

**Disability Issues Advisory Committee
Comité consultatif sur les handicaps**

**Agenda 2
Ordre du jour 2**

**Tuesday, February 15, 2000 - 12:30 p.m.
Le mardi 15 février 2000 - 12 h 30**

**Fuller Room, Terrace Level
Bytown Pavilion, City Hall**

**Salle Fuller, Niveau Terrasse
Pavillon Bytown, hôtel de ville**

**Adoption of Agenda
Adoption de l'ordre du jour**

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

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Deadline for material to be included in the next agenda
Date limite de présentation des documents à inclure dans le prochain ordre du jour

Should you wish to include an item on the next agenda, please submit the information to the Assistant by **Noon on Tuesday, February 29, 2000.**

Si vous désirez ajouter un article au prochain ordre du jour, veuillez le faire parvenir à l'adjointe d'ici au **midi 29 février 2000, à midi.**

Next Meeting

Prochaine réunion

The next regular meeting of the Committee will take place on **Thursday, March 16, 2000, at 12:30 p.m.**, in the Fuller Room, Bytown Pavilion, Terrace Level, City Hall.

La prochaine réunion ordinaire du Comité aura lieu le **jeudi le 16 mars 2000, à 12h30**, dans la salle Fuller, pavillon Bytown, niveau terrasse, hôtel de ville.

Members' Reports - Enquiries

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Bob Brown, Chairperson/Président

Barry McMahon, Vice-Chairperson/Vice-président

Michael Brady

Jennifer-Ann Eastham

Leonard Grace

Nicole Hudson

Tom Parker

Surat Turcot

Non-Voting Member
Membre sans droit de vote

Councillor/Conseiller Jim Bickford

Adjournment
Levée de la séance

CAL



City of
Ville d' **Ottawa**

1

January 11, 2000

CC2Z2000015
(File: ACS1300)

Ward/Quartier
City Wide

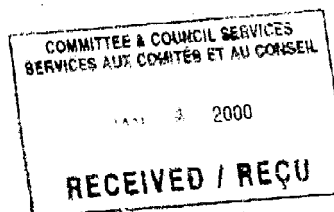
**1. Response letter from the Ministry of Municipal Affairs and Housing
Lettre du Ministère des Affaires municipales et du logement**

**Ministry of
Municipal Affairs
and Housing**
Office of the Minister

777 Bay Street
Toronto ON M5G 2E5
Tel (416) 585-7000

**Ministère des
Affaires municipales
et du Logement**
Bureau du ministre

777 rue Bay
Toronto ON M5G 2E5
Tél (416) 585-7000



December 15, 1999

Dear Concerned Resident,

On behalf of the Government of Ontario, I thank you for expressing your views to Glen Shortliffe, Special Advisor on local government reform in Ottawa-Carleton.

On December 6, I introduced legislation that would, if approved by the Legislature, result in fewer politicians and lower taxes at the municipal level. We hope to have these changes in place for the November 2000 municipal elections.

Bringing lower taxes, fewer politicians and simpler, more efficient and accountable local governments to all Ontario taxpayers is a goal this government will continue to move toward. I am confident the new City of Ottawa will achieve these goals.

Thank you once again for contributing to the future of your area.

For more information, please refer to the enclosure or to the Ministry of Municipal Affairs and Housing's web site at: <http://www.mah.gov.on.ca>.

Yours very truly,

Tony Clement
Minister

Enclosure

News Release Communiqué



Ministry of
Municipal Affairs
and Housing

Ministère des
Affaires municipales
et du Logement

For immediate release
December 6, 1999

Legislation would lead to fewer politicians, lower taxes

Legislation to be introduced today by Municipal Affairs and Housing Minister Tony Clement would, if approved by the Legislature, lead to fewer politicians and lower taxes at the municipal level.

"People in Haldimand-Norfolk, Hamilton-Wentworth, Ottawa-Carleton and Sudbury have been saying for years that regional government isn't working, but no action has been taken," Clement said. "With this legislation, the government will make the changes taxpayers have been waiting for. Across the four regions, there will be 190 fewer local politicians – a reduction of about 75 per cent."

The legislation will include measures to reform local government in Haldimand-Norfolk, Hamilton-Wentworth, Ottawa-Carleton and Sudbury. Other measures would make it easier for municipalities in Ontario's county system, separated municipalities and northern municipalities to institute local reforms.

"These changes generally follow the recommendations of the four Special Advisors who spent the last two months listening to the people in the regions and reviewing the many earlier studies that called for change but were left collecting dust on the shelf," Clement said.

The government's intention, subject to the approval of the Legislature, is to have the legislation take effect before the end of the year, so changes can be in place for the November 2000 municipal elections.

Clement said, "The goal of fewer politicians and lower taxes should be a constant one for all levels of government. Our taxpayers deserve it."

The government encourages Ontario's other regions to continue looking for ways to reduce the number of politicians and lower taxes. The government also expects the Greater Toronto Area regions to continue looking for ways to deliver services more efficiently. The Greater Toronto Services Board is expected to complete its review of a number of GTA issues in December 2000.

-30-

For media inquiries, please contact:
Karen Vaux, Office of the Minister, (416) 585-6932

Please visit the Ministry of Municipal Affairs and Housing's website at <http://www.mah.gov.on.ca>

Existe aussi en français

Backgrounder Document d'information



December 6, 1999

The City of Ottawa

Proposed structure:

- The existing Regional Municipality of Ottawa-Carleton and 11 local municipalities would be dissolved, and the new City of Ottawa would be established on January 1, 2001.
- The number of local politicians would be reduced from 84 to 21, and savings for taxpayers are estimated at \$75 million a year.
- The new city would have a 21-member council, composed of a mayor elected at large and 20 councillors elected in wards. (Special Advisor Glen Shortliffe recommended 18 councillors with two rural councillors having two votes each. The government is instead providing for four rural councillors.)

