290B First Ave., and 237 to 259 Second Ave.

## 2. OCCURRENCE INFORMATION

### (a) Incident Details:

At approximately 3:37 a.m. an initial call was made to the fire department of a fire in a house in the First Ave.-Bank Street area. The fire department received subsequent calls from different callers reporting fires on First Ave. and Second Ave. The first vehicles of the fire department arrived on First Ave. at approximately 3:42 a.m. to well developed fires at 290 and 290A-B First Ave. The fire department initiated suppression, and search and rescue activities. Additional arriving fire department vehicles contributed to fire suppression, rescue and exposure protection activities on First and Second Ave. Investigation carried out by Jim McBride of the OFM indicates that the fire initiated in two separate buildings under construction at 290 and 290A-B First Avenue.

The fire appears to have developed quickly and spread to envelop buildings at 290 and 290A-B First Ave. Firespread continued to the east and west to include the adjacent occupied buildings at 288 and 292 First Ave., and southward to include first the wood fencing and then the 6-unit building at 237-247 Second Ave. Fire also spread to the east corner of the semi-detached dwelling unit at 251-253 Second Ave.

Fire spread throughout all levels of the dwelling-units at 239 to 247 Second Ave., and into the third floor and attic space of 237 Second Ave. Fire spread throughout the third floor and attic space of 251 and 253 Second Ave. and partially into the first and second floors of 251 Second Ave. Fire suppression activities prevented the fire from spreading to the first and second floors of the dwelling units at 237 and 253 Second Ave., the east side 4 storey condominium building undergoing renovations on Second Ave. and the west side semi-detached dwelling units at 257-259 Second Ave.

Additional small fires ignited in several neighbourhood properties down-wind of the main fire from burning embers, but were quickly extinguished by the fire department.

### (b) Extent of Damage:

The buildings at 290 and 290A and B First Ave. were mostly consumed by the fire (Photos #3 to 7). The buildings at 288 and 292 First Ave. were extensively damaged and had to be demolished to prevent structural collapse.

The 6-unit building at 237-247 Second Ave. was mostly consumed by the fire with the exception of 237, which has extensive fire damage to the 3<sup>rd</sup> storey and roof (Photos #1, 2, 8 to 11). The remainder of this end unit has heavy smoke and water damage with some minor fire damage (Photos #17 to 29). Some peripheral fire damage also occurred to north-side exterior of this unit (Photos #12 to 14).

The semi-detached dwelling unit at 251 Second Ave. received extensive fire damage to all areas except the basement (Photos #31 to 41). The unit at 253 Second Ave. had extensive fire damage to the 3<sup>rd</sup> storey and roof (Photos #44, 51 to 55). The remainder of this unit received heavy water and smoke damage (Photos #46 to 51). Some peripheral fire damage also occurred to north-side exterior of this unit (Photos #44, 45).

### 3. ANALYSIS

(a) Ontario Building Code (OBC) Compliance Assessment:

#### Construction -

The 464 m<sup>2</sup> six unit building at 237 to 247 Second Ave. along with the 4 unit building at 251 to 259 Second Ave. plus the three buildings on First Ave. are all OBC Part 9 buildings. Article 9.10.8.1. of the OBC allows residential buildings to be of combustible construction with floor assemblies provided with a minimum fire-resistance rating of 45 min. Sentence 9.10.9.4.(2) however indicates that floor assemblies within dwelling units are not required to be fire separations. This is consistent with the design of all buildings involved in the fire on Second Ave. and 290 and 290A-B on First Ave.

#### Egress -

Sentence 9.9.9.1.(2) allows a travel limit in excess of 1 storey in a dwelling unit in order to access an exit or egress door, under the conditions that

- a. one dwelling unit is not located above another, and
- b. an openable window or door providing an unobstructed opening of not less than 1000 mm in height and 550 mm in width and located so that the sill is not more than 1000 mm above the floor and 7.0 m above adjacent ground level.

The recently constructed three storey buildings were designed to this egress criteria.

#### Fire Separations -

Sentence 9.10.9.14.(1) requires dwelling units that contain 2 or more storeys including basements shall be separated from the remainder of the buildings by a fire separation having a fire-resistance rating of not less than 1 hr. All dwelling units in the 4- and 6-unit townhouse building on Second Ave. were designed to this criteria.

Sentence 9.10.9.14.(2) requires a fire separation with a minimum fire-resistance rating of 1 hr. located between storage garages containing no more than 5 vehicles and other occupancies. This is provided for the floor assembly between the basement common garage area and the dwelling units in the 4- an 6-unit townhouse buildings on Second Ave.

Sentence 9.10.9.16.(3) allows a storage garage that serves only the dwelling unit to which it is attached or built in, to be considered part of that dwelling unit and not requiring a fire-rated fire separation located between it and the remainder of the dwelling unit, as long as an effective barrier against gas and exhaust fumes is provided and the door between is weather-stripped and provided with a self-closer. This was the proposed design in the buildings at 290 and 290A-B First Ave.

Sentence 9.10.11.2.(1) indicates that a building with a residential occupancy in which no dwelling unit is located above another, a party wall on the property line between the dwelling units need not be constructed as a firewall provided it is constructed as a fire separation having not less than a 1 hr. fire-resistance rating. Sentence 9.10.11.2.(2) also requires the wall in Sentence (1) shall be continuous from the top of the footings to the underside of the roof deck. This is consistent with the design of the 4- and 6-unit townhouse buildings on Second Ave.

#### Exposure -

Sentence 9.10.14.12.(2) allows for buildings containing only dwelling units, in which there is no dwelling unit above another, to have the exposing building face with a fire-resistance rating of no less than 45 min., where the limiting distance is less than 1.2 m. As well, if the limiting distance is 600 mm or greater then the exterior cladding can be a combustible material. The exposing building faces on the buildings at 289, 290, 290A-B and 292 First Ave. are, for the most part, no closer than 1.2 m from the property line. However, a portion of the east and west exterior walls on 290A-B First Ave. are within 700 mm of the property line. This exterior wall portion was designed to have a minimum 45 min. fire-rating and a combustible cladding.

Sentence 9.10.14.12.(4) requires glazed areas in exposing building faces to not be allowed if the limiting distance is less than 1.2 m and be in conformance with Table 9.10.14.1. where the limiting distance is 1.2 m or greater.

#### Actual Building Design -

- c. Calculations indicate that the proposed design of unprotected window openings on the south side of the buildings at 290 and 290A-B First Ave. are in conformance with Table 9.10.14.1.
- d. Calculations indicate that the proposed design of unprotected window openings on the north side of the 6-unit and 4-unit townhouse buildings on Second Ave. are in conformance with Table 9.10.14.1.
- e. Calculations indicate that the proposed design of unprotected window openings on the east side of 251 Second Ave. is in conformance with Table 9.10.14.1.



