

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

**Agenda 10**  
**Ordre du jour 10**

**Wednesday, May 31, 2000 - 9:15 a.m.**  
**Le mercredi 31 mai 2000 - 9 h 15**

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

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

**Confirmation of Minutes  
Ratification des procès-verbaux**

Minutes 9 (May 10, 2000)

Procès-verbal 9 (Le 10 mai 2000)

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### **Information Items**

#### **Articles pour information**

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| 1. | <b>Cycling - Implementation Status Report - 14</b><br><b>Cyclisme - Rapport provisoire de mise en oeuvre - 14</b><br>Ref.: ACS2000-PW-LTB-0022 | <b>1</b><br><br><b>City Wide</b>  |
| 2. | <b>Placement of Waste Receptacles</b><br><b>Mise en place des récipients à rebut</b><br>Ref.: ACS2000-PW-OPS-0005                              | <b>17</b><br><br><b>City Wide</b> |

### **Action Items**

#### **Articles pour exécution**

- |    |  |                                   |
|----|--|-----------------------------------|
| 3. | <b>Cycling - Proposed Projects for 2000</b><br><b>Cyclisme - Projets proposés pour 2000</b><br>Ref.: ACS2000-PW-LTB-0025   | <b>23</b><br><br><b>City Wide</b> |
| 4. | <b>Provision of Litter/Recycling Containers with Advertising Component</b><br><b>Fourniture de corbeilles à déchets et de bacs de recyclage affichant des publicités</b><br>Ref.: ACS2000-PW-OPS-0001  | <b>29</b><br><br><b>City Wide</b> |
| 5. | <b>Lanes Maintenance - Lane located between Bell Street South and Cambridge Street South, south of Plymouth Street - known as Arthur Lane South</b><br><b>Ruelles Entretien - Ruelle située entre rue Bell sud et rue Cambridge sud, sud de rue Plymouth - connu sous la dénomination de la ruelle Arthur sud</b><br>Ref.: ACS2000-PW-OPS-0003 | <b>47</b><br><br><b>City Wide</b> |

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

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

Councillor/Conseiller Stéphane Énard-Chabot, Chairperson/Président

6. **Seniors - The Council on Aging - Ottawa-Carleton: An Aging Population - Fact Book on Aging 1999** **53**  
**Personnes âgées - Le Conseil sur le vieillissement d'Ottawa-Carleton : une population vieillissante - Précis sur le vieillissement, 1999**  
 Ref.: CC2Z2000154 **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

LZF

May 17, 2000

ACS2000-PW-LTB-0022  
(File: TYC3000/0110)

Department of Urban Planning and Public  
Works

Ward/Quartier  
City Wide

- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
- Information

## 1. Cycling - Implementation Status Report - 14

### Cyclisme - Rapport provisoire de mise en oeuvre - 14

#### Information

As directed by the Community Services and Operations Committee at its meeting of November 13, 1996, the Department of Urban Planning and Public Works is to provide a regular status report on cycling. This information is presented in **Document 1 - Comprehensive Cycling Plan Implementation Status Report**.

Document 1 provides a listing of projects currently being implemented or in the planning stage, projects that have been deferred pending some future decision or related works, and projects that have been identified by the Ottawa Cycling Advisory Group and referred to the Region of Ottawa-Carleton as they would occur on Regional roads. This latter category is reviewed with Regional staff on a periodic basis. Projects completed since the last status report (February 2000) are shown in Document 1 at the end of the table under "Completed Projects".

**Document 2 - Comprehensive Cycling Plan Budget Summary** - is provided to indicate the current level of funding allocated to projects related to the implementation of the Comprehensive Cycling Plan. Future status reports will include recommendations for the approval of additional projects as required.



May 23, 2000 (2:57p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DH:lf

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

#### List of Supporting Documentation

Document 1    Comprehensive Cycling Plan Implementation Status Report  
Document 2    Comprehensive Cycling Plan Budget Summary

## Part II - Supporting Documentation

### COMPREHENSIVE CYCLING PLAN IMPLEMENTATION STATUS REPORT

Document 1

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
<b>CAPITAL PROJECTS</b>					
1999	January 19, 2000	Albion Road (OT3)	Between Cahill and Johnston - paint edge lines at narrowing	1,000	Current
1999	January 28, 2000	Bank Street at Echo Drive (east side) at Ottawa Public Library (OT9)	Access to signalized crossing (via parking lot)	Scope To Be Determined	Future
1998		Barriers List (City-wide)	Bicycle Exempt signage, road closures	5,000	Ongoing
1997	December 6, 1999	Bay Street (from Wellington St. to Gloucester St.) (OT6)	Contra-flow Bicycle Lane to connect Wellington St. to Percy/Bay route south of Laurier Ave.	Scope To Be Determined	Future
1998	April 12, 2000	Byron Avenue (OT7)	Overlay Repairs/Catch Basins	To Be Determined	Current
1999	April 12, 2000	Byron Avenue (OT7)	Construction of pathway link at Richmond Road	0	Pending
1996	April 12, 2000	Cameron Avenue (OT9)	Contra-flow bicycle lane	20,000	Pending
1998	February 15, 2000	General Hospital (OT10)	Pathway connecting to Station Boulevard	10,000	Current
1996	February 28, 2000	Gladstone Avenue (Elgin Street to Cartier Street) (OT6)	Contra-flow bicycle lane	18,000	Pending

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
June 1999	April 12, 2000	Gladstone Avenue (Parkdale to Bronson) (OT6)  Lebreton to Bronson	Bicycle Facility  Full reconstruction. Survey completed. To be reconstructed 2000	No Cost to CCP	Current
June 1999	April 12, 2000	Gladstone Avenue (Bronson Avenue to Elgin Street) (OT6)  Bronson to Bay	Bicycle Facility  Reconstruction	No Cost to CCP	Current
1996	April 12, 2000	Graham Avenue at Echo Drive (OT9)	Bicycle facility to provide access from Pretoria Bridge to Echo Drive	25,000	Current - construction scheduled for Spring 2000
January 28, 2000	April 12, 2000	Graham Avenue (Echo Drive to Main Street)	Contra-flow Bicycle Lane Community Notification	35,000	Current
1996	April 12, 2000	Industrial Avenue (Riverside to Alta Vista) (OT10)	Pathway connection on south side of Industrial Ave. from Alta Vista (east side) to Riverside Dr. to link to Hurdman Transit Station	25,000	Pending
1996	April 12, 2000	Industrial Avenue (Alta Vista to Neighbourhood Way) (OT10)	Pathway connection from Industrial/Alta Vista intersection to Coronation/Neighbourhood Way/Station Boulevard area	Cost Borne by Developer	Current
1999	April 12, 2000	Johnston Road (OT3)	Connection to Conroy Road (temporary - short to medium term)	1,000	Pending
1999	April 12, 2000	Lyon Street (OT9)	Barrier at Fifth Avenue	3,000	Current

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
1999	April 12, 2000	McIlraith Bridge Pathway (OT9)	Access to pathway and pathway upgrade	20,000	Current
1999	February 15, 2000	Midway Avenue at Edgeworth (OT7)	Barrier at Richmond Road	To Be Determined	Pending
1998	March 27, 2000	Mooney's Bay Redevelopment Plan (OT8)	Pathway layout and bicycle route connection	Scope To Be Determined	Pending
1999	April 12, 2000	Mutchmor Road (OT9)	Barrier to access to Riverdale Avenue at Main Street	Scope To Be Determined	Future
1999	April 12, 2000	Nelson Street (OT5)	Barrier at Besserer Street	7,500	Current
1999	March 27, 2000	Old Riverside Drive (OT9)	Barrier at Smyth Road	20,000	Current
1998	December 6, 1999	Pathway Centre-line Striping (City-wide)	Pavement markings	5,000	Ongoing
1999	April 12, 2000	Pleasant Park Road (OT10)	Pathway access at Riverside Drive	15,000	Current
1996	April 12, 2000	Russell Road/Belfast Road (OT10)	Bicycle facility across RR lands as alternative to St. Laurent Blvd. (see also Industrial Avenue)	Scope To Be Determined	Future
June 1999	April 12, 2000	St. Andrew Street (OT5)	Barrier at King Edward Avenue (west and east side)	To Be Determined	Pending
June 1999	April 12, 2000	St. Andrew Street (OT5)	Barrier at Beausoleil Street and St. Patrick Street (north side)	10,000	Current
April 12, 2000		Stewart Street (OT5)	Detailed evaluation.	0	Current
1998		Wendover Avenue/Warrington Drive (OT9)	Connection to Cameron Avenue	1,000	Pending

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
June 1999	February 28, 2000	York Street (OT5)	Barrier at King Edward Avenue (east and west sides)	To Be Determined	Future
<b>EDUCATION PROJECTS</b>					
March 1999	July 12, 1999	Brochures	<ul style="list-style-type: none"> <li>• Winter Cycling</li> <li>• Bicycles and the Law</li> <li>• Bicycle Parking</li> </ul>	5,000	Ongoing
December 6, 1999	April 13, 2000	Bicycle Resource Guide	Insert to Ottawa Citizen	31,000	Current
April 1999	April 13, 2000	Community Bicycle Tours	Demonstrate benefits of cycling through discovery of convenient local routes	0	Current
April 1999	April 13, 2000	Ottawa Urban Cycling Awards	Awards program to recognize organizations and individuals who promote cycling	500	Current
March 1999	April 13, 2000	Safe Routes to School	Work with School Boards to identify safe routes	0	Current
1996	April 13, 2000	Supervised Bicycle Parking (OT5)	By Ward Market location	23,000	Ongoing
April 1999	April 13, 2000	TV Promotion	Safety/encouragement - Public Service Announcements	0	Current
June 1999	April 13, 2000	User Surveys	Supervised Bicycle Parking project	0	Current
1994	April 13, 2000	Velocity Bicycle Parking	Contract to provide bike parking on public ROW (City/ROC/Velocity)		Ongoing



DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
April 13, 2000		Website	Update cycling information on City Web Page.	0	Current
March 1999	April 13, 2000	Workplace Education on Commuter Cycling	Provide resources to existing workplace Bicycle User Groups	0	Current
<b>PROJECTS REFERRED TO NCC</b>					
1999	September 27, 1999	Pathway to Train Station (OT9)	1. Upgrade of path 2. Grading of path segment	No Cost To Cycling Program	Current
<b>PROJECTS REFERRED TO ROC</b>					
1999		Albert/Slater Corridor (OT6)	Bicycle Facility	N/A	Pending
1997	July 12, 1999	Billings Bridge (OT9)	Improved bicycle facilities	N/A	Pending
1998		Byron Avenue (OT1)	Intersection modification at Woodroffe Avenue to provide crossing for bicycles	N/A	Pending
1997		Cahill Drive (OT3 & OT8)	Overpass connection from Cahill Drive West to Greenboro Transit Station	N/A	Pending
1998		Confederation Heights (OT9)	Connection to Transit	N/A	Pending
1997	December 6, 1999	Conroy Road (OT3)	Bicycle Facilities and Multi-use Pathway	N/A	Completed
1996	November 16, 1999	Industrial Avenue at Riverside (OT10)	Relocation of pedestrian push-button	N/A	Current
1997		Iris Street/Ashley Street (OT2)	Bicycle route connection	N/A	Current
2000		Lansdowne Park (OT9)	Access for cyclists	N/A	Pending

