

A New Council's First Year

Ecology Ottawa
Council Watch Report **2011**





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November 2011

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ABOUT ECOLOGY OTTAWA

We are a not-for-profit organization working to make Ottawa the green capital of Canada. We believe that Ottawa residents are concerned about issues such as pollution, waste, and global warming, and that they want a sustainable community where public transit, renewable energy, recycling, and the protection of green spaces take priority. We are working with residents and local organizations across the city to ensure that their voices are heard at city hall. Together we can make a difference, but we need your active support to move our city in the right direction.

www.ecologyottawa.ca

Table of Contents

Executive Summary	2
Clean Energy	4
CITY OF OTTAWA LARGE ROOFTOP SOLAR ENERGY PROGRAM (<i>PASSED</i>)	4
Transportation	5
LAURIER AVENUE EAST-WEST SEGREGATED BIKE LANE (<i>PASSED</i>)	5
ALTA VISTA CORRIDOR (RIVERSIDE DRIVE-GENERAL HOSPITAL) (<i>PASSED</i>)	5
NO COST INCREASE FOR THE 2011-2012 U-PASS (<i>PASSED</i>)	6
REDUCTION IN OC TRANSP0 BUDGET (<i>PASSED</i>)	7
KING EDWARD AVENUE LANE REDUCTION PILOT (<i>LOST</i>)	8
INCREASE IN FREQUENCY OF O-TRAIN SERVICE (<i>PASSED</i>)	9
Urban Growth and Land Use	10
MAINTAINING LIMITED EXPANSION OF THE URBAN BOUNDARY (<i>PASSED</i>)	10
Waste Reduction and Diversion	11
RECYCLING IN CITY FACILITIES (<i>PASSED</i>)	11
BI-WEEKLY GARBAGE COLLECTION STARTING IN NOVEMBER 2012 (<i>PASSED</i>)	11
WEEKLY GARBAGE COLLECTION DURING SUMMER MONTHS (<i>LOST</i>).....	12
Water	13
PINECREST CREEK/WESTBORO STORMWATER MANAGEMENT RETROFIT STUDY (<i>PASSED</i>)	13
How They Scored	14

Executive Summary

HOW OUR NEW COUNCIL DID ON THE ENVIRONMENT IN 2011

This year's Council Watch report on the environmental voting record of Ottawa City Council is quite unlike those of previous years. Ottawa voters ushered in a sweeping change at City Hall last year when they elected a new mayor and ten new councillors. Unlike the previous Council that would often split on key environmental votes, the new Council has been far less divided, with most councillors voting the same way. As such, there is less differentiation between councillors than in previous reports and the majority of Council members scored the average grade of B.

Despite the unanimity (or near unanimity) on many votes, there were a few bright stars who rose above the rest: Councillors David Chernushenko, Mathieu Fleury, Diane Holmes and Peter Hume. We applaud their efforts to stand up for the environment and hope they will continue to display leadership and innovative thinking in the coming years.

Less stellar were Councillors Jan Harder, Bob Monette, and Doug Thompson who scored C- or lower in this year's report, consistent with their past record of scoring below average compared to their peers. Allan Hubley also joins this group with a grade of C-. We hope that these councillors will more clearly outline their environmental priorities in the coming year and tackle the green issues of greatest concern to their constituents.

Mayor Jim Watson scored a B this year, which suggests that he was neither more nor less progressive on the environment than most others around the council table. However, this is a significant improvement over his predecessor, Mayor Larry O'Brien, who failed to show leadership on the environment and was generally at the bottom of pack in our grading.

TRANSPORTATION TOPS THE LIST

Several of the key environmental votes at City Hall this year related to transportation, with a mix of significant victories and some big losses. The segregated bike lane on Laurier Avenue was approved by Council and has been embraced by the cycling community. However, public transit took a major hit when OC Transpo's operating budget was slashed in the March budget process, which led to several service reductions and route cancellations later in the year. On the brighter side, Council did approve an increase in the frequency of the O-Train to take effect in 2014 and reaffirmed support for the U-Pass transit pass for university students.

Unfortunately Council still seems to have a love affair with roads, often at the expense of building more livable communities. Their approval to build phase 1 of the Alta Vista Corridor (despite opposition from some of the local community associations) and their refusal to reduce King Edward Avenue from six to four lanes north of Rideau Street anytime soon demonstrate a less-than-sustainable tendency of this new Council.

DIVERTING WASTE AND HOLDING THE LINE

It was a good year for waste diversion, with the approval of weekly green bin collection and biweekly garbage pickup year-round starting in November 2012. The Ottawa River Action Plan is also moving forward with a long-range plan to help prevent stormwater from polluting the Ottawa River in the Westboro area.

Earlier this year, the mayor and councilors unanimously decided to reaffirm the decision of the previous council and hold the urban boundary expansion at 230 hectares. While it would have been ideal to not expand the urban boundary at all, it was better than the 850 hectare expansion recommended by city staff and the over 2,000 hectares the developers wanted. Unfortunately, developers successfully appealed to the Ontario Municipal Board (OMB), which overruled our elected council and ordered that the urban boundary be expanded by 850 hectares. The fact that our elected officials, who represent and are accountable to the citizens of Ottawa, do not have the power to contain the footprint of the city is very alarming. Expanding the urban boundary will encourage more farmland or forest to be paved over to build subdivisions and to construct roads, water mains, sewers and other municipal infrastructure to service them. This is especially poignant considering that the old growth forest in Beaver Pond was clear-cut in January of this year to make way for a housing development.