Other provisions of the proposed legislation:

- The province would appoint a transition board to oversee operations during the 2000 transition year.
- The new city would be able to set different tax rates for different parts of the municipality to take into account transit and other urban services including sewer and water. It would also be able to set different tax rates, for a limited amount of time, to take into account the different financial circumstances, including liabilities and assets, of the old municipalities. The minister would have the authority to ensure that this is done fairly.
- The Ottawa-Carleton Regional Transit Commission (OC Transpo) would be dissolved, and the council of the new city would be made directly responsible for operating the transit system.

West Carleton:

- If the Bill is passed, the minister will have the ability to initiate a process – including local negotiations and possibly a question on the municipal ballot – for determining whether the former geographic townships of Torbolton and Fitzroy in the northwestern part of West Carleton will remain part of the new City of Ottawa.

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For further information, please contact:

Karen Vaux
Minister's Office
Ministry of Municipal Affairs and Housing
(416) 585-6932

Paul Jones
Local Government Policy Branch
Ministry of Municipal Affairs and Housing
(416) 585-7270

Existe aussi en français.

Backgrounder Document d'information



December 6, 1999

Ensuring Financial Protection for Taxpayers

The Special Advisors' recommendations with respect to area rating of services, liabilities and assets varied between regions. Incorporating standard provisions for area rating would enable the province to continue to protect taxpayers fairly and equitably across these regions.

Area Rating of Services

Subject to approval of the legislature, the legislation would set up a system to allow different tax rates for different parts of the municipality to take into account transit and other urban services including sewer and water.

For example, the cost of public transit in the new City of Ottawa could be paid for through the fare box and through special area rates which apply to those areas which are serviced by transit.

Area Rating of Liabilities and Assets

The new municipalities would also be able to set different tax rates, for a limited amount of time, to take into account the different financial circumstances, including the liabilities and assets, of the old municipalities.

For example, where debt per dollar of weighted assessment is higher in some former municipalities than in others, this differential amount, including interest, could be spread over a period of up to eight years and the cost covered through a special area rate.

For area rating of both services, liabilities and assets, the Minister would have the authority to require that it be done and to ensure that it is done fairly.

Municipal Tax Phase In

In the 1999 Ontario Budget, Minister Eves referred to extending the measures to protect businesses that were put in place through the *Fairness for Property Taxpayers Act*, 1998. For commercial, industrial and multi-residential classes, tax changes resulting from restructuring will be treated in a manner similar to tax changes for reassessment.

-30-

For further information, please contact:

Karen Vaux
Minister's Office
Ministry of Municipal Affairs and Housing
(416) 585-6932

Paul Jones
Local Government Policy Branch
Ministry of Municipal Affairs and Housing
(416) 585-7270

Existe aussi en français.

Backgrounder Document d'Information



December 6, 1999

Additional provisions of the proposed legislation

Toronto wards

The City of Toronto Act (No. 1), 1997, which created the new City of Toronto, would be amended to reduce the size of Toronto council to 44 plus the mayor. The city would have 44 wards based on federal and provincial electoral boundaries. The government will seek the city's direct advice to determine exactly how the 22 federal and provincial ridings would be divided through regulation.

Municipal referenda

- The Municipal Elections Act currently allows municipalities to put a question on the ballot. The provisions in this Bill would allow for terms and conditions to be set out by regulation.

Direct election of Halton regional chair

- The Regional Municipality of Halton Act would be amended to permit the direct election of the regional chair in the 2000 municipal elections. This change is in response to a request from the regional council. The regional chair is currently chosen by members of regional council.

French language school boards

- In response to concerns raised by the French language community, the Municipal Elections Act, 1996, would be amended to require the use of French in ballots and other election materials related to the election of French language school boards.

Public Utilities Act

- Section 62 of the Public Utilities Act would be repealed, retroactively, to remove the municipal authority to expropriate gas companies. The Energy Competition Act allows municipalities to create their own gas companies. Repealing section 62 of the Public Utilities Act would prevent a municipality from expropriating an existing gas company's infrastructure and turning it into a municipally-owned gas distribution company.

Waterloo regional transit system

- Amendments to the Regional Municipality of Waterloo Act would make it easier for the region to set up a transit link between area municipalities or extend the service area to municipalities not currently serviced. It would allow the region to establish a regional transit area, so the region would not have to obtain a license from the Ontario Highway Transport Board every time it wanted to set up a transit link between area municipalities or extend service to municipalities not already served by public transit.

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For further information, please contact:
Karen Vaux
Minister's Office
Ministry of Municipal Affairs and Housing
(416) 585-6932

Paul Jones
Local Government Policy Branch
Ministry of Municipal Affairs and Housing
(416) 585-7270 Existe aussi en français.

Backgrounder Document d'information



December 6, 1999

Regional reform: Next steps

(Subject to approval of the Legislature)

Transition boards

- Subject to the approval of the Legislature, the province will appoint a transition board for the Towns of Haldimand and Norfolk, and transition boards for the City of Hamilton, the City of Ottawa and the City of Greater Sudbury immediately following proclamation of the local government reform legislation.
- The transition boards will have the power to:
 - approve year 2000 budgets of existing municipalities, and any in-year changes;
 - amalgamate municipal electrical utilities and convert them to business corporations or sell them (Municipalities are required under the Energy Competition Act to do this by November 7, 2000.);
 - make decisions on municipal election administration matters, including the appointment of the Returning Officer;
 - determine the organizational structure, and hire key staff, including the new Chief Administrative Officer; and
 - make recommendations for the incoming council on matters such as the 2001 budget, council committees and how services should best be delivered.

