

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

Agenda 6
Ordre du jour 6

Wednesday, March 29, 2000 - 9:15 a.m.
Le mercredi 29 mars 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 5 (February 23, 2000)

Procès-verbal 5 (Le 23 février 2000)

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Councillor/Conseiller Stéphane Émard-Chabot, Chairperson/Président

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

March 14, 2000

ACS2000-PW-LTB-0004
(File: RFY1100/2295)

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. Parking - Municipal Parking Programme Annual Report - 1999

Stationnement - Report annuel du Programme de stationnement municipal - 1999

Information

INTRODUCTION

In 1999, the Municipal Parking Programme included 3,449 on-street metered spaces and 2,518 off-street spaces located at five garage facilities and eight surface lots. In addition to the expansion of the on-street parking programme, numerous operational and technological improvements were made to both the on-street and off-street parking components, as outlined in the following sections of this report.

The net result of revenue increases less increased property taxes and operational costs is a bottom line improvement of \$858,358 over 1998.

ON-STREET PARKING PROGRAMME

Financials

The increase in net revenue for 1999 over 1998 for the on-street parking programme was \$897,948, as shown in the following table.

Item	1997	1998	1999
Revenue: (Net GST & PST)	\$2,958,077	\$3,429,019	\$4,368,211
Expenses: Administration Overhead	\$293,519	\$220,572	\$247,761
Meter Operations	\$504,492	\$553,742	\$567,797
Net Revenue / (Loss)	\$2,160,066	\$2,654,705	\$3,552,653

Parking Meter Expansion

One of the Municipal Parking Programme's prime objectives is to provide short-term parking in support of local business. Yearly, the programme reviews all commercial zones in an attempt to maximize the number of customer parking spaces. As of December 31, 1999 the on-street inventory had been expanded to 3,449 short-term metered parking spaces. Approximately 400 new parking meters were installed on-street in 1999 mainly in the Preston Street area and Rideau Street east.

Technological Improvements

The replacement of all old mechanical meters to new electronic meters on-street and off-street was completed in 1999. The new electronic meters are capable of storing audit, maintenance and operational information which is downloaded to a hand-held computer. In addition, these new meters are also fitted to accept smart cards for our new Parking Card Programme.

Coloured Meter Domes

In 1998, the parking programme started to assist its parkers by implementing a coloured meter dome programme. Colouring of the meter head, the meter post or the meter dome is not a new idea and has been used in many cities to help parkers distinguish between one and two hour parking. In Ottawa, it has been decided to maintain the traditional grey dome for one-hour meters and to introduce the green dome for two-hour metered parking. Verbal feedback from parkers, Business Improvement Areas and Business Associations has been very positive. The placement of two-hour meters with green domes has been as a result of parking studies, requests from area business or business groups. The net result is that parkers who require more time to carry out their business, for example, in a doctor's office or a restaurant, can now locate the two-hour metered zones more easily. Virtually all two-hour zones have now been converted to green coloured meter domes.

Tour Bus Programme

The Tour Bus Programme continues to be a popular programme in support of tourism in Ottawa. In 1999, the programme grew over 4% in revenue to over \$20,000 from a combination of daily bus passes and bus-only parking meters. No substantial changes were made to the programme in 1999.

Parking Card Programme

In conjunction with the replacement of all on-street mechanical meters, the new electronic parking meters are fitted to accept the City of Ottawa Parking Card. A pilot project consisting of approximately 100 parkers was undertaken in late 1999 to test the use of the Parking Card throughout Ottawa. In early February 2000, the programme was officially launched at the Ottawa Auto Show. The Parking Card can now be purchased at Ottawa City Hall and four downtown Bank of Nova Scotia branches.

Parking Studies

In 1999, turnover surveys were undertaken on Elgin, Bank (south) and Preston Streets. In addition, an update of the 1995 Central Area Parking Study was commissioned and field work was undertaken in November with completion of the report expected in early 2000.

OFF-STREET PARKING PROGRAMME

Financials

The increase in revenue (net GST and PST) for 1999 over 1998 for the off-street parking programme was \$469,620, however the net revenue decreased by \$39,590 due to increased costs of operation which were essentially due to increased property taxes. Therefore, while our net off-street revenue was down by about \$40,000 from 1998, this includes the payment of increased property taxes which were almost \$425,000 higher in 1999.

Item	1997	1998	1999
Revenue: (Net GST & PST)	\$3,113,600	\$3,344,438	\$3,814,058
Expenses: Administrative Overhead	\$307,732	\$172,604	\$180,162
Lot Operations	\$973,764	\$837,620	\$782,609
Lot Services	\$515,362	\$473,339	\$594,655
Rent	\$638,774	\$625,152	\$637,977
Property Tax	\$1,520,190	\$843,848	\$1,266,370
Net Revenue / (Loss)	(\$842,222)	\$391,875	\$352,285
Revenue Per Parking Space	(\$328)	\$155	\$140

Alternative Service Delivery (ASD)

The ASD Review of the Off-Street Parking Programme was concluded on June 30, 1999 with Ottawa City Council's approval of the Policy, Priorities and Budgeting Committee's recommendations that the Department was to "*promote existing practices and further that staff develop flexible strategies to promote short-term parking in City parking facilities*". This recommendation "*assumes no changes to pricing for short-term and longer-term parking but increased promotional activity with the emphasis to fill excess capacity with monthly parkers*". This recommendation identified "*the flexibilities required by the Off-Street Parking Programme will be, as follows: to vary monthly rates to remain in line with those charged by the private sector; and - to accept monthly parkers to the extent that short-term parking is not compromised*".

In response to this direction given to the Off-Street Parking Programme by City Council, the Department has enhanced its efforts to fill available spaces at all off-street parking facilities

that are not being used by short-term parkers at the present time. In addition, the rate structures for monthly parkers are being adjusted regularly to be in line with private operators. As the demand for more short-term parking increases at individual off-street parking facilities, the Department is cutting back on monthly parkers to meet this demand.

Technological Improvements

As with the On-Street Parking Meter Programme, the Off-Street Parking Programme has made significant technological improvements to reduce operating costs, improve the audit trail and the level of service to the public.

Pay and Display Machines

Where possible, new technology is being implemented to provide our parkers with increased services. The installation of pay and display machines provides customers with the ability to pay by cash or *Visa*. Unlike parking meters, the machine prints out receipts which the parker places on their vehicle's dashboard to ensure that they do not receive a parking infraction. Soon, the programme will be introducing the ability to use *MasterCard* in addition to its current *Visa* capabilities. In 1998, three machines were introduced at two parking lots. In early February 1999, two additional machines were placed at the City's parking lot at Slater/Laurier, to serve the surface portion of the lot only. These machines reduce operational costs while providing an expanded level of service to the public. In addition, change machines have been installed at the two downtown parking lots to facilitate the use of pay and display machines.

Card Access Systems

In order to facilitate faster access and egress for our monthly parkers, new card access systems were installed at all City of Ottawa garage facilities. This also provides faster turnaround time for our short-term parkers, as attendant services are no longer required for monthly parkers.

Operational Improvements: Monthly Parkers

In order to increase utilization of the City's off-street parking facilities and at the same time maintain an adequate supply of short-term parking spaces, close monitoring of parking usage has been undertaken, and it has been determined that additional monthly spaces could be offered without impacting short-term needs. Since last year at this time, we have increased the number of monthly parkers from 806 to 998 (a 24% increase) which has contributed to the overall increase in off-street parking revenue. This increase in monthly parkers has mainly occurred at two off-street parking facilities, Lot #1 - Slater/Laurier and Lot #5 - Clarence/Murray, neither of which are being fully utilized by short-term parkers on a daily basis. These lots are being monitored regularly and if short-term parking demand increases, the monthly parking supply will be decreased.

Life Cycle Management

Working closely with the Facilities Management Division of the Asset Management Branch, several off-street facilities including By-Ward Market, Clarence-Murray, Slater-Laurier and St. Lukes had various degrees of life cycle maintenance undertaken. The incorporation of the off-street parking facilities into the Facilities Management Division's database ensures that the Corporation's assets are well maintained. With infrastructure valued in excess of \$30 million, it is very important that all the components (structural, mechanical, electrical, etc.) are properly maintained not only for public safety but for longevity as well.

Business Improvement Areas Marketing Booklets

Working with local Business Improvement Areas, the City has participated in advertising initiatives and specifically with the By-Ward Market BIA in the form of coupon booklets designed to provide shoppers with value-added coupons. While promoting the parking programme, our participation in the booklets provides parkers with second-hour-free coupons which increase business and revenue at designated facilities.

Seniors' Tuesday

Many seniors do not come downtown because the perception is that parking is hard to find and very expensive. Therefore, in 1999, the City of Ottawa continued its special programme for seniors. Tuesdays between the hours of 10:00 a.m. and 3:00 p.m. seniors, 65 years of age or older, can park at any of our staffed parking facilities for one dollar. Since the programme started we continue to receive very favourable responses from seniors.

By-Ward Market Garage Morning Special

Between the hours of 6:00 a.m. and 11:00 a.m. every day of the week at the ByWard Market Garage, parking is now available for a maximum of \$2.00. This morning special is intended to run throughout the year and it is possible to combine the morning special rate with normal parking rates after 11:00 a.m.

Pay Phones

In 1999 the City received in excess of \$4,000 in commissions from Bell Canada for telephone booths located at several off-street facilities.

Vending Machines

A City of Ottawa tendering exercise was undertaken in 1999 for the placement of beverage machines at City of Ottawa recreational facilities, as well as selected off-street parking facilities. At the completion of the process, fifteen beverage machines are in operation at six off-street parking locations. It is projected that each machine will generate, on average, \$1,000 in revenue annually for the City.

Boom-Ad

Several years ago, the City was approached by a company named Boom-Ad. This company places advertisements on parking gate arms, thus generating revenue for the City of Ottawa. In 1999, the City received approximately \$6,500 in revenue.

Advertising Panels

The City has installed advertising panels which are placed at a number of off-street parking facilities. The advertising is sold to local businesses and the proceeds help to off-set the facilities' operating costs. In 1999, this initiative generated in the order of \$4,000 in revenue.

SUMMARY OF MUNICIPAL PARKING PROGRAMME

Financials

The net increase in revenue for 1999 over 1998 for the Municipal Parking Programme was \$858,358 or 28%, as shown in the following table.

Net Revenue / (Loss)			
Item	1997	1998	1999
On-Street Parking Programme	\$2,160,066	\$2,654,705	\$3,552,653
Off-Street Parking Programme	(\$842,222)	\$391,875	\$352,285
Total	\$1,317,844	\$3,046,580	\$3,904,938
Net Revenue Increase Over Previous Year	-	\$1,728,736	\$858,358

Parking Expansion

The Municipal Parking Programme continues to expand its on-street meter operations, whereas the off-street parking facilities have remained constant during 1999.

In 2000, the main thrust of the Municipal Parking Programme will be to introduce the Parking Card for use at all on-street and off-street parking meters, as well as at our pay-and-display machines. Additional off-street parking facilities will be investigated to meet specific demands in individual commercial areas.



March 15, 2000 (7:34a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

LDN:cd

Contact: Peter Bula - 244-5300 ext. 1-3224
Larry Nielsen - 244-5300 ext. 1-3285

Financial Comment

The information in this report represents the 1999, year end, unaudited financial statement.



March 14, 2000 (3:49p)

for Mona Monkman
City Treasurer

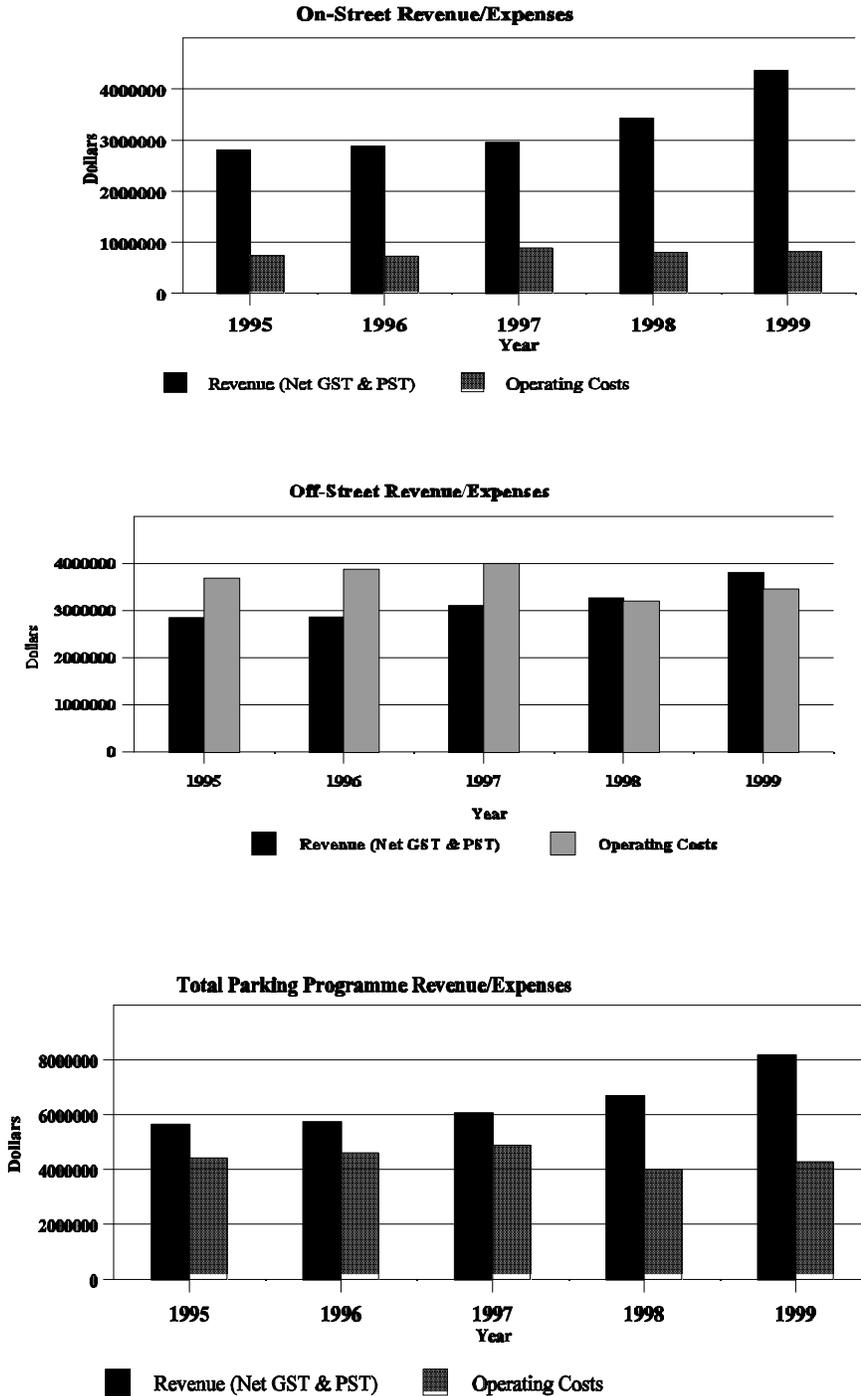
BH:cds

List of Supporting Documentation

Document 1 Table #1 - Parking Programmes Revenues and Expenses

Part II - Supporting Documentation

Parking Programme Revenue and Expenses



March 10, 2000

ACS2000-CM-BUS-0006
(File: ACS1300)

Department of Community Services

Ward/Quartier
City Wide

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

Information

2. School Closure - Ottawa-Carleton Catholic School Board

Fermeture d'école - Ottawa-Carleton Catholic School Board

Information

At the City Council meeting of March 1, 2000, staff was directed to bring forward information regarding the school closure process currently being undertaken by the Ottawa-Carleton Catholic School Board.