A GLARING OMISSION

When Council approved their strategy document called the “Term of Council Priorities” outlining key priorities for the City in its next four years and guidelines for spending on these initiatives, climate change was disturbingly absent from the priority list. While there are some other positive directions, such as financial support for cycling infrastructure, protection of the Ottawa River and green spaces, the Priorities do not demonstrate a sense of urgency around combating climate change nor do they clearly define initiatives that will make Ottawa a climate action leader. Although not included in the grading in this report, this omission is particularly troubling in the eyes of Ecology Ottawa.

CONCLUSION

Overall this Council seems like a team with the potential to implement an environmental agenda but who needs to be reminded that cities that invest in public transportation and smart land use planning and that reduce waste, energy use and greenhouse gas emissions will be the true leaders – economically, socially and environmentally – in the coming decades.

Clean Energy

CITY OF OTTAWA LARGE ROOFTOP SOLAR ENERGY PROGRAM (PASSED) ✓

January 26, 2011 – City Council Meeting, Environment Committee Report 1, Item 2

City Council approved a plan to install solar panels on the roofs of up to twenty municipal buildings. The City will partner with Energy Ottawa Limited, a subsidiary of Hydro Ottawa. Ontario's Feed-In-Tariff (FIT) program will provide renewable energy incentives for the project. Photovoltaic solar panels will generate enough electricity to power more than 300 homes. Over the 20-year term of the project, the City will collect up to \$5 million in revenue from rooftop leases, in addition to increased dividends from Hydro Ottawa.

This program will have important environmental and economic benefits. We will reduce our reliance on unsustainable sources of energy such as coal and nuclear power. The City is investing in locally generated renewable energy, helping to reduce our community's emissions of greenhouse gases. With additional investments in solar energy, the City can increase local generation of electricity and power all municipal facilities with clean, green energy. Ottawa could become a leading centre for solar power in Canada.

(1) Ottawa City Council, "Ottawa City Council Minutes", January 26 2011.

<http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/01-26/englishminutes5.htm>

HOW THEY VOTED

YES (22): Councillors S. Blais, R. Bloess, D. Chernushenko, R. Chiarelli, P. Clark, D. Deans, S. Desroches, K. Egli, E. El-Chantiry, M. Fleury, J. Harder, K. Hobbs, D. Holmes, P. Hume, M. McRae, S. Moffatt, S. Qadri, M. Taylor, D. Thompson, T. Tierney, M. Wilkinson, and Mayor J. Watson.

NO (1): Councillor A. Hubley.

Absent: Councillor B. Monette.

Transportation

LAURIER AVENUE EAST-WEST SEGREGATED BIKE LANE (PASSED) ✓

February 23, 2011 – City Council Meeting, Transportation Committee Report 2A, Item 1

This vote approved the construction of the separated bike lane pilot project on Laurier Avenue between Bronson Avenue and Elgin Street. The bike lanes opened to the public on July 10, 2011. They are separated from car traffic by a concrete barrier for most of the route, providing a safe way for cyclists to cross Centretown with little risk of being injured by cars. Since the construction of the bike lanes, cycling traffic on Laurier has increased by a factor of three. During the first two months of operation, almost 100,000 trips were recorded by motion detectors.

This project is a great step forward in promoting cycling as an environment-friendly mode of transportation in Ottawa. Cars produce smog and greenhouse gas emissions; other negative environmental impacts include agricultural land and wilderness areas that are paved over to make way for roads, highways and parking lots. If safe cycling routes are available, more people will consider leaving their cars at home or going completely car-free.

Investing in cycling infrastructure is a cost-effective way to reduce greenhouse gas emissions and create dense, livable communities that require fewer resources to maintain.

(1) City of Ottawa, "News Release: Cycling ridership triples on Laurier Avenue with segregated bike lanes", September 16 2011.
<http://ottawa.ca/cgi-bin/pressco.pl?Elist=17134&lang=en>

(2) Ottawa City Council, "Ottawa City Council Minutes", February 23 2011.
<http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/02-23/englishminutes7.htm>

HOW THEY VOTED

YES (23): Councillors S. Blais, R. Bloess, D. Chernushenko, R. Chiarelli, P. Clark, D. Deans, S. Desroches, K. Egli, E. El-Chantiry, M. Fleury, K. Hobbs, D. Holmes, A. Hubley, P. Hume, M. McRae, S. Moffatt, B. Monette, S. Qadri, M. Taylor, T. Tierney, D. Thompson, M. Wilkinson, and Mayor J. Watson.

NO: none.

Absent: Councillor J. Harder.

ALTA VISTA CORRIDOR (RIVERSIDE DRIVE-GENERAL HOSPITAL) (PASSED) ✓

8 March 2011 – Budget Meeting, Transportation Committee Capital Project 900635, Motion 8/3, Item 7.

Council approved this two-lane road connecting Riverside Drive and the General Hospital Campus to relieve congestion on Alta Vista Drive and Smyth Road caused by traffic travelling to the hospital campus. At \$55.5 million, it may be the most expensive 1.2 kilometres of road ever constructed in the city. Because it is Phase I of the controversial Alta Vista Transportation Corridor, it increases the likelihood of the future construction of this expressway from Walkley/Conroy to the Queensway.

