

## Ottawa East Community Association meeting

September 8, 2020

7 pm, Zoom meeting

Attendance: Bob Gordon, Catherine Pacella, Phyllis Odenbach-Sutton, Tom Scott, Alexandra Gruca Macaulay, John Dance, Peter Tobin, Courtenay Beauregard, Jayson Maclean, Brendan O'Kelly, Suzanne Johnston, Tina Raymond (CAG), Taylor Marquis (Regional), Ariela Summit (Office of Councillor Mendard), Councillor Shawn Menard, Bonnie Wepler, Paul Goodkey, Doug Macaulay, Heather Jarrett, Benita Atteka, Elisabeth Bruins, Stuart MacKay, Robert Poirier, Camrose Burdon

Motion to approve agenda moved by John Dance, seconded by Alexandra Gruca Macaulay

Motion to approve June 8, 2020, minutes moved by Peter Tobin, seconded by Jayson Maclean

Chair's report – Bob Gordon

- Review of events/discussions that have occurred since last meeting: food truck issue, virtual Main Event in August including SLOE tree walk, delay of projects in Springhurst Park due to COVID-19, basketball nets on Drummond, walk through of Greystone Village with Regional, MPAC decision on Immaculata field

Councillor's report – Councillor Shawn Menard

- Re-opening of Sunnyside library branch expected soon
- Deschatalets – Built Heritage Sub-Committee today – vote was a tie (4-4)
  - o Direction given to staff – if this does proceed, the sale is solid and the community gets a school in exchange for the demolition
  - o Issue of affordable housing also raised
  - o Next step is Planning Committee on Thursday
  - o Received surprise letter today from Regional – says they are not prepared to provide money for affordable housing
  - o Letter argues they have given in the past
  - o Timing of the letter – received after Built Heritage Sub-Committee meeting
- Springhurst Park projects – delayed until 2021
- Gateway speed zone for Old Ottawa East – passed at Transportation Committee
  - o 30km in specified areas
- Q – Where did the money that was originally allocated for the splash pad come from? No history of it at past OOECA meetings, also have been told back in 2011 that a splash pad at the park not possible/too expensive.
- A – Will look into it
- Q – How to we hold Regional accountable to provide affordable housing?
- A – Trust in the relationship is lacking, appears they are not funding what they promised
  - o Ariela to forward letter they received from Regional to OOECA board
- Q – lots of cut-through traffic south of Lees – can the 30km zone be extended to this portion of
- A – working with city staff to identify areas such as Main Street where reduced speed zones would be beneficial

- Have to bring it to Transportation Committee every time, aiming for two a year
- Have achieved four zones so far
- Aiming to look at east side of OOE in 2021
- Q – What about the fire route in Greystone Village?
- A – Will be raising it at Planning Committee on Thursday, focus today was on heritage
- Q – Anything about setbacks?
- A – raised some questions today, will continue on Thursday
- Q – what happens with tie vote at committee today and all the motions put forward by Shawn and Councillor McKenney?
- A – The motions move forward, will be considered at Planning Committee on Thursday
- Q – will a fence be installed around the yard of the new school?
- A – only daycare will be fenced in

#### Regional update – Taylor Marquis

- Planning for a community consultation in October

#### SPU / Social Innovation Workshop – Elisabeth Bruins

- Affiliated with School of Social Innovation
- Offer workshops, clinics, collaboration
- Partner with the community
- Initiatives – students participating in community, looking for project ideas
- Some upcoming sessions – November 18, November 25, December 2

#### Treasurer’s Report – Don Fugler (absent)

- Don reported earlier a balance of \$23,004.32

#### CAG Report – Tina Raymond

- After school care going well
- Programming open for fall and winter, options of in-person and online
- Q – do you have the numbers from the virtual Main Event?
- A – not yet
- Q – will CAG be having a pumpkin sale again this year?
- A – don’t know at this time

#### Committee Reports:

##### FCA – Ron Rose (not present)

- Ongoing discussion on R4 zoning, ward boundaries

##### Corners on Main/Greystone Village – Peter Tobin

- Issue of gas metres
- Have told residents one thing in the past, haven’t followed through
- No new information on little park on Sisters’ property
- Probably will not be maintained
- Grass is quite high, can call bylaw

#### Membership – Suzanne Johnston

- Flyers have been finalized, just need to be approved by CAG
- Won't be asking for money at the door
- Looking to increase membership fee to \$5
- Looking for canvassers

#### Planning – Brendan O'Kelly

- Chapel wing – good summary already provided earlier by councillor
- Zoning bylaw amendments being opposed – to be discussed by council on Thursday
- Q – Hawthorne Avenue – TM zoning, same as Beechwood Avenue, 50% of ground floor required to be commercial
  - o Right now you don't have to have commercial on Hawthorne
- A – Councillor Menard – he is happy with the proposal