On February 22, 2000, the Ottawa-Carleton Catholic School Board released a staff report on the School Area Review Phase II. The report outlines several options from the Board to consider in order to reach its goal of eliminating 2,100 pupil spaces. This reduction is required in order for the Board to qualify for Provincial capital funding for new schools.

The staff report focuses on providing options for the following areas:

- Study Areas 5 and 6 - West End Ottawa
- Study Areas 7 and 11 - East End Ottawa & Gloucester (Inside the Greenbelt)
- resolution of the Phase 1 closure delay for St. Thomas School

The Department of Community Services has reviewed the School Board report and has identified that the following schools, located within the City of Ottawa, are impacted by the options:

School	Address	Major Cross streets Proximity
St. Daniel	1160 Maitland Ave.	Maitland/Tara
St. Michael	741 Bernard St.	Coventry/St. Laurent
St. Elizabeth	893 Admiral Ave.	Merivale/Anna

School	Address	Major Cross streets Proximity
St. Anthony	391 Booth St.	Booth/Gladstone
St. George	401 Piccadilly Ave.	Island Park/Iona
Our Lady of Mount Carmel	675 Gardenvale Rd.	Cummings/Gardenvale

The following table identifies the Ottawa schools impacted by the options from the perspective of potential closure, as well as the potential for being a school receiving pupils from a closed school.

Study Area	School Closure Option	Pupil Accommodation Option
West End Ottawa	Option 2 - St. George	St. Joseph
	Option 2A - St. George	St. Mary/Thomas Aquinas
	Option 2B - St. Elizabeth	St. Mary/Thomas Aquinas
	Option 2C - St. Anthony	St. Mary/Thomas Aquinas
	Option 3 - St. Daniel	St. Elizabeth
East End Ottawa	Option 4 - St. Michael	Assumption and Our Lady of Mount Carmel
	Option 5 - St. Michael	St. Paul
	Option 6 - St. Michael and Our Lady of Mount Carmel	St. Paul
	Option 7 - St. Michael, Assumption and Our Lady of Mount Carmel	St. Paul
	Option 8 - Assumption and Jean Vanier	Ecole Glaude

With respect to the other 6 schools on the options list, 2 are located in Vanier (Jean Vanier and Assumption Schools), 2 are in Nepean (St. Thomas and Bayshore Schools), and 2 are in Gloucester (Elmridge and Thomas Darcy McGee Schools).

Impact on Leisure and Cultural Programs:

The Department has reviewed the Ottawa based schools included in the closure options, and has determined that such closures would have no significant impact on the delivery of recreational and cultural programs. It was identified that none of the option sites are currently used by the Department to deliver programs, and that in most cases, alternate schools or municipal facilities existed nearby to accommodate community programs. The Department is also unaware of any significant community use of the option sites.

Three City of Ottawa community centers, Alexander, Fisher Park, and Overbrook, could experience reductions in after school, March Break and summer camp programming since some of the closure options schools are feeders for these programs. Notably, in the west end of the City the Alexander Community Center serves approximately 25 children from St. Elizabeth School in its daily after school and summer day camp programs. The loss of these participants would have a significant impact on the programs by reducing registrations in the programs by 50%. The proposed accommodation site for St. Elizabeth pupils, at St. Mary/Thomas Aquinas, would take the children outside the Alexander Community Center service area. The closure of St. George School would likely have only a minimal impact on the Fisher Park Community Center, with the possible loss of 4 pupils in the after school program.

In the east end of the City, the closure of St. Michael School could reduce attendance in the Overbrook Community Center's after school program by 6 to 10 children, though the proposed relocation of the students to nearby St. Paul School would make it possible to retain these students. Similarly, the two children from Our Lady of Mount Carmel who attend the St. Laurent Complex after school program would likely continue to do so if they were relocated to St. Paul School.

None of the option site schools use City of Ottawa swimming pools or arenas for their physical education programs.

The City's Self-Help program has provided local community groups with grants to install play structures at 5 of the 6 closure option sites - St. Michael (1982), St. Elizabeth (1994), St. Anthony (1988 & 1991), St. George (1981), and Our Lady of Mount Carmel (1981, 1996, & 1997) Schools. As identified by the year(s) in which each of the project were undertaken, much of this play equipment is approaching the end of its lifecycle, and in some cases may have already been removed or replaced by the School Board. Though the loss of school yards for community outdoor play is regrettable, it is noted that alternate sites for such activities exist in each of the impacted communities.

The chart below identifies the Ottawa sites included on the closure option list, as well as the nearby amenities which could provide alternate indoor and outdoor venues for community activities.

School	Alternate Nearby Indoor Community Space & School Yard sites	Alternate Nearby Parks
St. Daniel	Agincourt School	Copeland, Greenlawn, Ainsley & Agincourt Parks
St. Michael	Queen Mary School Overbrook School * Education Sans Frontier	Presland, Lawson, Overbrook Parks
St. Elizabeth	Alexander Comm. Center W.E. Gowling School Saint Bonaventure	Alexander Park Harold Place Park
St. Anthony	McNabb Comm. Center McNabb School Adult High School Cambridge School	Plouffe Park
St. George	Fisher Park Comm. Centre Fisher Park School Elmdale School	Fisher Park Iona Park
Our Lady of Mount Carmel	Rideau High School St. Laurent Complex	Cummings Park Trojan Park

* identified as a closure option by the Ottawa-Carleton District School Board

New Development Considerations:

The School Board report also considers some the impact of significant new housing developments on the closure options. Specifically, it identifies that:

- with respect to St. Anthony School, there is a potential for increased enrolment at the school should development of LeBretons Flats proceed.
- With respect to St. Elizabeth School, the development of the Central Park community could lead to additional enrolment, though the 300 units already build have only resulted in 6 additional students at the school
- With respect to the proposed Rockcliffe airbase development, there exists sufficient additional pupil spaces at Thomas Darcy McGee School to accommodate enrolment from the new development.

Next Steps In the Process:

The School Board held a public information meeting on February 28, 2000, to present the report to interested members of the public. An Independent Review Panel (IRP) will now host a series of public meetings to receive input into the staff report, and on March 28th, the IRP will submit its findings and recommendations to the Board. In early April, the Board will hold a special meeting to receive public input on the IPR recommendations.

On April 25th, the Board will be presented with a staff response and recommendations based on input received by the IPR. The Board will meet again in late April to make their final decisions on Phase II.



March 10, 2000 (1:42p)

for Janette Foo
Commissioner of Community Services

DC:cg

Contact: Daniel Chenier - 244-5300 ext. 1-3425

Financial Comment

Any impact on Recreational and Cultural Programs will be identified in future Operating Estimates Status reports. No significant impact is anticipated.



March 13, 2000 (10:37a)

for Mona Monkman
City Treasurer

ECM:cds

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March 7, 2000

ACS2000-CM-FIR-0001

(File: ACS1300,
XLC2814/110)

Department of Community Services

Ward/Quartier
City Wide

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

Information

3. Partnership for Personal Disaster Assistance - Fire Services **Partenariat d'assistance aux sinistrés - Service des incendies**

Information

The purpose of this report is to provide members of Council with information regarding a new and innovative service implemented through a Memorandum of Understanding with two partner agencies. This service is provided to those members of the public affected by small scale personal disasters such as loss of residence due to fire, hazardous material release or spill, or small scale natural disasters affecting fewer than 50 people. Resources have been available through many channels in the past but there was no specific co-ordinated program of aid in place. Aid provisions were inconsistent and access was difficult and confusing.

The Canadian Red Cross, Ottawa Carleton Branch, The Salvation Army and Ottawa Fire Services have formed a partnership called **Partnership for Personal Disaster Assistance**. It is the intention of this partnership to provide a variety of services for persons affected by fires and related disasters with emphasis on the immediate requirements of the client. The two relief agencies are committed to respond within one hour and services will be provided for approximately seventy two hours.

The Partnership for Personal Disaster Assistance will maximize the services available to clients by allowing access to available resources more quickly and efficiently. Agencies will be able to expend more effort for the benefit of the client while minimizing the duplication of services and allowing for enhanced fire and disaster mitigation.

Other fire services utilize this type of arrangement for client assistance with single agencies but few have formal programs. The City of Ottawa has the unique opportunity of having the combined resources of both the Canadian Red Cross and the Salvation Army available and with the co-operation of the Fire Service, these two experienced relief agencies can bring their many skill sets to the assistance of affected families.

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This progressive venture has the potential of serving as a guideline for other jurisdictions to follow. There is also a real potential for expansion based on the recognition of needed services coupled with the identification of agencies available to provide them. Existing agencies such as the police Victims of Crime Support Group and local businesses will be accessed as required and will eventually form the core of a group of resources utilized by the Partnership.

The list of services this group will bring to an incident includes but is not limited to;

1. Food Assistance
2. Lodging Assistance
3. Registration & Inquiry / Family Reunification
4. Comfort Kits (which will include Blankets / Recovery information / Zeddy Bears for kids)
5. Emotional Support
6. Community Referrals
7. Collection of Donated Items

The entire process of service provision is initiated by Fire Services Incident Command. The operating area is outside of hazard zones so as not to further endanger affected populations or relief workers. The service will be delivered by volunteers from the Canadian Red Cross and the Salvation Army who will be subject to the authority of the Ottawa Fire Services Incident Commander.

Partners and Responsibilities

The Canadian Red Cross and the Salvation Army will share service delivery responsibilities. One point of access will be available to the Ottawa Fire Department for notification purposes.

Salvation Army

- ✓ Needs Assessments
- ✓ Food Assistance on location
- ✓ Clothing (through their Thrift Stores)
- ✓ Lodging Assistance
- ✓ Emotional Support
- ✓ Collection of donated goods & clothing

Canadian Red Cross

- ✓ Needs Assessments
- ✓ Comfort Kits / Blankets / Zeddy Bears
- ✓ Registration & Inquiry
- ✓ One Step at a Time Brochure / Coloring Book
- ✓ Food Vouchers (if required)
- ✓ Referrals

Ottawa Fire Services

- ✓ Notification

Involvement in the Partnership furthers the goals of the Ottawa Fire Service by

- a. Ensuring we deliver continuous improvements in service.
- b. Ensuring our organizational behavior is customer oriented.
- c. Projecting a positive public image.
- d. Closing the existing gap in client service provision.

This program will be reviewed in one year. This program fits well with recent and ongoing improvements and enhancements of service delivery in the areas of fire and disaster control, emergency medical service, hazardous material mitigation, technical rescue operations and a variety of other educational, prevention and community involvement programs.

There is no cost to the City of Ottawa for participation in this program.



March 7, 2000 (11:49a)

Janette K. Foo
Commissioner of Community Services

JL:jl

Contact: Jim Littlewood - 798-8236

Financial Comment

There are no financial implications as a result of CSOC approval of this report.



March 7, 2000 (1:29p)

for Mona Monkman
City Treasurer

ML:cds

March 10, 2000

ACS2000-PW-LTB-0008
(File: TAA1100/2000)

Department of Urban Planning and Public
Works

Ward/Quartier
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 1 - Centretown and Somerset Heights
Routes - Modifications de routes - Projets de reconstruction de routes
et d'égouts de 2000 - Rapport 1 - Centre-ville Ouest et Somerset
Heights**

Recommendations

1. a) That, subject to technical circulation, Council approve the construction of intersection and mid-block curb extensions (narrowings) at various location on Gladstone Avenue (at Lebreton, at Percy and at Bay), Flora Street (Bronson to Kent), Argyle Avenue (Bank to Elgin), Willow Street (Preston to Bell) and Eccles Street (Lebreton to Bell), 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 intersection and mid-block curb extensions (narrowings) on Arthur Street and Cambridge Street at Gladstone; and at various locations on Lebreton Street, between Somerset Street and Gladstone Avenue, as detailed in **Document 2**, and that mini traffic circles not be constructed on Lebreton Street at Willow Street and at Eccles Street.
- c) That Council approve the relocation of the intersection narrowings on Flora Street from the south side to the north side of the street at Percy Street, Bay Street and Lyon Street.
- d) That, subject to technical circulation, Council approve reductions and/or changes to overall roadway widths on Gladstone Avenue, Lebreton Street, Flora Street, Argyle Avenue, Willow Street and Bell Street, as detailed in **Document 3**.

2. That the Council defer approval of the construction of various speed humps as listed in **Document 4** until such time as Council has considered the Traffic Calming Evaluation Report.

3.
 - a) 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 extensions (narrowings) be subject to further public consultation.

 - b) That Jack Purcell Lane continue to operate as a one-way southbound street.

 - c) That Bell Street, Gladstone to Willow Street, continue to operate as a one-way southbound street.



March 14, 2000 (1:33p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

AS:lf

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



March 15, 2000 (8:23a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

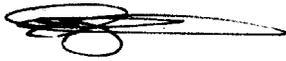
Capital Costs

Funds in the amount of \$150,000 are available in Capital Project 20085640 (Roadway Modification within Road and Sewer Program).

Operating Costs

Additional maintenance costs totalling \$42,100 will be identified in the Department of Urban Planning and Public Works 2001 Operating Estimates.

Once City Council approval is received, these recommendations will be forwarded to the Transition Team for their approval before any work can commence.