Road construction is a major capital expense for Ottawa. It also has major environmental costs. Because more roads encourage car use, we have increasing urban sprawl with its expensive servicing. We have higher levels of energy use, air pollution, and greenhouse gas emissions. Transport accounts for 33% of Ottawa's greenhouse gas emissions and it is the fastest growing source of emissions, increasing 15% from 1990 to 2004. Roads increase the run-off of water (adding to flood problems) and toxic chemicals into our water, and they contribute to summer's urban heat trap effect.

Ottawa's 2008 Transportation Master Plan aims for public transit to carry 30% of motorized persontrips by 2021's morning rush hour. The Plan states that the city must make a deliberate series of improvements to the transit system to make it the preferred choice of even more residents, and it seeks to minimize the future need for new and widened roads.

Buses will run on the Riverside-Hospital road, but its real purpose is to allow easier car access to the hospital campus and to relieve car congestion. This is in spite of the well-known fact that more and larger roads ultimately increase vehicle congestion. The Riverside Drive-Hospital connection, if restricted to public transportation, might have served as a small, smart step in the direction of the city's Transportation Master Plan; instead it continues the city's expensive and unsustainable love affair with roads.

- (1) Ottawa City Council, "Special Ottawa City Council Meeting to Consider the 2011 Draft Operating and Capital Budgets and Associated Reports", March 8 2011. <http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/03-08/englishminutes8.htm>
- (2) Transportation Committee for Ottawa City Council, "Operating and Capital Budget- Tax Supported Programs", Capital Project 900635 Budget, p.118. http://www.ottawa.ca/city_hall/budget/budget_2011/transportation_budget_2011_en.pdf
- (3) Ottawa Citizen Blog, "Residents Launch Petition Against Alta Vista Road", February 22 2011. <http://blogs.ottawacitizen.com/2011/02/22/residents-launch-petition-against-alta-vista-road/>
- (4) Matthew Paterson, "Towards Sustainable Transport in Ottawa: An End to Road Construction", Ecology Ottawa, July 2010.
- (5) City of Ottawa, "Transportation Master Plan 2008", November 2008. http://www.ottawa.ca/city_hall/master_plans/tmp/index_en.html

HOW THEY VOTED

YES (21): Councillors S. Blais, R. Bloess, R. Chiarelli, P. Clark, D. Deans, S. Desroches, K. Egli, E. El-Chantiry, J. Harder, K. Hobbs, A. Hubley, P. Hume, M. McRae, S. Moffatt, B. Monette, S. Qadri, M. Taylor, T. Tierney, D. Thompson, M. Wilkinson, and Mayor J. Watson.

NO (3): Councillors D. Chernushenko, M. Fleury, D. Holmes.

NO COST INCREASE FOR THE 2011-2012 U-PASS (PASSED) ✓

March 8, 2011 – City Council Meeting, Motion 8/3, Item 6F

City Council voted to maintain the cost of the Universal Student Transit Pass (U-Pass) at \$145 per semester for the 2011-2012 school year. This is the second year of the two-year pilot project for students at the University of Ottawa and Carleton University. The initial project was adopted after a decade of student lobbying efforts. The U-Pass is mandatory for most full-time students and the cost is included in registration fees.

The U-Pass is an excellent initiative as it provides substantial savings over the cost of a regular student pass and reduces the carbon footprint of the student population. More importantly, it promotes a public transit culture on both campuses that may encourage use of public transportation after graduation.

- (1) Ottawa City Council, "Special Ottawa City Council Meeting to Consider the 2011 Draft Operating and Capital Budgets and Associated Reports", March 8 2011. <http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/03-08/englishminutes8.htm>
- (2) Ecology Ottawa, "Council Watch Report 2010". http://ecologyottawa.ca/councilwatch/index.php?DOC_INST=2

HOW THEY VOTED

YES (22): Councillors S. Blais, R. Bloess, D. Chernushenko, R. Chiarelli, P. Clark, D. Deans, S. Desroches, K. Egli, E. El-Chantiry, M. Fleury, J. Harder, K. Hobbs, D. Holmes, A. Hubley, P. Hume, M. McRae, S. Moffatt, S. Qadri, M. Taylor, T. Tierney, M. Wilkinson, and Mayor J. Watson.

NO (2): Councillors B. Monette, D. Thompson.

REDUCTION IN OC TRANSPRO BUDGET (PASSED) ✓

March 8, 2011 – City Council Meeting, Motion 8/3, Item 6F (budget)

In order to cut approximately \$20 million of the nearly \$400 million OC Transpo operating budget, City Council approved the largest single set of route changes since the opening of the Transitway.

The "network optimization" was approved by City Council in March and launched in September. The City cut less-used routes in off-peak hours, merged and re-routed other routes, and increased the frequency of some. A City representative predicted that six per cent of transit riders would have to transfer or walk farther to catch a bus, but service would remain the same or be improved for other riders. However, there have been increased complaints about late or overfilled buses since the September changes, while seniors and others have been negatively affected by cuts in service.