#### Parks and Greenspace – Alexandra Gruca-Macaulay

- Park clean up coming up
- Tennis courts in Brantwood – cracks have reappeared, due for renewal in 2022, not much we can do until then
- Protocol sign has been installed (ie: time limit)
- Have already discussed Springhurst Park

#### SLOE – Jayson Maclean

- Need new lead for weeding
- Some new initiatives underway too
- Suggestion from Heather to write letter of gratitude to Vicki and Barry Davis who are long time residents/volunteers of OOE and will be moving soon to Victoria, BC
- Jayson to work on letter, Phyllis to help
- Suggestion to have something in the Mainstreeter – something is already in motion on this
- Motion moved by Phyllis Odenbach Sutton, seconded by John Dance that the community association recognize the efforts of Vicki and Barry Davis who have been long-time active community volunteers through a letter – motion approved

#### Health and Safety – Courtenay Beauregard

- No report

#### Transportation – Tom Scott

- Zoning issues coming up on Thursday
- Have already discussed gateway
- Looking at the intersection of Main/Riverdale
- Greenfield Avenue to be signed at 40 km
- Crossing at Colonel By Drive and Main Street removed after canal construction completed

#### Lansdowne – Richard Cundall (not present)

#### Communications – Bob Gordon

- Hopeful to establish a communications committee

## New Business

- Bob – will send an email re: slate for the upcoming AGM

Next meeting – October 13, 2020

Motion to adjourn moved by John Dance, seconded by Tom Scott

Attachments:

## **Committee reports:**

Parks and Greenspace OOECA September 8, 2020 Chair's Report

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1. Old Ottawa East Parks Cleaning the Capital Fall Program: Ballantyne, Springhurst, Brantwood Parks

**Saturday, September 19, 2020, 2PM – 4PM** will see the fall clean up our local parks: Ballantyne, Springhurst (including Rideau River pathway), and Brantwood (rain date Sunday, September 20, 2020, 10AM—12PM).

Bring gardening gloves or disposable gloves, large garbage bag, and feel free to wear a mask.

Please follow physical distancing protocols.

All three parks have been “adopted” by the Old Ottawa East Community Association through the adopt-a-park program.

2. Brantwood Park Tennis Courts

Last summer repair work was completed on the Brantwood Park tennis courts – the work was intended to fill numerous cracks and fix overall surface deterioration. The repair work took the courts out of commission for most of the 2019 playing season, and the repaired courts reopened in late August 2019.

Unfortunately, the repair work did not survive the winter and when the courts reopened this spring numerous cracks had re-appeared making the playing surface less than optimal.

A few residents alerted the councillor's office and the OOECA of the issue.

I enquired whether the 2019 work was under warranty and was informed that since the repair work had been undertaken by the city, it was not. Moreover, the courts are considered to be at their “end of life” stage. They are due for replacement in 2022.

There was some interest expressed in community funding of new courts – the cost is expected to be at least \$85,000. The project would be eligible for a matching major capital grant – however, it would be a significant challenge to raise \$42.5K+ of community funds, and given the proximity to the 2022 replacement date, it is difficult to make a case for such a project.

One positive item: the signage at the court had deteriorated to the point of being unreadable in sections. The signs include playing time limit protocols, and given the increased demand for the courts it is important to clearly communicate the rules. Ariela put in a request for a new sign, and a new one was installed at the courts promptly.

### 3. Delay in Springhurst Park recreational installations

Five recreational components were to have been installed at Springhurst Park this summer: a new youth playground, a beach volleyball court, permanent ping-pong table, additional adult exercise equipment, and a bench for the basketball court.

The youth playground replacement falls under the city's program of replacing end-of-life equipment and facilities and funding is separate from the other components. However, for the sake of cost efficiency the playground and the other features were to be put to tender together so that the projects could proceed concurrently.

We had asked for and were granted Cash-in-lieu of parkland (CiLP) funds for the bulk of the cost of the volleyball court, ping-pong table, exercise equipment and bench. However, this funding also required a donation from Sandy Hill Community Health Centre, a city matching minor capital grant, and \$1.0K from OOECA. At the eleventh hour the city stepped in and offered to fund the entirety of these components (total cost \$95K) from available Strategic Initiative Funds.

The \$75K that had been earmarked for the project was moved to future use for the community centre.

Last week we received the disappointing news that the city has withdrawn its funding of the projects in favour of other priorities due to budgetary restrictions driven by Covid-19.

However, Councillor Menard's office has indicated that they will make the projects a priority for 2021, and further, that they will be funded in their entirety through CILP funds – his office is working to ensure that this will be the case.

We have asked whether the tender package could be released now so that construction could begin in the earliest spring, the request has been made to staff and we are awaiting further word on this.