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
1996		Lees Avenue (OT9)	Intersection improvement at Algonquin College	N/A	Pending
1997	December 6, 1999	Preston Street at Scott Street (OT7)	Pathway connections across Transitway.	N/A	Pending
1997		Prince of Wales at Experimental Farm (OT8)	Parking irregularities on south side of street. Bicycle lanes end abruptly on north side of street at traffic circle.	N/A	Pending
1997	October 13, 1999	Richmond Road (Edgeworth to Roosevelt) (OT1 & OT7)	Bicycle Route Designation and Bicycle Facilities	N/A	Pending
1997		Scott Street (OT7)	Bicycle Facility	N/A	Pending
1999	September 27, 1999	Sheffield to Innes Road	Ramp to Startup/Windmill	N/A	
1997		Smyth/Othello/Russell (OT10)	Intersection requires improvements for bicycles	N/A	Pending
1997	September 15, 1999	Station Street/General Hospital Road (OT10)	Pathway connection across Alta Vista Parkway lands	N/A	Current
1999	December 6, 1999	Sussex Drive (OT5)	Bicycle Facility	N/A	Current
COMPLETED PROJECTS				ACTUAL COST	
1996	April 13, 2000	Alta Vista Drive (OT10)	Bicycle lanes and intersection widenings	58,665	Completed
1998	April 13, 2000	Bay Street at Catherine Street (OT6)	Access at road closure	5,182	
1996	April 13, 2000	Bay Street/Gloucester Street (OT6)	Bicycle lane painting	***	

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
1996	April 13, 2000	Belanger Street (OT9)	Identify road as bicycle facility (signage)	***	
1997	April 13, 2000	Botsford Street (OT10)	Realignment of Planter Boxes	***	
1996	April 13, 2000	Brewer Park Pathway (OT9)	Upgrade pathway connecting Bronson Avenue to Cameron Avenue	8,250	
1997	April 13, 2000	Bronson Avenue at Laurier Avenue (OT6)	Signalized Intersection	***	
1997	April 13, 2000	Brookfield Road Pathway (OT8 & OT9)	Upgrade pathway	29,471	
1996	April 13, 2000	Byron Avenue/Fraser Light (OT7)		***	
1998	April 13, 2000	Byron Avenue (OT7)	Bicycle Lanes (Churchill to Roosevelt) to improve narrow section of road	25,000 (estimate)	Completed
1996	April 13, 2000	Cartier Street (OT6)	Bicycle route signage	***	
1995	April 13, 2000	City Facilities Bicycle Parking (OT5 & OT6)	Upgrade/install bicycle parking at all City lots & garages	18,000 (estimate)	
1996	April 13, 2000	Cobourg Street (OT5)	Bicycle access through closure at Besserer Street	2,111	

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
1996	April 13, 2000	Covered Bicycle Parking (OT6)		57,000	
1997	April 13, 2000	Cummings Bridge (OT5)	Bicycle Facilities	***	
1998	April 13, 2000	Echo Drive Pathway at Avenue Road (OT9)	Improve pathway connection	10,000 (estimate)	
1997	April 13, 2000	Flannery Drive (OT8)	Bicycle Route Signage	***	
1998	April 13, 2000	Georgina Drive (OT1)	Bicycle Route Signage	***	
1996	April 13, 2000	Gladstone Avenue (OT6 & OT7)	Bicycle route signage/logos	***	
1999	April 13, 2000	Glen Avenue (OT9)	Barrier at Brewer Park	500 (estimate)	Completed
1994	April 13, 2000	Hardy Avenue/Coventry Road Pathway (OT4)		20,000 (estimate)	
1999	April 13, 2000	Island Park Drive Pavement Markings (OT7)	Bicycle lanes continued up to intersections	***	Completed

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
1998	April 13, 2000	Iris Street (at Pinecrest Shopping Centre) (OT2)	Straight through restriction	***	Signage installed
1996	April 13, 2000	Kilborn Avenue (OT10)	Bicycle facility - signage	***	
1997	April 13, 2000	Kitchener Avenue (OT8)	Bicycle Route Signage	***	
1996	April 13, 2000	Lancaster Road (OT10)	Bicycle lanes (Walkley Road to Ottawa Athletic Centre)	55,000 (estimate)	
1996	April 13, 2000	Lees Avenue (OT5)	Upgrade pathway at Chapel Street	8,275	
1996	April 13, 2000	Madawaska Avenue (OT9)	Bicycle route signage	***	
1997	April 13, 2000	McCarthy Road (OT8)	Bicycle lanes/parking (Southmore Drive to Paul Anka Drive)	10,605	Sidewalk and curb built on west side; edge lines painted.
1997	April 13, 2000	Monk Street (OT9)	Bicycle Route Signage	***	
1996	April 13, 2000	O'Connor Street (OT6)	Bicycle lane (Catherine Street to Isabella Street) to provide straight through access for bicycles	13,355	Construction completed; pavement markings installed.
1997	April 13, 2000	O'Connor Street (OT6)	Access at Isabella Avenue	0	Construction completed.

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
1995	April 13, 2000	On-Street Bicycle Parking (4 locations) (OT5)	SE corner - Nepean at Bank NE corner - Lisgar at Bank SW corner - Cooper at Bank NW corner - MacLaren at Bank	325	Completed.
1994	April 13, 2000	Percy Street (OT6)	Contra-Flow Bicycle Lane (Catherine St. to Flora St.) - Evaluation Phase	0	Completed
1996	April 13, 2000	Percy St. (Chamberlain St. to Catherine St.) (OT6 & OT9)		61,258	
1997	April 13, 2000	Percy Street at Fifth Avenue (OT6)	Bicycle Route Signage	***	
1998	April 13, 2000	Pleasant Park Rd. (St. Laurent Blvd. to Alta Vista) (OT10)	Install signage. Designate as a new Bicycle Route.	***	
1997	April 13, 2000	Presland Street at Dead End	Repairs to curb ramp	2,078	
1998	April 13, 2000	Rideau River Pedestrian Bridge	Rehabilitation of pedestrian/cyclist bridge	150,000 (estimate)	Completed
1997	April 13, 2000	River Road (Cummings Bridge/Presland Road) (OT4)	Bicycle Route Signage	***	
1996	April 13, 2000	Riverdale Avenue (OT9)	Bicycle Route Signage	***	
1998	April 13, 2000	Riverside Hospital Pathway (OT10)	Pathway connection to Hospital roadway	5,096	

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
1997	April 13, 2000	Roosevelt Avenue (north end)/Pathway/Scott Street (OT7)	Bicycle Route Signage	***	
1997	April 13, 2000	Ryder Street (OT10)	Bicycle Route Signage	***	
1996	April 13, 2000	St. Laurent Blvd. (OT10)	Bicycle lanes	39,463	
1997	April 13, 2000	Stewart Street (OT5)	Bicycle Route Signage	***	
1997	April 12, 2000	Stewart Street (OT5)	Contra-flow bicycle lane (Waller St. to Cumberland St.)	15,000	Completed
1996	April 13, 2000	Waller Street ( OT5)	Bicycle facility to connect with Mackenzie King Bridge	***	
1997	April 13, 2000	Wilbrod Street (OT5)	Bicycle Route Signage	***	
1996 - 1999	April 13, 2000	Signs and Markings	Various locations (as marked by ***)	21,200	
1996 - 1999	April 13, 2000	Publications, promotions	Miscellaneous	19,128	
<b>DEFERRED PROJECTS</b>					
1999	August 26, 1999	Alta Vista Corridor (OT10)	Pathway facility		Pending
1999	December 6, 1999	Burn Street (OT4)	Barrier at Rainsford Ave. (Aviation Parkway)	2,500	Current
1999	September 1, 1999	Kilborn Place (OT10)	Barrier - Pathway connection to Bank Street	5,000	Current

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
1996/1997		Lancaster Rd. (OT10) Extension to Bicycle Lanes (1997)	Bicycle lanes	120,000	
1999	July 12, 1999	Opeongo Avenue (OT9)	Barrier at Carling Avenue (east side)	To Be Determined	Deferred
February 15, 2000		Percy Street (Catherine to Flora) (OT6)	Raised 2-way boulevard		
1998	September 27, 1999	Somerset St. (Chapel St. to Colonel By Dr.) (OT5)	Install signage		
1996	August 26, 1999	Tyndall Street at Parkdale Avenue (OT7)	Signalized intersection for cyclists	35,000	On Hold



## PATHWAY CENTRELINER STRIPING STATUS REPORT - APPENDIX B

DATE ENTERED	UPDATE	PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	STATUS
December 8, 1999	January 28, 2000	Pathway from Brookfield Drive East to Brookfield Drive West/Flannery Drive intersection (OT8)	Emergency vehicle access	To Be Determined	Pending
December 8, 1999	January 28, 2000	Pathway from Rodney to roadway behind Ottawa Hospital (Riverside Campus) (OT9)			Pending
December 8, 1999	January 28, 2000	Pathway Lamira to Pleasant Park (OT10 )			Pending
December 8, 1999	January 28, 2000	Pathway on Scott Street from Western Parkway to Island Park Drive (OT7)			Pending
December 8, 1999	January 28, 2000	Hog's Back at Marina entrance (OT8)	Extension of existing centreline stripe on Hog's Back sidewalk to entrance of roadway leading to Marina		Pending