There is no debate that investing and maintaining an affordable and convenient public transportation system is one of the key foundations of a green city. The benefits, such as the reduction of road congestion, air pollution and energy consumption, are well known. Both riders and non-riders alike benefit from this essential infrastructure. Furthermore, OC Transpo ridership increased by more than 6% from August 2010 to August 2011.

These factors all supported the need for the City of Ottawa to improve, or at the very least, maintain its level of service. Instead, it cut the OC Transpo budget and asked residents to tolerate an inferior public transit system until the light rail system (LRT) is in operation. Although the City is promoting public transit by its investment in LRT, it is crucial that Ottawa's current public transportation needs be prioritized and supported.

- (1) Ottawa City Council, "Special Ottawa City Council Meeting to Consider the 2011 Draft Operating and Capital Budgets and Associated Reports", March 8 2011. <http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/03-08/englishminutes8.htm>
- (2) Ottawa Citizen, "Massive Overhaul of OC Transpo Routes Begin", September 4 2011. <http://www.ottawacitizen.com/Massive+Transpo+route+overhaul+begins/5351637/story.html#ixzz1cJkKhSel>
- (3) Ottawa Citizen, "New Transit Routes Face First Test", September 7 2011. <http://www.ottawacitizen.com/transit+routes+face+first+test/5361774/story.html#ixzz1cJjhIB5G>
- (4) Ottawa Citizen, "OC Transpo under Fire at Summit", October 4 2011. <http://www.ottawacitizen.com/news/Transpo+under+fire+summit/5497131/story.html>
- (5) Public Transit in Ottawa, "Transit Commission: OC Transpo Added Articulated Buses and Trips since September 4", September 26 2011. <http://www.transitottawa.ca/2011/09/transit-commission-oc-transpo-added.html>
- (6) Ottawa Citizen, "Things Will Get Worse Transit Riders Told", October 17 2011. <http://www.ottawacitizen.com/news/Things+will+worse+transit+riders+told/5559374/story.html>

HOW THEY VOTED

YES (23): Councillors S. Blais, D. Chernushenko, R. Chiarelli, P. Clark, D. Deans, S. Desroches, K. Egli, E. El-Chantiry, M. Fleury, J. Harder, K. Hobbs, D. Holmes, P. Hume, M. McRae, S. Moffatt, B. Monette, S. Qadri, M. Taylor, T. Tierney, D. Thompson, M. Wilkinson, and Mayor J. Watson.

NO (1): Councillor R. Bloess.

KING EDWARD AVENUE LANE REDUCTION PILOT (LOST) X

April 27, 2011 – City Council Meeting, Transportation Committee Report 5A, Item 4

King Edward Avenue north of Rideau Street is essentially a six-lane highway running through the Lowertown neighbourhood. For 25 years, residents have urged city planners and elected representatives to address the volume and speed of traffic plaguing their community. Reports show that only three per cent of drivers using the street comply with the posted speed limit of 50 km/h; most drive at 75 km/h. In five years (2005-2010) 67 pedestrians were injured in accidents on King Edward; fatalities, most involving trucks, occurred in 1997, 2006, 2007, 2008 and 2009.

The Transportation Committee report to Council recommended that King Edward Avenue be reduced to four lanes of traffic. However, city staff had included heavy conditions in their original report: (a) construction of an east-end interprovincial bridge, (b) removal of the downtown truck route, and (c) a 43% transit split between Ottawa and Gatineau. Staff did not provide any hard evidence supporting such conditions. Further, these conditions were not consistent with the conclusions of a City-commissioned independent study that found lane reductions from six to four would have no significant, negative, long-term impacts.

Councillors Holmes and Hume put forward a compromise motion for a six-month pilot of four lanes by creating 24-hour parking in each direction. The compromise was supported by three community associations, the King Edward Avenue Task Force, Ecology Ottawa, and 65 individuals who live in Lowertown. Despite the contradictions between the staff report and the City's own independent study, in addition to the strong community support for the compromise, Council voted to support the staff position.

Cars produce smog and greenhouse gas emissions. Burning gasoline sends toxic pollutants into the air that we breathe, contributing to health problems like asthma, cancers, and heart disease. Asphalt absorbs heat, cranking up summer temperatures in the city. Air pollution in Ottawa triggered 290 premature deaths, 3,000 emergency room visits, and over \$25 million in health care costs in 2005. If Ottawa continues to support and expand car-oriented spaces, then car use will continue to rise; if we actively restrict space for cars and expand space for transit, cyclists, and walking, we create a healthier, more livable city.

- (1) Ottawa Citizen, "King Edward group keeps up 25-year fight", October 2 2011.
<http://www.ottawacitizen.com/King+Edward+group+keeps+year+fight/5489964/story.html>
- (2) Transportation Committee for Ottawa City Council, "Report 5A", April 27 2011.
<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2011/04-27/trc/reportindex5a.htm>.
- (3) City of Ottawa. "Ottawa City Council Minutes", 27 April 2011.
<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2011/04-27/englishminutes11.htm>.
- (4) King Edward Avenue Task Force, "Letter to Councillors re: King Edward Lane Reductions Study", April 26 2011.
<http://www.kingedwardavenue.com/images/executive/letters/2011-04-26.pdf>

HOW THEY VOTED

YES (3): Councillors D. Holmes, P. Hume, D. Chernushenko.