Labour relations during the transition year

Anyone who is an employee of one of the existing municipalities or a local board on the day the former municipalities are dissolved will automatically be an employee of the new municipality or a local board when it is established.

- The proposed legislation would:
 - give the transition board the status of employer in the transition period for the purpose of the normal process of determining bargaining units and agents. This will accelerate the process and allow for the new municipality and its bargaining agent(s) to begin negotiating a new collective agreement as soon as possible after the new municipality is established;
 - extend existing collective agreements until the first collective agreement with the new municipality is negotiated to ensure stability in the labour environment during the transition year;
 - allow the transition board to review compensation packages to senior municipal management staff.

For further information, please contact:
 Karen Vaux
 Minister's Office
 Ministry of Municipal Affairs and Housing
 (416) 585-6932

Paul Jones
 Local Government Policy Branch
 Ministry of Municipal Affairs and Housing
 (416) 585-7270

Existe aussi en français.

January 31, 2000

CC2Z2000039
(File: ACS1300)

Ward/Quartier
City Wide

2. Minutes of Joint Advisory Committee Meeting - January 27, 2000

Procès-verbal de la réunion du Comité mixte consultatif - Le 27 janvier 2000

Special meeting of the Advisory Committee to the City of Ottawa, January 27, 2000

Record of decisions

Were present:

Councillor: Stéphane Emard-Chabot

Cultural Leadership Committee: Glen Lockwood

Equity and Diversity Committee: Joan Kabayama
Mukutar A. Malik
Nathalie Thirlwall

Disabilities Issues Committee: Nicole Hudson
Barry McMahon

French Language Services
Committee: Michèle LeLay
Michèle Guérin
Tim Nau
André Jara
France Pégeot

Stéphane Émard-Chabot gave an up-date on the status of the transition. He gave his views and made some suggestions with respect to the advisory committees involvement during the transition process leading to the new municipal structure.

The participants had a discussion on potential actions that could be undertaken jointly by all advisory committees or individually. The following decisions were taken:

1. Committees are encouraged to continue their advisory work as much as possible and as appropriate.
2. It is recommended that each Committee pass a motion asking the City Council to include in the new municipal model an advisory committee structure such as the ones

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currently in place in the city of Ottawa.

3. Once the new C.A.O. will be in place, Committees will develop a joint submission to the Transition Team on the advisory committee structure.
4. A sub-committee comprised of one member of each of the advisory committees will be established to develop a strategy that could be implemented by each of the committees to influence the Transition Team to establish advisory committees comprised of representatives of citizens and community groups within the new municipal structure. Each advisory committee that wish to be represented on the sub-committee should send the name of its representative to Brenda Émond by February 11, 2000.

March 3, 1999

CC2Z1999084
(File: ACS1300)

Ward/Quartier
OT5 - Bruyère-Strathcona

3. Accessibility - By Ward Market Area (DIAC)
Accessibilité - Secteur du marché By (CCH)



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City of
Ville d' **Ottawa**

December 13, 1999

ACS1999-CV-DIA-0004
(File: ACS1300)

Disability Issues Advisory Committee

Ward/Quartier
City Wide

- Policy, Priorities and Budgeting Committee / Comité des politiques, des priorités et des budgets
- City Council / Conseil municipal

Action/Exécution

3. Access Canada Program - Pilot Project **Programme "Access Canada" -**

Recommendation

That the City of Ottawa review the Hotel Association of Canada's *Access Canada Program* in order to determine the feasibility of city wide implementation and that subject to the acceptance of such a program the Byward market area be used as a pilot project.

Bob Brown

Bob Brown
Chairperson

CL:cl

Contact: Bob Brown 731-1989
Carole Langford - 244-5300 ext. 1-3617

Financial Comment

Mona Monkman
City Treasurer
XX:xx

Executive Report

Reasons Behind Recommendation

The Hotel Association of Canada, recognizing the commercial benefits of servicing the needs of the community of people with disabilities, operates a program called “Access Canada”. Access Canada provides coded information on the degree of accessibility of hotel guests, travellers, and service users with special needs, or those planning events who wish to take accommodation of disability into consideration.

The Disability Issues Advisory Committee (DIAC) would like to encourage the City of Ottawa to examine the Access Canada program as a potential model for the benefit of visitors to the national capital. While we envision this as a City-wide initiative, it seems strategic to focus on a smaller area as a pilot project. Given the number of tourist and business visitors to the downtown area, the Byward Market would appear to be the logical section for this initial scrutiny.

We propose that the Access Canada system be expanded upon to apply to enterprises other than the hotel industry, such as malls, convention centres, civic institutions, museums, and galleries. Obviously, this may require a multi-disciplinary approach, including facility managers, urban planners, human rights experts, and others.

Consultation

DIAC, at its meeting of April 15, 1999 discussed the above-noted item with the ByWard Market Business Improvement Area. Sub-Committee members of DIAC also met with Councillors Bickford and Émard-Chabot.

Disposition

The ByWard Market Business Improvement Area to take appropriate action.

