

Community and Protective Services Committee – Work Plan

COUNCILLOR SURVEY COMMENTS (SUMMARIZED)	Staff Comment – Disposition
Taxi By-law 2012-258 (7 Councillor Commented)	
<ul style="list-style-type: none"> • Review how the City will be responding to Uber. • Take account all forms of paid carriage in a way that address legitimate issues of public interest and does not discriminate between established and new entrants. • Bring the by-law more in line with the uses of modern technology and expectations of a growing and mobile population (e.g. Dispatch the closest taxi). • Address the “Uber” phenomenon and how to integrate such technologies and approaches into the current system or modernize the whole approach. • Address how to modernize the taxi service to protect license holders while looking at other service models as well. • Consider 1) amending the current taxi by-law to accommodate/regulate Uber; 2) regulating Uber through transportation network corporate (TNC) regulation similar to that which exists in US jurisdictions such as San Francisco and; 3) introduction of a grandfather scheme to assist with the transition away from the current licensing scheme without acknowledging or encouraging the secondary market for taxi licences • Consider stricter fines/penalties for distracted taxi driving given the higher standard the City has conferred upon a licensed driver to safely transport members of the public. 	<p>All items fall within the scope of the taxi review to be undertaken by Emergency and Protective Services Department and reported back to Community and Protective Services Committee in Q1 2016, as approved by CPSC May 21.</p>
Noise By-law 2004-253 (7 Councillors Commented)	
<ul style="list-style-type: none"> • Continue to expand hours of operation for officers investigating noise complaints including enhanced weekend and off-hour noise complaints. • Review of how the noise bylaw pertains to low frequency bass noise. • The by-law currently only defines and regulates based on dBA decibel readings, which does not capture low-frequency bass noise or vibrations. Provisions should be added to restrict low-frequency noise and vibrations. • Look at strengthening weekend and off-hour noise bylaws. • There are problems with responding in a timely fashion to noise complaints (understanding the pressures on by-law once officers have doubled at 10pm) • The Noise Bylaw Exemption approach forces a councillor to choose between the event 	<p>To be reviewed by the Emergency and Protective Service Department and reported back to Community and Protective Services by Q2 2016.</p>

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<p>organizer and attendee or affected residents.</p> <ul style="list-style-type: none"> • Large increases in private and City-driven construction and residential intensification in downtown neighbourhoods since the By-law was passed in 2004 has resulted in residents being more likely to experience construction noise 7 days a week. As a result more protected time is required to ensure neighbourhoods undergoing intensification remain liveable. Examples of proposed amendments include: <ul style="list-style-type: none"> ○ Permitted noise (including construction noise) should start Saturdays (in addition to Sundays) at 9am instead of 7 am and construction noise should not be regularly permitted after 8pm any day of the week (currently permitted until 10pm) ○ Construction noise should be subject to a decibel limit of 85 dBA at all times of day as recommended in the original 2004 consultant's report. ○ Noise from refuse compacting and lifting equipment is prohibited throughout the city between 11 p.m. and 7 a.m. except in the “Central Area” of the City (as defined in Schedule “B” of the by-law). This area should be reviewed so that it does not exempt such noise in residential pockets exist or have emerged within the Central area. ○ Snow clearing/removal should not be permitted between midnight and 0600 hours on private parking lots by private contractors on or near residential properties. Current by-law allows for clearing 24 hrs a day. ○ Exemptions for special events, presently processed by the Client Service Centre, would be better handled by Events Central to facilitate the one-stop shop for event permits (as was the case when Events Central was part of By-law Services) ○ Requirement for an application for an exemption 60 days in advance of special events and planned construction is often not practicable and "emergency" permits are sought for planned work in construction projects with tight timelines. The timeline requirements should be reviewed to allow more consistent application. ○ Section 3(c) appears to permit car alarms that operate for up to 20 minutes continuously with the City unable to intervene. This should be reviewed • Greater enforcement of the rules around motorcycles is required. • Feedback received from residents seeking greater consideration about placement of wind chimes and the “dripping water” effect it can have on neighbours. • Also should be a restriction on any preconstruction work (i.e. construction vehicles warming up in winter starting at 6:30am) • Review ways to improve addressing noise concerns with residents backing onto non-residential uses. 	