### 4. Bylaw issue with basketball nets on Drummond St.

There had been a complaint(s) received about basketball nets on Drummond St. contravening a bylaw regarding blocking roadways. While this is not a parks issue per se, it does emphasize the lack of recreation space/amenities available to children and youth who live west of Main St. The situation was exacerbated by the fencing off of the Immaculata school field. Understandably, residents have been very frustrated by what many see as a small-minded approach to the situation especially during covid. We continue to hope that ways will be found to bring more recreation space to this part of OOE, and too to ensure that the Deschâtelets forecourt park will be designed with this need in mind.

Alexandra Gruca-Macaulay, Chair  
Parks and Greenspace Committee  
Old Ottawa East Community Association

September 2020 — Report from SLOE, Sustainable Living Ottawa East, the environment and sustainability committee of the OOECA

Item 1 of 2 - “What we did over our summer vacation”

SLOE contributed to this year’s Main Event with a **Brantwood Park Tree Map and Walk**. The online map and commentary on 17 trees along the Rideau River Nature Trail can be found [via this link](#). Special thanks to SLOE volunteers Ian McRae, Evelyn Tan and Aileen Larkin for their verve in helping with this project, one which we plan to expand upon in the future.

([https://www.google.com/maps/d/u/0/viewer?mid=1fkKjw4-pHo7\\_IrEGnn6TE-jZqTltzx8X&map%3Bll=45.406306965674695%2C-75.67124055000001&map%3Bz=17&ll=45.406306965674744%2C-75.67124055000001&z=17](https://www.google.com/maps/d/u/0/viewer?mid=1fkKjw4-pHo7_IrEGnn6TE-jZqTltzx8X&map%3Bll=45.406306965674695%2C-75.67124055000001&map%3Bz=17&ll=45.406306965674744%2C-75.67124055000001&z=17))

This year’s **Weed Brigade** has had a sizeable group of tenacious volunteers who have come out week after week in support of our neighbourhood ecosystem. They rock. A special thanks to Vicki and Barry Davis for their dedication and direction. Sad to say, Vicki and Barry will soon be pulling up their last handful of invasive species for us in OOE, as they soon head to the land of milk and honey out in Victoria, BC. Thus, along with bidding them both a fond farewell the weeders will be looking for someone to take up the megaphone for 2021. Interested parties please contact Jayson at [sloe@ottawaeast.ca](mailto:sloe@ottawaeast.ca).

SLOE’s **Climate Action Group** has started the ball rolling on an OOE-focused resource for residents looking to take action on climate change. As well, SLOE’s climate-focused column in the Mainstreeter, Be the Change, keeps on trucking, with special thanks to Peter Croal and Judith Kennedy for their hard work on the editorial end. Anyone interested in contributing to either of these initiatives, please contact Jayson at [sloe@ottawaeast.ca](mailto:sloe@ottawaeast.ca).

SLOE’s **Tree Recognition Project**, “I Love that Tree,” run in conjunction with the Mainstreeter, has been going very well, with some heartfelt soliloquies from OOE residents to their favourite trees. More to come in further Mainstreeters. Special thanks to Christine Honsl and Alexandra Gruca-Macaulay for their inspiration and support with this project.

Item 2 of 2 - SLOE needs you

There are a number of city-wide environmental groups that could use a representative from Old Ottawa East on their roster. If you’d like to hear more about it and about how much praise will be showered upon you for stepping up, contact Jayson at [sloe@ottawaeast.ca](mailto:sloe@ottawaeast.ca).

Jayson MacLean, SLOE chair

Transportation Committee Report – Tom Scott

A number of matters of interest have arisen since the last virtual meeting:

1. A proposal for zoning and bylaw adjustments has been put forward for including a school as an acceptable use in the multi-use zoning for the Deschatalets block.

A preliminary traffic impact study was referred to but not included in the submission to Planning Committee for this coming Thursday, however, there did not appear to be any community engagement in its development: this study in support of bylaw changes would reduce the number of required parking spaces, have them moved off-site to spaces reserved in an underground parking facility either under construction or yet to be construction; this study also comments that additional parking requirements could be met with on-street parking in the nearby neighbourhood; the study assumes that a large proportion of the school's enrollment can arrive by active transport (walking or cycling); a review of the existing firelane and a driveway (as a City street) was confusing.

**From a transportation perspective, OOECA should request that a full traffic impact study be conducted before any further consideration is made of by-law and zoning changes and that meaningful community engagement would be a key part of that study.**

2. Council considered and approved a proposal to create a Gateway neighbourhood in Ottawa East bounded by Main to the east, Echo/Colonel By Drive to the west from Riverdale to Hawthorne, with a similar neighbourhood designation for Ottawa South continuing south from Riverdale. The Gateway would be signed throughout with a 30 km/hr limit.