List of Supporting Documentation

Document 1

Part II - Supporting Documentation

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December 8, 1999

CC2Z1999329
(File: ACS1384/0300)

Ward/Quartier
City Wide

4. Accessible Taxis

Taxis accessible

CITY OF OTTAWA/VILLE D'OTTAWA

From/De: Department of
Urban Planning and Public Works

Information
Pour votre gouverne

Date:
December 17, 1999

Ward/Quartier
City-wide

Members of Council
Membres du Conseil

SUBJECT/OBJET

Licenses - Taxis - Accessible Cabs

Permis - Taxis - Taxis Accessibles (EW-182-2)

INFORMATION

I am responding to recent questions to the Department from the Mayor and from a number of Councillors about accessible cab service in Ottawa: is service inadequate; if yes, why; as the taxi licensing authority, what can the City do to improve service?

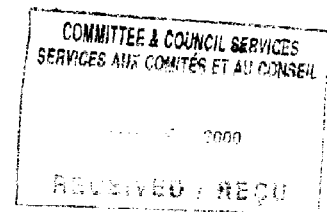
The Issue

The disabled community has long reported that local transportation options available to persons with mobility impairments are inadequate and can be improved only by government intervention. ParaTranspo is invaluable as a bus service equivalent but is not a satisfactory substitute for taxi service for a number of reasons: it must be pre-arranged by about 24 hours which precludes spontaneous travel decisions; it does not operate after midnight; and there is a daily limit to the number of trips one person can make.

Taxi service is not widely available to persons whose mobility impairments prevent them from using standard taxicabs. Accessible cabs would offer that transportation option but there are not enough of them in the Region to adequately serve the disabled community say advocates of government intervention. Inasmuch as the private sector has not seen fit to offer the service, government involvement is considered essential to ensure that persons with mobility impairments have the same transportation choices as any other person.

Accessible Cabs

Accessible cabs are vans, manufactured to national standards, that can transport a person in a wheelchair without transfer (without the person having to leave the wheelchair to enter or exit the vehicle). Accessible cabs in this Region are regulated in much the same way as regular taxis, including having to be municipally licensed as a taxi and, among other things, having to be equipped



with a taxi meter calibrated to register the same taxi charges as are prescribed by municipal by-law for all taxis within the jurisdiction of license.

The Department knows of only three accessible cabs actively operating within the Region: all three vehicles are obliged to be provided by contractual agreement between the Airport and the taxi broker that serves it; they operate under the authority of Gloucester taxi licenses; and they tend not to venture far from the Airport for fares. The taxi broker estimates that persons with disabilities represent about 10% of the fares transported by the three accessible cabs. The disabled community considers three vehicles to be inadequate to provide a satisfactory service level.

Constraints to Provision of Accessible Cabs by the Private Sector

Ottawa's two taxi brokers, Blue Line and Capital Taxi, report that simple economics discourage the existing taxi industry from providing accessible cabs: vans cost between \$45,000 and \$60,000 each, and are more expensive to operate and maintain than cars; in the industry's opinion, demand for accessible taxi service is insufficient to justify the investment in the more expensive vehicle, and the considerable and above-average downtime cannot be much ameliorated by non-disabled use, able-bodied passengers often declining to use accessible cabs for their taxi travel requirements. In short, there is no money in it.

It is also believed, more by those outside the industry than by those active in it, that existing taxi licensing regulations, in Ottawa at least, constrain the provision of accessible cabs in a couple of ways. First, there is little incentive to put a costly taxi owner license, the value of which exceeds \$100,000 in Ottawa, on a vehicle that is more expensive to buy and operate than the traditional taxicab and that is also likely to experience more downtime than a regular cab. If the cost of an Ottawa taxi owner license were nominal it is suggested, more people would be willing to invest in accessible cabs, the vehicle and not the license becoming the notable capital expense and only significant barrier to entry. Under existing taxi regulations, Ottawa-licensed accessible cabs are especially to be encouraged because they have the best chance of being sustained, having access as they would to Ottawa's significant able-bodied taxi market.

It is access to the able-bodied market that is the second regulatory issue thought to constrain the provision of accessible cabs in this Region. Private sector experience tends to support the argument that, in the short-term at least, accessible cabs are viable (profitable for the private sector provider) only if they also have access to the largest possible market of able-bodied fares. Accessible cabs are already entitled to pick up and drop off persons with disabilities throughout the Region regardless of the municipality of license. They do not however enjoy similar freedom with respect to persons without disabilities; all six taxi-licensing cities in this Region prohibit the pick-up of able-bodied passengers within the municipality by taxis not licensed by that municipality. The Airport-based accessible cabs licensed by the City of Gloucester for example can offer "border-free" taxi service to persons with disabilities but can only pick-up able-bodied fares within the boundaries of the municipality of license, Gloucester.

Solutions?

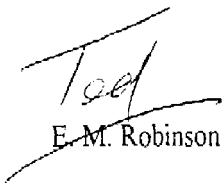
Recently, O-C Transpo urged the taxi licensing offices of the area municipalities to recommend to their respective Councils that the taxi by-laws be amended to grant to any taxi owner licensee in the Region who makes the investment in an accessible cab access to the municipality's able-bodied taxi market. In practical terms, that would mean that a Vanier taxi owner licensee who "trades up" to an accessible cab or a Kanata taxi owner licensee who does the same could serve Ottawa's able-bodied market without having to be the holder of one of Ottawa's 586 taxi owner licenses. In making its proposal, O-C Transpo expressed the opinion that access to as large an able-bodied market as possible would contribute to the viability of accessible cabs, would "reward" their providers, and would therefore encourage an increase in their number.

