



Meeting of the Old Ottawa East Community Association Board

Tuesday, December 8, 2020, 7p.m.

Zoom meeting

AGENDA

Attendance: Bob Gordon, Catherine Pacella, Monica Helm, Suzanne Johnston, Joyce Scott, Tina Raymond, Karen Oxorn, Patricia Burnett, Peter Tobin, Ron Rose, Taylor Marquis, Jayson Maclean, John Dance, Ariela Summit, Shawn Menard, Krista B, Ian Sadinsky, Don Fugler, Doug Macaulay, Peter Froid, Donna Killeen, Alexandra Gruca Macaulay, Paul Goodkey, Startup Canada

Agenda approval: Ron Rose, Tom Scott

Approval of Minutes – October 13, 2020 – Phyllis, Ian

Chair's Report – Bob Gordon

- Ward council meeting – lots of topics discussed: continue to send letters to city about AVTC and push for our voice to be heard, have it removed from Transportation Master Plan; ward boundaries proposal to remove parts of U of Ottawa sports fields to Ward 12 boundary which does not make sense; discussion about CiLP funding; some discussion about COVID assessment centre at Brewer becoming solely for CHEO
- Attended CAG AGM in November – creating a membership for the future, no cost at this time
- Due to COVID, membership numbers down but great job during these challenging times
- Lights are up at tree at Old Town Hall
- Lansdowne – lots of discussion, will review during committee reports
- Crossing at Greenfield replaced again
- Tomorrow is the city's budget

Councillor's Report

- Ward boundary – lots of issues especially in rural ward, will likely be challenged at LPAT and lose but still moving forward; U Ottawa field recommended for Ward 12 because rest of the university is entirely in Ward 12 and no residents are affected and it is a consultant recommendation
- FEDCO approved memorandum of understanding between city and school board at Deschatelets, goes to committee tomorrow; council has also approved \$10 million in funding; proposed 21 000 sq ft
- Playground and recreational amenities for Springhurst are in the budget
- Upcoming meeting to discuss bus routes in Greystone (scheduled for December 10 but likely to be rescheduled for December 14), OC Transpo staff to be on site too, community members welcome to attend
- Greenfield/Main/Hawthorne – outstanding issues continue to be outstanding (ie: burial of Hydro wires on Hawthorne)
- AVTC – question raised about who supports it – mostly city staff, they see it as a straight line into the core from the inner suburbs; ideally all of it is removed but if not, at least

remove the part over the Rideau River into Springhurst Park; some community associations in Alta Vista Ward support it, some do not

- Q – What is the speed limit on Riverdale? Signs still say 40 km/h but it is considered part of the gateway
- A – it is 30 km/h, need to correct remaining signs
- Q – Between Avenue Road and Main Street, what is the speed limit on Riverdale? Because that section of the road doesn't have access into communities, whereas south of Avenue Road has more access into communities. Also, re: AVTC – Nicholas overpass has been rebuilt to not accommodate the AVTC (ie: reduce congestion, 6 to 4 lanes)
- A – City staff has suggested maybe only bus only transit up till Riverside which would save Springhurst Park and reduce car traffic
- Q – School bus driver has raised concerns with parking on Mason Terrace – when cars park opposite each other, it's a tight turn from Main Street, and it's frequently impossible during the winter when snowbanks appear.
- A – Will look into what actions are available
- Q – have been writing letters and fighting AVTC for years – feels like it falls on deaf ears, why should we continue to write letters
- A – it is still effective, send it to councillor, mayor and Vivi Chi
- Q – Neighbour on Mason Terrace now has a big sign on their yard saying “leaving 30 km/h zone” – why the need for a sign saying you are leaving the zone to go onto Main Street?
- A – can request to have sign moved but the way the gateway policy works is that zones are posted upon entering and exiting

Regional - Taylor Marquis

- School board has waived requirements, Regional to submit demolition application soon, have also started clean up inside the chapel which is required before demolition
- Not sure of construction schedules during the holidays
- 2A – tower crane was removed and will continue to work on exterior work
- 2B – concrete pour for third floor
- EQ condo tower #2 – targeting occupancy for June 2021
- Q – can materials from demolished chapel be reused for continuity? What about infill of wall when it comes down?
- A – will be saving stain glass, but unfortunately, masonry is covered in asbestos and not savable. School board heritage application will address the wall issue.
- Q – what is the point of the boom near the storm sewer that is partly submerged?
- A – not familiar with it, will look into it

Treasurer's Report – Don Fugler

- \$18,122.44 – this is after paying for LPAT fees

CAG report – Tina Raymond

- Had a great AGM, got some good ideas
- Planning for the winter
- Q – can files be stored at Old Town Hall for the OECA?
- A – can be arranged, need to follow up with Carol Toone

Committee reports (*all received reports attached below)