**Comprehensive Cycling Plan Budget Summary (Based on Expenditures to February 4, 2000)**

Document 2

Project	Expended to date	Projects Underway	On Hold	Proposed Projects	Section Subtotal	Balance
A	1994 CCP Allocation of \$150,000 1995 CCP Allocation of \$150,000 1996 CCP Allocation of \$150,000 1997 CCP Allocation of \$150,000 1998 CCP Allocation of \$110,000 1999 CCP Allocation of \$150,000 2000 CCP Allocation of \$150,000				1010000	1010000
B	Funds Expended on Various Cycling Projects	644000			644000	366000
C				0	0	
D	Graham / Echo/Colonel By Connection Roadway / Pathway Striping and Signage Nelson/Besserer Connection		25000 5000 7000	5000	42000	324000
E	Lyon and Fifth curb depression McIlraith Bridge Pathway (Main/Smyth Bridge) Old Riverside / Smyth Road Pathway Improvements Pleasant Park / Riverside Recreation Path Extension Gladstone Contra-Flow Lane Allowance for works with Overlay Program Bicycle Resource Guide Bicycle Brochure Reprinting Albion Road Edgelines Johnston Road General Hospital / Station Blvd. Path Supervised Bicycle Parking (2000) Industrial / Alta Vista Pathway St Andrew / Beausoleil @ St Patrick Improvements  Cameron Contra-Flow Lane St Andrew / King Edward Crossing Improvements Bay Street Contra-Flow Lane Bank and Echo (Library) Graham Contra-flow Lane Byron Avenue Mutchmor / Riverdale / Main			3000 20000 20000 15000 18000 25000 31000 5000 1000 1000 10000 22000 25000 20000	216000	108000
					205000	-97000

Project		Expended to date	Projects Underway	On Hold	Proposed Projects	Section Subtotal	Balance
F	Byron/Woodroffe Intersection Crossing			20000			
	Lancaster Bike Lane Extension			121000			
	Tyndall and Parkdale Pedestrian and Cycle Signal			80000			
	Kilborn Place pathway extension / Bank Street			5000			
						226000	
	<b>TOTALS</b>	644000	37500	226000		1333000	-323000

May 23, 2000

ACS2000-PW-OPS-0005  
(File: RMG1100/1862)

Department of Urban Planning and Public Works

Ward/Quartier  
City Wide

- Community Services and Operations Committee / Comité des services communautaires et des opérations

Information

## **2. Placement of Waste Receptacles**

### **Mise en place des récipients à rebut**

#### **Information**

##### **Issue**

The Department of Urban Planning and Public Works (Operations Branch) is frequently requested to place waste receptacles at various locations throughout the City, in addition to the existing allocated locations. Also, numerous requests are received that seasonal waste receptacles remain in place throughout the winter months. The Department has neither the supply of waste receptacles nor the manpower to accommodate every request.

##### **Background**

###### **2.1 Supply**

The Department currently provides approximately one thousand, eight hundred standard waste receptacles for the benefit of the public. Of these 1800 receptacles, approximately six hundred are located on the city and regional road allowances, with the remainder placed in city parks. Approximately 400 of the roadside waste receptacles are “permanent” and remain in place twelve months of the year. In addition, if the demand for waste receptacles results in a significant litter problem in city parks, 45-gallon steel drums may be placed to help relieve the problem.

In addition to the municipal waste receptacles, several Business Improvement Areas (BIA's) provide decorative waste receptacles for public use at their own expense.

Although the City provides litter waste receptacles at some bus stop locations, OC Transpo is currently implementing a bus bench advertising program whereby a contractor is entitled to advertise on the benches in return for installing and maintaining benches and litter receptacles at many of their bus stops. It is expected that when the program is fully implemented that approximately 1200 bus stops in the region will be equipped with benches and litter receptacles.

Also, Licensing By-Law L-6 requires licensees of take-out restaurants with an evident outdoor consumer litter problem to provide and maintain a sufficient number of outdoor public waste receptacles to lessen the volume of scattered litter at or near the premises.

Provided funds are available, the Department attempts to purchase additional receptacles to add to its inventory each year. In addition to the initial cost of each waste receptacle, funds must be allocated annually for emptying them on a regular basis, and for routine maintenance and repairs as required. It costs approximately \$500.00 to purchase one City standard litter receptacles and on average, approximately \$400.00 per year to service one litter basket.

## **2.2 Function**

Litter baskets are placed throughout the City at strategic locations in order to (1) provide pedestrians with a convenient place to dispose of their litter, (2) discourage littering by acting as a reminder for proper litter disposal, and (3) reduce the City's clean up costs by reducing the need to pick up individual litter from streets and sidewalks.

Litter baskets are placed at those locations where there is an identified street litter problem, there are high concentrations of pedestrian traffic, a business exists that generates excessive quantities of litter, or where there is a high use bus stop.

## **2.3 Duration of Placement**

Decreased pedestrian traffic during the winter months results directly in considerably less litter generation; subsequently, less demand is placed on waste receptacles located on roadways and in city parks. As demand decreases, so does the need for supply. It is, therefore, cost effective for the Department to remove waste receptacles temporarily from low-demand locations, while maintaining "permanent" receptacles in areas of high use.

Waste receptacles located on the road allowance interfere with sidewalk maintenance operations, reduce snow storage areas, inhibit snow removal, and generate additional winter maintenance activities. Approximately one-third of the waste receptacles are removed from the roadways prior to each winter season.

Most waste receptacles located in city parks are also removed prior to the winter season. Those receptacles located in high profile parks are left in place and serviced once per week or as required during the winter.

The removal of seasonal receptacles during the winter season provides an excellent opportunity for the Department to carry out repairs and repainting of the idle receptacles without causing a shortage of supply during period of high demand.

## Existing Operational Policy

### 3.1 Placement Criteria

As outlined in the July 1991 Policy on Waste Receptacle Placement, *The Department does not have sufficient receptacles available for placement at every location for which requests are received or which are subject to some litter. Therefore, in order to use its resources wisely, the Department has developed the following criteria for the placement of receptacles. These criteria ensure that receptacles from the City's limited supply are located only where they will be most heavily used.*

- a) If a significant litter problem exists, receptacles, if available, are placed on city property adjacent to roads when there is one or more of the following nearby:
  - ▶ a high concentration of pedestrian traffic;
  - ▶ a business that generates excessive quantities of litter, excluding take-out restaurants whereby Licensing By-law L-6 is applicable;
  - ▶ a high-use bus stop;
  - ▶ a school, etc.
  
- b) If a significant litter problem exists, receptacles, if available, are placed in city parks when there are any of the following nearby:
  - ▶ a children's play area;
  - ▶ a picnic table;
  - ▶ a ball diamond, tennis court, etc.

### 3.2 Monitoring

The Department regularly monitors the use of all waste receptacles to ensure that they are properly used and functioning as intended. Often, waste receptacles are subject to abuse, whereby they are filled with residential ("kitchen catchers") or commercial waste, resulting in their being unavailable for normal use. Also, receptacles may suffer from lack of use, whereby not enough litter is disposed of to warrant their placement. If there is cause to believe that a receptacle may be subject to abuse, misuse or lack of use, a Record of Waste Receptacle Usage survey is commenced. The month-long survey records such information as the amount of litter in the receptacle, the contents, and the dates on which it was emptied/surveyed.

If the monitoring reveals that a receptacle suffers from lack of use, the Department may remove it from its present location and/or relocate it to an area of higher demand.

If the monitoring reveals that a receptacle is subject to abuse or misuse, a letter will be distributed to residents in the vicinity of the receptacle, notifying them of the misuse and reminding them of the intended functions of the waste receptacle. The letter also advises that the receptacle will be removed if the misuse continues.

Litter basket use is monitored on a regular basis, and if a limited need is indicated by relative lack of use, or if misuse is indicated by bags of household refuse being placed in the litter baskets to the point that it is constantly full and unavailable for use for normal litter, it is the Department's policy to remove the basket.

### 3.3 Trial Placement

As the Department is frequently requested to place waste receptacles at various locations throughout the City, it is imperative that the limited inventory be located in areas where the receptacles will be of the most benefit. When the Department receives a request for the placement of a waste receptacle, several factors are taken into consideration. If the location satisfies the placement criteria, and a receptacle is available, the Department may agree to the request on a trial basis, provided there has not been a trial at that location within the previous twelve months.

The Department closely monitors the location during the trial period to determine if the placement is warranted. As with all other receptacles, if it is subject to abuse, misuse or is used very little, then it will be removed. Its eventual designation as a regular "seasonal" or "permanent" placement will be dependent upon the result of the trial. If it is determined that the placement is not warranted, the requester will be advised of the Department's decision for removal.

As you know the City of Ottawa is the contractor for the Regional Government. The approved operating budget by the Region is \$300,600.00 which represents 441 waste receptacles.

The City of Ottawa has 159 receptacles on their road system representing \$88,000.00.

The Operations Branch continues to meet with various Education Boards (usually the principal) to help resolve specific litter issues. This usually results in an information package to students to help keep the City of Ottawa clean.



May 23, 2000 (2:06p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

WD:wd

Contact: William Dunn - 244-5300 ext. 1-3366

**Financial Comment**

N/A.



May 23, 2000 (2:02p)

for Mona Monkman  
City Treasurer

CP:cds



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May 10, 2000

ACS2000-PW-LTB-0025  
(File: TYC3000/0110)

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 - Proposed Projects for 2000** **Cyclisme - Projets proposés pour 2000**

#### **Recommendation**

That Council APPROVE the cycling projects for 2000 as listed in **Document 1**. Additional projects will be brought forward in future reports.



May 11, 2000 (10:31a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

DH:lf

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

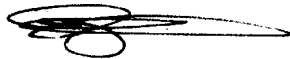


May 11, 2000 (10:55a)

Approved by  
John S. Burke  
Chief Administrative Officer

#### **Financial Comment**

Subject to City Council approval, funds in the amount of \$313,766 are available in the Comprehensive Cycling Accounts 99085750 (\$163,766) and 20085750 (\$150,000).



May 11, 2000 (10:21a)

for Mona Monkman  
City Treasurer

JG:cds

## **Executive Report**

### Reasons Behind Recommendation

#### Background

Since the approval of the Comprehensive Cycling Plan in 1994, Council has approved funding annually to implement cycling projects. Projects are identified on an annual basis based on the CCP and through consultation with the Ottawa Cycling Advisory Group. The purpose of this report is to provide members of Council with details on the work proposed for the current year (2000) along with estimated costs for those projects. Additional projects (as identified by staff and the Cycling Advisory Group) will be brought forward in future reports.

#### Recommendation

The projects proposed for 2000 are shown in **Document 1 - Proposed Cycling Projects for 2000**. The projects include capital construction works, signage and pavement marking as well as promotion and education. A description of each project is given in the table.

### Consultation

Consultation with agencies, government bodies and public will be carried out for individual projects as appropriate and as required by the Municipal Act. The proposed projects identified in this report have been reviewed with the Ottawa Cycling Advisory Group who support the recommendation.

## **Disposition**

Department of Urban Planning and Public Works to implement the projects, including any required changes to parking, signage or traffic signals.