It is not certain that the regulatory change suggested by O-C Transpo would make a positive and notable contribution to accessible cab service. Even the City's Disabled Issues Advisory Committee (DIAC), with which staff reviewed the idea at a November 18 meeting, agrees that if it is any solution at all it is not a complete solution. In particular, the proposal does not guarantee a critical mass of accessible cabs, and it does not establish a brokerage to manage a fleet, ensuring among other things that cabs cover all parts of the Region and all hours during which service is required, and that calls from persons with disabilities are the service priority.

Instead of endorsing the O-C Transpo recommendation, DIAC resolved at its meeting of November 18 to recommend to PP&B, the Committee to which it reports, that City Council apply for special legislation that would empower the municipality to issue different "classes" of taxi owner licenses. If such legislation were to be granted, the City could for example contemplate issuing a new taxi licensing instrument to a company (or companies) prepared to offer accessible cab service in accordance with certain terms and conditions. The option of doing that now does not exist because the Council does not have the power to create distinct types or classes of taxi owner licenses (one class for owners of regular vehicles and another class for owners of accessible cabs); in other words, if the Council decided to issue more taxi owner licenses today, there would be no ability to require that the holders of those licenses be providers of accessible cabs only.

The DIAC report is still in development, and the Department will be given the opportunity to provide staff comment on it before it rises to PP&B sometime next year. Inasmuch as the proposed application for special legislation could take at least a year to draft, file and be considered by the Government of Ontario, by which time this City will no longer exist, there is dubious merit in pursuing special legislation now; however, there is value in having the outgoing Council do what it can to ensure that the council of the new City of Ottawa takes into account the taxi transportation needs of the disabled community as it contemplates the taxi regulation that will be put in place in the new municipality.

Consideration of the DIAC report by PP&B early next year will presumably provide an opportunity for Councillors to explore the topic in more detail with staff and stakeholders. If you have any questions or concerns in the meantime, I would be pleased to speak with you.



E. M. Robinson

MMB:mmb

c.c. Chief Administrative Officer
Chair, Disabled Issues Advisory Committee
Chair, Taxi Advisory Committee

January 12, 2000

ACS2000-CV-DIA-0001
(File: ACS1300)

Disability Issues Advisory Committee

Ward/Quartier
City Wide

- City Council / Conseil municipal

Action/Exécution

4. Licenses - Taxis - Accessible Cabs Permis - Taxis - Taxis Accessibles

Recommendation

That the Department of Urban Planning and Public Works and the Office of the City Solicitor draft and submit to City Council for consideration an application for special legislation to license, regulate and govern accessible taxicabs separately from taxicabs.

Bob Brown
Chairperson

CL:cl

Contact: Bob Brown 731-1989
Carole Langford - 244-5300 ext. 1-3617

Financial Comment

Mona Monkman
City Treasurer
XX:xx

Executive Report

Reasons Behind Recommendation

At its meeting of November 18, 1999, the Disability Issues Advisory Committee discussed the current accessible cab situation in the Region including the regulatory framework (Provincial legislation and municipal licensing), the reasons the private sector has not seen fit to offer the service in quantity, and the options that might be available to the City to ensure adequate accessible cab service.

The views of the Committee were in regards to OC Transpo's suggestion, repeated in the newspaper editorial, that to encourage provision any licensed accessible cab should be granted access to able-bodied fares throughout the Region instead of just within the boundaries of the municipality of license. The Committee agreed that while any first steps are welcome the idea is at best only a partial solution. For example, there would be no guarantee that priority service would be given to persons with disabilities, there would be no guarantee that a "critical mass" of accessible cabs would be provided, and without one broker managing a "fleet" there would be no central call and dispatch centre, and no assurances that there would be around-the-clock service.

The Committee discussed several options, including:

- accessible cabs to pick up able-bodied fares but with persons with disabilities somehow assured priority;
- to write the Editor of the Citizen with DIAC's views on the O-C Transpo (and editorial)suggestion
- to write Mayor Watson requesting that he ask the Province for changes to the legislation;
- to recommend legislative changes by way of submission to PP&B and CC

Consultation

Staff from the Department of Urban Planning and Public Works provided the November 18, 1999 DIAC meeting.

Options and Analysis of Options

Disposition

Department of Urban Planning and Public Works and Office of the City Solicitor.

List of Supporting Documentation

Document 1 ??

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January 31, 2000

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(File: ACS1300)

Ward/Quartier
City Wide

5. DIAC - 1999-2000 Annual Report and 2001 Objectives
CCH - 1999-2000 rapport annuel et les objectifs 2001

Please note:

- S** This is a sample of the Annual Report and Objectives of the previous year. It is a reference guide only.
- S** Recommendation 3 was added as it is an election year.



August 26, 1999

ACS1999-CV-DIA-0001
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Disability Issues Advisory Committee

Ward/Quartier
City Wide

- Policy, Priorities and Budgeting Committee / Comité des politiques, des priorités et des budgets
- City Council / Conseil municipal

Action/Exécution

5. Disability Issues Advisory Committee - 1998-1999 Annual Report and Objectives for year 2000

Comité consultatif sur les handicaps - Rapport annuel de 1998-1999 et les objectifs de l'an 2000

Recommendations

1. That the 1998-99 Annual Report, as detailed in Document 1, be received.
2. The Committee recommends that the objectives for the year 2000 be approved
3. That the Terms of Reference for the Advisory Committee on Equity and Diversity be renewed by City Council as detailed in Document 2.
4. That the accompanying resources requirements, as described in the submission, be considered within the year 2000 budget and be made available to Council as part of the budget documentation.