March 14, 2000 (11:24a)

for Mona Monkman
City Treasurer

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. Some measures may be considered as “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)
- Somerset Heights Transportation and Parking Study (September 4, 1996)

The implementation of measures as proposed in the Centretown Traffic Calming Plan is 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. The Somerset Heights Transportation and Parking Study and associated measures has received full Council approval (1996) with no conditions or further requirements, except Municipal Act advertisement.

In addition, roadway modifications are being recommended for streets outside the above listed study areas, Willow Street, Eccles Street and Gladstone Avenue, west of Bronson Avenue. These measures have been considered following public requests and extensive consultation.

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. The Operations Branch has

identified a need for additional funding in the amount of \$40,000 per year to maintain the proposed roadway modifications. The funding is required to accommodate the additional winter maintenance, spring cleaning, boulevard grass cutting, and life cycle (repair) costs resulting from the installation of the modifications.

Recommendation 1 pertains to horizontal traffic calming measures only (curb extensions, narrowings, etc.). Vertical measures (such as speed humps and raised intersections) are discussed under Recommendation 2.

Recommendation 1a) pertains to implementation of curb extensions (narrowings) (see **Document 1**); recommendation 1b) to implementation of curb extensions (narrowings) and the deletion of mini traffic circles (see **Document 2**); recommendation 1c) to the relocation of existing narrowings; and recommendation 1d) to overall narrowings of road widths (see **Document 3**). As these issues are inter-related, the following discussion pertains to all four 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 and 2** list 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

a) Bronson to Kent

On Flora Street, between Bronson Avenue and Percy Street, the existing road width is 7.5 metres. This block is constructed with narrowings on alternate sides of the street, with cast-in place planters at various locations. This section of roadway was constructed in the 1970's and was an original streetscaping project within the City of Ottawa. No changes are proposed within the block. This project will complete the installation of all horizontal measures on Flora Street as recommended in the CTCP.

There are seven (7) brick paver crosswalks along Flora Street between Percy and Kent Streets, which will be re-installed as part of the reconstruction work. These crosswalks were installed as part of the Centretown Streetscape Plan, however, funding was never provided to provide ongoing maintenance and repairs. Approval of an additional \$2,100 per year to cover maintenance is required.

Based on the CTCP, narrowings are recommended on the north east and north west corners at Lyon Street and all four corners at Kent Street. A total of eight narrowings were constructed under the Centretown Streetscape Plan at Percy Street (southeast corner), Bay Street (southeast and southwest corners), Lyon Street (southeast and southwest corners), Kent Street (southwest corner), and Kent Street (northeast corner). In order to standardize locations, staff recommend the narrowings be removed from the south of the street, and reconstructed on the north side of the road to coincide with the location of the on-street parking. This is proposed at all intersections except Kent Street.

At Kent Street, the Region has requested the intersection narrowings be placed on the south side of the roadway to provide for optimal sight lines across the intersection. Staff concur with this requirement. During the reconstruction of this roadway, the narrowings will be constructed to the current engineering and operational standards.

b) Kent to Bank

The CTCP recommends that the section of Flora Street, from Bank Street to a point 75 metres west of Bank Street, be changed from one-way eastbound to two-way traffic circulation. The Plan recommends two mid-block narrowings to provide this transition. Staff are recommending against the proposed change in direction, as that there is no egress point for vehicles to turn around (see discussion under Recommendation 3 a). During the recent public consultation, the majority of residents at the meeting understood the reason for not implementing the proposed two-way traffic flow adjacent to Bank Street. However, the residents are seeking alternative traffic calming measures for this block and have requested additional mid-block narrowings between Kent Street and Bank Street. Staff are currently preparing a design plan for this block and will carry out further public consultation before a final staff recommendation can be made.

ii) Argyle Avenue from Bank Street to Elgin Street

Based on the CTCP, a narrowing is proposed on the northeast corner at Bank Street. Staff concur with this recommendation. In addition, a narrowing is proposed mid-block between Bank Street and O'Connor Street, however, this would require the elimination of a parking meter. Staff recommend it be relocated to the north west corner at O'Connor Street. Parking occurs on the north side of the street and these narrowings would better define the location of the on-street parking.

From O'Connor Street to Metcalfe Street, the CTCP recommends angled parking with narrowings at both the east and west ends of the block. During the public consultation process three parking options were presented: angled parking on the north side of the road; parallel parking on both sides of the road; parallel parking to remain on the north side (i.e. status quo). Angled parking cannot be recommended as it would require the removal of the loading zone adjacent to the YMCA and widening the roadway to the east of the YMCA by 2.0 metres. The widening would have to occur on the north side of the roadway as the south side has numerous trees. The elimination of green space is not considered to be appropriate nor necessary. It is proposed that the roadway be reconstructed from the existing 13.5 metres to 11.5 metres, from O'Connor Street to the east property line of the YMCA. This width permits stopping on the south side of the street and parallel parking on the north side. From this point easterly to Metcalfe Avenue, staff recommend the roadway be reconstructed to 9.0 metres (current standard) from the existing width of 10.0 metres. Staff also recommend that parallel parking remain on the north side of the street and also be extended to within approximately 35 metres of Metcalfe Street West.

From Metcalfe (east) to Elgin Street, the CTCP proposes narrowing/removing both the existing left and right turn lanes (curbside). However, staff have determined it is not technically feasible to remove the left turn lane because of the high peak hour volumes. As an alternative, parking meters are to be installed, with parking permitted only in the off-peak periods. The right turn lane on the south portion of the road is not required for traffic flow, and therefore, parking meters are to be installed for all-day use. On-street parking within this area is desirable given the proximity to the Elgin Street area and the Police Station.

iii) Gladstone Street from Bronson Avenue to Bay Street

Based on the CTCP, several measures were proposed for implementation, including a landscaped boulevard and parking on both sides of the roadway with mid-block narrowings. The Gladstone Improvement Initiative Study recommends the implementation of the elements of the CTCP, a modification to the intersection of Bronson Avenue and Gladstone Avenue, elimination of Gladstone Avenue as a truck route, and maintaining the cycle route.

However, it is not possible to implement all proposed features given the existing right-of-way width. Gladstone Avenue is designated as a cycling route and shared lanes (of minimum 4.25m) are to be incorporated into the design. During the public consultation process, two options were presented to the Community. The first option presented was to maintain the current width of the roadway and existing on-street parking. Mid-block narrowings within the parking areas were presented, as recommended in the CTCP. A landscaped boulevard could not be implemented with this option as the width of the right-of-way is insufficient.

The second option presented was to narrow the roadway and provide a landscaped boulevard on one side of the road with parking on the opposite side of the roadway. This necessitates the elimination of parking on one side of the road. The existing width of the road is approximately 13.0 metres and staff propose that the roadway be narrowed to 11.0 metres. This width is a standard for a collector roadway and will allow for two shared vehicle and cycle lanes, one parking lane and one landscaped boulevard. From Bronson Avenue to Percy Street, a 2.0m wide landscaped boulevard is proposed to be on the north side adjacent to McNabb Park, with parking on the south of the street adjacent to the residential dwellings. From Percy Street to Bay Street, the landscaped boulevard is proposed for the south side with parking to remain on the north side. This configuration provides for a “chicane” effect at the intersection with alternating location of landscaped boulevards and parking east and west of Percy Street.

Staff are recommending the second option, as it provides the best compromise to all the elements proposed in the CTCP. Parking notifications advising the residents and owners of the proposed elimination of parking on one side of the road have been recently sent out to all affected residents and tenants on Gladstone Avenue. Three objections have been received to date, concerning the loss of parking/loading on the south side of Gladstone, between Percy and Bay Streets.

The CTCP proposed the construction of raised intersections on Gladstone Avenue at both Percy Street and at Bay Street. Staff cannot support this, as explained in detail under “Reasons Behind Recommendations 3 and 4”. During the recent public consultation, community members requested that additional narrowings be placed on the side streets in areas where the raised intersections cannot be implemented. Narrowings were requested on the east side of Percy Street and west side of Bay Street both north and south of Gladstone Avenue, as well as on Gladstone Avenue at the southwest corner of Percy Street. Although these narrowings are not specifically recommended in the CTCP, staff can concur with these additional measures, as the raised intersections, proposed in the CTCP, cannot be implemented.

The intersection of Gladstone Avenue and Bronson Avenue is under Regional jurisdiction. The design at the intersection allows for a left turn lane on Gladstone Avenue, both east and west of Bronson Avenue. Intersection radii and crosswalk distances have been reduced where feasible, while maintaining the necessary truck turning movements around the corners. The construction details of the intersection have been provided to the City of Ottawa by the Region for implementation. The intersection design is subject to Regional Transportation Committee approval. Gladstone Avenue, from Bronson Avenue to Kent Street, has been eliminated as a truck route. This has received City Council approval.

iv) Jack Purcell from Lewis Street to Frank Street

The CTCPC does not recommend any physical roadway modifications on this roadway. Installation of a concrete curb on both sides of the lane is to be included in the reconstruction, to better define the actual edge of the laneway. On the east side of the laneway adjacent to the commercial buildings, the curb will better define the property line and permit enforcement to determine if vehicles are illegally encroaching into the lane. The curb on the west side will define the limit of parking and the edge of existing sidewalk. In addition, a slight re-alignment of the sidewalk on the west corner of Jack Purcell Lane at Waverley Street will better enhance the movement of pedestrians while also optimizing the parking requirements.

B) SOMERSET HEIGHTS TRANSPORTATION AND PARKING STUDY (SHTPS)

The following list of horizontal roadway measures within the Somerset Heights area are RECOMMENDED for construction in association with the 2000 Road and Sewer Program. An objection to all traffic calming measures has been received from the Preston Street BIA. Refer to **Document 6 - Public Participation** - for a copy of the letter and staff's response.

i) Lebreton Street from Somerset Street to Raymond Street

The SHTPS study area boundary is immediately south of Eccles Street. However, two recommendations for further consideration within this study include the intersection of Lebreton Street and Willow Street, and mid-block curb extensions (narrowings) between Willow Street and Eccles Street. Therefore, staff have chosen to include all of Lebreton Street within this section of the report for ease of reference and continuity.

Based on the SHTPS, two traffic circles are recommended at Eccles and at Willow Streets. After reviewing the technical feasibility of this measure, staff have determined that service vehicles such as garbage and fire trucks cannot turn left around the circle with adequate clearances. Service vehicles would encroach into the pedestrian crosswalks, and turning movements for automobiles would be extremely tight. 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 circles cannot be recommended by staff for implementation.

During recent public consultation, those in attendance did not object to the deletion of the mini traffic circles at the intersections of Willow Street and Eccles

Street. However, alternative measures have been requested by the community to address traffic concerns and issues within the area. The Dalhousie Community Association (DCA) has proposed intersection narrowings with alternate side parking. Staff concur with this general concept of alternate side parking, which creates a change of alignment for the driver on the street, can help slow traffic, and changes the sight line for drivers.

A total of fifteen narrowings on Lebreton Street, between Somerset Street and Louisa Street, are proposed by the DCA. The DCA plan recommends one set of mid-block narrowings such that parking is relocated from the west side of the street to the east on the block between Somerset Street and Eccles, as well as from Willow Street to Gladstone Avenue. For the block between Eccles Street and Willow Street, two sets of mid-block narrowings are proposed, such that parking is relocated twice within the same block. After reviewing the technical feasibility of these measures, staff can only recommend one set of mid-block narrowings, given the cost of the measures and appropriateness of shifts of parking, given the length of the block considered. A total of nine intersection narrowings on Lebreton Street, between Somerset Street and Gladstone Avenue, can be supported by staff.

From Somerset Street to Eccles Street, the SHTPS recommends one intersection narrowing at Somerset Street and two mid-blocks narrowings. Also recommended is parking on both sides of the street. Staff cannot support parking on both sides of the street as the existing road width is not wide enough. Parking should remain on the west side of the road. Staff advocate that the existing narrowing at the southwest corner of Somerset Street remain. Two mid-block narrowings are suggested in the SHTPS to better define the limits between commercial and residential parking. The mid-block narrowing on the east side is not recommended by staff as the proximity of driveways is not conducive to the implementation of a narrowing and parking is on the opposite side of the street. The mid-block narrowing on the west side of Lebreton Street can be recommended.

At Eccles Street, two intersection narrowings instead of the traffic circle are suggested. The narrowings are to be on opposite corners to provide for alternate side parking (northwest and southeast corners). From Eccles Street to Willow Street, two mid-block narrowings are recommended. The mid-block narrowings are such that parking be alternated from the east side to the west side of the block.

At Willow Street, two intersections narrowings instead of the traffic circle are preferred. The intersection narrowings are proposed on opposite corners (northwest and southeast corners).

At Gladstone Avenue, two intersection narrowings are also recommended on opposite corners (northeast and southwest corners). Intersection narrowings are recommended for continuity and overall aesthetics on the street.

A relocation of the parking within the northern half of the block between Eccles Street and Willow Street, as well as between Willow Street and Gladstone Avenue, is proposed from the west side to the east side of the street to provide for the alternate side parking. Residents have been advised of the proposed parking changes and should significant objections arise, a modification to the plan may be required. To date, one objection and one response in support have been received.

Municipal Act advertisement will be required for the proposed mid-block and intersection narrowings. During the public consultation, these measures were not presented.

A speed hump was also proposed by the DCA mid-block between Eccles Street and Willow Street. However, all vertical measures are pending the current Traffic Calming Evaluation. Drainage requirements will be incorporated at the time of the design should the speed humps be installed at a future date.

On Lebreton Street, between Gladstone Avenue and Raymond Street, no modifications are proposed and the roadway is to be reconstructed to current engineering standards, with a reduction in the current width of approximately 9.5 metres to 9.0 metres.

ii) Bell Street North from Gladstone Avenue to Willow Street

The existing width of this street is 7.0 metres, however, the effective width of the street is only 6.5 metres given the location of the hydro poles at the edge of the roadway. Although the minimum road width generally recommended by staff is 7.0 metres, it is recommended in this case that the roadway be narrowed to 6.5 metres to remove the poles from the travelled portion of the roadway, as the poles constitute a driving hazard. The sidewalk located at the edge of the roadway would be widened by 0.5 metres to include the poleline.

Narrowings are recommended in the SHTPS to provide for alternate side parking along the entire street. The narrowings are not recommended by staff as the proposed roadway width is 6.5 metres and the minimum design width at the narrowings for a one-way street is 6.0 metres. Based on past experience, a 0.5 metre narrowing is ineffective. It is proposed that the alternate side parking issue be reviewed at a later time, under the normal procedures for reviewing on-street parking - public consultation - as roadway modifications are not required.