COUNCILLOR SURVEY COMMENTS (SUMMARIZED)	Staff Comment – Disposition
Property Standards By-law 2013-416 (7 Councillor Commented)	
<ul style="list-style-type: none"> • Review general improvement to enforcement of property standard violations • Examine response standards and timelines associated with emergency repairs in rental units • Review ability to enforce some policies on a case by case basis (e.g. allow a car shelter if neighbours on either side have no objection) • Examine if regulations relating to lighting concerns emanating from abutting properties should be broadened as the impacted property may not be directly abutting the property that is the source of concern. • Examine if property maintenance should apply to City owned lands. • Review staff adopting a more proactive approach to safe passage provisions relating to snow and ice accumulation [S.42]. The onus is on the property owner but neighbours have to constantly call 311 respecting dangerous situations. If it happens every year residents should not have call all the time. • Notice of Violation (NOV) process for removal of dangerous ice is too lengthy. Staff should consider a mechanism to arrange for same day removal of dangerous ice and with a charge back to the offender for those who do not proactively monitor their property. • The regulations respecting fences and other enclosures [10(1)(d)] as the term “unsightly” is a very subjective and ambiguous term. Use of stronger and more specific language should be considered. Staff should also consider whether the City has the tools to better enforce this section of the by-law to prevent conflict between neighbours. • Section 10(2) that requires graffiti to be removed, but does not prescribe how the fence or other enclosure should be refinished. Graffiti is also governed by graffiti by-law and the fence by-law which causes redundancy and confusion. 	<p>To be reviewed by the Emergency and Protective Service Department and reported back to Community and Protective Services by Q4 2016.</p>
Pet Shops – Schedule 29 to Licensing By-law 2002-189 (5 Councillors Commented)	
<p>Given concerns relating to the source of animals, lack of guarantees, and issues related to the impulsive purchase of pets, Pet Shop regulations need to be reviewed to consider:</p> <ul style="list-style-type: none"> • banning the sale of pets (cats, dogs, rabbits, etc) in pet shops. • only allow the sale of animals (dogs) acquired by a licensed reputable breeder • only allow registered Canadian Kennel Club (CKC) purebred breeders to sell dogs. • Banning of Puppy Mills in the City of Ottawa. 	<p>To be reviewed by the Emergency and Protective Services Department and reported back to Community and Protective Services Committee by Q1 2016.</p>

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Animal Care and Control By-law 2003-77– Dogs-in-Parks Designation Policy (4 Councillors Commented)	
<ul style="list-style-type: none"> • By-law is often hard to enforce. By the time the call is dispatched, the dog running loose has gone home with its owner. More proactive, regular checks of known problem parks are required. • Policy needs to be reviewed. The issue arose during the Voyageur Park re-designation and it became clear at that time that this bylaw is obsolete and needs to be rewritten taking into account issues that arose during that process. • Policy and Enforcement should be reviewed as there are increasing conflicts between Dog owners and Parents of Children. • Poop and Scoop provisions needs to have some teeth and method of easy reporting. 	To be reviewed by the Emergency and Protective Services Department and reported back to Community and Protective Services Committee by Q1 2017.
Clothing Donation Boxes By-law 2013-98 (3 Councillors Commented)	
<ul style="list-style-type: none"> • Donation boxes should be limited to local charities where the donated items stay in our community such as the Salvation Army or various resource centres. We have lost control of these boxes both on public and private properties. • Placement of bins should be part of an application process that requires approval of ward Councillors. • Given significant reduction of donation to local charities that are clothing and helping our local disadvantaged people, the City should consider charging significant fees to for-profit and not-for-profit distributors with main headquarters outside of Ottawa. The City should adopt or consider adopting something similar to Cornwall’s new Clothing Donation Boxes By-law 2014-027, with staff contacting the City of Cornwall respecting the success of its by-law. 	To be reviewed by the Emergency and Protective Services Department and reported back to Community and Protective Services Committee by Q2 2017.
Rooming Houses – Schedule 26 to Licensing By-law 2002-189 (2 Councillors Commented)	
<ul style="list-style-type: none"> • We need to better regulate the wording of rooming houses and when does the rental of a space in the house to recover costs become a commercial business. • Clarification required on the definition of a Rooming House as a part of the affordable housing continuum, versus a Rooming House as a student housing option. 	The Emergency and Protective Services Department will undertake a comprehensive review of the (Business) Licensing By-law 2002-189 and will include this item as part of the scope. Staff will report back to Community and Protective Services Committee by Q4 2017.
Licensing By-law 2002-189 – Private Home Conversions (1 Councillor Commented)	
<ul style="list-style-type: none"> • Rental of single family homes within a tight perimeter of Algonquin College should be 	The Emergency and Protective