- f. Calculations indicate that the proposed design of unprotected window openings on the west side of 247 Second Ave. is in conformance with Table 9.10.14.1.
- g. Calculations indicate that the proposed design of unprotected window openings on the east side of 292 First Ave. is in conformance with Table 9.10.14.1.
- h. Calculations indicate that the proposed design of unprotected window openings on the west side of 290B First Ave. is in conformance with Table 9.10.14.1.
- i. Calculations indicate that the proposed design of unprotected window openings on the east side of 290A First Ave. is in conformance with Table 9.10.14.1.
- j. Calculations indicate that the proposed design of unprotected window openings on the east and west side of 290 First Ave. is in conformance with Table 9.10.14.1.

Sentence 9.10.14.13.(1) does not have any restrictions on how close combustible projections, such as eave projections, on buildings with 1 and 2 dwelling units are to the property line or to combustible projections on another building. Combustible eave projections between 290 and 290A First Ave. and between 292 and 290B First Ave. are approximately 600mm from the property line and 1200mm from each other.

#### Fire Alarm Systems -

Sentence 9.10.17.(2) indicates that a fire alarm system is not required in a residential occupancy where each suite has direct access to an exterior exit facility leading to ground level. The 4-and 6-unit townhouse buildings both satisfy this criterion for not requiring a fire alarm system.

#### Smoke Alarms -

Article 9.10.18.1. requires smoke alarms to be provided in each dwelling unit.

Article 9.10.18.2. requires smoke alarms on each level of a dwelling unit, including basement.

Article 9.10.18.3. requires smoke alarms to be hardwired.

Article 9.10.18.4. requires smoke alarms to be interconnected where more than one is required in a dwelling unit.

It appears that all recently completed buildings between 237 and 253 Second Ave. were provided with smoke alarms in conformance with the Building Code.

(b) Factors that had a Positive Impact on the Outcome:

The party wall fire separations between fully-attached and semi-detached units in the Second Ave. buildings appeared to have been somewhat effective in slowing interior fire spread between adjacent units, however this did not slow down exterior fire spread along the common asphalt-shingled roof.

An effective response by the fire department was the main reason that the fire didn't spread to additional buildings to the east and west. Lack of strong winds (22 k/hr. from the northwest) assisted in the fire department's success in preventing additional fire spread.

(c) Factors that had a Negative Impact on the Outcome:

The partial completion of the buildings at 290 and 290A-B First Ave. had a major negative impact on fire spread during this fire incident. The combined radiant heat flux of burning exposed wood and styrafoam insulation, where provided, on the north face of these two buildings was more than enough to cause ignition of combustible wood exterior facing materials on the south side of the building at 237-247 Second Ave. If the buildings under construction had the exterior wall finished with brick-facing as called for by the building plans, the radiant heat flux would have been significantly reduced to the point where it is unlikely to have ignited the exterior wood facing materials on the buildings at 237-247 Second Ave.

Fire spread amongst fully attached and semi-detached buildings on Second Ave. was rapid along the common roof. As well, it appears that exterior aluminum roof soffits all along the south exposed face of these buildings, allowed fire penetration into each unit's fire-separated attic space. Fire spread into the attic space of each unit made it difficult for fire department suppression of the flames.

It appears that the fire department had limited access to the backyard area between the buildings on Second Ave. and First Ave. due to the fencing that separated the properties and the extreme heat flux encountered shortly after their arrival. This limited how close they could get to the buildings to provide exposure protection using hosestreams. The total heat flux in the backyard area as a result of well developed fires at 290, 290A-290B First Ave. and 239 to 251 Second Ave. is estimated at 41.0 kW/m<sup>2</sup>. The radiant heat flux within 50 to 60 feet immediately to the east or west of this backyard area likely ranged from 12 to 50 kW/m<sup>2</sup> depending on the wind direction. These high flux levels would have impacted significantly on fire suppression operations (see Radiant Heat Flux Factors in Appendix A).

The delay in the fire being discovered allowed significant fire growth and spread before the fire department arrived. It appears that 290 and 290A-B First Ave., and the 4 and 6 unit townhouse buildings on Second Ave. were already significantly involved in the fire by the time the fire department arrived.

There is also evidence of fire suppression water shortage experienced on Second Ave., but efforts made to provide additional water supplies appeared to be effective.

(d) Mechanisms for Fire and Smoke Spread:

The fire spread between the buildings initially involved in the fire (290 and 290A-B First Ave.) and the adjacent First Ave. dwelling units (288 and 292) was principally due to radiant and convection heat flux due to their close proximity to each other. The fire spread from the First Avenue buildings to the Second Avenue 6-unit and 4-unit buildings was principally due to radiant heat flux igniting exterior wood facing and interior combustibles through windows facing north.

**4. CONTACTS**

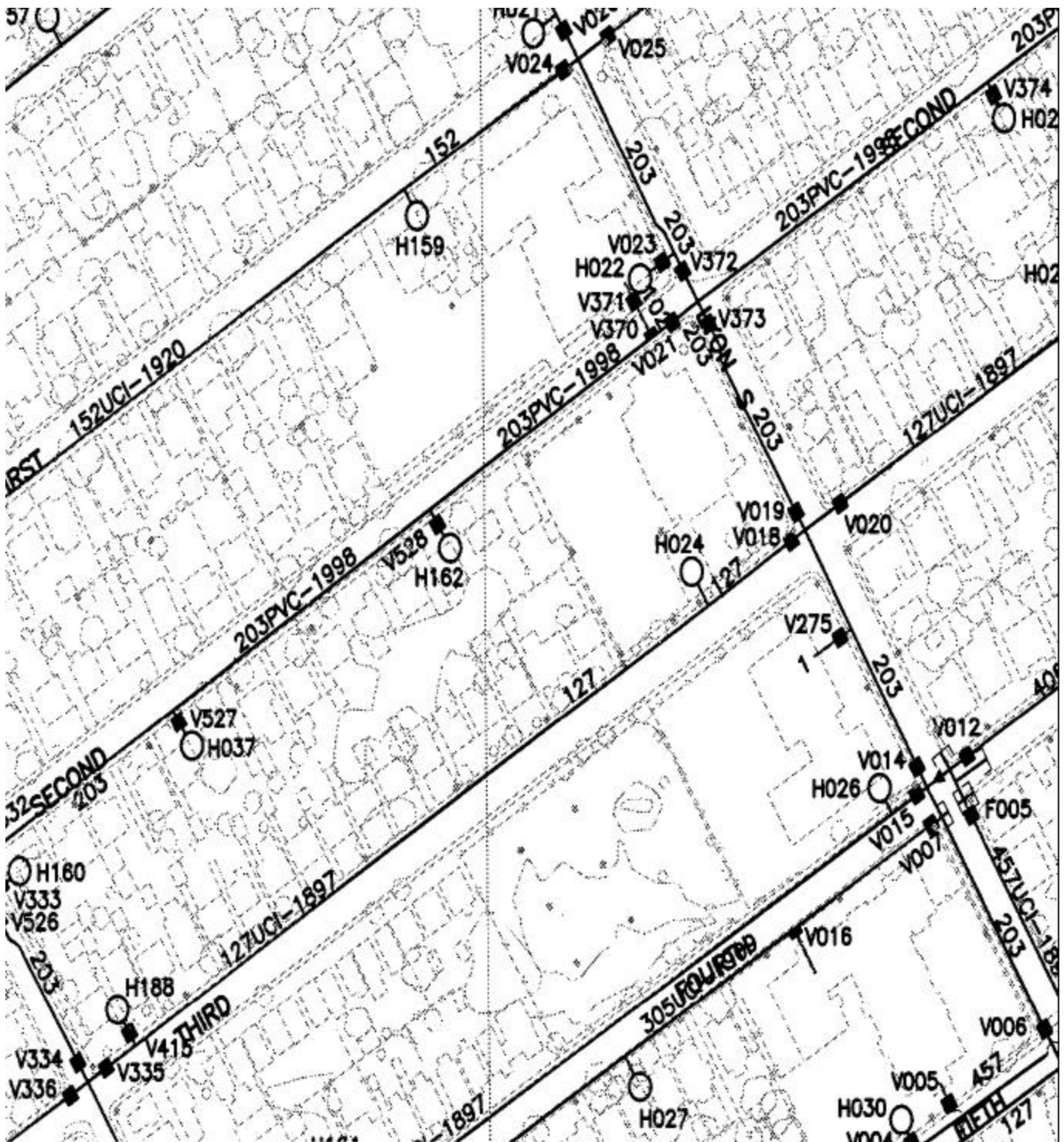
The building at 290A-B First Ave. was owned by 924338 Ontario Limited. The building at 290 First Ave. was owned by Barry J. Hobin & Associates Architects.