During public consultation, a resident of Bell Street indicated the need for an intersection narrowing on the northeast corner of Gladstone Avenue at Bell Street. The purpose of the narrowing would be to provide for better visibility for southbound traffic entering Gladstone Avenue. An existing building situated on this corner does affect the sight lines as well as illegal parking within 9.0 metres of

the intersection. The discussion and rationale for not providing this intersection narrowing is provided below under “Gladstone Avenue”.

iii) Eccles Street from Lebreton Street to Bell Street

The SHTPS recommends a wrap-around intersection narrowing on the northwest corner of Willow Street at Eccles Street. However, staff recommend the narrowing only be installed on Eccles Street, as Bell Street is below minimum width standard. Bell Street is to be reconstructed at 6.5 metres (given the hydro pole location), and the maximum size narrowing that could be installed is 0.5 metres, which is ineffective.

C) GLADSTONE AVENUE FROM BRONSON AVENUE TO LEBRETON AVENUE

Gladstone Avenue, west of Bronson Avenue, is not part of an approved traffic calming study area. The following measures were initiated based on discussion between the community, Ward and Regional Councillors and staff. The existing width of Gladstone Avenue is 18.0 metres, between Lebreton and Bell, and 13.0 metres between Bell Street and Bronson Avenue. The standard width for this type of roadway with parking on one side is 11.0 metres. Staff can support this reduction in pavement width.

Between Lebreton Street and Bell Street, a 2.5 metre boulevard on both the north and south sides of the roadway is proposed. The boulevard treatment is currently being investigated and the opportunity for placing trees is under review. In addition, a relocation of the existing sidewalk on the north side of the road such that the sidewalk is north of the hydro poles is recommended by staff. This relocated sidewalk provides for a better sidewalk alignment at Bell Street. It is proposed that on-street parking remain on the north side but be eliminated on the south side. Two narrowings to the west of the Lebreton Street intersection are required to provide an adequate transition to the existing portion of Gladstone Avenue, which is not under reconstruction and currently measures approximately 18 metres in width.

From Bell Street to Bronson Avenue, a 2.0 metre grass boulevard is proposed on the south side of the roadway. The boulevard treatment is currently being investigated and the opportunity for placing trees is under review. It is proposed that parking be eliminated on the south side and remain on the north side. All residents of Gladstone Avenue have been advised of the recommended parking changes. Should a significant level of objections be received from this notification, a follow-up report may be required to address these concerns.

At the intersection of Bell Street and Gladstone Avenue, a resident has indicated that a narrowing placed on Gladstone Avenue would improve visibility. The resident has indicated that there are frequent parking violations into the 9.0 metre area adjacent to the intersection. Staff have indicated this concern is as an enforcement issue. The alignment of Gladstone Avenue is being improved significantly from the current conditions and as such, an intersection narrowing should not be necessary.

During the Open House meeting, residents from the community suggested that additional narrowings be placed on the intersecting streets with Gladstone Avenue (on Arthur Street, north of Gladstone, and on Cambridge Street, both north and south of Gladstone.) This recommendation is a result of the findings of the Region's Airport Parkway Extended Traffic Impact Study (APETIS). Staff concur with this request and the work is within the proposed limits of the Gladstone Avenue Reconstruction Project.

The intersection of Gladstone Avenue and Bronson Avenue is under Regional jurisdiction and all modifications are subject to the approval from Regional Transportation Committee. The construction details of the intersection have been provided to the City of Ottawa by the Region for implementation. The design at the intersection allows for a left turn lane on Gladstone Avenue both east and west of Bronson Avenue. At the intersection, crossing distances will be reduced, and some boulevard space will be created, as a result of the realignment of the existing approaches and lanes. Surface treatment is being investigated, however, in some areas, an asphalt boulevard instead of grass is proposed (given the bus stop locations.)

D) WILLOW STREET FROM PRESTON STREET TO BELL STREET

Willow Street is not part of an approved traffic calming study area. During the consultation process, certain residents requested a speed hump be placed on Willow Street, between Preston Street and Rochester Street, an intersection narrowing on Booth Street at Willow Street on the northwest corner, and a modification to the intersection radius on the north east corner of Booth Street and Willow Street. The residents indicated the purpose of these measures is to deter traffic from using Willow Street as a cut-through route. Staff indicated the installation of the speed hump is subject to the outcome of the current Traffic Calming Evaluation. However, the drainage requirements can be incorporated this year at the time of construction, should the speed hump be installed in the future.

Furthermore, the proposed intersection narrowing on Booth Street north of Willow Street will better channelize the traffic into the existing signalized intersection, south of Willow Street. The Region's Signals Division support an intersection narrowing at this location. This narrowing will enhance the intersection modifications installed on the south side of the intersection in 1999. Two narrowings which were installed in 1999 were on a temporary basis with prefabricated curbs in anticipation of the

proposed reconstruction works in 2000. The temporary curbing will be replaced with permanent concrete curb.

In addition, the radius at the north east corner of Booth Street and Willow Street is proposed to be reduced from 11.0 metres to 5.0 metres. This will satisfy the concerns raised by the community at the Open House meeting.

Between Booth Street and Bell Street, the existing road width is 11.0 metres, and the standard for a typical local street is 9.0 metres. Staff recommend the roadway be narrowed by 1.0 metres on each side. This proposed width conforms to the current City standards.

The SHTPS recommends a wrap-around intersection narrowing on the north west corner of Willow Street at Bell Street. However, staff suggest the narrowing only be installed on Willow Street, as Bell Street is below minimum standard width. Bell Street is to be reconstructed at 6.5 metres (given the hydro pole location), and the maximum size narrowing that could be installed is 0.5 metres, which is not considered an effective width for a roadway narrowing.

Recommendation 2

Concurrent with this report, staff are undertaking a detailed evaluation of a representative sample of existing traffic calming measures. The purpose of this evaluation is to determine if traffic calming measures are beneficial, considering impacts on traffic, emergency services, etc., if measures are meeting the objectives, and under what circumstances the various types of traffic calming measures should be considered. While many types of horizontal measures have been incorporated within road construction in the City of Ottawa for several years, vertical measures are subject to a more detailed review. Staff previously prepared and submitted a report, entitled "*Transportation - Traffic Calming Pilot Projects - Evaluation*". This report provided details on staff's work to date, and outlines a framework for evaluation. Some preliminary results such as traffic speeds, volumes, and compliance were included. Staff's position, as outlined in this report, is that more detailed evaluation is required on several types of traffic calming measures before staff are in a position to provide a recommendation to Council for the continued use or recommend against the use of a particular device. Examples include mini-traffic circles and speed humps. In addition to the known concerns about emergency vehicle response times and maintenance costs, public opinion on speed humps, for example, is very mixed. It is evident that in-depth consideration of public opinion/perception of traffic calming devices will be necessary.

For this reason, staff recommend DEFERRAL of the eight speed humps as proposed in the Centretown Traffic Calming Plan for Flora Street, from Bronson Street to Bank Street, and one raised crosswalk on Argyle Street, at Metcalfe Street (see **Document 4**). The road design is such that installation of the deferred measures can occur after the road and sewer construction contract. The Capital funds that are available in 2000 can be held until all works have been completed.

Although most vertical traffic calming measures cannot be recommended at this time (such as mid-block speed humps), two vertical measures are under further investigation by staff for specific locations on Gladstone Avenue to address particular issues, as detailed as follows (see **Document 5**):

Gladstone Avenue

The implementation of particular vertical measures on Gladstone Avenue is being evaluated by staff in detail, as there are issues related to the need to address traffic concerns, emergency services, and drainage.

A history of flooding problems in some areas of Centretown, and in particular the general area south of Gladstone Avenue between Kent Street and Bronson Avenue, is under review by Engineering Branch staff. The main way in which overland flow drainage can be controlled is by designing streets such that runoff is diverted away from susceptible areas. However, designing roads to accommodate or contain major runoff (such as during a severe storm) can be in conflict with some of the proposed vertical traffic calming measures. The proposed vertical measures (raised intersections) from the CTCP on Gladstone Avenue at both Percy Street and Bay Street have a significant negative impact on the overland drainage scheme within the Centretown area.

During recent public consultation, staff indicated these concerns. The community is clearly seeking an alternative measure such that traffic calming objectives of the CTCP can be achieved on this roadway. Staff are investigating the possibility of implementing raised crosswalks on Gladstone Avenue, which would serve to divert the runoff and at the same time provide some benefits towards addressing traffic concerns.

A raised intersection at Percy Street would not permit the diversion of runoff, and therefore, staff cannot recommend this installation. A raised crosswalk could be installed on the westerly approach of Gladstone Avenue and extend from the existing sidewalk across the full intersection (Percy Street is not a signalized intersection.)

Similarly, on Bay Street, a raised intersection is not recommended as the overland flow would be blocked and may cause a flooding problem for the low-lying properties at the intersection. A raised crosswalk could be implemented without adversely affecting overland flow. Staff are considering the possibility of a raised crosswalk at this location for consistency and to address traffic-related concerns. The raised crosswalk can be implemented on the west approach to provide continuity with the raised crosswalk at Percy Street (Bay Street is a signalized intersection.)

The raised intersection proposed in the CTCP at Bronson Avenue (which is under Regional jurisdiction), is not recommended for implementation given the type of traffic at this location. A raised intersection has been implemented on Gladstone Avenue and Lyon Street by the Region.

This issue remains under evaluation, as there are serious concerns for the Ambulance Services. Comment have been requested for Fire, Police and OC Transpo. Should comments be received in the near future, staff can provide a position on this issue when this report is being considered by Committee.

Kent Street

A similar overland flow drainage issue prevails on Kent Street. The Region is currently developing the Kent Street Traffic Calming Plan, and raised crosswalks on the west side of the roadway at certain intersections are being considered. These raised crosswalks can serve to contain the flow on Kent Street. The CTCP includes a limited number of raised crosswalks in this area and a modification to the plan will be required to match with the drainage requirements. The area of concern is between Somerset Street and Arlington Street, and includes Flora Street, which the City will be reconstructing this year. It is expected that the Region will proceed with this project this year.

Recommendation 5

This section includes rationale for maintaining the existing traffic flow pattern on roads where recommendations for changes had been made in the various transportation studies:

a) Flora Street

The Centretown Traffic Calming Plan recommends that the section of Flora Street, from Bank Street to a point approximately 75 metres west of Bank Street, be changed from one-way eastbound circulation to two-way traffic circulation. These modifications were proposed in order to facilitate the access of commercially generated traffic to the businesses on Flora Street, immediately west of Bank Street, and therefore reduce the impact of this traffic on the adjacent neighbourhood. This modification would be carried out in conjunction with the installation of a physical narrowing on Flora Street. The purpose of the narrowings would be to physically block the westbound lane to vehicles, to define the extent of the two-way section of roadway, and deter drivers from contravening the one-way regulation to the immediate west.

If Flora Street becomes a two-way street (from Bank Street to a point 75 metres west), heavy vehicles accessing from Bank Street will have difficulties turning around to get back onto Bank Street. Flora Street is over 9 metres wide but with parking allowed on one side of the street, and “short-term stopping” occurring regularly in the no parking zone on the south side of Flora Street, the travelled portion is consistently narrower. This could create problems of blocking traffic in both directions when large vehicles attempt to turn around on Flora Street. The only option for a large truck is to use one of the commercial private driveways

and/or back up to exit onto Bank Street. There are no other turn around options for large vehicles to return to Bank Street at this location. Other smaller trucks and cars will probably take advantage of adjacent private driveways to make a turn to egress onto Bank Street.

Staff were unable to identify any appreciable improvements that would be realized in these areas by this modification. We were also unable to substantiate the premise that the subject commercial activity on Flora Street, near Bank Street, is having a disproportionate impact on the overall traffic volumes. Therefore, based on the relatively small benefit that may be derived from this modification versus the potential negative impacts which may ensue, it is recommended that the status quo be maintained.

b) Jack Purcell Lane

The Centretown Traffic Calming Plan recommends that the existing one-way southbound circulation on Jack Purcell Lane be reversed to a one-way northbound direction. This traffic measure was recommended in the Plan to reduce the amount of traffic entering the residential area on Frank Street, between Elgin Street and Metcalfe Street.

The perceived impact of the southbound Jack Purcell Lane traffic on Frank Street was the main reason cited for the consultant's recommendation to consider the reversal of the existing one-way section between Frank Street and Waverley Street. Through staff's analysis, it was determined that if the one-way southbound circulation between Frank Street and Waverley Street were reversed, it would have only a minimal reduction on the existing Frank Street traffic volumes. Some of the other concerns recorded during an on-site visit to Jack Purcell Lane by members of the public and the Centretown Traffic Calming Plan consultant included wrong-way traffic from Frank Street to Waverley Street on Jack Purcell Lane, large delivery trucks momentarily blocking access to the lane, and pedestrian and cyclist safety.

The blocking of the lane is deemed to be a minor problem since the blockage of Jack Purcell Lane was observed to be only for short periods, usually for a truck to back up prior to, or subsequent to loading activities. This situation occurs on many other downtown streets with similar conditions where delivery trucks are present. The issue of conflicts between vehicles, pedestrians, and cyclists was not evident during the observations undertaken by staff for this assessment.

The current situation on Jack Purcell Lane allows for vehicles to egress one of two ways, either south to Frank Street, or east on Waverley Street. Less than one quarter of all vehicles on the lane were observed using Frank Street. Therefore, if the existing one-way circulation were reversed (to northbound), there would be a

minimal decrease in Frank Street traffic (in the order of 80 vehicles over an 8 hour period). It should be noted that this change could lead to an increased challenge to pedestrians, bicyclists, and drivers since Jack Purcell Lane would have the unique situation of two opposing one-way sections of roadway meeting at another one-way roadway.

During the course of the review, staff were unable to identify any appreciable improvements that would be realized in these areas by this modification. Therefore, based on the minimal benefit that may be derived from this modification, versus the potential negative impacts may ensue, it is recommended that the status quo be maintained.

c) Bell Street

One of the recommendations of the Somerset Heights Transportation and Parking Study was that the existing one-way southbound circulation of Bell Street North be re-evaluated. The recommendation for this re-evaluation was based on community concerns over traffic volumes, traffic speeds, wrong-way traffic, and visibility for southbound east-looking drivers on Bell at Gladstone. As a result, staff reviewed various circulation options for Bell Street North which included: reversing the one-way southbound circulation between Gladstone Avenue and Willow Street; or reversing the one-way southbound circulation between Christie Street and Gladstone Avenue.