The Road Safety Unit conducted a video conflict analysis of the intersection of Main at Riverdale using video data obtained from October 3, 2019. In this analysis we studied all conflicts with the crossside on the west leg (ie: conflicts associated with southbound right turns, conflicts associated with northbound left turns, and conflicts associated with eastbound right turns). Twelve (12) hours of video were reviewed. The analysis utilized the concept of post-encroachment time (PET). PET is defined as the time difference between the moment the first object (vehicle, cyclist, pedestrian) leaves an area of potential conflict and the moment the second object (vehicle, cyclist, pedestrian) arrives at this area. The lesser the PET, the more hazardous an occurrence is considered to have been. A PET of zero (0) seconds would indicate that a collision has occurred. A PET of under three (3) seconds is considered a conflict. The frequency of conflicts whose PET is lesser than three (3) seconds was used to assess the intersection. The conflict rate (frequency of conflicts divided by the product of bikes and vehicles involved in the subject movements) was also used in the assessment.

Our findings were as follows:

- In the southbound direction (right turning vehicles), a total of 42 conflicts were observed in 12 hours. The conflict rate for this movement was 0.15.
- In the northbound direction (left turning vehicles), a total of 32 conflicts were observed in 12 hours. The conflict rate for this movement was 0.94.
- In the eastbound direction (right turning vehicles), a total of 20 conflicts were observed in 12 hours. The conflict rate for this movement was 0.05.
- There was a peak in conflict frequency and conflict rate between northbound left turns and bikes in the crossside during the PM peak hour (4:15-5:15pm). We will be carefully watching the video more closely to assess these conflicts in more detail.

It should be noted that although conflict analysis is a good high-level indicator of how vehicles and bicycles are interacting on our roads, the behaviours of road users must also be considered. Through watching the videos and assessing the details in depth (eg: the signal phase, whether cyclists were starting from a stopped position, etc) we will be able to gather additional information. Our next step will be to watch the videos in depth, particularly the 4:15-5:15pm northbound left turns.

Regarding McNaughton and McGillivray, there are no simple fixes that can be implemented through our usual programs. Actual modification of the intersection (ie: widening sidewalks, narrowing parts of the roadway, or something similar) would be the best course of action, however this is typically not justified outside of a lifecycle renewal of infrastructure (usually major underground utilities like water or sewer). This is due to the costs associated with stand-alone modifications. When a stand-alone road safety modification does occur, it is due to the project being justified by significant recurring issues, for example a trend in collisions. The intersection of McGillivray at McNaughton has zero (0) reported pedestrian collisions in the latest 5-year collision data (2014-2018). A physical modification of the intersection is therefore not justified at this time. However, as you've noted, the gateway speed limit area was approved, and as you are aware, the City's Temporary Traffic Calming (TTC) Measures Program does have the ability to employ measures that are more temporary in nature, such as pavement markings, signage, flexible posts, etc. The measures are selected and paid for by the Ward Councillor who has historically received a \$50K budget annually for measures to be implemented in their ward. I would recommend that any temporary measures that may assist with the concern should be suggested to Councillor Menard's office for their consideration. (I understand that it appears that you are already aware of the process for TTC, but just a reminder that it's an annual program and I believe that Councillors may be planning for 2021 in the next few months).

3. The City, through the Councillor, announced that Greenfield Avenue would be signed for 40 km/hr, as a separate exercise. Once the reconstruction project is underway, then construction limits would be imposed, including temporary lane closures. Temporary pot-hole filling and surface repairs were completed recently on Greenfield in an attempt to reduce noise and vibration from heavy traffic but full reconstruction appears to be the only lasting solution.
4. The temporary PXO at North Main and Colonel By Drive, straddling Echo Drive, was removed with the completion of the Parks Canada wall-replacement project along the Rideau Canal and the subsequent re-opening of the canal-side MUP. The City's project manager for the Greenfield/Main/Hawthorne project is continuing to review a design for a permanent crossing feature, with ongoing discussions with the NCC. Outcomes will be shared at an upcoming Public Information and Consultation session.
5. The Nicholas Overpass replacement project has moved into its next phase where the east-side bridge will be replaced and the approach ramps continue to be re-aligned with the Queensway. Eastbound access from Lees has remained open since the bus lane was removed, although MTO advises that it could be closed for night work as this phase



continues. However, MTO has been silent on any re-scheduling for the Downtown Bridges Projects (Main, Canal, Elgin, Metcalfe, O'Connor, and Bank).

6. The community engagement phase for the Transportation Master Plan update has been delayed by the City due to COVID-19 limitations. The previously announced sub-plans for cyclists and pedestrians will be rolled into an active transportation element. OOECA had already sent in a note of concern and issues prior to the original January deadline for inputs into the TMP update process, and cyclist and pedestrian issues were quite different in our note. All these activities are being carried out under the umbrella of the City's Official Plan update.