August 26, 1999 (7:30a)

Bob Brown
Chairperson

CL:cl

Contact: Carole Langford - 244-5300 ext. 1-3617

Policy, Priorities and Budgeting Committee Recommendation - September 9, 1999

- ▶ *The Committee concurs and so recommends.*

- ▶ ***City Council Decision - September 15, 1999 - Consent Item***
The Disability Issues Advisory Committee recommendations, as presented, carried.

Financial Comment

Funds for the Disability Issues Advisory Committee (DIAC) base budget of \$2,500 will be provided in account 2231921 in the Department of Corporate Services 2000 Operating Budget. DIAC is requesting an additional \$2,400 from the unallocated bulk provision of \$10,000 provided in account 2231911. The distribution of this bulk allocation to the Advisory Committees will be dealt with by City Council during its deliberation of the 2000 Operating Estimates.



August 30, 1999 (9:43a)

for Mona Monkman
 City Treasurer

ECM:cds

Executive Report

Reasons Behind Recommendations

Recommendation 1

The Disability Issues Advisory Committee, in accordance with the reporting requirements for Advisory Committees, submits its 1998/99 annual report for the information of Council.

Recommendation 2

In addition to the tasks prescribed by its mandate, the Committee submits the following objectives for the year 2000:

OBJECTIVE 1

DIAC will continue its consultative and advisory role with the Human Rights and Employment Equity Division, Office of the Chief Administrative Officer.

OBJECTIVE 2

DIAC will continue its consultative and advisory role with the Department of Urban Planning and Public Works regarding the Task Force on Accessibility for People with Disabilities and Seniors and related issues as they may arise. In addition the committee will function in the same capacity regarding the Accessibility Audit of City owned/operated property.

OBJECTIVE 3

DIAC will seek to coordinate a two-stage Disability Issues Forum at City Hall. The forum will focus on issues which relate to accessibility, transportation, housing, employment and recreation opportunities and obstacles. The first phase will target Council and senior staff at City Hall while the second phase will be targeted towards Ottawa based representatives of the general public.

Budget requested for Objective 3 from the bulk allocation \$2,000

OBJECTIVE 4

DIAC will continue to provide advice to Council and city staff on the following:

- Municipal Election Procedures
- Municipal Buildings
- Infrastructure and Services, such as Building Inspections

OBJECTIVE 5

DIAC will provide representation on both the Taxi Advisory Committee and the Advisory Committee on Equity and Diversity, as well as at official disability related events where the City of Ottawa has been asked to participate and to promote DIAC in the National Capital Area.

OBJECTIVE 6

DIAC will continue presenting the yearly Breaking Barriers Award Program.

OBJECTIVE 7

DIAC will promote and or assist in organizing an event to foster cross-disability cooperation and setting of common goals between groups.

Recommendation 3

In addition to the funds requested for the Objectives for 2000, funding is also requested to cover expenditures associated with food, taxis and child care services since the Committee meets during the lunch hour.

Budget requested from the bulk allocation \$400

Consultation

There was no broad consultation on these objectives; however, public input came through the members of the Advisory Committee.

The Office of the Chief Administrative Office has reviewed, and concurs with this report.

Disposition

- Objective 1-8** - Disability Issues Advisory Committee
- Objective 1** - Human Rights and Employment Equity Division, Office of the Chief Administrative Office, Department of Urban Planning and Public Works
- Objective 4** - Taxi Advisory Committee and Pedestrian Advisory Committee

List of Supporting Documentation

- Document 1- Annual Report for June 1998-1999
- Document 2 - Terms of Reference

**DISABILITIES ISSUES ADVISORY COMMITTEE (DIAC)
ANNUAL REPORT FOR JUNE 1998-1999**

1. ADMINISTRATION

Membership

During 1998-1999, three new members joined DIAC, while three others resigned or retired, bringing the total membership to eleven. Bob Brown was elected Chairperson. Barry McMahon replaced Nicole Hudson as Vice-Chairperson.

2. OCTranspo Low Floor Buses

DIAC took issue with OCTranspo for its extraordinarily long delay in providing barrier-free access to its public system buses. Letters were written in protest of the purchase of 80 new high-floor inaccessible buses since they would require expensive retrofitting. With a life-span of 20 years, DIAC found OCTranspo was not demonstrating concern for users with mobility difficulties when purchasing these buses or following the 1994 accessibility plan. OCTranspo has since started to purchase new low-floor wheelchair accessible buses and have just introduced them on a few routes. A letter from the Interim General Manager to DIAC stated that there will be 160 new low-floor buses by the end of 1999.

3. Joint Project on Equity and Diversity

DIAC has recognised the need for a communications program targeted towards new Canadians, especially those from countries that do not afford persons with disabilities equal rights, opportunity or dignity. Discussions have taken place with the Advisory Committee on Equity and Diversity with the intention of creating a joint project with the two committees. DIAC has reached an agreement in which one of its members will sit as a non-voting member of the Equity and Diversity Committee.

4. City Accessibility Audit

The City is in the process of assessing all of its buildings and facilities to make sure architectural barriers are identified and recorded with the goal of eliminating them. This audit is scheduled for completion by the end of this year. Periodic reports to DIAC indicate the audit is on schedule.