Both of these scenarios would maintain the existing two-way circulation on Willow Street. However, the second option would require that Christie Street, between Arthur Street and Bell Street North, change to a one-way eastbound circulation. Should either one of these options be adopted, a situation would be created where drivers would meet at a T-intersection consisting of two opposed one-way sections of roadway. This would constitute a unique and unfamiliar configuration to drivers, which could result in a confusing and/or hazardous situation.

In order to address the concern regarding traffic volumes on Bell Street North, an a.m. peak period traffic count was conducted on January 25, 2000. The a.m. peak hour was determined to be 8 a.m. to 9 p.m., having a total number of 30 vehicles. During this two hour period, 3 vehicles were observed contravening the one-way circulation on Bell Street North. It should be noted that all three of these vehicles were canteen trucks accessing the back of a restaurant fronting Gladstone Avenue. Based on these results, an afternoon count was not considered warranted.

The one concern that the review did substantiate was the reduced visibility for southbound motorists on Bell Street North looking east at Gladstone Avenue. Improvements to the existing situation can be realized through the following: a)

more vigorous enforcement of the existing parking regulations on Gladstone Avenue; and b) a modification to the north-east corner of the Bell/Gladstone intersection (planned for the Spring/Summer of 2000 as part of the road reconstruction project).

In conclusion, staff do not view this proposed change as beneficial, as there are implications in traffic flow on other adjacent streets, as well as on the remainder of Bell Street.

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 6** includes a detailed summary of all public comments.

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. Except as noted in the text of this report, 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 concern with horizontal traffic calming measures, the type which are the subject of Recommendation 1 in this report. All have expressed concerns about vertical measures (i.e. speed humps) which is a principal reason that such measures are recommended for deferral at the present time, until a full evaluation can be completed. The only vertical measures that are being studied further by staff at this time are possible raised crosswalks on Gladstone at Percy Street and Bay Street.

Disposition

Recommendation 1a: Department of Urban Planning and Public Works to implement the intersection and mid-block curb extensions (narrowings) under the various Road and Sewer Projects.

- Recommendation 1b:** Subject to Municipal Act advertising, Department of Urban Planning and Public Works to implement the intersection and mid-block curb extensions (narrowings) on Lebreton Street, and on parts of Gladstone Avenue under the Road and Sewer Projects.
- Recommendation 1c:** Department of Urban Planning and Public Works to relocate intersection narrowings from the north side of Flora Street to the south side at Percy Street, Bay Street and Lyon Street under the Road and Sewer Projects.
- Recommendation 1d:** Department of Urban Planning and Public Works to implement reductions and/or changes to overall roadway widths under the various Road and Sewer Projects.
- Recommendation 2:** Department of Urban Planning and Public Works, Licensing Transportation and Buildings Branch, to prepare the Traffic Calming Evaluation Report.
- Recommendation 3:** N/A

List of Supporting Documentation

- Document 1: Measures Recommended for Implementation
- Document 2: Measures Recommended For Implementation - Subject to Municipal Act Advertising and Consultation
- Document 3: Proposed Road Widths
- Document 4: Measures Recommended for Deferral - Speed Humps
- Document 5: Proposed Raised Crosswalks
- Document 6: Compatibility with Public Participation

Part II - Supporting Documentation

Document 1

RECOMMENDED MEASURES FOR IMPLEMENTATION

STREET	MEASURE	LOCATION	ESTIMATED CONSTRUCTI ON COST	ESTIMATED ANNUAL MAINTENANCE COST
ITEM 1: CENTRETOWN				
a. Flora Street	1 Narrowing 2 Narrowings 2 Narrowings 2 Narrowings	at Percy St. (n.e. corner) at Bay St. (n.e.,n.w. corner) at Lyon St. (n.e.,n.w. corner) at Kent St. (s.e.,s.w. corner)	\$0 \$0 \$0 \$0	\$1000 \$2000 \$2000 \$2000
b. Argyle Street	1 Narrowing 2 Narrowings	at Bank St. (n.e. corner) at O'Connor St. (n.w., n.e. corners)	\$3,000 \$6,000	\$1,000 \$2,000
c. Gladstone Avenue (east of Bronson)	1 Narrowing 1 Narrowing - wrap-around on 1 Narrowing 1 Narrowing 1 Narrowing - wrap-around on 1 Narrowing	on Percy St. (s.e. corner) Percy St. (n.e. corner) at Percy St. (s.w. corner) on Bay St. (s.w. corner) Bay St. (n.w. corner) at Bay St. (n.e. corner)	\$3,000 \$5,000 \$3,000 \$3,000 \$5,000 \$3,000	\$1,000 \$2,000 \$1,000 \$1,000 \$2,000 \$1,000
ITEM 2: SOMERSET HEIGHTS				
Eccles Street	1 Narrowing	at Bell St. N. (n.w. corner)	\$3,000	\$1,000
ITEM 3: GLADSTONE AVENUE (west of Bronson)				
Gladstone Avenue	2 Narrowings	at Lebreton Ave. (n.w. ,s.w. corners)	\$6,000	\$2,000
ITEM 4: WILLOW STREET				
Willow Street	2 Narrowings 1 Narrowing 1 Narrowing	on Booth St. (s.e. and s.w. corner) on Booth St. (n.w. corner) at Bell St. (n.w. corner)	\$12,000 \$5,000 \$3,000	\$2,000 \$1,000 \$1,000

MEASURES RECOMMENDED FOR IMPLEMENTATION -
Subject to Municipal Act Advertising and Consultation

STREET	MEASURE	LOCATION	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST
SOMERSET HEIGHTS				
Lebreton Street	1 Mid-block Narrowing	between Somerset St. and Eccles St.	\$3,000	\$1,000
	2 Narrowings	at Eccles St. (n.w., s.e. corners)	\$6,000	\$2,000
	2 Mid-Block Narrowings	between Willow St. and Eccles St.	\$6,000	\$2,000
	2 Narrowings	at Willow St. (n.w., s.e. corners)	\$6,000	\$2,000
	2 Narrowings	at Gladstone Ave. (n.e., s.w. corners)	\$6,000	\$2,000
GLADSTONE AVENUE (west of Bronson)				
Gladstone Avenue	1 Narrowing	on Cambridge St. N. (n.e. corner)	\$3,000	\$1,000
	1 Narrowing	on Cambridge St. N. (s.w. corner)	\$3,000	\$1,000
	1 Narrowing	on Arthur St. (n.w. corner)	\$3,000	\$1,000

PROPOSED ROAD WIDTH CHANGES (CURB TO CURB WIDTH)

STREET	BLOCK/S	EXISTING WIDTH (APPROXIMATE)	RECOMMENDED WIDTH
Flora Street	Percy Street to Bank Street	10.0 metres	9.0 metres
Flora Street	Bronson Avenue to Percy Street	7.5 metres	7.5 metres
Argyle Avenue	Bank Street to O'Connor Street	10.0 metres	9.0 metres
Argyle Avenue	O'Connor St. to YMCA YMCA Metcalfe St. W.	13.5 metres 10.0 metres	11.5 metres 9.0 metres
Gladstone Avenue	Bronson Avenue to Bay Street	13.0 metres	11.0 metres
Gladstone Avenue	Bronson Avenue to Bell Street N.	13.0 metres	11.0 metres
Gladstone Avenue	Bell Street N. to Lebreton Street N.	18.0 metres	11.0 metres
Lebreton Street N.	Somerset Street to Raymond Street	9.5 metres	9.0 metres
Willow Street	Booth Street to Bell Street N.	11.0 metres	9.0 metres
Eccles Street	Lebreton Street N. to Bell Street N.	9.5 metres	9.0 metres
Bell Street N.	Gladstone Avenue to Willow Street	7.0 metres	6.5 metres

MEASURES RECOMMENDED FOR DEFERRAL - SPEED HUMPS

STREET	MEASURE	LOCATION	ESTIMATED CONSTRUCTION COST	ESTIMATED ANNUAL MAINTENANCE COST
CENTRETOWN				
Flora Street	3 Speed Humps	Between Bronson Ave. and Percy St.	\$7,500	\$3,000
	1 Speed Hump	Between Percy St. and Bay St.	\$2,500	\$1,000
	1 Speed Hump	Between Bay St. and Lyon St.	\$2,500	\$1,000
	2 Speed Humps	Between Lyon St. and Kent St.	\$5,000	\$2,000
	1 Speed Hump	Between Kent St. and Bank St.	\$2,500	\$1,000
Argyle Street	1 Raised Crosswalk	at Metcalfe St. (west approach)	\$5,000	\$1,000

SOMERSET HEIGHTS				
(Note: These measures were <u>not</u> included in the Somerset Heights Plan, but were requested during the Public Consultation.)				
Lebreton Street	1 speed hump	between Willow and Eccles	\$2,500	\$1,000
Willow Street	1 speed hump	between Preston and Booth	\$2,500	\$1,000

POSSIBLE RAISED CROSSWALKS

STREET	MEASURE	LOCATION	ESTIMATED CONSTRUCTION COST	ESTIMATED MAINTENANCE COST
CENTRETOWN				
Gladstone Avenue (east of Bronson)	1 Raised Crosswalk 1 Raised Crosswalk	at Percy St. (west approach) at Bay St. (west approach)	\$5,000 \$5,000	\$500 \$500

COMPATIBILITY WITH PUBLIC PARTICIPATION

The following document has been separated into sub-sections based on the two areas of work 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 two sub-sections are Centretown and Somerset Heights/Centretown West. Various forms of public consultation have occurred, such as Community Notifications, Open House 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 were placed in the daily papers.

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 “**”)

1.0 CENTRETOWN TRAFFIC CALMING PLAN

Input to the proposed modifications was obtained largely through two public Open House meetings (November 25 and 29, 1999, at the Jack Purcell Community Complex). In addition, four weeks of advertisement in the local newspapers from November 26 to December 17, 1999, outlining the proposed traffic calming measures and roadway modifications was carried out.

Approximately 1000 notices were mailed to every address of the affected streets where proposed roadway modifications may occur. In addition, all property owners within the said areas of reconstruction were also mailed a copy of the notice. The following is a summary of comments received from Open House meetings and Municipal Act advertisement.

One e-mail and one letter were received from residents of the Centretown area concerning the proposed measures on Gladstone Avenue and Kent Street. Responses to the specific queries have been addressed below.

Approximately 100 residences were represented at both Open House meetings. City Councillor Elisabeth Arnold and Regional Councillor Holmes were also present.

Argyle Avenue - Bank Street to Elgin Street

- *Preference is Option #1 - Angled parking on north side between O'Connor and Metcalfe (2). (Staff do not support Option #1 as it would require a roadway widening and grass would have to be removed and asphalt placed.)*
- *Preference is Option # 2 - Parallel parking on the north side of the road between O'Connor and Metcalfe (2). (Staff support Option #2 as it would not require a road widening.)*
- *Safety issues of Option #1 need to be addressed . (Angled parking requires more attention from driver when backing out into traffic.)*
- *Does not support status quo option for the section between O'Connor and Metcalfe. (Staff concur and the roadway is to be narrowed to conform to standard and additional parking will be installed on the north side to within approximately 35 metres west of Metcalfe.)*
- *Agreement with separating heavy vehicles traffic from residential area. (Staff concur and the recommendations are such that truck traffic will not be affected.)*
- *More parking options on both sides of the street. (Roadway widening would be required to provide additional parking. Staff cannot support a roadway widening and loss of green space.)*
- *Not in favour of widening to implement parking. (Staff concur.)*
- *Support option (2). (Staff cannot recommend a roadway widening as a loss of green space would be required to provide angled parking.)*
- *In support of more parallel parking. (Staff will install additional parking meters to within approximately 35 metres of Metcalfe Street, as well as on the north and south sides of Argyle Avenue at Elgin Street.)*
- *No objections resulting from Municipal Act Advertisement.*

Flora Street - Bronson Street to Bank Street

- *Two-way section between Bank Street and Kent Street is probably not feasible. Maybe a pinch-point or chicane to moderate through traffic speed (4). (Staff are working on an alternate design and will carry out further public consultation.)*
- *Not in favour of two-way section (4). (Staff recommend the one way eastbound remain.)*

- *In favour of two-way section (3).* (Staff cannot recommend a two-way section because there would be no egress for vehicles.)
- *Between Percy and Bronson: not in favour of speed humps.* Two planters on Flora Street are in poor condition due to snowplows. Maybe more durable material? (*) (Planters are to be reconstructed in association with the Road and Sewer works.)
- *Support of speed humps (3) (*).*
- *Not in favour of speed humps: traffic not high enough. (*)*
- *More trees on street (3).* (Referred to Operations Branch for review.)
- *In support of a speed bump between Kent and Bank Street (*).*
- *Would like 2-hour parking on Flora Street.* (Traffic Operations staff is currently reviewing the issue.)
- *Not much demand for parking on Flora Street therefore make it 3-hour parking.* (Traffic Operations staff is currently reviewing the issue.)
- *In support of narrowing from 9.8 metres to 9.0 metres.* (Staff concur.)
- No objections from Municipal Act Advertisement.

Gladstone Avenue - Bronson Avenue to Bay Street

- *Preference is Option # 2 (18).* (Staff recommend Option #2, narrowing the road to provide for a grass boulevard and provide parking on one side of the road.)
- *Plant trees along the street (12).* (Referred to Operations Branch for review.)
- *Neither option is good.* (Staff recommend narrowing the roadway, installing a grass boulevard and removing parking on one side of the road. Staff cannot support the status quo.)
- *Narrowing should be on northeast and southeast corner of Gladstone and Percy Street.* (Staff recommend additional narrowings be placed at the intersections given the recommendation against the installation of a raised intersection.)
- *Options do not address the speed of cars.* (Possible raised crosswalks at Bay Street and Percy Street may help address the traffic issues; also the narrowing of a roadway may address traffic concerns.)