NO (21): Councillors K. Hobbs, M. Taylor, D. Thompson, M. Wilkinson, S. Blais, S. Moffatt, M. McRae, K. Egli, P. Clark, S. Qadri, M. Fleury, D. Deans, S. Desroches, R. Bloess, R. Chiarelli, J. Harder, B. Monette, T. Tierney, E. El-Chantiry and Mayor J. Watson.

INCREASE IN FREQUENCY OF O-TRAIN SERVICE (PASSED) ✓

June 22, 2011 – City Council Meeting, Transit Commission Report 5, Item 1

This vote approved an increase in the frequency of O-Train service from 15 to 8 minutes. Growing ridership and the requirement to enhance non-Transitway service corridors during east-west LRT construction highlight the need to increase the frequency and capacity of the O-Train service. The expanded service will become operational in 2014 after line changes and the acquisition of new trains.

The O-Train, which began as a pilot project in October 2001, is now a key component of Ottawa's public transit system, with more than 12,000 users daily. The future increase in service will ensure that the O-Train remains convenient, especially during peak periods. It also complements the U-Pass program for Carleton University students.

(1) Transit Commission for Ottawa City Council, "Transit Commission Report 5", June 22 2011.
<http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/06-22/tc/reportindex5.htm>

(2) Canadian Broadcasting Corporation, "OC Transpo Eyes 6 O-Trains for \$60M Price Tag", May 18 2011.
<http://www.cbc.ca/news/canada/ottawa/story/2011/05/18/ottawa-o-train-523.html>

(3) Ottawa City Council, "Ottawa City Council Minutes", June 22 2011.
<http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/06-22/englishminutes15.htm>

HOW THEY VOTED

YES (22): Councillors S. Blais, R. Bloess, D. Chernushenko, R. Chiarelli, P. Clark, D. Deans, K. Egli, E. El-Chantiry, M. Fleury, J. Harder, K. Hobbs, D. Holmes, A. Hubley, P. Hume, M. McRae, S. Moffatt, B. Monette, S. Qadri, M. Taylor, T. Tierney, M. Wilkinson, and Mayor J. Watson.

NO: none.

Absent: Councillors S. Desroches, D. Thompson.

Urban Growth and Land Use

MAINTAINING LIMITED EXPANSION OF THE URBAN BOUNDARY (PASSED) ✓

January 26, 2011 – City Council Meeting, Planning Committee Report 2

In 2010 the previous City Council had approved a limited expansion (230 hectares) of the urban boundary, the area within which residential and commercial development can take place and the City provides services such as roads, water, and sewage. This approval was contrary to the city staff's original proposal of an 850-hectare expansion. When current Mayor Jim Watson was running for office in the recent municipal election, he defended the previous Council's decision and campaigned to respect the limited increase.

Local developers had appealed the 2010 decision to the Ontario Municipal Board (OMB). The Council vote of January 26, 2011 was a reconfirmation of the 230-hectare expansion before the OMB heard the appeal. Unfortunately, the OMB sided with the developers, forcing the City to accept the 850-hectare expansion. Despite the outcome, Council's vote to sustain the original decision was positive. As municipalities must review their urban boundaries every five years, Ottawa City Council will eventually face another test of its commitment to building a city that is more environmentally and economically sustainable.

Urban sprawl destroys green space, wildlife habitats and farmland, pollutes rivers, and maintains dependency on personal vehicles as the primary mode of transportation. Expanding the urban boundary leads to high per-person infrastructure costs, inflated public transportation costs, and a greater use of energy, land, and water.

- (1) City of Ottawa. "Ottawa City Council Minutes", 26 January 2011. HYPERLINK "<http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/01-26/englishminutes5.htm>" www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/01-26/englishminutes5.htm.
- (2) Planning Committee Report 2, "Urban Boundary-Phase 1 Hearing - New Information/Evidence", presented to the Ottawa City Council. <http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/01-26/pec/2%20-%20ACS2011-CMR-LEG-0004%20-%20Urban%20Boundary%20Phase%201%20Hearing.htm>

HOW THEY VOTED

YES (23): Councillors S. Blais, D. Chernushenko, R. Chiarelli, P. Clark, D. Deans, S. Desroches, K. Egli, E. El-Chantiry, M. Fleury, J. Harder, K. Hobbs, D. Holmes, A. Hubley, P. Hume, M. McRae, S. Moffatt, B. Monette, S. Qadri, M. Taylor, T. Tierney, D. Thompson, M. Wilkinson and Mayor J. Watson.

NO (1): Councillor R. Bloess.

Waste Reduction and Diversion

RECYCLING IN CITY FACILITIES (PASSED) ✓

May 25, 2011 – City Council Meeting, Environment Committee Report 7, Item 2 (2), EC8/1 (1)

City facilities that generate residential quantities of waste, such as daycares and libraries, will now be included in black, blue, and green bin recycling programs. Also, under the current apartment collection contract, city facilities that generate commercial volumes of waste will be included, where feasible, in recycling and green bin services. The City will investigate the feasibility of expanding full collection, diversion and disposal services to all city facilities that generate commercial volumes of waste.