## **List of Supporting Documentation**

Document 1 Proposed Cycling Projects for 2000

## Part II - Supporting Documentation

### PROPOSED CYCLING PROJECTS FOR 2000

Document 1

PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	MUNICIPAL ACT ADVERTISING REQUIRED	
			YES	NO
<b>CAPITAL PROJECTS</b>				
Albion Road (OT3)	Paint edgeline on approach to mid-block narrowing to guide cyclists away from curb.	500		√
Byron Avenue (OT7)	Repairs to sunken catch basins	To Be Determined		√
Byron Avenue (OT7)	Construction of pathway link at Richmond Road if dead end road closed and asphalt surface removed	0	√	
Cameron Avenue (Bank Street to Seneca Avenue)(OT9)	Contra-flow bicycle lane to provide direct link between Bank Street (at signalized intersection) and Brewer Park.	20, 000	√	
Gladstone Avenue (OT6)	Contra-flow bicycle lane to provide direct link between Elgin Street and Cartier Street.	15000	√	
Graham Avenue at Echo Drive (OT9)	Modification to intersection to provide direct access from Colonel By Drive at Graham Avenue for cyclists using both Echo Drive and Graham Avenue.	25000	√	
Graham Avenue (Echo Drive to Main	Contra-flow bicycle lane to provide link between	35000	√	

PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	MUNICIPAL ACT ADVERTISING REQUIRED	
			YES	NO
Street)(OT9)	Echo Drive and Main Street.			
Industrial Avenue (Riverside to Alta Vista) (OT10)	Pathway connection on south side of Industrial Ave. from Alta Vista (east side) to Riverside Dr. to link to Hurdman Transit Station	25000	√	
Lyon Street (OT9)	Modifications to barrier at Fifth Avenue to provide cycling access.	3000		√
McIlraith Bridge Pathway (OT9)	Pathway upgrade under bridge to provide cycling access between Rideau Garden Drive and Rideau River Drive.	20000		√
Midway Avenue at Edgeworth (OT7)	Barrier at Richmond Road	To Be Determined	√	
Mooney's Bay Redevelopment Plan (OT8)	Pathway layout and bicycle route connection	Scope To Be Determined		√
Nelson Street (OT5)	Modifications to barrier at Besserer Street to provide improved cycling and pedestrian access.			√
Old Riverside Drive (OT9)	Modifications to existing pathway to provide improved connections at Old Riverside Drive and Smyth Road.	20000		√
Pathway Centre-line Striping (City-wide)	Pavement markings on selected pathway links to	5000		√

PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	MUNICIPAL ACT ADVERTISING REQUIRED	
			YES	NO
	reinforce multi-use, bi-directional nature of pathway.			
Pleasant Park Road (OT10)	Pathway access from Riverside Drive to NCC Rideau River (east) Pathway	10000		√
St. Andrew Street (OT5)	Modification to existing road closure on St. Andrew (west) as well as modification to centre median on King Edward to permit two-way crossing by cyclists.	To Be Determined	√	
St. Andrew Street (OT5)	Modification to existing barrier at Beausoleil Street to permit one-way access by cyclists to St. Andrew Street (east).	10000		√
Stewart Street (OT5)	Detailed evaluation of contra-flow bicycle lane pilot project.	0		√
<b>EDUCATION PROJECTS</b>				
Brochures	<ul style="list-style-type: none"> <li>• Winter Cycling</li> <li>• Bicycles and the Law</li> <li>• Bicycle Parking</li> </ul>	To Be Determined	Not Applicable	
Bicycle Resource Guide	Insert to Ottawa Citizen	31000	Not Applicable	
Community Bicycle Tours	Demonstrate benefits of cycling through discovery of convenient local routes	0	Not Applicable	

PROJECT NAME	DETAILED DESCRIPTION	ESTIMATED COST	MUNICIPAL ACT ADVERTISING REQUIRED	
			YES	NO
Ottawa Urban Cycling Awards	Awards program to recognize organizations and individuals who promote cycling	500	Not Applicable	
Safe Routes to School	Work with School Boards to identify safe routes	0	Not Applicable	
Supervised Bicycle Parking (OT5)	By Ward Market location	23000	Not Applicable	
TV Promotion	Safety/encouragement - Public Service Announcements	0	Not Applicable	
User Surveys	Supervised Bicycle Parking project	0	Not Applicable	
Velocity Bicycle Parking	Contract to provide bike parking on public ROW (City/ROC/Velocity)	0	Not Applicable	
Website	Update cycling information on City Web Page.	0	Not Applicable	
Workplace Education on Commuter Cycling	Provide resources to existing workplace Bicycle User Groups	0	Not Applicable	

# Backgrounder

May 12, 2000

ACS2000-PW-OPS-0001

## **4. Provision of Litter/Recycling Containers with Advertising Component** **Fourniture de corbeilles à déchets et de bacs de recyclage affichant des publicités**

### **Issue**

- the Department of Urban Planning and Public Works has received an unsolicited proposal from OMG Media, a Toronto-based firm, to supply and install approximately 750 to 850 litter/recycling bins to replace the City's current inventory of roadside waste receptacles. In return for supplying and maintaining the bins (excluding emptying) at no cost to the City, OMG Media has requested the authority to sell advertising space on the bins and share the advertising revenues.
- Waste audits of the City's waste receptacles and street recycling containers in 1995 indicated that approximately 500 tonnes of waste is deposited annually and that as much as 30 to 50 per cent was recyclable material. In addition to saving landfill space and reducing the City's litter disposal costs, annual revenues could be available from the sale of the recyclable material.

### **What's New**

- the report makes two key recommendations:
  - that the Department be authorized to initiate a Request for Proposal for the supply and installation of litter/recycling bins with advertising to replace and supplement on the City's current inventory of waste receptacles. The RFP would be issued with the provision that any agreement is subject to the approval of the Transition Board. *City of Ottawa Act, 1999.*
  - an option that OMG Media be invited to participate in a pilot project with the Department of Urban Planning and Public Works, for the supply and installation of up to 100 litter/recycling bins, expiring in December, 2000.

### **Impact**

- financial benefits to the City are anticipated through the sharing of advertising revenues, lower collections costs, lower litter disposal costs due to waste diversion, and through revenues from the sale of recyclable material.
- serves as a strong incentive and reminder for the public to recycle and to reinforce the City's commitment to reducing waste.

Contact: Author - George Assaff - 244-5300 ext. 1 - 3096

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





May 12, 2000

ACS2000-PW-OPS-0001  
(File: RMG 1100-1862)Department of Urban Planning and Public  
WorksWard/Quartier  
City Wide

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

Action/Exécution

#### **4. Provision of Litter/Recycling Containers with Advertising Component** **Fourniture de corbeilles à déchets et de bacs de recyclage affichant des publicités**

#### **Recommendations**

1. That the Department of Urban Planning & Public Works be authorized to put out a Request for Proposal (RFP), in accordance with the principles outlined in the attached Document 1, for the supply, installation and maintenance (excluding emptying) of new roadside litter/recycling bins which include an advertising component, to replace and supplement existing waste receptacles at various locations within the road allowance in the City of Ottawa.
2. That, subject to the approval of Recommendation 1, the advertising guidelines outlined in the attached Document 2, form the basis of the advertising standards to be embodied in the RFP.

May 17, 2000 (10:57a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

May 23, 2000 (8:49a)

Approved by  
John S. Burke  
Chief Administrative Officer

GA:ga

Contact: George Assaff - 244-5300 ext. 1-3096

## Financial Comment

### Recommendations

There are no financial implications with respect to the recommendations.

### Option

Should City Council elect to proceed with the pilot project option, revenues, estimated in the amount of \$5,000, would be credited to the Account No. 0810005 - Roadside Maintenance (Litter Control).



May 17, 2000 (10:47a)

for Mona Monkman  
City Treasurer

CP:cds

## Executive Report

### Reasons Behind Recommendations

#### Background

The Department of Urban Planning and Public Works (Operations Branch) is responsible for keeping the City's streets and sidewalks clean and free of litter and debris. An important part of this program is the supply and servicing of waste receptacles conveniently placed at locations of high pedestrian traffic within the public road allowance. The Department also provides this same service on Regional Roads located within Ottawa as part of the RMOC/City Road Maintenance Agreement. Currently, the department provides and services approximately 600 waste receptacles. During the winter months, the number of receptacles is reduced to about 400. In 1999, the department spent approximately \$450,000 servicing waste receptacles (excluding purchase and repair costs) or approximately \$750 per receptacle per year. Servicing of waste receptacles is undertaken during the evening/night shift and, for the most part, by a contractor retained by the City. The frequency of servicing waste receptacles varies and ranges from daily to once per week depending on its location and usage. City forces supplement this service when additional servicing is required during the day and weekend shifts particularly in the downtown and By Ward Market area.

The number of waste receptacles provided by the department has declined over the years. Prior to 1996, there were approximately 850 waste receptacles placed on city streets.

However, due to budget cuts in 1996 for litter control, the number of waste receptacles was reduced to the current 600 containers.

Many of the City's waste receptacles are old, in very poor condition and require replacement. The department has estimated that it will cost approximately \$600,000 to replace the City's current inventory. Funding for a multi-year replacement program was identified in the year 2000 capital budget but was not approved.

### Recommendation 1

Recently, the department has been approached by OMG Media, a Toronto-based firm, with an unsolicited proposal to supply and install approximately 750 to 850 litter/recycling bins with an advertising component to replace the City's current inventory of roadside waste receptacles.

The litter/recycling bin proposed by OMG Media is a large rectangular-shaped, stainless steel receptacle that features three compartments: one for recyclable containers, one for paper fibre recyclables and one for garbage. The bins are ergonomically designed and feature a closed top so materials cannot overflow onto the streets. The size of the bins are approximately 5 feet long by 4 feet high by 21 inches deep. Each bin has two advertising panels that measure 30 by 60 inches, one facing the street and one facing the sidewalk. Compared to regular waste receptacles, the litter/recycling bin has approximately three times greater storage capacity. Figure 1 below illustrates the litter recycling bin proposed by OMG Media.