5. Ontarians with Disabilities Act

Joining with disability advocates throughout the province, DIAC reacted swiftly to voice its opposition to the proposed Bill 83 - The Ontarians with Disabilities Act, when the Legislature tabled the document. Prior to the tabling of this Bill, DIAC was invited to consult with provincial representatives, at which time it expressed the urgent need for clear leadership and an enforceable, powerful piece of legislation that would improve life for Ontario's 1.5 million people with disabilities. Ottawa is building thousands of new houses that people using wheelchairs cannot even visit, let alone reside in. Extensive renovations are being made to existing buildings without the need for providing barrier-free access, due to a weak Ontario Building Code. The Mayor and members of Council unanimously supported contacting the Premier to urge reconsideration of the proposed Bill 83, but such action was obviated by the death of the Bill on the order paper.

6. Site Plan Application Review Sub-Committee

In December 1998, DIAC formed a Site Plan Application Review Sub-Committee to address concerns that appropriate input was not being provided to the decision makers at the appropriate time in the process for new building construction and commercial renovations. Accordingly, under a mandate to review Site Plans for accessibility problems on a trial basis for one year, a team of four was trained in the administrative process and the technicalities of site plan content by senior members of the City Planning and Building Code staff. The Sub-Committee has been receiving the Plans for major projects since January and has offered comments on corrective measures, where appropriate, to the City Planner within the designated time frames. The experience has given the Committee valuable insights and we believe has resulted in a heightened awareness by city staff of accessibility issues as many design weaknesses are flagged to us by them for discussion on remedies. It has also enabled more relevant comment to be offered to other bodies such as the National Capital Commission on projects which come under their control but affect Ottawa residents.

7. Site Plan Award/ Breaking Barriers Award

In addition to the yearly Breaking Barriers Award, which is given to a City of Ottawa representative who has been exemplary in issues having to do with people with disabilities, DIAC proposed to create a Site Plan Award that would recognise a developer or business that has made the extra effort to modify their premises to include the needs of clients or employees with disabilities. The award would be presented by the Mayor and a representative of the business community. Media coverage would be encouraged.

8. Mayor's Task Force on Accessibility to Housing and Existing Buildings

The southern end of the City of Ottawa has witnessed a boom in housing development projects. In the past decade, many hundreds of brand new single and

multi-dwelling units have been built throughout the city, especially in the south end. With that new construction came lots of new infrastructure. Unfortunately, none of these new communities were built to accommodate people with disabilities and the elderly. The shopping centres, community centres, and various services have had to be constructed barrier-free, in compliance with the provincial building code. However, due to lack of provincial guidelines, Ottawa does not promote accessible residential communities. Wheelchair users wishing to purchase a home in Ottawa continue to be subjected to blatant discrimination. They cannot even visit homes let alone reside in a readily accessible unit. And once they have paid for all the adjustments to these new units, they find themselves segregated and marginalized because they cannot even visit a neighbour due to the architectural barriers.

As well, loopholes in the Provincial Building Code currently allow for extensive renovations to existing commercial buildings, (e.g. restaurants, retail stores, and service industry) without having to make barrier-free modifications to the premises. Older sections of the city are notoriously inaccessible to residents and tourists alike. The Byward Market, Bank Street, Somerset Street, Preston Street, and Wellington Street, all could profit from increased business and larger potential employee pool, if more attention is given to making their premises barrier-free.

For the above reasons, City Council asked the Department of Urban Planning & Public Works to form a Task Force to look into ways of improving accessibility for people with disabilities and the elderly. Action is pending.

9. York Steps

The National Capital Commission (NCC) and the Embassy of the United States of America collaborated on the design and reconstruction of the pedestrian staircase at the west end of York Street, to link Mackenzie Street and Sussex Drive. The new design did not integrate ramping, elevator or funicular, modes of travel thereby discriminating against anyone unable to use stairs. An architectural barrier was recreated instead of eliminated. Upon advice from DIAC, the Mayor made representation to the Chair of the NCC to remedy the deficiency. Further, DIAC wrote to the US Ambassador to protest their financial subsidy of a discriminatory architectural design; and an official complaint has been registered by the Chair of DIAC with the Canadian Human Rights Commission. Also, the Chair has corresponded on the subject with the United States Architectural and Transportation Barriers Compliance Board, in Washington. The response stated that their responsibility ended with raising the accessibility issue with the NCC several times to no avail; because the property is on Canadian soil, they have no jurisdiction.

The NCC continues to justify their decision on the new architectural design saying that it doesn't need to comply with the Federal or Provincial Building Code since

York Steps is considered to be landscaping.

10. Bridge Work on Wellington Street

The on-going construction on Wellington and Elgin Streets are causing havoc with pedestrians regardless of their degree of mobility. DIAC invited the RMOC design engineer to attend a meeting in order for the members to discuss concerns faced by people with disabilities. All who attended felt the meeting was fruitful and constructive.

11. Sussex Mackenzie Site - Stage II

This site was previously occupied by the Daly Building. DIAC was approached to comment and advise on the proposed design, which will include a public aquarium, parking, hotel, and retail space. DIAC supports creating an aquarium since it would be a welcome destination for the elderly and people with disabilities especially in winter. The committee expressed its concern regarding access from the surrounding streets.

12. Byward Market Accessibility Project

As a result of the Mayor's wheelchair visit to the Byward Market and of the strong representations made by disability rights advocate, Philip Major, DIAC is working to increase accessibility in the Byward Market. DIAC met with the Byward Market Business Improvement Association, the Byward Market Manager, and Councillor Stéphane Émard-Chabot. A number of initiatives are in progress, such as an article for the Byward Market Newsletter, designing an awareness program, and piloting a accessibility signage program (based on an excellent program designed by the Hotel Association of Canada called Access Canada).