By this small but positive advance in extending the recycling program to City facilities, Ottawa will divert more waste from landfills.

(1) Environment Committee for Ottawa City Council, "Environment Committee Minutes", May 17 2011.

<http://ottawa.ca/calendar/ottawa/citycouncil/ec/2011/05-17/englishdisposition8.htm>

(2) Ottawa City Council, "Ottawa City Council Minutes", May 25 2011.

<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2011/05-25/englishminutes13.htm>

HOW THEY VOTED

YES (22): Councillors S. Blais, R. Bloess, D. Chernushenko, R. Chiarelli, P. Clark, D. Deans, S. Desroches, K. Egli, E. El- Chantiry, M. Fleury, K. Hobbs, D. Holmes, A. Hubley, P. Hume, M. McRae, S. Moffatt, B. Monette, S. Qadri, M. Taylor, T. Tierney, M. Wilkinson,

NO: none.

Absent: Councillors J. Harder, D. Thompson.

BI-WEEKLY GARBAGE COLLECTION STARTING IN NOVEMBER 2012 (PASSED) ✓

April 13, 2011 – City Council Meeting, Environment Committee Report 5, Item 1 as amended by Motions 10/2 and 10/4.

The Review of Solid Waste Collection Service levels recommended that Council approve the following residential waste curb collection levels: (a) uniform curb-side collection service levels across rural and urban households; (b) weekly green bin collection; (c) bi-weekly blue and black box collection on alternating weeks; (d) reduction of residual waste (garbage) collection to bi-weekly; and (e) a new Special Considerations bi-weekly collection program for diapers and incontinence products. The plan to pick up garbage only every two weeks, while increasing green bin pick-up to every week is estimated to save taxpayers \$9 million annually for six years. Other options, such as lower bag limits and pay-per-bag, were not brought forward due to public opposition during consultations.

Bi-weekly garbage collection is expected to encourage more citizens to use green bin composting and black/blue box recycling, an environmentally better outcome. The City report estimates that curb-side residential diversion will increase from 44% to between 48 and 53%, resulting in diverting 10,300 to 20,100 more tonnes per year of organic material away from the Trail Road landfill. Further, the reduction in the number of trucks on the road will reduce air pollutant and climate change emissions.

Two amendments passed. The first delayed the start of the new waste collection regime from June to November 2012. The second requires the City to work with the province to increase organic diversion by the Industrial, Commercial and Institutional (ICI) sector. Such an increase would put Ottawa closer to the province's 60% diversion target.

- (1) Ottawa City Council, "Ottawa City Council Minutes", April 13 2011.
<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2011/04-13/englishminutes10.htm>.
- (2) Environment Committee for Ottawa City Council, "Solid Waste Collection Service Level Review", March 30 2011.
[http://www.ottawa.ca/calendar/ottawa/citycouncil/ec/2011/04-11/ACS2011-ICS-ESD-0002%20-%20FINAL%20ENG%20-%20Service%20Level%20Review%20\(2\).htm](http://www.ottawa.ca/calendar/ottawa/citycouncil/ec/2011/04-11/ACS2011-ICS-ESD-0002%20-%20FINAL%20ENG%20-%20Service%20Level%20Review%20(2).htm).
- (3) Ottawa Sun, "Biweekly Garbage Pickup Here in 2012", April 13 2011.
<http://www.ottawasun.com/news/ottawa/2011/04/13/17979171.html>

HOW THEY VOTED

YES (18): Councillors R. Bloess, D. Chernushenko, R. Chiarelli, D. Deans, S. Desroches, E. El-Chantiry, M. Fleury, J. Harder, K. Hobbs, D. Holmes, P. Hume, M. McRae, S. Moffatt, S. Qadri, M. Taylor, T. Tierney, M. Wilkinson, and Mayor J. Watson.

NO: (4): Councillors S. Blais, A. Hubley, B. Monette, D. Thompson.

Absent: Councillors K. Egli, P. Clark.

WEEKLY GARBAGE COLLECTION DURING SUMMER MONTHS (LOST) X

April 13, 2011 – City Council Meeting, Environment Committee Report 5, Item 1, Motion.10/3

This motion proposed an amendment to the City's Solid Waste Collection Service Review that had recommended city-wide, bi-weekly collection of residual waste (garbage). The motion requested weekly garbage collection during June, July and August because of residents' concerns when they may be vacationing and also because of concerns regarding insect and animal infestation during the summer.

The motion would have resulted in a lower rate of waste diversion to green bins, and higher environmental costs from garbage trucks.

- (1) Ottawa Sun, "Biweekly Garbage Pickup Here in 2012", April 13 2011.
<http://www.ottawasun.com/news/ottawa/2011/04/13/17979171.html>
- (2) Ottawa City Council, "Ottawa City Council Minutes", April 13 2011.
<http://ottawa.ca/calendar/ottawa/citycouncil/occ/2011/04-13/englishminutes10.htm>.
- (3) Ottawa City Council. "City of Ottawa - Term of Council Priorities", 13 July 2011.
http://ottawa.ca/city_hall/ottawa_performance/council_priorities_en.html

HOW THEY VOTED

YES (5): Councillors R. Bloess, D. Deans, J. Harder, B. Monette, T. Tierney.