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<p>reviewed to prevent the creation of illegal rooming houses in area neighbourhoods. Staff was directed in the spring of 2014 to bring the question to the Ontario Urban Municipal Law Enforcement Network to see how communities that have faced similar issues are dealing with the problem, to come up with a solutions.</p>	<p>Services Department will undertake a comprehensive review of the (Business) Licensing By-law 2002-189 and will include this item as part of the scope. Staff will report back to Community and Protective Services Committee by Q4 2017.</p>
<p>Special Events on City Streets By-law 2001-260 (1 Councillor Commented)</p>	
<ul style="list-style-type: none"> Review allowing licensed areas on City streets for outdoor events. 	<p>A Joint-Committee has been struck by staff to review this item and will report back to Community and Protective Services Committee in Q4 2015.</p>
<p>Open Air Fire By-law 2004-163 (1 Councillor Commented)</p>	
<ul style="list-style-type: none"> Review use of backyard devices such as chimineas. 	<p>To be reviewed by the Emergency and Protective Services Department and reported back to Community and Protective Services Committee within this Term of Council.</p>
<p>Discharge of Firearms By-law 2002-344 (1 Councillor Commented)</p>	
<ul style="list-style-type: none"> Discharge of firearms – prohibit within distance of urban area. 	<p>To be reviewed by the Emergency and Protective Services Department and reported back to Community and Protective Services Committee within this Term of Council.</p>
<p>Temporary Signs on Private Property By-law 2004-239 (1 Councillor Commented)</p>	
<ul style="list-style-type: none"> The current By-law does not address illuminated signs which are inside of a window, facing outward. These can be dangerous for pedestrians, cyclists and drivers. 	<p>To be reviewed by the Emergency and Protective Services Department and reported back to Community and Protective Services Committee within this Term of Council.</p>

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Fireworks By-law 2003-237 (1 Councillor Commented)	
<ul style="list-style-type: none"> Review restricting the sale of fireworks from mobile vendors. 	To be reviewed by the Emergency and Protective Services Department and reported back to Community and Protective Services Committee within this Term of Council.
Food Trucks - Designated Space Programme By-law 2007-478 (1 Councillor Commented)	
<ul style="list-style-type: none"> An analysis of the by-law is required. It has been 9 years since it was introduced. By mandating the exact location where a refreshment vehicle must go, it could reasonably be expected that the City must have some sort of stake in the outcomes of the business. This can be done as part of a broader look of the new refreshment carts which came into effect in 2013, and harmonising the by-laws to grandfather older refreshment vehicles. A thorough examination of the differences in licence fees between mobile refreshment vehicles and standard food premises is also required. 	To be reviewed by the Emergency and Protective Services Department and reported back to Community and Protective Services Committee within this Term of Council.

Planning Committee

COUNCILLOR SURVEY COMMENTS (SUMMARIZED)	Staff Comment - Disposition
Permanent Signs on Private Property By-law 2005-439 (2 Councillors Commented)	
<ul style="list-style-type: none"> Residents have expressed that signs posted behind windows are distracting and disruptive for drivers and residents. Is it possible to have a sliding cost scale for Rural business owners. In most cases these business don't have the traffic that most of the Urban business receive. The further away from villages/city core the less the cost to erect a business sign. This might give incentive to businesses to choose a rural location. 	To be referred to Planning and Growth Management staff to work with the Chair of Planning Committee and report back with the approach and work plan by Q4 2015.
Fence By-law 2003-462 (2 Councillors Commented)	
<ul style="list-style-type: none"> Issue with a fence being erected and the unfinished side facing toward abutting homes. With the current Bylaw, no timelines are imposed on the offender to rectify this situation. The City is also unable to complete the work and bill back the offender. This creates great frustration for the complainer who has to live with an unfinished product. Fence when a noise fence. Height when uneven terrain. 	To be referred to Planning and Growth Management staff to work with the Chair of Planning Committee and report back with the approach and work plan by Q4 2015.