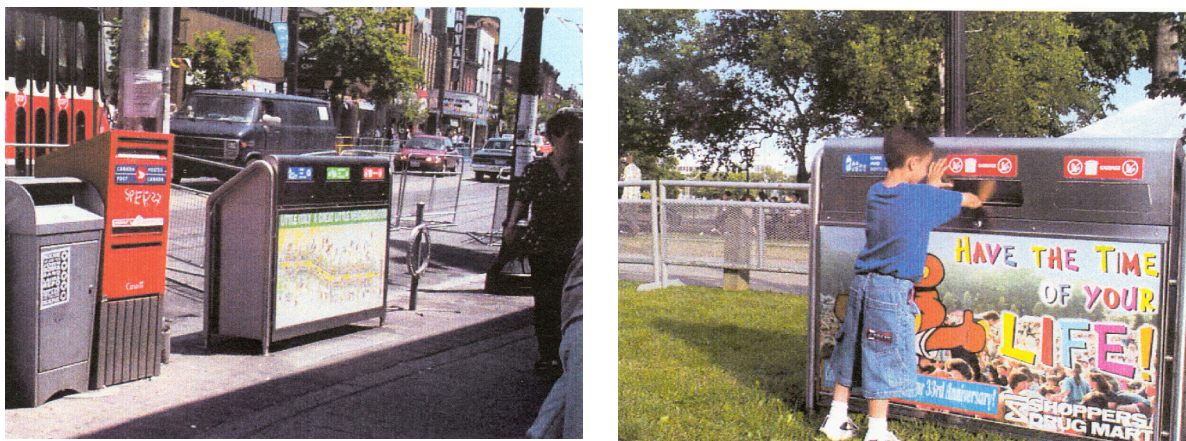


Figure 1. Proposed litter/recycling bin

In return for supplying and maintaining the bins (excluding emptying) at no cost to the City, OMG Media has requested the authority to sell space on the bins for advertising goods and services. The City would share in the advertising revenues by receiving a fixed rate every month for each unit installed on City property. The City would continue to be responsible for emptying the litter bins and disposing of the waste; however, additional financial benefits to

the City are anticipated through lower collections costs, lower litter disposal costs due to waste diversion, and through revenues from the sale of recyclable material collected in the bins. As well, the City would benefit from the cost savings of not having to fund the replacement of the City's current inventory of waste receptacles nor to maintain and repair the receptacles.

The litter/recycling bins proposed by OMG Media have undergone several pilot projects in the Toronto area since 1997. (Toronto, Etobicoke, and York) In 1999, as a result of the positive feedback obtained through the pilot projects, OMG Media was awarded a ten year contract with the City of Toronto to supply, install and maintain (excluding emptying) approximately 3,000 litter/recycling bins with advertising, at no cost to the city. The litter/recycling bins are expected to replace 60 to 70 per cent of the city's 5,000 roadside waste receptacles. The City of Toronto has estimated its share of the advertising revenue to be \$8.7 million over the 10 years of the contract. Toronto further estimates that it will incur approximately \$4 million to \$7 million more for its crews to pick up the material from the new bins over the term of the contract netting the city a profit of at least \$2 million. The agreement with OMG also provides for a portion of the advertising space to be given free of charge to the city for public service messages. OMG will also provide litter/recycling bins for special events sanctioned by the City at no charge to the city.

The issue of partnering with the private sector for the supply and installation of street furniture with an advertising component is not new to the City of Ottawa. An agreement has been in place for a number of years with Velocity Media for the supply, installation and maintenance of on-street bicycle racks with an advertising component. More recently, the City has authorized OC Transpo to contract with Creative Outdoor Advertising for the supply and installation of bus benches with an advertising component at bus stops. In both cases, the private sector partner supplies, installs and maintains the street furniture at no cost to the City. In the latter case, OC Transpo receives a share of the advertising revenues.

With respect to the issue of commercial advertising on the road allowance, the department generally has been guided by the principle that any such structure supporting the advertisement must support or enhance an existing service provided by the City or demonstrate an identified need for the structure, and secondly, that the advertisement is secondary to the purpose of the structure. In this regard, the department is satisfied that the proposed litter/recycling bins satisfies both of these principles.

In addition to providing on-street litter receptacles at no cost to the City, the OMG Media proposal fulfils a long standing City objective for the provision of on-street recycling facilities. In 1994 and 1995, the City of Ottawa experimented with the installation of recycling containers at busy downtown street locations and at high use parks. Although the recycling bins proved to be popular with the general public, unfortunately, the recycling bins were discontinued in 1996 due to budget cuts.

Waste audits of the City's waste receptacles and street recycling containers undertaken in 1995 indicated that approximately 500 tonnes of waste is deposited in the City's waste receptacles annually and that as much as 30 to 50 per cent of the waste deposited was recyclable material (i.e., paper fibre, plastic, glass bottles and metal cans). In addition to saving precious landfill space and reducing the City's litter disposal costs, additional annual revenues could be available from the sale of the recyclable material.

The department is very interested in pursuing the concept of a public/private sector partnership for the supply and maintenance of litter/recycling bins. In addition to providing pedestrians with the opportunity to recycle on the go, such an arrangement would provide the City with an opportunity to replace and expand its current inventory of waste receptacle at no cost to the City and to share in the advertising revenues. Although it is not possible to provide a thorough estimate of the financial benefits to the City for this initiative, based on the experiences in Toronto and assuming the installation of 600 to 800 litter/recycling bins, the City could expect to see benefits in the range of \$1.5 to 3 million dollars over a ten year agreement.

For this reason, it is recommended that the department be authorized to initiate a Request for Proposal for the supply and installation of litter/recycling bins with advertising to replace and supplement on the City's current inventory of waste receptacles and that the terms of reference for the RFP be based on the key principles outlined in the attached Document 1.

As many of the proposed litter recycling bins will be located on Regional roads located in Ottawa, Regional Council approval will be required for the placement of advertising on the Regional road allowance prior to the awarding of any contract. Regional staff have been consulted on this regard and have indicated their support. In this regard, Regional staff will be submitting a similar report to their Council for approval.

Furthermore, as this year is a transition year to the new City of Ottawa, and the City's ability to enter into longer term contracts has been significantly restricted by Ontario Regulation 100/00 made under the City of Ottawa Act, 1999, i.e. that an old municipality shall not enter into a contract or incur a debt or incur a financial liability or obligation that extends beyond December 31, 2000 unless it is done with the approval of the Ottawa Transition Board, the RFP would be issued with the provision that any agreement would be subject to the approval of the Transition Board.

On the completion of the RFP process, the department will report back to Council on the results of the RFP process with recommendations for awarding a contract, as appropriate.

### Recommendation 2

As it is preferable to provide guidance to prospective bidders for completing their bids, it would be advantageous to include in the RFP, the City's advertising standards. However, other than guidelines provided for sponsorship proposals, the City does not have a corporate

policy dealing with third party commercial outdoor advertising on the road allowance. As such, it is recommended that for the purpose of this RFP that the City adopt similar standards that were adopted for the installation of the bus benches with advertising at bus stops. These standards require that all advertising shall be in accordance with the regulations and standards set by the Advertising Council of Canada, will not include advertising of tobacco products and will be free of vulgarity or indecent suggestions. In addition, it is also recommended that the standards include a provision restricting the placement of advertisements on the bins within 100 metres of a business where the subject of the advertisement compete with the abutting business. The proposed advertising standards are set out in the attached Document 2.

## Environmental Impact

Public litter/recycling bins have the potential to reducing the amount of litter disposed of at the Regional landfill thereby saving precious landfill space and assisting the Region in achieving its waste diversion targets. As well, the presence of litter recycling bins on the road allowance and at busy downtown locations would also serve as a strong incentive and reminder for the public to recycle and to reinforce the City's commitment to reducing waste.

## Consultation

A copy of this report has been provided to the local Business Improvement Areas (BIAs). Their comments are included in the attached Document 3. As well, a copy of the report has been provided to the Environmental Advisory Committee.

## Options and Analysis of Options

### Option

1. That, subject to Regional Council approval for advertising on bins located on Regional roads, OMG Media be invited to participate in a pilot project with the Department of Urban Planning and Public Works, with said terms to be negotiated, for the supply and installation of up to 100 litter/recycling bins, expiring in December, 2000 and that all advertising be in accordance with the advertising standards set out in Document 2.

### Analysis of Option

Given that the Region and the eleven local area municipalities will be amalgamated into one new city January 1, 2001, Council may wish instead to wait until the new city is formed before entering into a long-term agreement which could impact municipalities outside the current City of Ottawa. Furthermore, a pilot project may have the advantage of introducing and measuring the public's response to the concept of installing litter/recycling bins with advertising on the road allowance.

The major drawback with this option is that it could be seen as providing OMG Media with an unfair advantage if a subsequent tender is called for a long term contract.

Although OMG Media has indicated that they would be agreeable to participating in a pilot project, no discussions have been held with OMG Media outlining the details of the pilot project or the financial benefits to be accrued to the City. Based on 100 litter/recycling bins, it is estimated that the City could realize revenue from the pilot project in the amount of \$5,000.

It is anticipated that the pilot project will follow the guidelines outlined in Document 1, with the exception that the project would expire at the end of this year. A report covering the pilot project would be finalized at the end of the project and forwarded with recommendations to the Council of the new City of Ottawa.

### **Disposition**

On the approval of Recommendation 1, the Department of Urban Planning and Public Works (Operations Branch), in conjunction with the Regional Supply Branch, undertake an RFP for the supply and installation of the litter/recycling bins.

On the approval of Option 1, the Department of Urban Planning and Public Works will undertake a pilot project with OMG Media for the supply and installation of litter/recycling bins.

### **List of Supporting Documentation**

- Document 1 Provision of Litter/Recycling Containers with Advertising Component - Request for Proposal - Key Principles
- Document 2 Advertising Guidelines
- Document 3 Consultation

## Part II - Supporting Documentation

Document 1

### PROVISION OF LITTER/RECYCLING CONTAINERS WITH ADVERTISING COMPONENT

#### REQUEST FOR PROPOSAL - KEY PRINCIPLES

The following are draft terms of reference which will form the basis of the RFP for the provision of litter/recycling bins with advertising an addition to standard terms and conditions included in all RFP's.

1. The City is inviting proposals from proponents for the provision of litter/recycling bins with an advertising component at various locations within the public road allowances in the City of Ottawa at no cost to the City.
2. The City will provide a listing of the litter/recycling bin locations under consideration. The City reserves the right to choose the locations at which litter/recycling bins with an advertising component will be placed.
3. Litter/recycling bins with advertising component will not be permitted on Confederation Blvd which includes Sussex Blvd, Mackenzie Avenue, Wellington Street (Rideau to Chaudiere Bridge), Elgin Street (Laurier Ave. to Wellington Street) without the approval of the National Capital Commission.
4. The successful proponent will be responsible for the supply, installation, maintenance and repairs of the litter/recycling bins and all associated costs. The bins must be kept clean and free from posters and graffiti.
5. The City of Ottawa will retain responsibility for emptying the containers.
6. Proponents are to specify the proposed annual revenues in total and on a per bin basis, to be payable to the City of Ottawa with such amounts subject to audit by the City.
7. Respondents are to provide detailed specifications of the bins that they will be supplying including type of material, dimensions, size of slots, etc. Samples or prototype of the bins are preferred. The bins must be fire, animal, dent and graffiti resistant.
8. The area of the bins that will contain the advertising must be clearly identified. Respondents must also stipulate whether any advertising space on the bins will be available for the City of Ottawa at no cost for public service announcements.
9. All advertising shall be in accordance with the regulations and standards set by the Advertising Council of Canada, will not include advertising of tobacco products and will be free of vulgarity or indecent suggestions. The City shall have the right to have any advertising removed in its absolute discretion. All advertising must also conform to the additional advertising standards set out in the attached Document 2.
10. The terms of the agreement will be five years, with an option for an additional five years.