NO: (17): Councillors S. Blais, D. Chernushenko, R. Chiarelli, S. Desroches, E. El-Chantiry, M. Fleury, K. Hobbs, D. Holmes, A. Hubley, P. Hume, M. McRae, S. Moffatt, S. Qadri, M. Taylor, D. Thompson, M. Wilkinson, and Mayor J. Watson.

Absent: Councillors K. Egli, P. Clark.

Water

PINECREST CREEK/WESTBORO STORMWATER MANAGEMENT RETROFIT STUDY (PASSED) ✓

October 26, 2011 – City Council Meeting, Environment Committee Report 10, Item 1

City Council approved a \$43-million stormwater management retrofit plan that aims to cut the amount of stormwater polluting the Ottawa River upstream of Westboro beach. The challenge with retrofits, according to the Environment Committee, is to identify effective measures after communities have already been built up.

The preferred 50-year Retrofit Plan is composed of various elements, including: provide two rain barrels for 25 percent of households (18,849 households in study area); b) re-direct downspouts from impervious to pervious surfaces at an additional seven percent of households c) reduce 48 hectares of pervious pavement/concrete on driveways, parking lots and sidewalks (227 hectares of existing pavement/concrete in study area); d) narrow nine kilometres of streets by one metre (272 kilometres of streets in study area); e) create 20 kilometres of infiltration trenches; f) build rain gardens at 10 percent of households; g) buy two oil and grit separators; and h) build two stormwater management ponds.

The study is one of 17 related to the Ottawa River Action Plan. The Pinecrest Creek/Westboro retrofit plan provides the basis for annual budget requests to support the long-term implementation of the various components of the plan (initial pilot projects, capital projects, education/public outreach, monitoring of overall effectiveness, on-going maintenance of implemented projects, etc.). The funding to begin implementing the Retrofit Plan has been included in the draft City rate budget in the amounts of \$2 million for 2012, \$2 million for 2013 and \$9 million for 2014.

(1) "Pinecrest Creek/Westboro Stormwater Management Retrofit Study", September 20 2011.

<http://www.ottawa.ca/calendar/ottawa/citycouncil/occ/2011/10-26/ec/01-ACS2011-ICS-PGM-0114-Pinecrest-Westboro.htm>

HOW THEY VOTED

YES (24): Councillors S. Blais, R. Bloess, D. Chernushenko, R. Chiarelli, P. Clark, D. Deans, S. Desroches, K. Egli, E. El-Chantiry, M. Fleury, J. Harder, K. Hobbs, D. Holmes, A. Hubley, P. Hume, M. McRae, S. Moffatt, B. Monette, S. Qadri, M. Taylor, D. Thompson, T. Tierney, M. Wilkinson, Mayor J. Watson.

NO: none.

Grading Scheme: A+ = 91-100% C = 61-65% A = 86-90% C- = 56-60% A- = 81-85% D = 50-55% B+ = 76-80% F = 0-49% B = 71-75% C+ = 66-70%				Grade	Score	Recycling in City Facilities	Increase in Frequency of O Train	No Cost Increase for 2011- 2012 U-Pass	Laurier Avenue East-West Segregated Bike Lane	King Edward Avenue Lane Reduction	Large Rooftops Solar Energy Program
Environmental Vote		x/10		Yes	Yes	Yes	Yes	Yes	Yes		
Voting Date				25-May-11	22-Jun-11	8-Mar-11	23-Feb-11	27-Apr-11	26-Jan-11		
Mayor Jim Watson	Mayor	B	9/12	Yes	Yes	Yes	Yes	No	Yes		
Stephen Blais	Cumberland	C+	8/12	Yes	Yes	Yes	Yes	No	Yes		
Rainer Bloess	Innes	C+	8/12	Yes	Yes	Yes	Yes	No	Yes		
David Chernushenko	Capital	A+	11/12	Yes	Yes	Yes	Yes	Yes	Yes		
Rick Chiarelli	College	B	9/12	Yes	Yes	Yes	Yes	No	Yes		
Peter Clark	Rideau-Rockcliffe	C+	7/10	Yes	Yes	Yes	Yes	No	Yes		
Mathieu Fleury	Rideau-Vanier	A-	10/12	Yes	Yes	Yes	Yes	No	Yes		
Diane Deans	Gloucester-Southgate	C+	8/12	Yes	Yes	Yes	Yes	No	Yes		
Steve Desroches	Gloucester-South Nepean	B	8/11	Yes	-	Yes	Yes	No	Yes		
Keith Egli	Knoxdale-Merivale	C+	7/10	Yes	Yes	Yes	Yes	No	Yes		
Eli El-Chantiry	West Carleton-March	B	9/12	Yes	Yes	Yes	Yes	No	Yes		
Jan Harder	Barrhaven	C-	6/10	-	Yes	Yes	-	No	Yes		
Katherine Hobbs	Kitchissippi	B	9/12	Yes	Yes	Yes	Yes	No	Yes		
Diane Holmes	Somerset	A+	11/12	Yes	Yes	Yes	Yes	Yes	Yes		
Allan Hubley	Kanata South	C-	7/12	Yes	Yes	Yes	Yes	No	No		
Peter Hume	Alta Vista	A-	10/12	Yes	Yes	Yes	Yes	Yes	Yes		
Maria McRae	River	B	9/12	Yes	Yes	Yes	Yes	No	Yes		
Scott Moffatt	Rideau-Goulbourn	B	9/12	Yes	Yes	Yes	Yes	No	Yes		
Bob Monette	Orleans	C-	6/10	Yes	Yes	No	Yes	No	Yes		
Shad Qadri	Stittsville	B	9/12	Yes	Yes	Yes	Yes	No	Yes		
Mark Taylor	Bay	B	9/12	Yes	Yes	Yes	Yes	No	Yes		
Tim Tierney	Beacon Hill-Cyrville	C+	8/12	Yes	Yes	Yes	Yes	No	Yes		
Doug Thompson	Osgoode	D	5/10	-	-	No	Yes	No	Yes		
Marianne Wilkinson	Kanata North	B	9/12	Yes	Yes	Yes	Yes	No	Yes		