COUNCILLOR SURVEY COMMENTS (SUMMARIZED)	Staff Comment - Disposition
Comprehensive Zoning By-law 2008-250 (2 Councillors Commented)	
<ul style="list-style-type: none"> Section 126 respecting Heavy Vehicles and Recreational Vehicles associated with a residential use needs to be updated to allow one full size school bus to be parked on a front or corner yard (i.e. in the driveway) during the week. Many bus drivers who live in the rural area have to drive a good distance to get the bus, prior to picking up the children. Allowing drivers to park in their driveway during the week will minimize emissions and decrease traffic on the roads. Personal Service Setting (PSS) could be added to Part 5 – Residential Provisions, the exemption Section under Home-Based Business S.127(1)(13). A definition within the definition Section would also be required. Rationale: To improve the current surveillance, education and enforcement, and to continue protecting the health and safety of the public, amending this by-law can help inform OPH of, all PSS in the community and ensures that OPH inspects all of these premises. 	<ul style="list-style-type: none"> To be referred to Planning and Growth Management staff to work with the Chair of Planning Committee and report back with the approach and work plan by Q4 2015. To be referred to the Medical Officer of Health and the Chair of the Ottawa Board of Health for consideration
Building By-law 2014-220 (2 Councillors Commented)	
<ul style="list-style-type: none"> Various redevelopment sites have been blighting their respective neighbourhoods for years where the existing buildings have been rendered uninhabitable. While the City cannot compel a developer to build on the site, we should explore ways to discourage this situation from occurring or continuing. We have Demolition Control provisions to require a building permit to be in place before an existing building to be demolished, but when the utilities and services are disconnected, the building can quickly become run-down (and a safety/fire hazard), which is essentially demolition-by-neglect. Demolition Control provisions should be strengthened to require that the building be kept in a habitable state (e.g. by not permitting utilities to be cut until a building permit is approved). This will allow a property owner to resume renting the units out if a development goes back to the drawing board. Other possible mechanisms discussed in ACS2013-COS-EPS-0011 (“Strategy to Address Vacant Buildings”) should also be considered for inclusion in existing by-laws. Need to incorporate what is now voluntary with respect to Radon Gas rough-ins when new buildings constructed. Need a bylaw to lay out clearly what is done when blasting occurs, protection for homeowners, how to deal with disputes etc. Kanata had one previously. 	<p>To be referred to Planning and Growth Management staff to work with the Chair of Planning Committee and report back with the approach and work plan by Q4 2015.</p>

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Site Alteration By-laws (harmonization of former by-laws still in place) (1 Councillor Commented)	
<ul style="list-style-type: none"> Review development of a new site alteration by-law to eliminate pre-construction work on development sites prior to planning application approval. The Tree By-law is a good start but does not address complete destruction of site without any City approvals on the developments. 	To be referred to Planning and Growth Management staff to work with the Chair of Planning Committee and report back with the approach and work plan by Q4 2015.
Addressing By-law 2014-78 (1 Councillor Commented)	
<ul style="list-style-type: none"> New street names should be approved by local councillor before being approved by staff. 	To be referred to Planning and Growth Management staff to work with the Chair of Planning Committee and report back with the approach and work plan by Q4 2015.
OTHER	
<ul style="list-style-type: none"> Nothing in property standards specifically addresses light pollution and illumination standards. There are also no illumination standards articulated in the Ontario Building Code. While section 6(12) states that the light should deflect from abutting residential properties, and section 34(11) states that outdoor that lighting must be in good order and good working condition, there is nothing that specifies illumination levels. Consideration should be considered to listing acceptable illumination levels measured by LUX in the same way that acceptable noise levels are specified within the relevant in dBA measurements. With the phase out of incandescent bulbs and a move towards CFLs and LED lighting, the impact of lighting on adjacent and abutting properties should be considered and expressly determined in the by-law in the above fashion. 	To be referred to Planning and Growth Management staff to work with the Chair of Planning Committee and report back with the approach and work plan by Q4 2015.