11. The actual placement and orientation of the bins in the specified locations must be approved by the Commissioner of Urban Planning and Public Works, to ensure the safety of pedestrians and the safe movement of vehicles.
12. All bins which are deemed by the City to interfere with snow removal shall be removed from the roadside for the winter and replaced following the winter. All such litter/recycling bins which are deemed to interfere with snow removal operations will be required to be removed from the street no later than October 31<sup>st</sup> of each year and not be reinstalled on the street prior to April 15<sup>th</sup> of the following year but no later than May 1<sup>st</sup>.
13. The successful proponent will be required to provide Performance Security in the form of an irrevocable letter of credit, from a chartered bank or bonding company, or a certified cheque, in the amount to be determined once the number of locations where the new litter bins will be placed is determined.
14. The successful proponent will be required to enter into a formal agreement with the City based on terms and conditions acceptable to the Commissioner of Urban Planning and Public Works and the City Solicitor. The agreement will contain conditions that provide flexibility in terms of adding bins or changing locations, and will allow the City to request that some or all of the bins be removed if the bins, advertising or servicing are deemed unsatisfactory by the Commissioner of Urban Planning and Public Works.
15. Proponents shall be required to have at least one year experience in the provision of such equipment and service.
16. Proponents are to provide an implementation plan for the design, manufacture, installation and maintenance of the bins; a description of the company's projected costs and advertising revenues associated with the project; a marketing plan outlining the sale of the advertising; and a description of past experience in similar projects.
17. Proposals will be evaluated based on revenues to the City of Ottawa, quality and aesthetics of the bins, and operational considerations (e.g. ease of emptying).
18. The City reserves the right to enter into negotiations with the preferred Proponent. In the event that the proposal does not entirely address the requirements of the City, or if the City's requirements should change, mutually agreeable terms and conditions may be negotiated and included as a modification to the proposal.
19. The litter/recycling bins will remain the property of the Proponent for the term of the contract. Upon termination of the agreement the litter/recycling bins are to be removed by the Proponent (unless otherwise agreed to).
20. The successful Proponent shall be required to enter into an Indemnification Agreement, in a form satisfactory to the City Solicitor, holding the City harmless from any damages or claims of liabilities arising from the litter/recycling containers, or advertising placed within the municipal right-of-way.
21. The successful Proponent shall secure and maintain throughout the term of the agreement, liability insurance, relative to the litter/recycling bins and the advertising faces, satisfactory to the City of Ottawa wherein the City of Ottawa is shown as additional named.
22. The agreement is subject to the approval of the Regional Municipality of Ottawa-Carleton with respect advertising and locations on the right-of-way on Regional Roads.
23. The agreement is subject to the City of Ottawa Act, 1999, as amended and, therefore, subject to the approval of the Ottawa Transition Board.

## ADVERTISING STANDARDS

1. The City is guided by the general principles embodied in the Canadian Code of Advertising Standards, in determining the acceptance of advertising.
2. The City will not accept advertising of questionable taste or which is irritating in its content or method of presentation.
3. Advertising must be free from offensive references to racial matters.
4. Material calling for the advocacy of, or opposition to, a political point of view, policy or action is prohibited. Material advocating the name of any political party is acceptable. Material advocating the candidacy of an individual may be accepted providing the content is in keeping with all guidelines and that the message centres generally on the candidate's name and party affiliation, the office being sought, election date or other such information pertinent to the election. Material which tends to disparage a candidate or party or cause will not be allowed. In addition material informing the public of the specifics relating to a meeting, gathering or event will be permitted if the information is confined to subject, name of speaker, location, date and time of event. All political advertising will indicate that the advertisement is paid for by a party or candidate so as to avoid giving the impression that the City is supporting a given party or candidate.
5. Religious advertising which promotes a specific ideology, ethic, point of view, policy or action, which in the opinion of the City might be deemed prejudicial to other religious groups or offensive to users of the transit system is not permitted. Religious advertising will be permitted if the information is designed to promote a specific meeting, gathering or event and the location, date and time of said event.
6. The City will only accept advertising that:
  - ▶ Recognizes the changing roles of men and women in today's society and reflects this in the distribution of labour, the range of occupations shown and the assignment of roles in the workplace and in the home;
  - ▶ Portrays people as they are - of varying ages, appearances, ethnic and cultural heritages;
  - ▶ Portrays people as users, buyers and decision makers, and not as inappropriately dependent upon the product being advertised;
  - ▶ Uses models for other than solely attention getting purposes, avoiding particularly the display of lightly clothed models whose presence is not relevant to the product being advertised;
  - ▶ Portrays positive body images of people, avoiding the use of extreme and inappropriate postures that inappropriately accentuate one part of the body, thereby fragmenting that part from the total person.
7. No advertisement will be permitted within 100 metres of a business where the subject of the advertisement competes with the abutting business.
8. Although the City is guided by the Canadian Code of Advertising Standards, the City is the sole and final arbiter in all matters relating to City advertising acceptance. The City may refuse, or order removal of any advertising materials at any time in its absolute discretion.

9. Tobacco Advertisements are not acceptable. Any displays depicting the use of tobacco or consumption of tobacco shall be refused.
10. Advertisements of alcoholic products may be accepted so long as permitted by law whether Federal, Provincial or Municipal or the Alcohol and Gaming Commission of Ontario. Notwithstanding the above, the City may at any time, by providing the Company with 90 days advance notice, alter its policy on the advertising of alcoholic products.

## **PUBLIC CONSULTATION**

### INTRODUCTION

A copy of the draft report was provided to the following eight local Business Improvement Areas since much of the City's current inventory of waste receptacles is located within their boundaries:

1. Bank Street Promenade BIA
2. By Ward Market BIA
3. Preston Street BIA
4. Rideau BIA
5. Somerset Heights BIA
6. Somerset Village BIA
7. Sparks Street Mall Management Board
8. Westboro BIA

### BIA RESPONSES

Of the eight BIAs, comments were received from three: By-ward Market BIA, Somerset Heights BIA and Rideau BIA. Their comments are summarized below. Copies of their responses are attached.

#### ByWard Market BIA

The BIA felt that given the amalgamation of the municipalities non January 1, 2001, that this issue would be best put forward next year rather than implementing a trial program this year.  
Rideau BIA

The BIA supports the recycling bins, but not at the sake of selling off surface area in the BIA. Its main concerns are that the bins may create visual proliferation, provide an additional surface for graffiti vandalism, and/or create obstructions to pedestrian movements and visibility of storefronts. As well, the BIA is concerned that the motivation for the location of the bins will be more fore advertising visibility rather than ease of intended service. The BIA also raised the concern that there are design guidelines for Rideau Street that the proposed product does not meet.

The BIA also expressed that it would expect to be the recipient of any revenue-sharing agreement with the supplier of the bins.

Somerset Heights BIA

The BIA expressed tentative support for the bins and provided positive comments with respect to the bins being enclosed at the top and for the recycling proposal. As well, the BIA expressed similar concerns about visual blight and the potential for graffiti on the bins. A concern was also raised with respect to the allowable number of bins that would be permitted per block.

STAFF RESPONSE

Visual Blight

Staff agree that there will be additional blight resulting from the advertising aspect of the proposal. However, we cannot expect a private sector partner to commit funds to providing litter/recycling bins without some opportunity to recover its costs. This is always the dilemma with such proposals. The alternative to the proposal would be for the taxpayers to fund the replacement of the City's inventory of waste receptacles and the additional cost for the recycling component if desired.

Graffiti

Removal of graffiti from the litter/recycling bins would be the responsibility of the supplier of the bins. Graffiti not removed from the bins in a timely manner would be removed by the City and charged back to the supplier. Furthermore, it would not be in the best interest of the supplier to not keep the bins clean and free of graffiti and/or signs and posters as this would detract from its ability to sell advertising to potential customers.

Location of Bins

Final approval for the location of the bins would rest with the City. The City's major criteria for locating the bins will not be revenue generation but rather for providing convenient locations to dispose of litter and recyclables. The current locations of the City's waste receptacles will be the primary targets for these bins. However, there are other locations that the department would like to place bins which have been unable to due to budget cuts in this area.

Revenues

The department is of the opinion that any revenues generated from this proposal should be returned to the City to offset and/or enhance the City's cost for litter control.



May 1, 2000

A.B. Garnett  
Director of Operations  
City of Ottawa  
111 Sussex Drive  
Ottawa, Ontario  
K1N 5A1

Dear Mr. Garnett,

Thank you for the opportunity to comment on the draft report on Litter/Recycling Bins with Advertising Component.

The board of management of the ByWard Market BIA considered the report at its April 17 meeting.

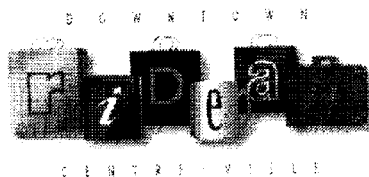
It was felt by the board, given the amalgamation of municipalities on January 1, 2001, that this issue would best be put forward next year rather than implementing a trial program this year.

If you require additional information, please contact the BIA's executive director, Jantine Van Kregten, at 562-3325.

Sincerely,

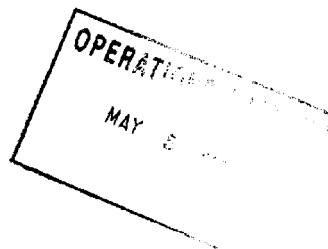
Phil Waserman  
Chair  
ByWard Market BIA

55 By Ward Market Square  
2nd floor / 2<sup>e</sup> étage  
Ottawa Ontario K1N 9C3  
☎ (613) 562-3325  
📠 (613) 562-3326  
[www.byward-market.com](http://www.byward-market.com)



May 4, 2000

Mr. A. B. Garnett  
 Director of Operations  
 Department of Urban Planning and Public Works  
 City of Ottawa  
 111 Sussex Drive  
 Ottawa, ON, K1N 5A1



**SUBJECT: Litter/Recycling Bins with Advertising Component**

*Dear Mr. Garnett:*

I apologize for the delay in responding to the above noted subject's public consultation. We received the information the week of April 24 and I have only now just found the time to respond.