Environmental/Anti-environmental
Absent

22/0	22/0	22/2	23/0	3/21	23/1
2	2	0	1	0	0

continued...

Grading Scheme: A+ = 91-100% C = 61-65% A = 86-90% C- = 56-60% A- = 81-85% D = 50-55% B+ = 76-80% F = 0-49% B = 71-75% C+ = 66-70%				Grade	Score	Maintain Limited Expansion of Urban Boundary	Alta Vista Corridor - Budget Approval	Biweekly Garbage Collection starting in 2012	Reduction is OCTranspo Budget	Pinecrest/Westboro Stormwater Management Plan	Weekly Garbage Collection in Summer Months
Environmental Vote		Yes	No								
Voting Date		x/10	26-Jan-11	8-Mar-11	13-Aug-11	8-Mar-11	26-Oct-11	13-Apr-11			
Mayor Jim Watson	Mayor	B	9/12	Yes	Yes	Yes	Yes	Yes	No		
Stephen Blais	Cumberland	C+	8/12	Yes	Yes	No	Yes	Yes	No		
Rainer Bloess	Innes	C+	8/12	No	Yes	Yes	No	Yes	Yes		
David Chernushenko	Capital	A+	11/12	Yes	No	Yes	Yes	Yes	No		
Rick Chiarelli	College	B	9/12	Yes	Yes	Yes	Yes	Yes	No		
Peter Clark	Rideau-Rockcliffe	C+	7/10	Yes	Yes	-	Yes	Yes	-		
Mathieu Fleury	Rideau-Vanier	A-	10/12	Yes	No	Yes	Yes	Yes	No		
Diane Deans	Gloucester-Southgate	C+	8/12	Yes	Yes	Yes	Yes	Yes	Yes		
Steve Desroches	Gloucester-South Nepean	B	8/11	Yes	Yes	Yes	Yes	Yes	No		
Keith Egli	Knoxdale-Merivale	C+	7/10	Yes	Yes	-	Yes	Yes	-		
Eli El-Chantiry	West Carleton-March	B	9/12	Yes	Yes	Yes	Yes	Yes	No		
Jan Harder	Barrhaven	C-	6/10	Yes	Yes	Yes	Yes	Yes	Yes		
Katherine Hobbs	Kitchissippi	B	9/12	Yes	Yes	Yes	Yes	Yes	No		
Diane Holmes	Somerset	A+	11/12	Yes	No	Yes	Yes	Yes	No		
Allan Hubley	Kanata South	C-	7/12	Yes	Yes	No	Yes	Yes	No		
Peter Hume	Alta Vista	A-	10/12	Yes	Yes	Yes	Yes	Yes	No		
Maria McRae	River	B	9/12	Yes	Yes	Yes	Yes	Yes	No		
Scott Moffatt	Rideau-Goulbourn	B	9/12	Yes	Yes	Yes	Yes	Yes	No		
Bob Monette	Orleans	C-	6/10	Yes	Yes	No	Yes	Yes	Yes		
Shad Qadri	Stittsville	B	9/12	Yes	Yes	Yes	Yes	Yes	No		
Mark Taylor	Bay	B	9/12	Yes	Yes	Yes	Yes	Yes	No		
Tim Tierney	Beacon Hill-Cyrville	C+	8/12	Yes	Yes	Yes	Yes	Yes	Yes		
Doug Thompson	Osgoode	D	5/10	Yes	Yes	No	Yes	Yes	No		
Marianne Wilkinson	Kanata North	B	9/12	Yes	Yes	Yes	Yes	Yes	No		

Environmental/Anti-environmental
Absent

23/1	3/21	18/4	1/23	24/0	17/5
0	0	2	0	0	2



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ABOUT ECOLOGY OTTAWA

We are a not-for-profit organization working to make Ottawa the green capital of Canada. We believe that Ottawa residents are concerned about issues such as pollution, waste, and global warming, and that they want a sustainable community where public transit, renewable energy, recycling, and the protection of green spaces take priority. We are working with residents and local organizations across the city to ensure that their voices are heard at city hall. Together we can make a difference, but we need your active support to move our city in the right direction.