- Parks and Greenspaces – Brendan O’Kelly
 - As notes in councillor’s report, funding going ahead for Springhurst Park
 - Need to ensure that grass coverage in front of Grand Allee remains – will be attending upcoming meeting to raise this issue
 - Looking to create a committee, meet about four times a year to brainstorm ideas for improvement – Georgia offered to join the committee
- Membership – Suzanne Johnston
 - Need to get into the condos, they don’t have mailboxes
 - Partnership with Singing Pebble was very positive
- Planning – Ron Rose (interim chair)
 - New member has joined, looking at Official Plan for upcoming meeting
- SLOE – Jayson MacLean
 - Climate action group is doing some research on green roofs, hoping to present soon
- Health and Safety – Courtenay Beauregard
 - Not present
- Transportation – Tom Scott
 - More signs posted along Greenfield for 40 km/h speed limit
 - Pedestrian crossing back up at Concord and Greenfield
 - Six items from Main Street safety audit are still outstanding
 - Moved that the Old Ottawa East Community Association **not** support the amended project designs and plans, as presented at the third PAC meeting for the Greenfield Main Hawthorne (GMH) project. OOECA requests that the Mayor and Councillor take more positive action to provide for a full scope and budget for this project necessary to meet both infrastructure and transportation requirements in equal balance with identified safety concerns and to more fully incorporate the objectives of the Official Plan renewal, especially for facilitating fifteen-minute neighbourhoods, for improving Climate Change resilience and for setting a stronger priority on active transport.
 - Moved by Tom Scott, seconded by John Dance – motion approved
- Lansdowne – John Dance
 - Now have an OOECA Lansdowne committee – more are always welcomed
 - Report going forward to council tomorrow, will likely pass – not a good deal
- Communications – Bob Gordon
 - Still looking for members to join a communications committee
- FCA – Ron Rose
 - Walkable Ottawa – has circulated a letter in support of a walkable neighbourhood
- Corners on Main and Greystone Village – Peter Tobin
 - Convent officially up for sale
 - Q – Read the letter re: saving the convent, reference to demolition but is that possible without a building permit?
 - A – It was more intended to “stir the pot” and start a discussion

- o Discussion about the convent, suggestion to investigate ideas further

New Business –

- Introduction of new committee members

Date of Next Meeting – January 12, 2021

Adjournment – Motion to adjourn – Tom Scott

Attachments:

Email sent from Bob Gordon to Carole Legault (City of Ottawa), Councillor Menard, Mayor Watson on November 30, 2020, in advance of FEDCO meeting re: community centre at Deschâtelets Building



November 30, 2020

Deschâtelets Building – Community Centre, Old Ottawa East (FEDCO December 9, 2020)

The Old Ottawa East Community Association supports the recommendations of the staff report on the above-noted subject. If approved, the recommendations will result in progress towards Old Ottawa East finally having a community centre that meets City standards and can provide the required municipal amenities that OOE requires as it rapidly grows as a result of the approved secondary plan and the approved Lees Station transit oriented development plan.

Old Ottawa East, the community bisected in a north-south direction by Main Street and in an east-west direction by Hawthorne-Lees, currently has Old Town Hall as its community centre. This lovely heritage structure is important for the community but is hopelessly inadequate as a community centre and compares unfavorably to community centers in comparably sized communities. Only the ground floor meets accessibility requirements and it has just one general purpose room which is about the size of a large living room.

At Planning Committee several months ago OOECA did not oppose the demolition of the chapel wing of the Deschâtelets Building but this was on the condition that a community centre, the CECCE school and affordable housing would be in the repurposed main portion of Deschâtelets. We see the staff's recommendations contributing to ensuring that this condition is met.

Finally, the community association and its sister organization, the Community Activities Group of Old Ottawa East, expect to be consulted as the project moves forward.

The hard work on this file by City staff and Councillor Menard is appreciated.

Bob Gordon
President
Old Ottawa East Community Association

Committee reports:

Greystone / Corners on Main:

Regional has installed a bright plaque along the 30 metre River Path just south of Springhurst. The plaque is multi-coloured, informative and measures about 1m. by 0.5m.

The Transitional Care Unit at the GV Retirement Residence under the direction of Bruyere, is operational. Staff seem to be using on street parking.

Domicile has the convent up for sale. A price tag of \$18 million has been rumoured but not confirmed. There is a lock box on the blue fence near the Springhurst parking area adjacent to Corners Phase 1.

Lees Garden – 2020 financial statement

Here is our 2020 annual wrap up.