It has been the policy of the Rideau BIA not to support such initiatives in our boundary. You may recall this was our position with the previously proposed parking meter, telephone booth and transit bench advertising programs. While one could argue that this most recent city revenue generating initiative is an actual benefit to the community, it still poses many of the same concerns that we object to with regard to these programs. Such as:

- visual proliferation
- another surface that can be vandalized and covered with graffiti
- location of fixture will be advertising visibility driven rather than ease of use of intended service
- obstruction to pedestrian movements and visibility of storefronts

The Rideau BIA has over six years experience managing this type of supplier in public space. It is a constant point of frustration for us in trying to ensure these suppliers adhere to the terms of their contract and keep their property in acceptable order and condition. Revenue collection is extremely difficult to receive in a timely fashion and there is always an excuse as to why their product is not reaching the estimated full advertising revenue sharing potential. Unless the city is prepared to ensure strict supervision and penalty for failure to adhere to the terms of the contract of such a program, we would suggest you refrain from pursuing this initiative in the City of Ottawa and especially the Rideau BIA.

Aside from this practical advice, there are design guidelines for Rideau Street that this product does not meet. Also, if there is to be any revenue-sharing agreement reached for any such product in the Rideau BIA, then we would expect to be the recipients of such income -- as much of a frustration as it is to deal with.

O T T A W A ' S A R T S & I N D U S T R I A L D I S T R I C T  
 Downtown Rideau Board of Management, 45 Rideau Street, Suite 406, Ottawa, ON, Canada K1N 5W8  
 Telephone: (613) 241-6300 Fax: (613) 241-8676 Email: rideau@cyberus.ca www.downtownrideau.com

This is necessary to offset the costs we are subsidizing to increase the level of service we are receiving of standard municipal services that have been continually cut back in the past six years. We would also insist on location approval of such fixtures. Given that Rideau Street is already overburdened with other suppliers, there is very little room left to consider. Our boulevard areas are primarily wall-to-wall fixtures/furniture and the magnitude of buses and trucks in our area would make it nearly impossible to notice this kind of advertising anyway.

Referring specifically to this particular product -- I recently returned from Toronto where I saw it placed throughout the downtown, as well as read an article in today's Toronto Star that noted the product is coming to Ottawa. My opinion of witnessing the product first hand is that it is designed to showcase advertising and is located to benefit as such. They are cold looking structures that do not enhance the space they occupy and are not located conveniently, i.e. in front of a convenience store, coffee shop, bus stop, etc. These locations are important to note given that Ottawa has gone no smoking. This forces people into the public space to smoke and they generally go where they can buy a coffee or juice to wash down their cigarette. We have seen a significant increase in litter and garbage since the no smoking bylaw was established.

To be clear, the Rideau BIA supports recycling bins, but not at the sake of selling off surfaces in our BIA. These suppliers will prefer to only supply high density and traffic areas. Whereas, there is likely to be a need for the service outside of what they perceive as profitable to them -- who will then provide that service? To give you an example: our bike rack supplier wants all his advertising racks in front of Rideau Centre, yet we have a need for racks further east on Rideau Street, but because this is less profitable for him, we have to argue to get him to place racks there.

As always, we thank you for the opportunity to comment through this process and welcome any questions you may have on our experience in this area.

Sincerely,  
DOWNTOWN RIDEAU BOARD OF MANAGEMENT



Peggy DuCharme  
Executive Director

cc: D. Holtom, Rideau BIA Chair  
City Community Services & Operations Committee  
Ottawa BIAs

*Recycling Bins*



Somerset Heights BIA  
638 Somerset Street W.  
Ottawa, ON  
K1R 5K4  
Tel: 230-4707  
Fax: 230-8261

April 27, 2000

A. B. Garnet  
Director of Operations  
Department of Planning and  
Public Works  
111 Sussex Drive  
Ottawa, ON  
K1N 5A1

Re: Trash/Recycling Bins with Advertising Component

Dear Mr. Garnet,

Somerset Heights BIA offers tentative support for the proposed trash bins with advertising. There are several positive features such as trash bins being enclosed and the recycle component of the unit.

The advertising component does concern the BIA since it contributes to the visual blight that already plagues the downtown. There is the potential for the new bins to become canvases for graffiti. Newspaper boxes companies for example are very slow to remove graffiti from existing boxes and what guarantees will be put in place to ensure that any defacing is immediately removed. As well will there be limits placed on the number of units per street block face, or will there be a tendency by the company to generate more funds through the placement of more bins?

The trash bin proposal has merit, however, the BIA is cautious based on our experience with other such ventures.

Sincerely,

*Gwen Toop*

Gwen Toop  
Executive Director  
Somerset Heights BIA

c.c. Councillor Elisabeth Arnold

May 2, 2000

ACS2000-PW-OPS-0003  
(File: RMR1871/0240)

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

**5. Lanes Maintenance - Lane located between Bell Street South and  
Cambridge Street South, south of Plymouth Street - known as Arthur  
Lane South**

**Ruelles Entretien - Ruelle située entre rue Bell sud et rue Cambridge  
sud, sud de rue Plymouth - connu sous la dénomination de la ruelle  
Arthur sud**

**Recommendation**

That the City **not** assume responsibility for maintenance of the lane located between Bell Street South and Cambridge Street South, south of Plymouth Street - known as Arthur Lane South.



May 5, 2000 (12:54p)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works



May 5, 2000 (2:03p)

Approved by  
John S. Burke  
Chief Administrative Officer

RV:rv

Contact: Raymond Villeneuve - 244-5300 ext. 1-3295

**Financial Comment**

Subject to City Council approval, the recommendation would have no direct financial impact to the City of Ottawa.

However, should City Council not approve the recommendation and choose instead to maintain this lane, additional funds in the estimated amount of \$8,300, for 2001 and subsequent years, will be identified as a major change request (budget increase) to the 2001 operating estimates and subject to approval of the New City Council. The capital cost for reconstruction, estimated at \$15,000, would also be identified as a capital need in Capital Program estimates and subject to the priority ranking approved by Council.



May 5, 2000 (9:41a)

for Mona Monkman  
City Treasurer

CP:cds

## **Executive Report**

### **Reasons Behind Recommendation**

In accordance with the City of Ottawa's System for the Acceptance of Lanes into the Public Vehicular and Pedestrian Network for maintenance purposes (February 1, 1984), a request that the City commence maintenance of the lane located between Bell Street South and Cambridge Street South, south of Plymouth Street and known as Arthur Lane South, has been received by the Department.

On January 24, 2000, letters of notification and questionnaire forms were hand delivered to all but two of the affected residents/owners abutting the subject lane. The remaining two letters were sent by mail. The residents were asked whether or not they were in favour of the City maintaining the lane and for any additional comments they might have with respect to such maintenance.

A total of 169 residences were circulated and responses were received from only 18 residents (11%). Fifteen (15) of these respondents were in favour of the City assuming maintenance of the lane while the remaining 3 respondents were opposed. It is the Departments' practice to recommend that an eligible lane be maintained, if it was requested by the majority of residents/owners abutting the affected lane. In this particular case, only 11% of affected residents/owners responded to our questionnaire which suggests that this issue is not a significant concern to them.

The subject lane is 27.4 metres (90 feet) long, with an asphalt surface in need of repair. This lane serves predominantly as one of the two access points for the underground and surface parking entrances for 311 Bell Street. The lane also provides access to rear yard parking for two residences fronting on Bell Street South, as well as what appears to be two illegal

surface parking lots at 289 Bell Street South and 114 Plymouth Street.

Due to the fact that this lane is a dead-end, it is estimated that the annual cost for winter maintenance alone would be approximately \$8,300. Furthermore, it is expected that the travelled portion of this lane will have to be properly reconstructed, with suitable provision for drainage, at an estimated cost of approximately \$15,000 (actual cost for this reconstruction would require the conducting of a detailed survey at a later date).

In the present climate of fiscal restraint, the Department recommends against assuming maintenance of the subject lane due to the low response rate to the survey; the significant cost associated with winter maintenance; the eventual need to reconstruct the lane; and the fact that the lane, for the most part, serves as an extension to one of the driveway entrances to the underground and surface parking for the apartment building at 311 Bell Street.

### Consultation

There are 161 residents occupying eight (8) properties which abut the lane. These properties are registered to eight (8) non-resident owners. Questionnaires and information packages were circulated to all of the foregoing. Eighteen (18) responses were received, with fifteen (15) being in favour of the lane being assumed for maintenance and three (3) being opposed.

The following comments were received from those people who were in favour of the lane being assumed for maintenance:

1. This is for 5 adjacent properties.
2. It would be nice to have some trees.
3. I have gotten stuck on this several times and feel it is necessary to have improvements made.
4. Snow removal is crucial in the winter.

A further resident was in favour of the lane being assumed for maintenance; however, the following comment reversed his position:

1. If parking is not allowed, my answer is "No".

### Departmental Response

The Department is recommending against maintenance of the lane, due to the high cost of winter maintenance for a dead-end lane; the additional cost of reconstruction of this 27.4 metres long lane; the fact that this lane serves predominantly as a second extended driveway to underground and surface parking for one property, 311 Bell Street; and also due to the very low response rate of 11% to the questionnaire circulated by the Department which suggests indifference, on the part of the vast majority of affected residents/owners, to this request for maintenance. In the case of the comment regarding parking being allowed on the lane, By-law 1-96, the City of Ottawa's by-law regulating traffic and parking on highways,

prohibits parking on any highway where the travelled portion of the roadway is six (6) metres in width or less.

### **Departments Consulted**

The following departments have been consulted:

1. Department of Corporate Services - Office of the City Solicitor and Property Services Branch.
2. Department of Urban Planning and Public Works - Planning Branch.

### **Options and Analysis of Options**

#### **Option**

1. That the City assume responsibility for maintenance of the lane located between Bell Street South and Cambridge Street South, south of Plymouth Street, and known as Arthur Lane South.

#### **Analysis of Option**

Should Council elect to accept the lane into the public vehicular and pedestrian maintenance network, the Department has estimated that there will be a requirement for additional funding in the amount of \$8,300 annually to undertake winter maintenance of the lane. As well, the travelled portion of this lane would have to be properly reconstructed, with suitable provision for drainage, at an estimated cost of approximately \$15,000.

Notwithstanding the foregoing, as this year is a transition year to the new City of Ottawa and the City's ability to enter into longer term contracts has been significantly restricted by Ontario Regulation 100/00 made under the City of Ottawa Act, 1999, i.e. that an old municipality shall not enter into a contract or incur a debt or incur a financial liability or obligation that extends beyond December 31, 2000 unless it is done with the approval of the Ottawa Transition Board; a decision by Council, to exercise option 1, would be subject to the approval of the Transition Board.