Transportation Committee

COUNCILLOR SURVEY COMMENTS (SUMMARIZED)	Staff Comment - Disposition
Traffic and Parking By-law 2003-530 (7 Councillor Commented)	
<ul style="list-style-type: none"> • Review the requirement to park 1.5m away from a driveway in suburban communities as the length between driveways often means that a car cannot legally park on-street. • Thoroughly review the on-street residential parking by-law, especially in the suburbs, as widening of driveways restricts on-street parking. • Examine, in keeping with the Complete Streets policy, that bicycles be treated as an equal road user, and disruption of bicycle lanes should receive the same level of fines and enforcement as similar provisions for the disruption of motor vehicle traffic (e.g., fines for stopping / parking in a reserved bicycle lane whether signed or painted on the roadway). • Clarify that City trucks are exempt from truck route regulations only when they are operating in a particular area (i.e. City vehicles should not use residential roads to pass through an area in which they are not working just because they are City vehicles) [s70(3) and s71(1)(d)] • Examine that Laneways - Old Gloucester and new Ottawa do not merge well. • Review facilitating easier access to residential parking permits and reducing the number of parking zones and types. • Consider lowering the threshold for the petition numbers required for residents to lower speed limits on residential roads. • Recognize the traffic calming and environmental benefits of trees and other vegetation on medians and alongside roads and examine amending the sightline bylaws accordingly. • Revisit the approach which effectively makes it difficult and expensive to leave a car at home (on the street, with a permit) and easier/cheaper to take it to work and look at reversing this incentive/disincentive, and at pricing. • Review enforcement of overnight winter parking regulation. An alternate streets approached should be considered to allow some street parking (e.g., restrict winter overnight parking on collector streets but still provide it on some smaller residential streets). • Overnight parking ban should not be enforced on Class 5 roads as they do not see snow plows until 10 hours after the completion of an event and a lot newer areas are struggling for parking as it is. • Need clear rules for parking on one side of the road in winter or year round. Need enforcement during winter parking ban – maybe towing? 10 minute parking at school start/stop times. 	<p>All items fall within the scope of the Traffic and Parking By-law review currently be undertaken by the Public Works Department and will be reported back to Transportation Committee in 2016.</p>

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<ul style="list-style-type: none"> • Review permitting large vehicle storage for short term (e.g., in advance of vacations). • Many residents are not aware that 3 hour parking limit exists, and the fact that residents have very limited parking on their own property presents a problem. The 3 hour limit should definitely not apply to weekends as most people enjoy having company over, but are afraid to. • Review should look at some leniency during weekends and statutory holidays particularly to ensure that we do not prevent families from getting together. • Review should look the 3 hour limit from 7-7 in the suburban context. • 3 hour limit should not apply on weekends outside the Greenbelt. 	
Signs on City Roads By-law 2003-520 (4 Councillors Commented)	
<ul style="list-style-type: none"> • Need better enforcement and removal of election signs that are erected in areas where they are not permitted. • Allow fewer commercial signs and reduce the display of election signs from 60 to 30 days prior to the election date. • A provision is required in the Signs on City Roads By-law, similar to provisions of the Encroachment by-law that would prohibit A-frame signs on the City sidewalk that would reduce the minimum unencumbered sidewalk width to less than 1.8m (or wider, based on Schedule C of the Encroachment By-Law). Currently the By-law only prohibits signs above a certain size and not whether their placement obstructs pedestrian traffic 	To be referred to Planning and Growth Management staff to work with the Chair of Transportation Committee and report back with the approach and work plan by Q4 2015.
Encroachment By-law 2003-446 (4 Councillors Commented)	
<ul style="list-style-type: none"> • Policy should be reviewed as there are multiple issues with policies relating to patios and A-Frame signs, as well as with definitions in the By-law. • Patios on narrow, busy sidewalks have made it difficult and dangerous for pedestrians. • Section 32(g) and Schedule "C" refer to minimum unencumbered sidewalk widths that are not observed in the application of the by-law. Instead of focusing just on pedestrian volumes, additional width should be required if the sidewalk is adjacent to an arterial road or a road with speed limit 60 km/h or higher, if there is a bus stop, or if there is no outer boulevard/bike lane/parking lane to buffer the pedestrians from fast-moving traffic. • Section 67 respecting outdoor patios only requires the City to record and deal with noise-related complaints and not complaints related to, e.g., insufficient sidewalk space, violations of encroachment requirements, etc. • Section 67(3) respecting revocation of permits, should also provide the GM with the ability to require a new notification process of the following year's application if there are unresolved complaints relating to insufficient sidewalk space. 	To be referred to Planning and Growth Management staff to work with the Chair of Transportation Committee and report back with the approach and work plan by Q4 2015.