Respectfully submitted,

Kim R. Bailey, P. Eng.  
Fire Protection Engineer  
Fire Safety Standards Section

c:\document

Area Location Map



## APPENDIX A

Radiant Heat Flux Factors

## 1. Documented Effects of Thermal Radiation:

- Pain after 3 sec. skin exposure - 10.4 kW/m<sup>2</sup>
- Volatiles from wood may ignite by pilot after prolonged exposure - 12.5 kW/m<sup>2</sup>
- Blistering of skin after 5 sec. - 16.0 kW/m<sup>2</sup>
- Volatiles from chipboard may ignite by pilot after prolonged exposure - 18.0 kW/m<sup>2</sup>
- Wood ignites spontaneously after prolonged exposure - 29.0 kW/m<sup>2</sup>
- Fibreboard ignites spontaneously in 5 sec. - 52.0 kW/m<sup>2</sup>

## 2. Calculated Heat Flux Conditions During Glebe Fire:

- Heat flux from south side of 290 First Ave. under fully developed fire Conditions, on north face of 6-unit building on Second Ave. (50 ft. distance). 7.3 kW/m<sup>2</sup>
- Heat flux from south side of 290A and 290B First Ave. under fully developed fire conditions, on north face of 6-unit building on Second Ave. and 251 Second Ave.(60 ft. distance) - 13.4 kW/m<sup>2</sup>
- Total heat flux received by 237-247 and 251 Second Ave. from fully developed fire in 290 and 290A-B First Ave. - **20.7 kW/m<sup>2</sup>**
- Total heat flux on east side of 251 Second Ave. from west side window openings of 247 Second Ave. (approx. 18 ft. distance) - 3.9 kW/m<sup>2</sup>

## 3. Hypothetical Heat Flux Conditions if 290 and 290A-B First Ave. Buildings Completed:

- Heat flux from window openings only from south side of building at 290 First Ave. (assumes exterior walls have noncombustible facing) - 2.3 kW/m<sup>2</sup>
- Heat flux from window openings only from south side of buildings at 290A and 290B First Ave. (assumes exterior walls have noncombustible facing) - 4.6 kW/m<sup>2</sup>
- Total heat flux from south side window openings only from buildings at 290 and 290A-B First Ave. (assumes exterior walls have noncombustible facing) - **6.9 kW/m<sup>2</sup>**

## Document 3

City of Ottawa - Response to Request of a Council Member  
 Ville d'Ottawa - Réponse à une demande d'un membre du Conseil

---

 FROM/EXP.:

DATE:

December 14, 1999

 Motion/Motion
 

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Moved by Councillor Berg

Seconded by Councillor Arnold

**WHEREAS** the Glebe fire of November 7th, 1999 has demonstrated the threat presented by fires in unoccupied, unattended buildings under construction;

**AND WHEREAS** the safety and security of life and property in the built environment surrounding such infill construction is an important factor requiring further consideration in provincial building codes and City of Ottawa by-laws,

**AND WHEREAS** infill construction is a growing popular housing trend that is approved and encouraged in the City of Ottawa and the Region of Ottawa Carleton official plans,

**AND WHEREAS** there is no provision for the posting of security personnel or smoke or heat detection devices, during residential infill construction under the provincial building codes or City of Ottawa by-laws; and therefore no current provision for City of Ottawa by-law and building inspection staff to enforce against the lack thereof,

**AND WHEREAS** in the case of the Glebe Fire it seems evident that regardless of cause, a major factor in the spread of the fire was its ability to reach a critical mass and radiant capacity before it was detected and reported,

**THEREFORE BE IT RESOLVED** that appropriate City staff be directed to review and report back on the feasibility of existing and developing technology on temporary fire detection systems which could be installed in buildings under construction,

**AND FURTHER BE IT RESOLVED** that at the earliest opportunity before or following release of the Fire Department report and the Fire Marshall's report and other relevant reports on the Glebe Fire, that the Minister of Municipal Affairs and Housing be requested to amend the regulations under the Ontario Building Code Act to require the installation of operational heat and/or smoke detectors in buildings under construction.

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June 8, 2000

ACS2000-CV-ENV-0004  
(File: ACS1300)

Environmental Advisory Committee

Ward/Quartier  
City Wide

- Community Services and Operations Committee / Comité des services communautaires et des opérations
- City Council / Conseil municipal

Action/Exécution

## **7. Environmental Advisory Committee - 1999-2000 Annual Report and 2001 Objectives**

**Comité consultatif sur l'environnement - rapport annuel de 1999-2000 et les objectifs de 2001**

### **Recommendations**

1. That the 1999/2000 Annual Report, as detailed in Document 1, be received.
2. The Committee recommends that the objectives for 2001 be approved.
3. That the accompanying resource requirements, as described in this submission be considered in the 2001 Budget and be made available to Council as part of the budget documentation



June 8, 2000 (4:02p)

Gary Ludington  
Chairperson

AS:cl

Contact: Carole Langford - 244-5300 ext. 1-3617  
Adrienne Scott - 995-3708 ext. 6239



## Financial Comment

Funds for the Environmental Advisory Committee base budget of \$ 2,000 are currently provided for in account 2231931 in the Department of Corporate Services 2000 approved Operating Budget. Further, EAC has received an additional \$ 1,700 from the unallocated bulk provision of \$ 10,000 provided in account 2231911 as approved during budget deliberations of January 17, 2000.