- *Raised intersection should be installed with drainage channels.* (Drainage channels would have insufficient capacity to convey the flow).
- *Turns on northeast and southwest corners should be more angled (similar to northwest).* (Additional narrowings at all four corners of Gladstone at Percy and Bay Streets may address traffic concerns at these locations).
- *Still not sufficient sidewalk area to enable safer pedestrian movement.* (The minimum sidewalk width on Gladstone is 2.25 metres, the minimum allowable standard width is 1.5 metres. Staff do not recommend any widening as the existing width has been exceeded by 0.75 metres.)
- *S-curve in road design to be considered on Gladstone.* (Currently the property line is at the back of the sidewalk. A 2.0 metre landscaped boulevard (minimum required to enable the growth of trees) is being recommended in this report. The current right-of-width cannot accommodate an S-curve road design with the provision of a landscaped boulevard.)
- *Reclaim existing asphalt boulevard and place trees.* (Staff support, however it is subject to the encroachment by-law. Operations Branch to review the placement of trees.)
- *Maintenance of grass boulevards in question.* (Property owners are responsible for the maintenance of the grass boulevards adjacent to their property.)
- *Street lighting at north-east corner needs to be reviewed (2).* (Concern has been forwarded to the appropriate staff.)
- *Concerns about the duration of construction and the effect it will have on businesses.* (Construction activity is restricted to the summer months and full days are required to implement projects.)
- *Require other measures to slow down the traffic if raised intersections cannot be done due to drainage issues (5).* (Raised crosswalks are being considered for implementation.)
- *Not in favour of speed humps since there are enough stop signs already (*).*
- *Some measures must be implemented on Percy Street to slow down traffic (3).* (Staff are recommending the installation of narrowings on Percy Street both north and south of Gladstone Avenue.)
- *CTCP recommends mid-block narrowings.* (Staff cannot recommend mid-block narrowings. A landscaped boulevard is proposed for one side of the road with parking on the opposite side of the street. This proposal requires the elimination of parking on

one side of the street, therefore, if mid-block narrowings are incorporated additional parking would be lost.)

- *Proposed design at Bay Street does not address the incongruity or widening of the roadway east of the location and will cause drivers to speed up causing increased accidents.* (The effective width of the roadway east of Bay Street is the same as the westerly portion as parking is on both sides of the road. A narrowing on the northeast corner of Gladstone at Bay will provided to introduce the change in width of the road.)
- No objections from Municipal Act Advertisement.

Gladstone Avenue and Bronson Avenue Intersection

- *Should have advance green lights for left hand turn in all directions after reconstruction.* (ROC Signals Department will determine the best way to signalize the intersection for traffic flow.)
- *Reduce radii at northeast/southeast corners to reduce pedestrian travel distance (1 & 1 DCA).* (Radii have been reduced while maintaining proper truck turning movement.)
- *The reduction of lanes would seriously cripple what traffic flow we have now.* (CTCP and McNIB [McNabb Neighbourhood Improvement Bunch] Plan recommend a left turn lane both east and west of Bronson.)
- *Space for OC Transpo buses needed on northeast corner of Gladstone/Bronson intersection.* (OC Transpo does not support the placement of lay-bys as this creates a point of conflict when the bus re-enters the travelled lane, furthermore, there is no space within the right-of-way to accommodate.)
- *Ensure bus stops are in the 2-lane section, not at corners blocking traffic.* (Cannot support as OC Transpo does not support the placement of lay-bys as this creates a point of conflict when the bus re-enters the travelled lane.)
- *Lighting level at the NE corner be increased (1 DCA).* (Staff is currently reviewing)
- No objections from Municipal Act Advertisement.

Jack Purcell Lane - Lewis Street to Frank Street

- *Do not remove any green space close to Frank Street (6).* (Staff concur and no green space will be lost.)
- *In support of additional parking near the JPCC - as long as the existing mature trees are protected.* (One tree would be lost and staff cannot support the removal of green space for parking.)

- *Restriction of garbage to enhance visual interest.* (JPCC has indicated this is the only location where the garbage truck can access the bin for pick-up and removal.)
- *Keep it one-way southbound (2).* (Staff concur.)
- *Does not see the need for changes.* (Staff concur.)
- *Encourages to add signs stating “one-way” with the arrow, and “do not enter”.* (Staff will review the existing signage in the area.)
- *Taking away a path is inconvenient and may lead pedestrians to continue crossing at the shortest point.* (Path is not being removed, only re-aligned.)
- No objections from Municipal Act Advertisement.

General Comments:

- *Need to ensure green space, trees and/or shrubbery wherever possible (6)* (Operations Branch is currently reviewing.)
- *Should investigate whether regular speed humps or flat-topped speed humps would work better on streets like Flora Street (*).*
- *The City must appreciate the need to provide for parking during peak hours by the roadside. This will help especially parents picking up children waiting by the roadside.* (City does provide parking on street at locations where appropriate, traffic management is continually being reviewed by City staff and changes made where feasible.)
- *Not in support of speed humps in the city. There are too many (*).*
- *Believes the City is encouraging traffic due to more parking space on streets.* (Provision of on-street parking does not encourage traffic growth, on-street parking is considered by many as a traffic calming device and can impede flow.)
- *Suggestion of planting trees (white pine) to narrow the streets.* (Operations Branch is currently reviewing.)
- *In favour of wider sidewalks and narrower streets.* (Standards are in place for sidewalks and road widths. Staff are complying with these measures.)
- *Calming proposals appear to focus more on east-west residential roads, than north-south arterials or major east-west streets.* (The proposed traffic calming measures have been obtained from the Council-approved CTCP.)

- *Future traffic calming measures should be designed for Gladstone/Cambridge and Arthur intersections.* (Staff are considering narrowings be constructed to conform to the Airport Parkway Extended Traffic Impact Study [APETIS].)
- *18-wheelers should not be allowed into the area.* (Gladstone Avenue from Bronson Avenue to Kent Street has been deleted from the Urban Truck Route Network.)
- *Work should be spaced so as to cause the least congestion possible. Advise public on dates work is to begin so they can make arrangements (2).* (Engineering Branch to send notification to residents with start project dates.)
- *There is a serious lack of north-south safe cycling paths; good east-west access.* (Bay Street and Percy Street are designated cycle routes with cycle lanes and provide an excellent north-south route.)
- *The containment of overland flow on Lyon, Bay and Percy will create additional flooding for properties fronting onto these streets, specifically at Lyon and Flora.* (Referred to Engineering Branch for review.)

2.0 SOMERSET HEIGHTS TRANSPORTATION AND PARKING STUDY

Input to the proposed modifications was obtained largely through two public Open House meetings (January 27 and 31, 2000, at the Somerset West Community Health Centre). In addition, four weeks of advertisement in the local newspapers from January 28 to February 18, 2000, outlining the proposed traffic calming measures and roadway modifications was carried out.

Approximately 800 notices were mailed to every address of the affected streets where proposed roadway modifications may occur. In addition, all property owners within the said areas of reconstruction were also mailed a copy of the notification. The following is a summary of comments received from Open House meetings and Municipal Act Advertisement.

Also attached is a letter from the Dalhousie Community Association. Responses to their comments have been provided herein, and are referred to as DCA. The letter from the DCA has been attached at the end of this document for review. A letter has also been received from the Preston Street BIA, and staff's response can be found under the general comment section. A copy of the letter is also attached.

One e-mail was received from a resident of Bell Street concerning the proposed measures on Bell Street and Gladstone Avenue. Responses to the specific queries have been addressed below.

Approximately 21 residences were represented at both Open House meetings. City Councillor Elisabeth Arnold and Regional Councillor Diane Homes were also present.

Arthur Street

- *Arthur, Cambridge to Gladstone: review conflict of sidewalk crossing with pole at Arthur, build 3 narrowings (1 & 1 DCA).* (Staff support narrowings in accordance with the APETIS report. Conflict with pole will be redesigned such that poles are contained with an asphalt boulevard and the sidewalk depression will be off-set.)
- No objections received from Municipal Act Advertisement.

Bell Street North - Gladstone Avenue to Willow Street

- *Bell: chicanes at Eccles and Willow (2 & 1 DCA).* (Roadway modifications are not required for the implementation of a chicane given the sub-standard road width of Bell. Issue can be discussed at a later point in time and is subject to parking changes along with notification to affected residents.)
- *Do not install narrowings on Bell Street at Eccles street and Willow Street (1 DCA).* (Staff concur as proposed width on Bell is 6.5 metres and a 0.5 metre narrowing is not effective.)
- *Bell: Willow to Gladstone change direction of traffic on Bell from Gladstone north to either Willow or Christie with a forced exit from Bell onto Willow or Christie for both northbound and southbound traffic (2).* (Staff cannot recommend and support the existing one-way southbound, a change in traffic direction would not reduce traffic volumes and illegal movements would still occur.)
- *Opposes one-way reversal on Bell (1,1 DCA).* (Staff concur.)
- *Threat to the safety of residents and users of the intersection of Bell and Gladstone is intolerable and a solution must be found.* (Gladstone Avenue is being narrowed and a grass boulevard is being placed on the north side of the roadway to provide for a better alignment.)
- *The configuration of the Bell and Gladstone intersection is hostile to pedestrians (1 & 1 DCA).* (Staff concur. Sidewalk is being relocated on the north side of the poles between Bell and Lebreton and this will create a better alignment at Bell.)
- *Measures to reduce the traffic attracted to the area around the Bell Gladstone intersection by the criminal activities that are now concentrated in the surrounding areas.* (Police issue.)
- *Two blocks north of Gladstone require traffic calming measures to reduce traffic volume and speed and to deter unwanted traffic.* (The existing width of Bell is 7.0

metres and the proposed reconstruction width is 6.5 metres, such that the hydro poles are contained within the sidewalk. The roadway is below minimum standard and horizontal measures cannot be recommended given the sub-standard width.)

- *Narrow Gladstone (north side) from Bell to Booth and improve boulevard.* (Staff concur and the roadway is being narrowed on both the north and south side on this block.)
- No objections received from Municipal Act Advertisement.

Gladstone Avenue - Lebreton Avenue to Bronson Avenue

- *Gladstone: parking one side only (2).* (Staff recommend parking on the north side of the street with a grass boulevard on the south side.)
- *Gladstone: narrow Bell to Lebreton (3&1 DCA).* (Staff recommend the narrowing of Gladstone to 11.0 metres.)
- *Reclaim existing asphalt boulevard between Bell and Lebreton and place grass (1 DCA).* (Staff support, however, it is subject to the encroachment by-law.)
- *Bus lay-by lanes are needed on Gladstone (2).* (OC Transpo does not support the installation of bus-lay bys as conflict is created at the re-entry point into traffic.)
- *Approve narrowings at Gladstone (2 & 1 DCA).* (Staff recommend the narrowing of Gladstone to 11.0 metres.)
- *Gladstone reconstruction will cause traffic problems during peak hours.* (Construction activity is restricted to the summer months and full days are required to implement projects.)
- *Narrowings at Gladstone and Cambridge (1 & 1 DCA).* (Staff can support narrowings in accordance with the APETIS report.)
- *Narrowings at Gladstone and Arthur (1 & 1 DCA).* (Staff can support narrowings in accordance with the APETIS report.)
- *Narrowing, Lebreton at Gladstone NE, SE & SW corners. (1 DCA).* (Staff support the narrowing of Lebreton at the NE and SW corners,. The effective width of Lebreton will be narrowed to 7.0 metres both north and south of Gladstone, in addition, narrowings on Gladstone immediately west of Lebreton are also proposed to provide a better transition to the existing portion of Gladstone. The pedestrian crosswalk will also be reduced.)

- *Intersection narrowing on Gladstone's northeast corner, east of Bell.* (Staff do not recommend a narrowing at this corner at this time. Should parking occur illegally, Enforcement to be contacted.)
- *Parking recommended on both the north and south side of Gladstone between Bell and Lebreton (1 DCA) to prevent spillover into the residential neighbourhood.* (Staff cannot recommend as the number of parking spaces on the south side is approximately 3 or 4, and we cannot justify a wider road for such a small number of parking spaces.)
- *Narrow Gladstone on north side between Arthur and Lebreton.* (Staff recommend narrowing the south side of Gladstone, as this side of the street provides the least amount of parking, a narrowing on the north side would require the elimination of a larger number of parking spaces.)
- *Supports narrowing on Gladstone, between Bronson and Cambridge.* (Staff recommend the narrowing of Gladstone to 11.0 metres.)
- *Gladstone (and Somerset) at Bronson. Bus stop on southeast corner should move further east.* (OC Tranpo to review.)
- No objections received from Municipal Act Advertisement.

Lebreton Street North - Raymond Street to Somerset Street

- *Lebreton, Somerset to Gladstone: 4 chicanes and narrowings into Eccles, Willow and Gladstone (1 &1 DCA).* (Staff recommend the installation of intersection narrowings at Eccles, Willow and Gladstone. Staff recommend only 2 chicanes instead of 4 given the length of the blocks being considered.)
- *Speed humps on Lebreton between Eccles and Willow (1 &1 DCA).* (*)
- No objections received from Municipal Act Advertisement.

Willow Street - Preston Street to Bell Street North

Councillor Request

- *Would like to see trees in the reconstructed narrowings at Rochester Street.* (Staff and Operations Branch are currently reviewing the feasibility.)

Pubic Requests

- *Willow: extend NW corner at Booth (2 & 1 DCA).* (City and Regional staff support the installation of a narrowing on Booth Street.)
- *Willow at Bell: make present narrowing permanent and reduce the radius on the north east corner (1 DCA).* (Staff concur and will construct narrowings on south side of Bell Street with permanent curbs, and will reduce the radius on the north east corner from 11.0 metres to 5.0 metres.)
- *Willow: speed hump between Booth and Rochester (2 & 1 DCA) .(*)*.
- *Willow traffic calming: bulb-outs with trees.* (Operations Branch is responsible for trees and is currently reviewing.)
- *Willow: no stopping signs, no trucks signs, no left or right turns from Booth onto Willow.* (Staff to review the feasibility of placing these signs.)
- No objections received from Municipal Act Advertisement.

General Comments:

- *More trees, more green grass.* (Operations Branch is reviewing the issue.)
- *Concerned about maintenance of greenery once its in.* (Operations Branch is responsible for this matter and will be reviewing the issue, homeowner is responsible to the edge of the roadway.)
- *Concerned about vehicle access and service disruptions (during construction).* (Referred to Engineering Branch.)
- *Lack of storm drainage, catch basins get blocked, run-off stays on streets.* (Concern has been referred to Engineering Branch.)
- *Ensure that parking lot business in not disturbed contact owner.* (Referred to Engineering Branch.)