#### **Disposition**

The Department of Urban Planning and Public Works, Operations Branch, will notify the abutting residents and the non-resident owners of City Council's decision. If the decision is that the lane be maintained, the Department will take over responsibility for maintenance of the lane.

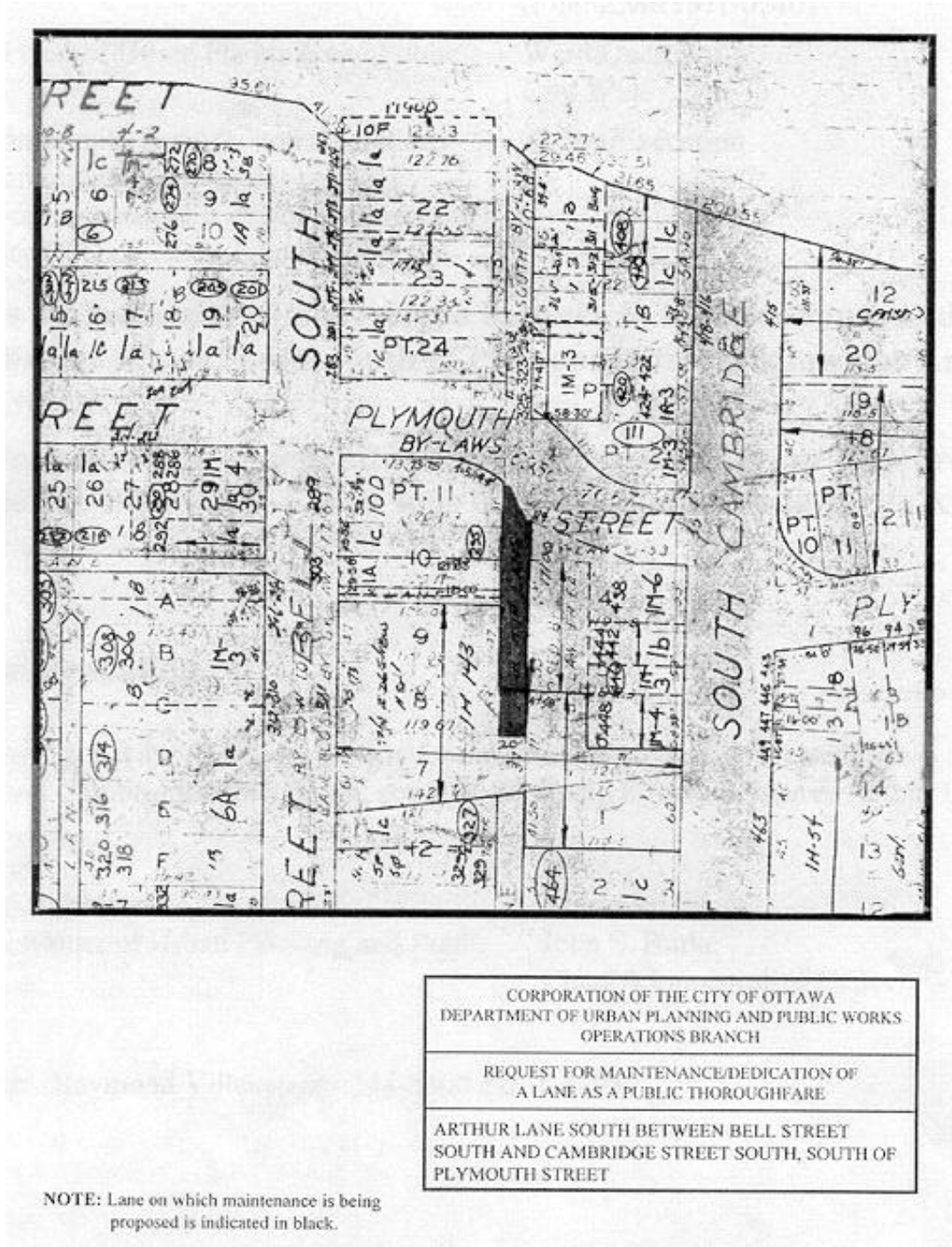
#### **List of Supporting Documentation**

Document 1    Map of subject lane

**Part II - Supporting Documentation**

Location Map of Arthur Lane

Document 1



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May 18, 2000

CC2Z2000154

(File: ACC8310/2000)

Ward/Quartier

City Wide

**6. Seniors - The Council on Aging - Ottawa-Carleton: An Aging Population - Fact Book on Aging 1999**

**Personnes âgées - Le Conseil sur le vieillissement d'Ottawa-Carleton : une population vieillissante - Précis sur le vieillissement, 1999**

**The Council on Aging - Ottawa-Carleton**

**Le Conseil sur le vieillissement - Ottawa-Carleton**

*A community voice for seniors/Un porte parole des aîné(e)s dans la communauté*

**Ste. 299-1, 75 rue Bruyère Street, Ottawa ON K1N 5C7**

**Tel. (613) 789-3577 Fax (613) 789-4406 E-Mail: [coa@scohs.on.ca](mailto:coa@scohs.on.ca)**

May 15, 2000

Councillor Stephane Emard-Chabot  
Chair, Community Services & Operations Committee  
City of Ottawa  
111 Suusex Dr.  
Ottawa K1N 5A1

Dear Councillor Emard-Chabot,

The Council on Aging - Ottawa-Carleton would like to make a presentation to the City of Ottawa's Community Services & Operations Committee on the topic of *Trends in Population Aging - Implications for Planning*. As you are aware, following each Census the Council on Aging produces a *Fact Book on Aging*, which captures data relating to seniors (age 65 and over) in Ottawa-Carleton. Our latest edition not only identifies the trends in aging in our community (the number of residents in Ottawa-Carleton who are 65 and older will increase from one-in-ten today to *one-in-five* by the year 2031), but identifies service issues relating to language, gender, geographic distribution, and use of health care services.

As well, the Council on Aging has been observing the impact of aging not only in terms of demographics, but as it relates to health services restructuring and municipal amalgamation. All these important activities have significant planning implications for the provision of

services to seniors in our community, which we wish to bring to Committee and Council's attention through our presentation.

As a result, we wish to appear before your Committee to discuss these planning implications with you and your colleagues at the Wednesday May 31, 2000 meeting of Community Services & Operations Committee. Mr. Hubert Frenken, a member of the Board of Directors of the Council on Aging (and author of our *Fact Book on Aging*), will be accompanying me to the Committee meeting.

Yours truly,

Original Signed By  
Alex Cullen  
Executive Director

# Ottawa-Carleton: An Aging Population Fact Book on Aging 1999

**A Profile of Ottawa-Carleton Seniors, Yesterday, Today and Tomorrow**

**(Published by the Council on Aging - Ottawa-Carleton)**

## ***HIGHLIGHTS:***

- ◆ The City of Ottawa has an older population than any other major city in Canada with the exception of Victoria, British Columbia.
- ◆ Since 1980 Ottawa-Carleton's population has grown by one-third, but the number of seniors has increased twice as fast. Moreover, the rate of growth is the fastest among the oldest members of the senior population.
- ◆ Whereas today 11% of Ottawa-Carleton's population is 65 and over, in 30 years this proportion will be close to 20%.
- ◆ Two-thirds of Ottawa-Carleton seniors are married and live with their spouses, 30% are widowed and 13% are either separated, divorced or never married.
- ◆ Nearly 30% live alone and 7% are in nursing homes, hospitals or retirement residences.
- ◆ While senior women lag behind men in both level of education and income, these gaps should close dramatically as the Baby Boom Generation ages.
- ◆ Seniors account for more than one-third of hospital admissions and nearly two-thirds of patient days.
- ◆ This past year, the Ontario Drug Benefit Program paid almost \$60 million for drugs prescribed for Ottawa-Carleton's seniors by their doctors.
- ◆ In 1997, 36,000 Ottawa-Carleton seniors reported \$51 million in charitable donations on their tax returns.
- ◆ More than a quarter of people age 65 and older volunteer some of their time, talents and energy to a variety of organizations.

**THE COUNCIL ON AGING - OTTAWA-CARLETON**

**Ste. 299-1, 75 Bruyère St., Ottawa K1N 5C7**

**Tel: (613) 789-3577 Fax: (613) 789-4406 E-mail: [coa@scohs.on.ca](mailto:coa@scohs.on.ca)**

# Ottawa-Carleton: Une population vieillissante

## Recueil statistique sur le vieillissement de 1999

### Profil des aînés d'Ottawa-Carleton d'hier, d'aujourd'hui et de demain

(Publication du Conseil sur le vieillissement - Ottawa-Carleton)

#### *Points saillants:*

- ◆ La ville d'Ottawa compte la population la plus âgée parmi tous les grandes villes du Canada, à l'exception de Victoria, en Colombie-Britannique.
- ◆ Depuis 1980, la population d'Ottawa-Carleton s'est accrue d'un tiers, mais le nombre d'aînés a augmenté deux fois plus vite. En outre, le taux de croissance est plus rapide chez les aînés âgés que chez les plus jeunes de ce groupe.
- ◆ La proportion des personnes de 65 ans et plus est légèrement supérieure à 11 % à l'heure actuelle; dans 30 ans, elle atteindra presque 20 %.
- ◆ Les deux tiers des aînés d'Ottawa-Carleton sont mariés et vivent avec leur conjoint, 30 % sont veufs et 13 % sont séparés, divorcés ou célibataires.
- ◆ Près de 30 % des aînés vivent seuls et 7 % habitent dans les maisons de soins infirmiers, des hôpitaux ou des maisons de retraite.
- ◆ Bien que les niveaux d'instruction et de revenu des femmes soient moins élevés que ceux des hommes, les écarts devraient s'atténuer considérablement au fur et à mesure que la génération du baby boom vieillira.
- ◆ Les aînés sont à l'origine de plus du tiers des admissions à l'hôpital et ils sont intervenus pour près des deux tiers des journées passées à l'hôpital.
- ◆ L'an dernier, le régime de médicaments gratuit de l'Ontario a versé près de 60 millions de dollars au titre des médicaments d'ordonnance destinés aux personnes âgées de la région d'Ottawa-Carleton seulement.
- ◆ En 1997, 36 000 aînés à Ottawa-Carleton ont précisé dans leur déclaration de revenu avoir versé 51 millions de dollars en dons de bienfaisance.
- ◆ Plus du quart des personnes de 65 ans et plus offrent bénévolement une partie de leur temps, de leur talents et de leur énergie à différentes organisations.

**LE CONSEIL SUR LE VIEILLISSEMENT - OTTAWA-CARLETON**

**Ste. 299-1, 75 rue Bruyère, Ottawa ON K1N 5C7**

**Tel: (613) 789-3577 Téléc: (613) 789-4406 E-mail: coa@scohs.on.ca**