On April 5, 2000 City Council approved a report New Municipal Model - Advisory Committee Structure, which requests the existing advisory committees of the current City of Ottawa be included in the transition process to the new City of Ottawa. Therefore, Recommendation 3 pertaining to this advisory committee's 2001 budget will be made available to the Ottawa Transition Board for consideration as part of the budget process and included in budget documents.



June 16, 2000 (2:14p)

for Mona Monkman  
City Treasurer

RL:cds

## Executive Report

### Reasons Behind Recommendations

#### Recommendation 1

The Environmental Advisory Committee(EAC), in accordance with the reporting requirements for the Advisory Committee, submits its 1999/2000 Annual Report [May, 1999 to May, 2000] (Document 1) for the information of Community Services and Operation Committee and City Council.

#### Recommendation 2

The Environmental Advisory Committee's terms of reference, coupled with increasing contact with other Citizen organizations and regular contact with members of Council, provide the Committee with a solid, realistic base for its activities. For the most part, these are reactive in nature, either as responses to policy proposals and operational actions by City staff, or as special assignments undertaken at the request of Council.

The extent to which the volunteer members of this group can respond to various requests is limited by the time available. It is important to ensure, that any special requests from Council, receive adequate staff support.

Recommendation 3

The Environmental Advisory Committee will continue to take initiatives within the constraints of time and budget so as to better advise Council.

The Committee intends to focus its efforts on the following objectives for 2001:

**Objective 1:**

Review, assess and make recommendations concerning proposed public or private sector actions or initiatives that could have an environmental impact on the City of Ottawa.

Implementation of Objective 1

No resources are required.

**Objective 2:**

Undertake special assignments as requested by City Council such as the City's use of pesticides and provide comments on the environmental aspects of the City's Corporate Strategic Plan.

Implementation of Objective 2

No resources are required, however the Committee's ability to respond and provide comprehensive feedback is dependent on the timely receipt of staff reports.

**Objective 3:**

Improve communication and collaboration with City Council, municipal environmental advisory committees within the region, the community at large and the Transition Board. Given impending amalgamation, work to ensure that environmental management is given a high priority by the Transition Board and that a citizen advisory committee structure and budget similar to the one seen at the City of Ottawa is adopted and utilized by the new municipality.

Implementation of Objective 3

This task will require additional resources in the order of:

Community Outreach & food	\$ 750
Additional Printing	<u>\$ 200</u>
Total	\$ 950



**Part II - Supporting Documentation****Document 1****CITY OF OTTAWA ENVIRONMENTAL ADVISORY COMMITTEE****ANNUAL REPORT (JUNE 1999 - MAY 2000)**

## Introduction

The City of Ottawa's Environmental Advisory Committee (EAC) is presently composed of eight local citizen volunteers, selected to serve on the Committee on the basis of their interest, expertise, and dedication towards protecting environmental quality within the City of Ottawa. The EAC meets as a whole on a monthly basis. EAC sub-committees have been established to deal with specific tasks such as site plan review and planning issues and green space protection.

Members of the EAC seek to provide timely, objective, and expert guidance and advice to Council to individual Councillors and to various organisational units within the Corporation of the City of Ottawa on a variety of current and emerging matters with environmental implications. We also seek to liaise with community organisations and other City of Ottawa Advisory Committees.

The Department of Urban Planning and Public Works provides staff support to the Environmental Advisory Committee through the Environmental Management Branch. Other Branches occasionally provide support and information.

There have been some changes within the EAC during this period. Due to the resignation of a couple of members, the membership on the Committee now stands at eight.

Results for the Period June 1999 to May 2000

Most of the Committee's work was in response to policy and action proposals by city staff and Council.

Highlights of the period from June 1999 to May 2000:

- Selected the winners of the City's Environmental Achievement Awards and participated in a presentation ceremony at the Sparks Street Mall on June 3, 1999;
- Advised on matters referred to it by Council and departments of the City of Ottawa;
- Held a breakfast meeting with Mayor and Councillors which focussed on surface water quality within the City of Ottawa and the surrounding area;

- Liaised with other community organisations and initiatives such as the Region of Ottawa-Carleton “Water Links Project”;
- Provided input to City Council regarding funding of environmental programs in the City’s 2000 budget;
- Responded to a request from City Council to assist in the development of an Integrated Pest Management Strategy for the City. In addition to a number of meetings and preparatory work, members of the Committee made presentations to the Community Services and Operations Committee(CSOC);
- Reviewed and commented on site plans, zoning, subdivision and other planning related matters;
- Participated in the Ottawa Regional Science Fair and gave special youth awards for environmental projects which have been named the “Mayor’s Award for Environmental Science”;
- Provided comments to the Transition Team regarding the need to address environmental management within the “new” City of Ottawa;
- Spearheaded efforts to generate funds for a protection plan for the Greenboro - Turtlehead Nature Area;
- Analysed and commented on, or participated in the following:
  - ▶ Climate Change Program;
  - ▶ NOSS (Natural Open Space Study) and Protection Areas initiative;
  - ▶ City of Ottawa’s Energy Retrofit Program.

#### Ongoing Commitments - Issue Response

The EAC continues to monitor a broad range of issues in order that the Committee is able to respond in a timely fashion if any of the following issues require immediate attention:

- Site/Zoning/Official Plan issues
- Pesticide Management
- City Strategic Plans and Policies
- Re-mediation of contaminated/brown field sites

- RMOC/NCC Concerns
- Incentives to promote use of alternate transportation
- Environmental Achievement Awards
- Priorities of other Environmental Advisory Committees throughout the Region
- Greenspaces protection and the Greenway System
- Asphalt Alternatives
- Significant Trees
- Task Force on the Atmosphere
  - ▶ Greenhouse Gases
  - ▶ Air Quality
- Water Quality
  - Engineering and Works
  - Ottawa Science Fair
  - Energy retrofit

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June 21, 2000

CC2Z2000169

(File: ACC 8330/2000)

Ward/Quartier

City Wide

**8. Provision of Litter/Recycling Containers with Advertising Component  
- Creative Outdoor Advertising**

**Fourniture de corbeilles à déchets et de bacs de recyclage affichant des  
publicités - «Creative Outdoor Advertising»**



The Office of His Worship, the Mayor  
Mr. Jim Watson  
The Corporation of the City of Ottawa  
111 Sussex Drive  
Ottawa, Ontario, K1N 5A1 0Z8

JUN 19 2000

Thursday, June 08, 2000

**Attention : His Worship, the Mayor**

Dear Mr. Watson:

I had the privilege of attending the City Council meeting held on June 7, 2000. I would like to address several misstatements made by staff and Council relating to the Litter Bin proposal and in particular, Creative Outdoor Advertising.

Creative Outdoor Advertising was awarded, through a competitive bid process, the contract to provide seating at bus stops with waste receptacles. We are, and have complied with the terms of that agreement including the

- Free collection of waste from the units,
- Free snow removal, and
- Monthly revenue payments.