- *Bulb-outs create more problems than they solve (cause aggressive driving).* (Bulb-outs are designed to current standards.)
- *Beautify frontage of homes.* (Grass will be replaced in as many areas as possible subject to the encroachment by-law.)
- *Wants electrical outlets on light posts.* (Referred to staff for review.)
- *Offer trees and shrubbery to residents.* (Operations Branch is reviewing the matter.)
- *Construction will impact on small businesses, and create hardships for children and seniors.* (Construction is necessary to maintain City's infrastructure, work is carried to current safety standards and impact to pedestrian and business owners is kept to a minimum.)
- *Tree plantings in narrowings (1 DCA).* (Operations Branch is reviewing the matter.)
- *Install planters in narrowings (1 DCA).* (Operations Branch is reviewing the matter.)
- *Preston BIA is objecting to all Traffic Calming, in a letter dated February 23, 2000, (narrowings and signage are very ugly), get rid of all traffic calming and install stop signs on all streets at all intersections.* (Council-approved Traffic Calming Studies and recommendations are in place. All-way stop control at all locations is not appropriate.)

Questions:

- *“Have people with adequate expertise reviewed all the plans in order to avoid some future disaster or some other event which I can't even envision?”* (Preparation of plans and work is being carried out to current standards.)
- *“Why so much work in so little time?”* (The project is a result of sewer issues and the infrastructure is in need of repair.)
- *“What is propelling this project at this speed?”* (The project is a result of sewer issues driven and the infrastructure is in need of repair.)
- *“Has the material being used (pipes, etc) been tested to ensure longevity or will we be doing this all over again in 5 - 6 years?”* (The longevity of the pipes is 50 years plus).
- *“What is the time frame of the 3 phases for each block?”* (All work is to be carried out over the summer period, upon award of the job the Engineering Branch can provide these details.)

- “*What is the detour plan?*” (Detour plans will be provided at the time of construction and the on-site technician can provide the information.)
- “*How come Lebreton is going to be rebuilt again when the sidewalks and paving were replaced ~ 3 years ago?*” (The underground sewers have never been replaced, on-going roadwork has occurred over the years for maintenance purposes.)
- “*What is the time frame and order of work; i.e. what streets will be done in what order? What plans are in place for detours during this work?*” (Upon award of the job, the Engineering Branch can be contacted to provide this detailed information.)

DALHOUSIE

City of Ottawa
 111 Sussex Drive
 Ottawa, Ontario
 K1N 1A1

2 February 2000

Attn: Mr. Rob Orchin,

Dear Sir,

Re: Roadworks / Traffic Calming in Dalhousie for 2000

Thank you for presenting the draft traffic calming / roadworks improvements to our community on January 24th and 31st. Since some concerns can get overlooked in the free flowing dialogue of an open house, and other community discussions have since occurred, we are recording here are recommendations about the options presented and the proposals displayed.

In general we commend you and your staff for the commitment to community improvement demonstrated by your presentations and approach. Please take the following comments as part of the process of 'getting it right' for all stakeholders.

LEBRETON Somerset to Gladstone

The Somerset Heights Traffic Calming Plan (SHTCP) calls for:

- 2 traffic circles, 4 humps, 3 pairs of narrowings, and 2 sets of brick crosswalks as well as planting at narrowings.
- slowing of traffic hurtling between Somerset and Gladstone on this wide, visually open street, as well as safer pedestrian crossing at Willow and at Eccles.
- Total; 14 items.

The Dalhousie Community Association (DCA) now recommends (because of traffic circle problems):

- 4 chicanes with parking shifting sides.
- narrowings into Lebreton at Eccles; Willow and Gladstone.
- 1 speed hump between Eccles and Willow.
- Total; 13 items.

BELL

SHTCP calls for:

- parking switch chicanes at Eccles and Willow (and elsewhere)
- to slow traffic on this one way narrow street.

DCA recommends:

- Proceed as per SHTCP, but without narrowings ~~into Eccles~~ and Willow (where pedestrian / car conflict is not severe)
- Bell between Gladstone and Willow not be reversed.

...2

755 Rue Somerset Street West / Ouest, Ottawa, Ontario, K1R 6R1

DALHOUSIE COMMUNITY ASSOCIATION / L'ASSOCIATION COMMUNAUTAIRE DE DALHOUSIE

WILLOW & BOOTH

DCA supports:

- making present narrowing permanent.
- reducing radius of sidewalk at NE corner to assist pedestrians and to slow speedy car turns.
- narrowing Willow at NW corner to discourage cut through traffic escaping the congestion and traffic lights on Booth.
- speed hump on Willow between Booth / Rochester; same reason.

GLADSTONE

DCA supports:

- proposed narrowing of roadway between Bell and Lebreton.
- alignment improvement at Bell.
- introduction of green space on new/existing boulevards and city property between Bell and Lebreton.

DCA recommends:

- narrowing Lebreton at NE and also at SE or SW corners to increase safety for the many children going from Rochester Heights housing to Cambridge School.
- parking option on both sides west of Bell provided narrowings into Gladstone prevent this from becoming an extra traffic lane. This will reduce future commercial parking spill over onto residential streets.
- narrowings at NW corner of Arthur, NE and SE corners of Cambridge to discourage cut through traffic escaping the congestion on Bronson; as per recommendations in APETIS report. Narrowing the two north side corners will also increase safety for children going to Cambridge School. Both these corners have hydro poles in them; a widened sidewalk would make pedestrians easier to see. The Arthur pole is now in the middle of the signalized crosswalk.

SOMERSET & BRONSON

DCA supports the proposed reduction in crosswalk lengths and the reduction in number of lanes.

DCA recommends:

- the special (and economical) Somerset Heights sidewalk pattern be used.
- increased lighting level at NE corner (brighter light bulb)

GLADSTONE & BRONSON

DCA supports the proposed reduction in crosswalk lengths and the reduction in the number of lanes.

DCA recommends:

- lighting level at NE corner be increased.

GENERAL COMMENTS

DCA recommends;

- tree planting in narrowings / chicanes, or if impossible install planters.
- sidewalk widenings be designed to discourage parking on them. Trees, planters, sign posts may be needed.

We look forward to reviewing the proposed plans as soon as these, and other comments, have been incorporated.

Yours truly,



Archie Campbell
President
DALHOUSIE COMMUNITY ASSOCIATION

cc: Councillor Elisabeth Arnold
Councillor Diane Holmes



The Preston Street Business Improvement Association

February 28, 2000

Ted Robinson
 Commissioner Eng & Wks
 City of Ottawa

EW-757

CITY OF OTTAWA DEPARTMENT OF ENGINEERING & SERVICES
Rec'd MAR 6 2000
TO: LTB
FILE NO: TC/R2120/PRET
FILE NO:

RE : PROPOSED TRAFFIC CALMING MEASURES

Dear Mr Robinson :

On behalf of the Board of Directors for the Preston Street Business Area , I would like to express our opposition to the proposal for road narrowings throughout the area of Gladstone, Willow , etc - also referred to as *The Village* .

It is the contention of the Board that the Region ought to maintain the traditional *Stop Sign* approach to slow traffic . While our Board agrees that there is a problem with speeding traffic , we do not see any proof that intersection narrowings and other such measures actually work . *Stop Signs* are more effective and do not clutter our neighbourhood with a proliferation of signage used for road *bulbs* .

Rochester Street traffic has neither been reduced nor slowed as a result of the numerous intersection narrowings . Instead the street takes on a permanent *under construction* appearance due to the numerous *danger signs* .

We are confident that had more *Stop Signs* been installed on Rochester Street, traffic would have been slowed; and *through traffic* discouraged . We ask that the Department be objective on the issue as it is evident that various groups have been persistent in their demands for new ways to slow traffic. Thank you for your attention to this matter .

Yours truly,

Mario Giannetti

Chairman
 c c City Council ; Transportation Department

Licensing, Transportation and Buildings
MAR 6 2000
111 Sussex Drive Ottawa, Ontario K1N 5A1

248 Preston St., Ottawa, Ontario K1R 7R4 (613) 231-2815



COMMUNITY NOTIFICATION

PARKING REGULATION CHANGES PROPOSED

WARD: Somerset (OT 6)

DATE: February 28, 2000

STREET: Gladstone Avenue, between
Lebreton Street North and Bay Street.

FILE: TGR2170/GLAD

Please take notice that the City of Ottawa is proposing the following changes to the existing parking regulations on your street:

Existing: Where on-street parking is permitted, a Two Hour Parking regulation is in effect from 7:00 a.m. to 7:00 p.m., Monday to Friday, on both sides of Gladstone Avenue.

Proposed: Road works are scheduled for this year on Gladstone Avenue and it is proposed to narrow the roadway. Following this work, on-street parking will be prohibited at all times on one side of the roadway as follows:

- (a) **Between Lebreton Street North and Bronson Avenue:**
NORTH SIDE: No change.
SOUTH SIDE: No Parking at Anytime.
- (b) **Between Bronson Avenue and Percy Street:**
NORTH SIDE: No Parking at Anytime.
SOUTH SIDE: No change.
- (c) **Between Percy Street and Bay Street:**
NORTH SIDE: No change.
SOUTH SIDE: No Parking at Anytime.

Reasons: Further to open house meetings held on November 25th and 29th, 1999 and January 27th and 31st, 2000, a traffic calming plan is proposed for Gladstone Avenue. The plan proposes a narrower roadway with on-street parking on one side and a landscaped boulevard on the other. These changes are proposed to enhance the pedestrian environment, while maintaining existing vehicular traffic movements.

Should you need additional information, please contact Ann Selfe of the Transportation Division, at 244-5300, (1) extension 3185.

Department of Urban Planning and Public Works
111 Sussex Drive, Ottawa, Ontario K1N 5A1
Tel.: (613) 244-5300
Fax: (613) 244-5421
Web Site: <http://city.ottawa.on.ca>
E-mail: up&pw@city.ottawa.on.ca

Service de l'urbanisme et des travaux publics
111, promenade Sussex Ottawa (Ontario) K1N 5A1
Tél.: (613) 244-5300
Téloc.: (613) 244-5421
Site Web: <http://ville.ottawa.on.ca>
C. élec.: utp@ville.ottawa.on.ca



AVIS COMMUNAUTAIRE

MODIFICATION PROPOSÉE AUX RÈGLEMENTS DE STATIONNEMENT

QUARTIER: Somerset (OT 6) DATE: le 28 février, 2000

RUE: **avenue Gladstone, entre les rues Lebreton nord et Bay.** DOSSIER: TGR2170/GLAD

Veillez prendre note que la Ville d'Ottawa propose les modifications suivantes aux règlements de stationnement dans votre rue :

Règlements actuels : Où le stationnement sur la voirie est permis, une limite de deux heures s'applique de 7h00 à 19h00, lundi à vendredi, sur les deux côtés de l'avenue Gladstone.

Règlements proposés : Des travaux routiers sont planifiés pour cette année sur l'avenue Gladstone et on propose de rétrécir la chaussée. Suite à ces travaux, on interdira le stationnement en tout temps sur un côté de la rue de la façon suivante:

- (a) **Entre la rue Lebreton nord et l'avenue Bronson:**
CÔTÉ NORD: Aucun changement.
CÔTÉ SUD: Stationnement interdit en tout temps.
- (b) **Entre l'avenue Bronson et la rue Percy:**
CÔTÉ NORD: Stationnement interdit en tout temps.
CÔTÉ SUD: Aucun changement.
- (c) **Entre la rue Percy et la rue Bay:**
CÔTÉ NORD: Aucun changement.
CÔTÉ SUD: Stationnement interdit en tout temps.

Motifs : Suite à des réunions à portes ouvertes le 25 et 29 novembre, 1999, et le 27 et 31 janvier, 2000, un plan de modération de la vitesse des véhicules est proposé pour l'avenue Gladstone. Le plan propose une chaussée plus étroite avec le stationnement sur la voirie sur un côté de la rue et un accotement aménagé de verdure de l'autre. Ces changements sont proposés afin d'améliorer l'environnement pour les piétons en conservant les mouvements de la circulation actuels.

Pour obtenir de plus amples renseignements, n'hésitez pas à communiquer avec Ann Selfe de la Division des transports, au 244-5300, (1) poste 3185.

Department of Urban Planning and Public Works
111 Sussex Drive, Ottawa, Ontario K1N 5A1
Tél.: (613) 244-5300
Fax: (613) 244-5421
Web Site: <http://city.ottawa.on.ca>
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Service de l'urbanisme et des travaux publics
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C. élec.: utp@ville.ottawa.on.ca

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March 14, 2000

ACS2000-PW-LTB-0010
(File: JLT1100/2860)

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. Licenses - Taxis - Taxi Meter Rate Increase

Permis - Taxis - Augmentation du tarif des taxis

Recommendation

That Licensing By-law L-6, including Schedule 19 (Taxis), be amended effective May 15, 2000 to grant the request from Retail Wholesale Canada for a 6% taxi meter rate increase as follows:

- from \$2.00 for the drop rate including the first 85 metres or part thereof to \$2.15 for the drop rate including the first 120 metres or part thereof;
- from \$0.10 for each additional 85 metres or part thereof to \$0.15 for each additional 120 metres or part thereof;
- from \$0.10 for each 17 seconds of waiting time while under engagement to \$0.15 for each 24 seconds of waiting time while under engagement.



March 14, 2000 (1:06p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

MMB:mmb

Contact: Martha Boyle 244-5300-1-3204



March 15, 2000 (8:29a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

There are no direct financial implications to the City of Ottawa associated with this recommendation.



March 14, 2000 (11:15a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

By letter to the City dated January 25, 2000, the content of which is transcribed in Document 1, Retail Wholesale Canada (RWC) submitted a request on behalf of Blue Line taxi drivers working in Ottawa for a 6% increase in taxi meter rates to take effect in the Spring of this year. In all ways except effective date, the request satisfies City Council policy on taxi meter rate adjustment requests, a copy of which is attached as Document 2. With respect to effective date, RWC has asked that the increase take effect in the Spring rather than in October as the policy prescribes; an earlier implementation has been requested because, says RWC, drivers seek relief as soon as possible from cost increases being borne now.

Taxi meter rates are set by City Council as part of the municipal licensing regulations that govern the taxi industry in Ottawa. Maximum allowable increases are tied to a Taxi Cost Index (TCI) that measures the changing cost of taxi operations over time. Components of the index include such items as fuel, insurance, wages, and repair and maintenance of vehicles. Statistics Canada is relied upon to provide percentage changes in those components during the time period of interest. Calculation of changes in the TCI, prompted by RWC's recent adjustment request, identifies a cost increase (and therefore a maximum allowable rate adjustment) of 15.88%; the 6% increase requested is within that maximum.