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<ul style="list-style-type: none"> Section 83-84 Outdoor patios that can be accessed by the public directly from the sidewalk should be universally accessible, at least in part, in accordance with AODA. Section 52 re., publication boxes provides that boxes must have an operable door and Section 59 provides that the box must be kept clean and free of graffiti, but a new provision is need to allow the City to require the removal of the box if it is out of use or damaged, despite a permit still being valid. In residential neighbourhoods, patios are creating noise, parking and smoke impacts on non-commercial streets. Review the bylaw so that if there is only a technical patio encroachment, and a survey of the residents within the bylaw's encroachment area and Ward Councillor approve the installation of a patio, a business is exempt from having to go through the Committee of Adjustment process. 	
Graffiti Management By-law 2008-1 (2 Councillors Commented)	
<ul style="list-style-type: none"> From an enforcement perspective, we have to identify a better way to deal with residents whose property have been tagged and tagged repeatedly? The response is: where are the police? Is it working when we put the onus (and cost) on the property owner who is frequently hit by repeat tagging? Is this still a best practice? 	To be referred to Public Works staff to work with the Chair of Transportation Committee and report back with the approach and work plan by Q4 2015.
Use and Care of Roads By-law 2003-498– Snow on Roads (1 Councillor Commented)	
<ul style="list-style-type: none"> Review the level of service associated with snow clearing / removal operations. Snow removal didn't happen on Class 5 roads. 	To be referred to Planning and Growth Management staff to work with the Chair of Transportation Committee and report back with the approach and work plan by Q4 2015.
Other	
<ul style="list-style-type: none"> Review Roadside Memorials- issues with maintenance, length of time they can be put in place 	All items fall within the scope of the memorials on roadside review to be undertaken by the Planning and Growth Management staff and reported back to Transportation Committee in Q3 2015, as approved by TRC on June 3rd.

Environment Committee

COUNCILLOR SURVEY COMMENTS (SUMMARIZED)	Staff Comment - Disposition
<p>Urban Tree Conservation By-law 2009-200 (5 Councillors Commented)</p>	
<ul style="list-style-type: none"> • The Urban Tree Conservation By-law should be focused on preserving Ottawa tree canopy and not just about planting trees. Zoning and Site Plan By-laws provisions need to be strengthened as follows: <ul style="list-style-type: none"> ○ Strengthen language to require a higher standard for it to be deemed “necessary” to remove a tree, particularly with new development applications and utility circulations. ○ Underground parking garages in new developments must be built to allow sufficient room for tree roots (including trees in the City right of way). ○ Trees less than 50cm in diameter can be removed without permit and with no requirement for replanting. Examine lowering the tree diameter threshold for tree removal permits from 50cm to 30cm) ○ Trees that are removed need to be replaced with mature trees of similar size to the one removed. Critical root zone size should be expanded and requirements strengthened (see Tree Protection Policy from Urban Forestry Division of Toronto – dated June 2013). ○ Tree roots need to be mapped before construction begins to ensure they are protected. ○ Include specific language on soil cells (i.e. modular structure that supports pavement while providing un-compacted soil for root growth) • A stricter bylaw and the ability to enforce it prior to it being too late is necessary. “Cut and pay the fine” is a common approach taken by those who wish to build or expand. Though some promise to replace trees that are removed, a major concern is that the trees that the replacement trees have very low survival rates or are not trees that grow into large mature trees. • Enshrine that when trees are replaced for a lost tree, they have to have better survival rates (more appropriate seeds/species) and are trees that will grow into mature trees. • Education is helpful, but the mechanism to compel homeowners and developers alike to reconsider the impact of tree removal is better placed in the by-law. • Review should consider whether enforcement levels are correct and being undertaken with a greater focus on preservation • Re-examine the by-law against those in other jurisdictions with a “best practice” focus is required to ensure that Ottawa remains on the cutting edge. 	<p>To be referred to Planning and Growth Management staff to work with the Chair of Environment Committee and report back with the approach and work plan by Q4 2015.</p>