Some important aspects for your consideration regarding this program are:

- Creative Outdoor Advertising receives approval from OC Transpo respective of all sites installed within the Region,
- Creative Outdoor Advertising pays \$300.00 per unit per annum to the Region,
- Creative Outdoor Advertising collects, at a minimum of once per week, garbage from the units,
- Creative Outdoor Advertising provides full maintenance and snow removal services,
- Creative Outdoor Advertising provides non-advertising units upon request of the Region or Municipality's to supplement the seating service in areas where advertising is NOT appropriate,
- Creative Outdoor Advertising provides post-unit removals in the event any unit is not acceptable.

Creative Outdoor Advertising provided both the Region and the City with expressions of interest regarding the provision of recycling bins. We have this product and are prepared to provide it. Furthermore, we have participated in numerous bids issued for this program and have made Ottawa staff aware of our interest in providing this product.

Creative Outdoor Advertising was one of two bidders that responded to a Request for Proposal issued by the City of Toronto and Richmond Hill. In the latter process, we requested permission to retract our proposal response because; at that time, we were not sufficiently satisfied with the quality of the product, both the OMG product and our own. As there are a number of safety considerations when considering the use of Stainless steel in a public environment, both our firm and our liability insurers expressed these concerns and it was in that interest that COA decided not to proceed.

Many of the concerns we expressed during that process still exist today and are evidenced on the streets of Toronto. Furthermore, an allegation was made that we were forced to retract our bid due to Design/Patent infringement. This is an absolute falsehood. In NO way has OMG ever presented any evidence of design protection filed within 12 months of public presentation. These units, and similar products have been in the public domain for over 3 years and therefore any recently filed protection is invalid.

In all likelihood, this information is new to you. I regret that there seems to be disinformation concerning Creative Outdoor Advertising and the Streetscaping-program. I would respectfully request the opportunity to meet with you and/or other members of Council, to further discuss our company, our participation in the community and the Streetscaping-program.

Please feel free to contact me at 1 800 661 6088, extension 320.

Respectfully Yours,

Paul C. Seaman  
 Director of Municipal Affairs  
 Creative Outdoor Advertising

PCS/wz

Cc Members of Council

June 19, 2000

ACC8320-2000  
(File: ACS1300)

Ward/Quartier  
OT1 - Britannia-Richmond

**9. Transportation - Roadway Modifications and Closures - Woodpark  
Planning Study - Traffic and Parking Component**

**Transports - Modification et fermeture de rues - Étude  
d'aménagement de Woodpark - Volet circulation et stationnement**

**City Council and Standing Committee**

Motion

**Conseil et comités permanents**

Motion

Moved by : Councillor  
Motion de :

Seconded by : Councillor  
Appuyée par :

**RE:** Recommendations from the Woodpark Planning Study –Traffic and Parking  
Component (See Attachment 1)

**To:** Community Services and Operations Committee

**From:** Ron Kolbus, Councillor  
Britannia-Richmond Ward (OT1)

WHEREAS, the Woodpark Community Association has for years had concerns about traffic issues within the Neighbourhood boundaries;

AND WHEREAS, from May 1997 through to June 1999, a series of events took place with respect to the Neighbourhood Planning Study (see the time line in the attached report);

AND WHEREAS, a final report was submitted to the Ward Councillor and to transportation staff which resulted in a series of evaluation and implementation process meetings;

AND WHEREAS, in August of 1999, a community update was circulated to every house in the Woodpark community;

AND WHEREAS, a series of implementation actions have occurred or are currently under way;

AND WHEREAS, three recommendations are of particular importance requiring Committee and Council approval;

BE IT THEREFORE RESOLVED that:

1. The north end of Edgeworth Avenue at Richmond Road be closed for a twelve-month trial period by means of a removable chain between two posts (bollards).
2. The South end of Ancaster Avenue be partially closed for a twelve-month trial period to allow for a one-way use only. In this respect, vehicles would be precluded from exiting in a southerly direction at a point approximately 200 feet north of Carling Avenue. (Vehicular flow in a northerly direction from Carling avenue would not be interrupted);
3. Proposal 3 in the attached report regarding restricting traffic flow on private property (2249 Carling Ave.) be referred to Planning Staff for site plan comment to the Planning Committee;
4. At the end of the 12-month trial period, staff survey the community for public reaction.

---

**Financial Comment:**

Funds for the implementation of Proposal 1 (approximately \$1200) and proposal 2 (approximately \$5000) are identified in the Ward Councillor's WIMIP account.

**General Comments:**

The Woodpark Community Association has taken a great deal of interest in transportation matters within its neighbourhood. The Councillor believes that its recommendations are sound and are representative of community desires.

The required legal notification of Council's decisions (advertising for four consecutive weeks) will provide those persons with concerns an opportunity to reply to the City. If necessary, a hearing would be held at CSOC.

Another built-in safeguard is ensured by the 12-month trial period. At the end of that time, staff would survey the community for reaction. This process would be carried out in conjunction with the Ward Councillor and the Woodpark Community Association. During the trial period, traffic patterns within the neighbourhood could be reviewed to determine how the closures affected traffic on other streets. The 12-month period would also allow the community and the city to observe the effect of the changes under different climatic conditions.

It is important to note that the Woodroffe Traffic Study, conducted by the Region, supported the Ancaster partial closure. (Recommendation #2)

It is time for action. These recommendations will allow that action.

Transportation staff have received a copy of the Woodpark C.A. recommendations and of my recommendations and will be providing their comments to the Committee.

Ron Kolbus  
Councillor

Attachments:

1. Woodpark Community Association Report
2. Drawings and Maps (4)
3. Ottawa Fire Services Comment

cc Woodpark C.A.  
Rob Orchin, Manager of Transportation Services  
John Moser, Director of Planning  
Property Manager, 2249 Carling Ave.



*The Woodpark Community Association Inc.  
491 Edgeworth Avenue  
Ottawa, Ontario.  
K2B 5L2*

---

June 2, 2000

Councillor Ron Kolbus  
City of Ottawa  
111 Sussex Drive  
Ottawa, Ontario  
K1N 7A1

Re: Recommendations from the Woodpark Planning Study - Traffic and Parking  
Component

Councillor Kolbus:

As requested, the Woodpark Community Association is providing you with details of three proposals from our Planning Study Traffic and Parking Component that was submitted to yourself and staff in April 1999. These three items are included in the attached Neighbourhood Planning Study Community Update (Appendix B) circulated to all households in Woodpark last summer.

### **Proposal 1**

It is requested that the north end of Edgeworth Avenue at Richmond Road be closed for a six month trial basis by means of a removable chain between 2 posts (bollards).

#### Rationale

This measure would eliminate the significant amount of short cutting (see Appendix A) that occurs in the neighbourhood by cars entering the community at Edgeworth Avenue from Carling Avenue (EB and WB), proceeding north along Edgeworth and exiting onto Richmond Road.

In addition, this one way right turn only exit onto Richmond Road is frequently used by cars illegally entering from Richmond Road and proceeding south along Edgeworth or by vehicles exiting and making illegal left turns onto Richmond Road or proceeding illegally across Richmond Road into the Ambleside area. Note that this problem was detailed in a city report entitled "Woodpark Area Traffic Plan - Evaluation of the trial period" published in 1975.