13. Web site

DIAC has been working with City staff and the City website manager to improve legibility of the graphics and type. The problem with background colours has been fixed. DIAC is now verifying that the website is useable by blind users that rely on text readers.

14. Brochures

The DIAC brochure has been rewritten and is currently in production. It is intended for general distribution, and will be available in alternate formats. The brochure will be translated into both official languages.

15. Parking Issues at Private lots

A number of private operators have started to deploy the pay and display ticket dispensing machines which are used in unattended parking lots or after normal working hours. DIAC is particularly concerned about these machines as they pose a barrier to equal access and is in the committee's view a discriminatory practice against persons with disabilities. There is presently a human rights complaint which has been filed against the City as the licensing authority and a private parking lot in the downtown core.

16. Parking Issues at City Controlled Lots

DIAC is also concerned about the City's use of these machines at municipally operated parking lots.

17. One Day Seminar for City Staff concerning Disability Issues

This project has been put on hold due to lack of funds required to host such an event. It is hoped that this seminar to train staff can be completed in the near future.

AUTHORITY

City Council Meeting, May 3, 1995 (Minutes pages 13-86)
(Originally named Disabled Citizens' Advisory Committee)
City Council Meeting, December 5, 1979 (Minutes page 702)

TERMS OF REFERENCE

The Disability Issues Advisory Committee shall:

Present issues and priorities affecting citizens and employees with disabilities to the Office of the Chief Administrative Officer.

Work with City Councillors and City of Ottawa staff to promote the awareness of issues and concerns of citizens and employees with disabilities.

Work with the Office of the Chief Administrative Officer regarding the content of submissions to Council which affect, or potentially affect, citizens and employees with disabilities.

Provide feedback on the effectiveness of the City's policies and practises as they affect citizens and employees with disabilities.

Make recommendations to the City to provide services to citizens and employees with disabilities which assist them in leading an independent and productive life.

Monitor progress of development and implementation of by-laws and regulations which have an impact on citizens and employees with disabilities (e.g. parking, zoning, sidewalk ramping, obstructions on sidewalks, etc.) and advise involved City Staff and/or Council as appropriate.

Monitor accessibility to the City's programs and services, as well as the degree to which

information about them is available in accessible formats (e.g. large print or audio cassette) and advise involved City Staff and/or Council as appropriate.

Tour and evaluate City of Ottawa facilities within a year after acceptance, or at the start of operation, to identify problem areas and advise or make recommendations to City Staff and/or Council as appropriate.

Review drawings of new municipal buildings and/or changes to existing buildings during the design and design development stages and advise involved City Staff and/or Council as appropriate.

Consult and actively collaborate with the Human Rights and Employment Equity Division of the Office of the Chief Administrative Officer regarding the development of the Corporate Barrier-Free Policy and a subsequent Implementation Strategy.

Monitor, through the receipt of an annual report, the distribution of funds which were approved by City Council for employment related technical aids and workplace modifications and advise involved City Staff and/or Council as appropriate.

Monitor, through the receipt of an annual progress report, the awarding of scholarships to students with disabilities and grants to organizations of and for persons with disabilities and advise involved City Staff and/or Council as appropriate.

Make recommendations regarding special housing needs for persons with disabilities and advise involved City Staff and/or Council as appropriate.

Coordinate the dissemination of information to the community of persons with disabilities and the public at large regarding Council's decisions and the existence and role of the Advisory Committee.

LEAD DEPARTMENT

Contact: Michael Smith, Manager, Human Rights and
Employment Equity Division
Office of the Chief Administrative Officer

**Department of Corporate Services - Council and Committee Services
Advisory Committees/Comités Consultatifs
Revised/révisé 99.05.20**

244-5300 -1- 4084

COMPOSITION

Total Membership - 9 - (Term is 3 years)

8 residents of the City of Ottawa - at least 50% of whom are persons with disabilities

1 Member from the Disabled Persons' Community Resources

*(The advisory committee has the option to include a non-voting member of Council)

MEETINGS

Every third Thursday of the month at 12:30 p.m., in the Fuller Room, City Hall.

QUORUM

5

COMMITTEE ASSISTANT

Carole Langford, 244-5300 -1- 3617

REPORTS TO

Policy, Priorities and
Budgeting Committee

MEMBERSHIP RECOMMENDED BY

Policy, Priorities and
Budgeting Committee

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**Department of Corporate Services - Council and Committee Services
Advisory Committees/Comités Consultatifs
Revised/révisé 99.05.20**

October 8, 1999

CC2Z1999279
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Ward/Quartier
City Wide

6. Committee Objectives year 2000
Les objectifs l'an 2000 du comité

**Year 2000 Objectives
for the
Disability Issues Advisory Committee**

<i>OBJECTIVES</i>	<i>PROGRAMS/MISCELLANEOUS</i>	<i>MEMBER/SUB-COMMITTEE NAME</i>
1. Working with the CAO's Office		
2. Working with UPPW on Task Force on Accessibility and; Accessibility Audit		

<i>OBJECTIVES</i>	<i>PROGRAMS/MISCELLANEOUS</i>	<i>MEMBER/SUB-COMMITTEE NAME</i>
3. DIAC Forum		
4. Provide advice to Council		
5. Represent TAC Represent ACED		
6. Breaking Barriers Award		
7. Organize an event to foster cross-disability cooperation; set common goals between groups		

Department of Corporate Services - Council and Committee Services
Advisory Committees/Comités Consultatifs
Revised/révisé 99.05.20