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Idling By-law 2007-266 (3 Councillors Commented)	
<ul style="list-style-type: none"> This is an unenforceable bylaw that needs to be reviewed to determine what can be done. During the winter months, it can be difficult for vehicles to defrost within 3 minutes. Residents are frustrated that complaints are being logged against them when vehicles are not safe to drive under 3 minutes. Should review the length of time vehicles can idle based on weather temperatures. 	To be referred to Environmental Services staff to work with the Chair of Environment Committee and report back with the approach and work plan by Q4 2015.
Sewer Connections and Works By-law 2003-513 (1 Councillor Commented)	
<ul style="list-style-type: none"> Sections 33 to 36 of the by-law outline the conditions for care and maintenance of sewage works for building sewers and private sewers. Section 35 lists specific instances where the City shall undertake the repairs without charge. It is proposed an additional section should be added to this by-law which allows for the City to access private sewer lines during emergency situations with ability to charge back to the private homeowner. Private sewer lines are unable to be accessed by the City as easements usually govern their use and the City is often not a part of these easements. Contractors will often not enter onto property without express permission of homeowner, which causes a problem if the blockage on a shared private sewer happens on another person's property. This is particularly problematic if the homeowner is away and unreachable. If an emergency situation occurs which can be specifically defined in the by-law or delegate the authority to name an emergency situation (eg. Raw sewage seeping into basements due to blockage) the City should have the authority to take over the line to do necessary repairs and charge the cost back to the homeowners. 	To be referred to Environmental Services staff to work with the Chair of Environment Committee and report back with the approach and work plan by Q4 2015.

Ottawa Board of Health

COUNCILLOR SURVEY COMMENTS (SUMMARIZED)	Staff Comment - Disposition
Smoke Free By-laws - Public Places (2001-148) and Workplaces (2001-149) (2 Councillors Commented)	
<ul style="list-style-type: none"> • There is growing evidence to demonstrate harmful health impacts related to herbal and tobacco products used in water pipes. • Some restaurants still have hookahs, better enforcement for e-cigarettes • Update two City of Ottawa by-laws that address smoking in the City of Ottawa (Smoke-Free- public places; smoke-free- workplaces) through expanding the definition of smoking to include hookah pipes. • Harmonization/ ease of enforcement- expanding bylaw to all hookah use in workplaces/ public places will reduce the burden on enforcement officers to discriminate between tobacco and herbal products. • In 2014, the City of Vancouver’s Health By-law 9535 prohibiting smoking in business premises and common areas was upheld in court. The Vancouver by-law defines “smoke” or “smoking” as including “burning a cigarette or cigar, or burning any substance using a pipe, hookah pipe, lighted smoking device or electronic smoking device”. 	<p>To be referred to the Medical Officer of Health and the Chair of the Ottawa Board of Health for consideration</p>
Food Premises – Schedule 7 to Licensing By-law 2002-189 (1 Councillor Commented)	
<ul style="list-style-type: none"> • Consider amending the by-law to require that every licensee post a copy of the license "and Ottawa Public Health’s food premise inspection certificate" in a prominent location. Posting of the inspection certificate, in addition to a copy of the license, will facilitate transparency and allow residents to make informed decisions about their restaurants by reviewing the inspection certificate and visiting OPH’s inspection website. 	<p>To be referred to the Medical Officer of Health and the Chair of the Ottawa Board of Health for consideration</p>
New by-law – Personal Service Settings (PSS) Registry (1 Councillor Commented)	
<ul style="list-style-type: none"> • Personal Services Settings (PSS) businesses are services where there is a risk of exposure to blood (e.g., tattoo and body piercing). OPH may only become aware of the existence of PSS after a complaint or health hazard is identified. A registration requirement for PSS premises would serve to aid in the identification, and subsequent inspection, of all PSS premises in Ottawa. A PSS By-law may also provide Public Health Agencies with graduated enforcement options. Presently, PHIs use education in order to gain compliance. Should this approach fail, OPH’s only recourse is a s.13 HPPA health hazard order, which carries with it a relatively high threshold. 	<p>To be referred to the Medical Officer of Health and the Chair of the Ottawa Board of Health for consideration</p>