## Supporting Arguments

If this exit was currently closed to vehicular traffic, and the community was to request that it be opened to northbound traffic originating from Carling Avenue, city transportation staff and current city traffic policy would prevent that action from happening as UPPW would not allow regional traffic diverted from a regional arterial onto a local road.

Furthermore, it should be noted that the community association and Woodpark residents are on record as having made frequent requests to have mechanisms implemented to prevent illegal traffic movements at this location. To date, neither city or regional transportation staff have acted on those requests due to the fact that any modification of this intersection (with the exception of closure) would not resolve illegal usage. Does someone have to be killed before measures are implemented?

Finally, since neither the Fire Department nor the Regional Ambulance Service are opposed to closure at Edgeworth and Richmond Road, the major potential roadblock to solving this longstanding traffic problem would seem to have been eliminated.

## Proposal 2

It is requested that the south end of Ancaster Avenue be partially closed on a one year trial basis to allow for a one-way use only. In this respect vehicles would be precluded from exiting onto Carling Avenue from Ancaster Avenue.

### Rationale

This measure would eliminate the significant amount of short cutting that occurs in the neighbourhood by cars entering the community from Woodroffe Avenue, then using Byron, Anthony, and Flower to get to Ancaster, and then proceeding south along Ancaster exiting onto Carling Avenue to gain access to Woodroffe Avenue southbound (see Appendix A).

The configuration of the intersection of Ancaster and Carling Avenues requires that exiting traffic cut across three lanes on Carling Ave in order to be able to turn left onto Woodroffe Avenue southbound. This creates the potential for a serious accident as considerable traffic travels along Carling Ave at this point, especially during the morning and evening rush hours.

## Supporting Arguments

If this exit was currently closed, and the community was to request that it be opened to allow for traffic proceeding from Woodroffe Avenue to exit onto Carling Avenue, city transportation policies would preclude that from happening.

Transportation staff would not want to see regional traffic moving from one regional artery to another by using a local street as a short cut.

Furthermore, the Woodroffe Avenue Transportation Study (WATS) which was conducted by the regional government has assessed and determined the concerns of the Woodpark community (expressed in the Neighbourhood Planning Study) as being valid. In light of these findings, the WATS Study team has recommended in its final report that egress from Ancaster Avenue onto Carling Avenue be eliminated.

### **Proposal 3**

It is requested that the driveway (alley) behind the Quadrelle building be closed by means of a chain and lock between the hours of 6 am to 6 pm, Monday to Friday. Access to the main parking lot by means of this back alley would be permitted after 6 pm and on weekends.

#### Rationale

This would eliminate the significant amount of short cutting that occurs in the neighbourhood by cars entering the community on Edgeworth or Flower or Anthony or Byron, then proceeding south along Woodland Avenue to enter the Quadrelle parking lot by means of this back alley. This situation also applies when vehicles leave the main parking lot by means of the back alley to make their return trips. The Quadrelle site is easily accessible from Carling Avenue and as this is the main regional arterial, traffic should be using the Carling Avenue entrance to enter and leave the premises.

#### Supporting Arguments

If a site plan or a private approach request were made by the owners of the Quadrelle property to allow for vehicular access from Ancaster Avenue to the main parking lot by means of such a back alley at the present time, we have been advised by city staff that the request would be denied as all traffic would be required to enter and exit the site using Carling Avenue exclusively.

If you need further information Councillor don't hesitate to get in touch with us.

Yours truly,

John Blatherwick  
President, Woodpark Community Association

attachments

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***Phone (613) 829-2629 Fax (613) 829-9985 E-mail kjab@cyberus.ca***

## APPENDIX 'A' - WOODPARK TRAFFIC FACTS

Traffic studies undertaken in Woodpark in 1997 and 1998 have indicated that many vehicles are using our community streets as shortcuts to other destinations and that they speed and make dangerous and illegal turns out of and into the Community. The following is a brief synopsis of some pertinent data from the June 19, 1997 Woodpark Origin-Destination Survey (7-10am, 11:30-1:30pm, 3-6pm):

Through traffic (entering and leaving the neighbourhood within 5 minutes) over the eight hour duration of the origin-destination survey totalled 791 vehicles. **Almost 20% of the through traffic (127 vehicles) used Edgeworth as a northbound shortcut to Richmond Road;** and,

"Local" traffic (entering and not leaving Woodpark within 5 minutes) amounted to some 1465 vehicles in eight hours. A total of 332 "local" vehicles entered the community at Edgeworth and Carling. A total of 333 "local" vehicles entered at Flower. In all likelihood, a good percentage of these trips were not local traffic, using the Edgeworth/Lawn/Woodland route or the Flower/Lawn/Woodland route to access parking or services at the Quadrelle Corporate Centre (formerly Halldon Square) or the other commercial destinations along Woodpark's Carling Avenue boundary. **However, if all the "local" trips are assumed to be local, that means that 35% of the traffic in our neighbourhood was on its way to somewhere else during the survey on June 19, 1997. In other words, every third vehicle entering our community used Woodpark streets as a shortcut to other destinations.**

The following is a brief synopsis of some pertinent data from automatic traffic recorder counts carried out during the June 24 to July 2, 1998 time period:

The June 24 to July 2 survey of directional volumes and speeds on Ancaster Avenue immediately north of Carling Avenue indicates that traffic flow ranged from a low of 516 on Canada Day to a high of 876 on June 30 (the average was over 700 cars per day). Two out of every three vehicles were southbound during the survey period;

While 91% of the 5642 vehicles using Ancaster between June 24 and July 2 travelled at 50 kph or less, **501 vehicles (8.9%) travelled at speeds in excess of 50 kph, 37 of those vehicles exceeding 75 kph;**

The volume counts undertaken on Edgeworth Avenue between June 24 and July 2, 1998 showed that total bidirectional flows between Carling and Lawn ranged between 600 vehicles per day (vpd) on July 1 and 1065 vpd on June 30. A traffic counter placed in the right only exit on Edgeworth immediately south of Richmond Road produced data indicating that northbound exiting traffic ranged from a low of 273 vehicles on Sunday, June 28 to 415 vehicles on June 26. **Comparing weekly averages, it appears that at least 42% of the total traffic on Edgeworth Avenue is non local;** and,

The traffic counters placed at all four of the neighbourhood's right only exits to Richmond Road picked up southbound vehicles entering the community illegally at all these "exits". **At Edgeworth, the average illegal inbounds were 24 per day; at Hartleigh illegal movements were 11 per day; at Richardson the total was 22 per day; and, at Ancaster the illegal inbounds totalled 11 vehicles per day.**



## WOODPARK COMMUNITY ASSOCIATION INC.

### NEIGHBOURHOOD PLANNING STUDY

#### Traffic and Parking Report - Community Update (August 1999)

In 1997, a Traffic and Parking Study was initiated as Phase 1 of a larger Community Initiated Planning Study. This update provides a summary of the recommendations made in the Traffic and Parking Study Report, which was presented to Councillor Kolbus and city staff in April 1999.