There has been no increase in taxi meter rates in Ottawa since 1992. In that year, Ottawa taxi fares were the highest among eleven Canadian municipalities surveyed. Today, Ottawa ranks seventh in fares among the eleven; it will rank fourth if Council approves the 6% increase requested. Survey details are contained in Document 3.

After having tested a number of combinations of drop rate and distance charge increases, the Department has proposed a meter rate that comes closest to achieving the target 6% increase over a range of trip lengths. A 6% adjustment has the effect of increasing the cost of a five kilometre trip by \$0.50, from \$7.80 to \$8.30. The rate structure proposed includes the GST.

An effective date of May 15, 2000 coincides with the first day of the City's bi-annual Taxi Meter Check and Vehicle Inspection programme. It is during that programme that taxi meters can be calibrated and sealed by City staff to reflect the new rate.

Taxi meter rates are the same in all six of the municipalities in Ottawa-Carleton that license and regulate the industry; that is not mandatory but it is desirable. As of this writing, the City of Gloucester is the only other municipality to have received an increase request although an RWC representative has indicated that discussions with driver-members in all the cities is underway and that requests will likely be forthcoming. Traditionally, taxi meter rate increases approved in Ottawa have prompted the same action in the other municipalities.

Consultation

Retail Wholesale Canada has asked for the taxi meter rate increase and requests City Council's approval of it.

At its meeting of March 6, 2000, the Taxi Advisory Committee (TAC) considered RWC's request and resolved as follows:

TAC hereby approves, with reservation, the proposed increase to the taxi meter rate of six percent (6%). Based on the reasons cited in the letter from the Taxi Drivers Union dated January 25, 2000, TAC regrets that such an increase should be passed on to the consumer rather than being resolved between the Taxi Drivers Union and Taxi Owners.

The dissenting opinion of one TAC member was recorded as follows: "it would be a poor precedent to allow the Drivers Union to increase meter rates because of poor collective bargaining".

Retail Wholesale Canada and Ottawa's two taxi brokers -- Capital Taxi and Blue Line Taxi Company -- have been provided with a copy of the Department's final report and notice of the Standing Committee meeting at which it will be considered; and all working taxi drivers licensed by the City were sent a summary of the report and notice of the meeting.

Disposition

Office of the City Solicitor to draft and process the amending by-law to City Council for enactment.

Department of Urban Planning and Public Works to implement increase during Spring Taxi Meter Check and Vehicle Inspection Programme.

List of Supporting Documentation

- Document 1 Request for Increase: Content of Letter from Retail Wholesale Canada
- Document 2 City Council Policy on Taxi Meter Rate Adjustments
- Document 3 Survey of Taxi Meter Rates - Canadian Municipalities

PART II SUPPORTING INFORMATION

Document 1

**REQUEST FOR INCREASE
CONTENT OF LETTER FROM RETAIL WHOLESALE CANADA**

January 25, 2000

Addressed to Commissioner of Urban Planning And Public Works

Dear Sir:

Re: Taxi Meter Rate Adjustment

We are requesting a meter increase of six percent (6%). While we understand the Council Policy adopted in November 1986, we have not had a meter increase since 1992. We did write to request an adjustment in 1996, but did not get an increase. It is our understanding that the TCI figures for the year of 1996, 1997, 1998 and 1999 are substantially more than the increase we are requesting.

While being entitled to the cumulative amount, we do not want to burden the travelling public with such a rate hike and are seeking the above requested lower amount.

With the increased costs to the operators in fuel, maintenance, price of vehicles and an increase to the taxi brokerage (in December 1999 Blue Line Owners Group increased stand rent, plate rent and cab rent over three (3) years and five percent (5%) on any credit card transaction with a passenger) it is becoming increasingly difficult for our members to make ends meet.

We are enclosing a copy of a letter sent to the City dated May 31, 1996 seeking a meter increase adjustment as well as a comparison of rates across Canada which shows that the Ottawa area is among the lowest rates for taxi fares.

We would request that a meter increase take effect in the spring of 2000 and would be pleased to discuss this issue at your earliest convenience.

Yours truly,

(Original signed by M. Alsadi)

Mohamad Alsadi, National Representative, Retail Wholesale Canada CAW Division

Attach.

ATTACHMENT TO RWC LETTER OF JANUARY 25, 2000

May 31, 1996

Mr. Tom Keeley
Manager, Enforcement Services
City of Ottawa
111 Sussex Drive
Ottawa, Ontario

Dear Sir:

Re: Taxi Meter Rate Adjustment

Pursuant to the Council Decision of 1986 and amended in 1993 to replace the CPI with the Taxi Cost Index, we are writing to request a taxi meter adjustment to take effect on October 1, 1996.

We understand that the maximum adjustment is the Taxi Cost Index but that there is no minimum standard set in the By-law. We would appreciate your assistance in calculating the applicable TCI rate.

We will be consulting with our membership to determine their wishes on this issue and our discussions will include requesting an adjustment based on the TCI, the status quo (no increase) and a possible decrease in the meter rates.

Subject to the wishes of our membership, we reserve the right to withdraw this request.

Thank you for your continued cooperation in this regard.

Yours truly,

Original signed by
H.L. Dora

Harkishan Lal Dora
Vice Chairman, Blue Line
Ottawa Unit, Local 1688
Retail Wholesale Canada, USWA

**CITY COUNCIL POLICY ON TAXI METER RATE ADJUSTMENTS
APPROVED BY CITY COUNCIL OCTOBER 7, 1992**

1. Rates will not be adjusted more than once a year.
2. The date of rate adjustment will be October 1st.
3. The amount of the adjustment will not exceed the percentage annual increment in the Taxi Cost Index (TCI) from April 30th of the previous year to April 30th of the current year that the rate is effective.
4. Applications for adjustment must be submitted to the Commissioner of Urban Planning and Public Works on or before June 1st of the year in which the adjustment is to take effect.
5. If no application for rate adjustment is received by the Commissioner on or before June 1st, there will be no adjustment before October 1st of the following year.
6. Rate increases which are deferred at the request of the taxi industry may be comprehended in future requests.
7. Consideration will be given to a rate adjustment only upon application from a licensed taxi driver or a certified union or association representing licensed taxi drivers.

TAXI COST INDEX APPROVED BY CITY COUNCIL FEBRUARY 17, 1993		
COMPONENT	SERIES	% OF INDEX
Fuel	CPI Ottawa: Gasoline and Other Fuels	12.61%
Repairs / Maintenance / Depreciation / Miscellaneous	CPI Ottawa: Maintenance and Repair	15.65%
Operating Fees	CPI Ottawa: All Items	6.83%
Insurance	CPI Ottawa: Auto Insurance Premiums	7.98%
Employed Driver Returns	Ont.: Ave. Industrial Wage	25.34%
Owner / Driver Returns	Ont.: Ave. Industrial Wage	29.11%
Unemployment Insurance	Revenue Canada: Actual	2.48%
	Total	100%

SURVEY OF TAXI METER RATES - CANADIAN MUNICIPALITIES

	DROP RATE / FOR DISTANCE (m) *	DISTANCE CHARGES / m *	5km RIDE JANUARY 2000	5km RIDE OCTOBER 1992 **	7 YEAR % CHANGE
LONDON	\$2.50 / 84	\$0.25 / 202	\$8.75	\$7.70	14%
HAMILTON	\$2.25 / 76.8	\$0.10 / 76.8	\$8.75	\$7.65	14%
VANCOUVER	\$2.30 / 81.3	\$0.10 / 81.3	\$8.40	\$6.45	30%
SASKATOON	\$2.50 / 85	\$0.10 / 85	\$8.30	\$6.80	22%
OTTAWA (proposed)	\$2.15 / 120	\$0.15 / 120	\$8.30	\$7.80	6%
REGINA	\$2.55 / 120	\$0.10 / 89	\$8.05	\$6.45	25%
WINNIPEG	\$2.55 / 93	\$0.10 / 93	\$7.85	\$6.95	13%
OTTAWA (existing)	\$2.00 / 85	\$0.10 / 85	\$7.80	\$7.80	0%
TORONTO	\$2.50 / 235	\$0.25 / 235	\$7.75	\$7.00	11%
MONTREAL	\$2.25 / 0	\$1.10 / 1000	\$7.75	\$7.25	7%
CALGARY	\$2.50 / 190	\$0.20 / 190	\$7.70	\$6.45	19%
EDMONTON	\$2.20 / 95	\$0.10 / 95	\$7.40	\$6.70	10%

* "OR PART THEREOF" IN EVERY CITY

** DATE OF LAST RATE INCREASE IN OTTAWA

March 14, 2000

ACS2000-PW-OPS-0002
(File: RMR 1871/0210)

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

6. Asphalt Overlay Program 2000 - List of streets **Programme d'asphaltage 2000 - liste des rues**

Recommendations

1. That the proposed list of streets for the 2000 Asphalt Overlay Program (Document 1) be approved as candidates for the asphalt overlay in 2000.
2. That any savings realized as a result of favourable bid prices or economy in the actual works be used to Crack Seal additional streets to the extent that additional funds are available.



March 16, 2000 (8:48a)

Edward Robinson
Commissioner of Urban Planning and Public
Works



March 16, 2000 (11:37a)

Approved by
John S. Burke
Chief Administrative Officer

GW:gw

Contact: Gill Wilson - 244-5300 ext. 1-3766

Financial Comment

Subject to City Council approval, funds are available in Capital Project 20081001 (Road Overlay and Dry Grinding) in the amount of \$2,122,000.



March 16, 2000 (8:36a)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendations

Recommendation 1

During the 1997 Budget Deliberations, City Council directed that all future bulk allocation projects be submitted to Council regarding specific expenditure plans. As a result, the Department is bringing forward the list of streets proposed for the 2000 Asphalt Overlay Program (Document 1). Contracts for the proposed works shall be tendered by the Department then subsequently awarded by way of Delegation of Authority.

The 2000 Asphalt Overlay Program's proposed list of streets comprises candidates whose life cycle can be optimized by the application of additional asphalt as identified in the 1999 Roads Needs Study update. All candidates have been verified through the Department's Pavement Management System (PMS) to confirm that the majority of high-need sections are structurally sound and therefore appropriate overlay candidates. Streets that would require significant reconstruction were not included as candidates for overlay.

It should be noted that four of the 2000 Overlay Program's candidates, Rainsford Ave., Burn St., Clarke Ave. and Wilson St. will be overlaid as a follow-up to water main rehabilitation works undertaken by the Region of Ottawa-Carleton in 1999 and, as such, will be funded through a cost-sharing initiative.

It should also be noted that the recent rise in the price of oil may have an impact on the price of asphalt resulting in higher than anticipated overlay costs. Should this occur, it may be necessary to reduce the overall surface area of the Overlay Program accordingly. A subsequent staff report will be provided in the event that there is a major increase in the tendered prices.

Recommendation 2

In 1992 the Department's Crack Sealing Program was removed from the Operating Budget and the Department was instructed to carry out this work as part of the Asphalt Overlay Program if funds were available. All subsequent Crack Sealing operations have been financed in this manner.

The list of streets proposed for the 2000 Asphalt Overlay Program is the Department's best estimate of the work which can be achieved within the current budget allocation based on the average of costs for asphalt overlay operations from previous years. As it is an estimate, the actual successful tender bids may be lower, thus it may be possible to undertake additional works. Should the Department experience savings as a result of favourable bid prices or

economy in the actual works, the Department will undertake Crack Seal operations to the extent that additional funds are available.

Consultation

A preliminary list of streets was circulated through the Underground Public Utility Coordinating Committee for comment by the various membership agencies and that input has been considered in the preparation of this list of candidates. Streets identified as having potential conflicts with the planned works of other agencies were removed from the preliminary list and may be considered for possible inclusion in future overlay programs.

The Department does not consult the public during the preparation of the proposed list of candidates as this matter is administrative in nature; however, once the list has been approved, residents on the affected streets will be notified of the upcoming works.

Disposition

Department of Urban Planning and Public Works:

- Operations Branch to administer the tendering process.
- The Commissioner of Urban Planning and Public Works to award the contract by way of Delegation of Authority.
- Operations Branch to notify affected residents.
- Operations Branch to undertake the works.
- The Commissioner of Urban Planning and Public Works to forward an original copy of the contract to the City Clerk.

List of Supporting Documentation

Document 1 - Proposed List of Streets

Part II - Supporting Documentation

Proposed List of Streets

Document 1

2000 Asphalt Overlay Program - Proposed List of Streets

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Ward</u>
Admiral Ave	Crerar Ave	Shillington Ave	OT8
Anna Ave	Merivale Rd	Crerar Ave	OT8
Belmont Ave	Bank St	Riverdale Ave	OT9
Brighton Ave	Riverdale Ave	River Rd	OT9
Browning Ave	Devon St	Pullen Ave	OT10
Burn St	Borthwick Ave	Rainsford Ave	OT4
Cameron Ave	Seneca St	Bank St	OT9
Clarke Ave	Cummings Ave	Rainsford Ave	OT4
Dovercourt Ave	Sherbourne Rd	Broadview Ave	OT7
Draper Ave	Lisa Ave	Morrison Dr W	OT2
Dumaurier Ave	Pinecrest Rd	122m N/Ramsey N	OT1
Fielding Dr	McCarthy Rd	Hartman Cr W	OT8
Hilda St	Scott St	Wellington St	OT7
Karen Way	St Laurent Blvd	Apple Tree Ln	OT4
Kelly Ave	Pinecrest Rd	Neville St	OT1
Lonsdale Rd	Dunvegan Rd	Thornwood Rd	OT4
Lorry Greenberg	Conroy Rd	Hunt Club Dr	OT3
Magnus Ave	Tawney Rd	Melfort St	OT10
Meadow Dr	St Laurent Blvd	Dead End	OT4
Melfort St	Joliffe St	Walkley Rd	OT10
Neville St	Kelly Ave	Clarenda St	OT1
Normandy Cr N	Valmarie Ave	Prince of Wales Dr	OT8
Orchid Dr	Keats Ave	Shelly Ave	OT10
Queen Elizabeth	Patterson Ave	Pretoria Ave	OT9
Rainsford Ave	Dead End	Wilson St	OT4
Raymond St	Bronson Ave	Bell St N	OT6
Russell Rd	Industrial Ave	Haig Dr	OT10
Sandalwood Dr	Heron Rd	Baycrest Dr	OT10
St Laurent Blvd	Don Reid Dr	Conroy Rd	OT3
Westminster Ave	Tillbury Ave	Skead St	OT7
Wilson St	Borthwick Ave	Rainsford Ave	OT4
Windermere Ave	Tillbury Ave	Keenan Ave	OT7