A brief history of the events which have taken place to date with respect to the neighbourhood's Planning Study are as follows:

- In May 1997, the Study's Terms of Reference were published and distributed.
- In June 1997, a traffic Origination and Destination Survey was conducted. An analysis of the survey results was made available to the Community Association in the Fall of 1997.
- In the Spring of 1998 Traffic counts were conducted at the various entrances and exits to the community. An analysis of the results was made available to the Community Association in the Summer of 1998.
- In September of 1998, a Traffic and Parking Survey was conducted within the Woodpark Community. A total of 693 surveys were distributed - one to each residence. One hundred and eighty households returned the survey - a 26% response rate.
- On December 10, 1998, the results of the Traffic and Parking Survey were discussed at the Community's Annual General Meeting.
- In the Spring of 1999, a draft report plus recommendations was written and reviewed by the Community Association's Board of Directors. After a number of revisions were made, the Final Report was presented to Councillor Kolbus and city staff in April 1999.
- In June of 1999, copies of the Final Report were provided to the consultants and principals involved with the Woodroffe Avenue Transportation Study currently underway, since a number of the recommendations concern both Woodroffe Avenue and Woodroffe Avenue intersections.
- In June of 1999, discussions began with City and Regional staff and elected Representatives in order to develop an action plan for the full and/or partial implementation of the recommendations.

The following are the recommendations which were put forward in the report. If you have any questions/comments with respect to these recommendations and (or) would like to speak about them at one of our monthly Community Association meetings this fall, please contact one of the following individuals:

*Ken Wings, Chair of the Traffic and Parking Committee, 725-1272;  
Tim Upton, Traffic and Parking Committee (Ancaster Ave), 820-4100;  
Aaron Hellard, Community Association Vice President (Edgeworth Ave), 829-5875; and,  
John Blatherwick, Community Association President, 829-2629.*

### **Traffic Calming in the Community**

1. Ask Regional Police to provide better enforcement of speed and other traffic bylaws.
2. Install STOP signs on Compton Ave at Anthony Ave in place of the existing YIELD signs.
3. Install STOP signs on Midway at Richardson Ave and make the intersection into a 4 way stop.
4. Close the back entrance to the Quadrelle complex (on Woodland Ave) to vehicular traffic during regular business hours, ensuring that it is made accessible to emergency vehicles.
5. Have the City assess the use of speed humps within the community. Example: Use along the length of Byron Ave as opposed to STOP signs

### **Parking Controls in the Community**

1. Parking should be banned along one and possibly both sides of Anthony Ave between Woodroffe and Ancaster and install a STOP sign on Anthony at Ancaster.
2. Work with the City to further assess the use of parking bans/restrictions along the north ends of Compton Ave and Ancaster Ave.

### **Entrances and Exits to/from the Community**

1. Work with the City to assess the most effective way to implement a trial 'partial' closure of the Ancaster/Carling intersection. Allow only for a 1 way use of the intersection - more specifically, allow for entrance into the community from Carling Ave onto Ancaster Ave but no exit from Ancaster onto Carling.
2. Work with the City to assess the most effective way to implement a trial 'full' closure of Edgeworth at Richmond Rd.
3. Have the City/Region put measures in place, which will preclude the illegal use that is being made of the Byron Ave exits at Richmond Road. (illegal southbound entries and illegal northbound turns).
4. Work with the City/Region to assess the exit at Flower Ave onto Woodroffe Ave in terms of enhancing pedestrian and vehicular safety.
5. Work with the City/Region to assess the exit/entrance at Edgeworth Ave to/from Carling Ave in terms of enhancing pedestrian and vehicular safety.
6. Work with the City/Region to assess the viability of allowing a 'left turn' exit onto Richmond Rd from only one of the Byron exits.

**Other Related Issues and Concerns**

1. Ask the Region to facilitate the making of signalised left hand turns at the intersection of Woodroffe/Fairlawn and Carling Avenues.
2. Ask the Region to facilitate the making of signalised left hand turns at the intersection of Woodroffe Ave and Richmond Rd.
3. Ask the Region to assess and implement measures to facilitate pedestrians crossing Woodroffe Ave near Anthony Ave.
4. Ask the Region to assess and develop traffic calming measures to address excessive traffic speeds along Woodroffe Ave between the Parkway and the Queensway.
5. Ask the Region to assess and develop measures to address the dangers associated with the right turn 'throat lane' at the south west corner of Richmond Rd and Woodroffe Ave.
6. Ask the Region to assess and implement measures to facilitate pedestrians getting access to and from the bus stop on the north side of Richmond Rd across from Allison Ave in Woodpark.



**RICHMOND**  
**ZONING - SUB AREA 2**

**LEGEND**

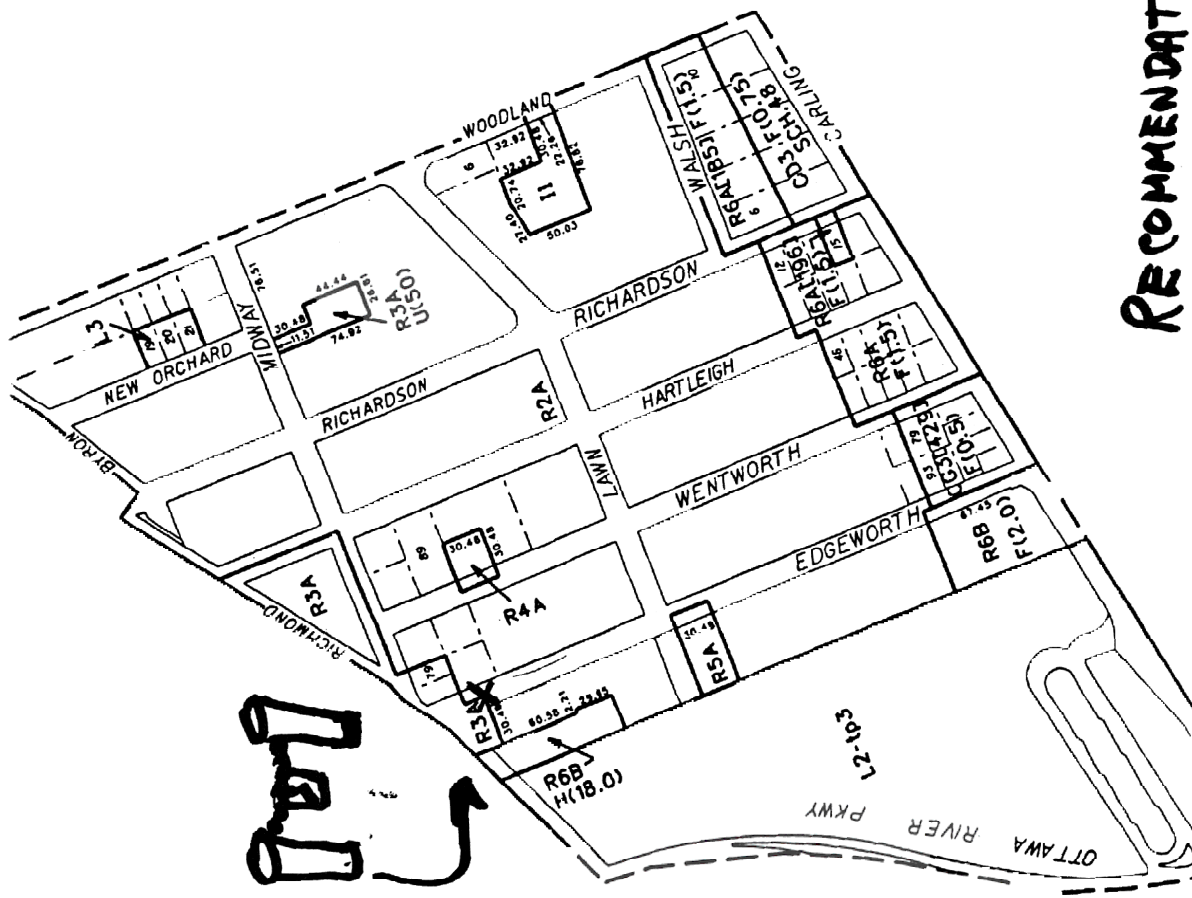
- INTERIM CONTROL
- HERITAGE
- FLOOD PLAIN
- P** TRANSITIONAL PARKING
- h** HOLDING ZONES
- H(30)** HEIGHT ( IN METRES )
- U(30)** UNITS PER HECTARE
- X** PENDING FINAL APPROVAL
- F(10)** FLOOR SPACE INDEX
- - -** SUB AREA BOUNDARY
- - - -** LOT LINES

The ZONING BY-LAW, 1998  
 passed by CITY COUNCIL MAY 20, 1998

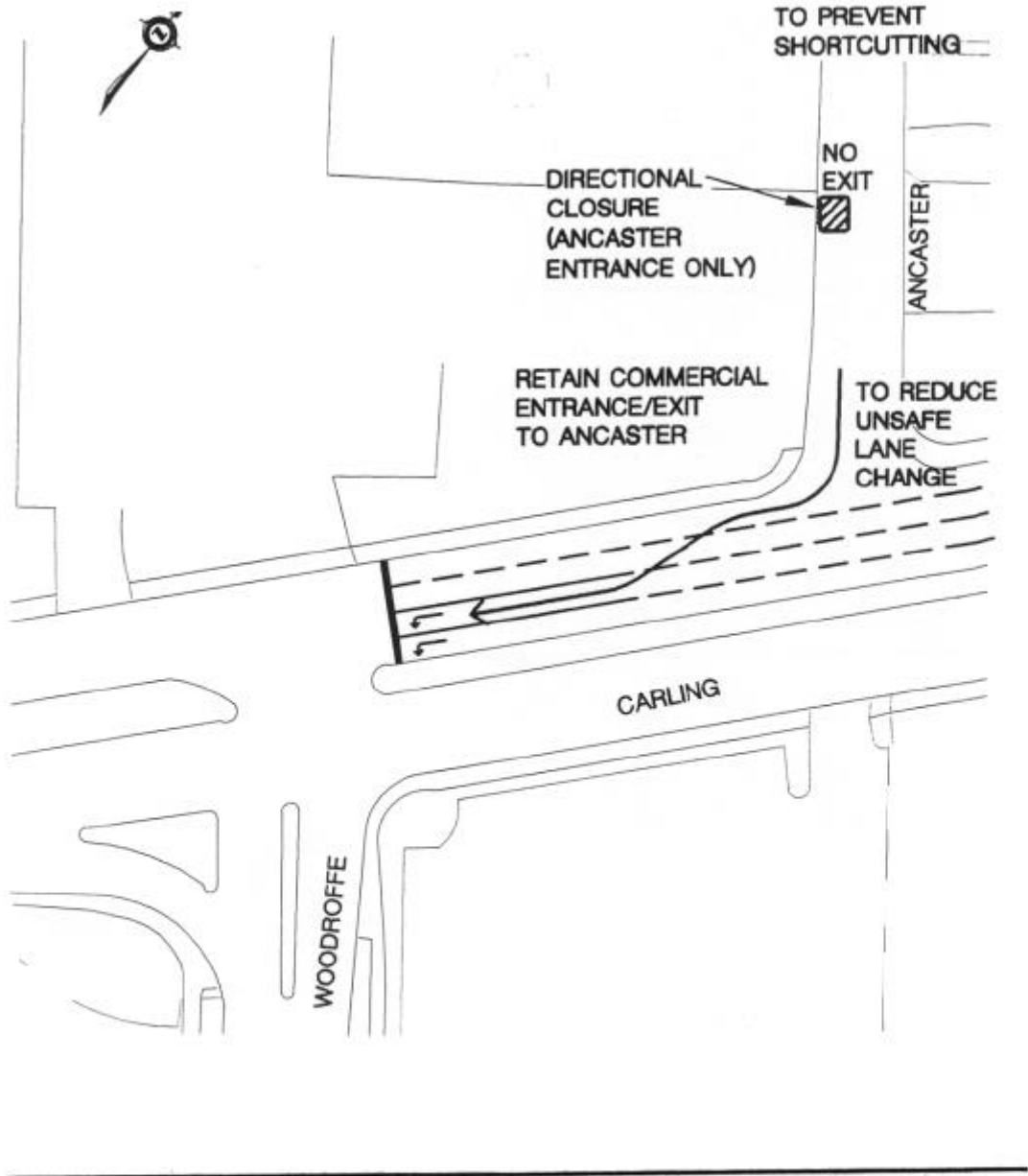
**KEY MAP :**

**BAR SCALE / METRES**  
 0 20 40 100 150 200  
 DIMENSIONS ARE METRIC

**City of Ottawa**  
 PRODUCED BY PLANNING BRANCH  
 DEPARTMENT OF URBAN PLANNING & PUBLIC WORKS  
 STREET NETWORK LAYER PROVIDED BY DEPARTMENT  
 OF CORPORATE SERVICES  
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**RECOMMENDATION 1**



## RECOMMENDATION 2

**116**

**From:** Shouldice, Joan  
**Sent:** June 13, 2000 11:59 AM  
**To:** Ferrari, Lori  
**Subject:** FW: Edgeworth Ave.

-----Original Message-----

**From:** McConnell, Perry  
**Sent:** Friday, May 05, 2000 2:32 PM  
**To:** Kolbus, Ron (Councillor)  
**Subject:** Edgeworth Ave.

Dear Sir;

Following this afternoon's site meeting I am now able to recommend a temporary closure similar to that in effect one block east of Edgeworth at Midway and Richmond Road. As we discussed, we as an emergency response service cannot endorse a full closure at this location but bollards and chain still allow for secondary entry of a fire apparatus if required for a fire at the north end of Edgeworth at Richmond Rd. I would strongly suggest that the chain be installed as close as possible to the intersection to allow full access to the hydrant on the east side of Edgeworth and from the south side of the proposed installation.

I trust this is the information you require.

Perry McConnell  
Division Chief Planning/Safety  
Ottawa Fire Services  
798-8831