Revenue:

\$2069.67 Carry over 2019 (\$1925.22 with OECA, \$144.45 petty cash with me)

\$150 - Membership fees

Revenue total: \$2219.67

Expenditures:

Apartment gift 2019 - \$15

Apartment gift 2020 - \$15

Expenditures total: \$30

Year end total: \$2189.67 (\$1925.22 with OECA, \$149.45 petty cash with me, \$115 petty cash with Bob Whitelaw)

Lansdowne Committee:

Lansdowne Park Update (OOECA Board Meeting, December 8, 2020)

It's been a busy month on the Lansdowne front. Three things to report:

OOECA Lansdowne Committee

Ron Rose, Alexandra Gruca-Macaulay, Doug Macaulay and I have formed the association's informal Lansdowne committee. This committee will review proposals relating to Lansdowne with a view to offering advice as to what would be best for users and residents at large, particularly those from OOE. Both Ron and I represent OOE on the Lansdowne Community Consultation Group (LCCG), the Councillor-created advisory group that meets occasionally to offer advice on Lansdowne operations and initiatives of the City and Ottawa Sports and Entertainment Group

We welcome others who may wish to join. We specifically need a member who lives across the Canal from Lansdowne and may be affected by Park noise.

Proposed Changes to help OSEG with Pandemic and Other Financial Challenges

As per emails in November, at the City's Finance and Economic Development Committee (FEDCO), OOECA presented the attached position (Attachment 1) regarding the City's recommended changes to the partnership agreement. Specifically, the city staff recommended short-term relief through allowing OSEG to access a capital reserve, changes to rental revenues for the City and a 10-year extension to the 30-year deal. The association supports the short-term relief but opposes the other provisions. FEDCO approved all of the staff recommendations which, at this writing, were to be considered at City Council December 9 (i.e. the date of the OOECA Board meeting).

Two weeks after the FEDCO meeting the City's Audit Committee received an audit on the so-called Lansdowne Waterfall agreement which sets out the distribution of revenues from the Lansdowne partnership's operations. Numerous deficiencies were cited in the audit. The OOECA Lansdowne Committee is of the view that until such time as these deficiencies are remedied there should be no consideration of extending the term of the partnership agreement.

Proposed Changes to Aberdeen Square

In August OSEG outlined to the LCCG the improvements it would like to make to Aberdeen Square, now to be known as Plaza Lac-Lemay Casino as a result of a sponsorship deal. The improvements include moveable stage components that would double as seating; entrance and stage towers; and bollards that would demarcate the square while maintaining through traffic on the northern side of the square.

Community representatives asked that before any decisions were taken that there be a consultation session open to all. This occurred via Zoom on October 19 and the general sense was that the proposed changes should not proceed as proposed. OSEG responded by rewriting their report, however, none of the recommended changes was modified.

The rewritten report was discussed at a meeting of LCCG November 30 and OSEG was adamant that they did not want to change their plans. Councillor Shawn Menard requested that the plans be changed to reflect the consultation, including that the stage be smaller, the towers be scaled down, and electricity be installed to allow events, and permanent seating be created. OSEG responded to this request that the proposed changes had already been agreed to by Casino Lac-Lemay and the Ontario Heritage Trust and if they didn't proceed as proposed it's possible the Casino wouldn't provide the funding for the changes. Ron and I have written to Councillor Menard expressing support for the changes he proposed (Attachment 2). So we'll see what happens next.

Attachment 1

OOECA Presentation to FEDCO, November 12, 2020

We support the thoughtful position of GCA [below] as outlined many hours ago by June Creelman.

Most of us - residents, businesses, and City staff - can agree on two things: these are tough days and Lansdowne is a very important park for all Ottawans

But what has been thrust upon us with very short notice and no consultation are recommendations to extend for a decade a massive OSEG subsidy in the form of free rent in the heart of Ottawa. I suspect that a lot of non-millionaire Ottawans would also like to have free rent for 40 years.

The basis for staff's recommendations seems to be that the extension would save the City from having to operate the stadium and arena.

Yet no investigation has been done to see what other options exist to manage the stadium and arena after the end of the 30 year deal.

What's before FEDCO is evidence that the deal approved in 2012 is a bad deal.

Taxpayers were led to believe the massive investment by the city would result in a fully restored stadium and arena and that the City would receive a real financial return on its investment. Both appear to be false.

Yes, allow OSEG short-term relief in this difficult pandemic period through use of the capital reserve but, at this point, don't give away the arena and stadium for another 10 years and don't make the rental arrangements even more favorable to OSEG.

One final point: The city and OSEG should better engage with neighbouring communities.

- We had no heads-up on the recommendations before you
- Proposed improvements to Aberdeen Square have had inadequate consultation
- There was no consultation on the renaming of Aberdeen Square
- Last year at this time there was a rushed, no-consultation proposal before FEDCO to give OSEG control over the urban park portion of Lansdowne.
- There has been no community engagement with the strategic review that OSEG has had underway for more than a year.

This is no way to run a park or a city. Let's have some good governance.

Glebe Community Association Position

Whereas:

- * Lansdowne is one of Ottawa's most important public spaces and is well used by residents of the neighbourhood and the city as a whole.
- * A 30-year private public partnership agreement was signed in 2012 setting out financial and operating arrangements for the site; this agreement still has 22 years left in it.
- * The City has invested \$210 Million in Lansdowne, which is more capital than OSEG has contributed. The City has also provided publicly-owned land for virtually free rather than charging market value rents.
- * OSEG's operations were in financial difficulty pre-COVID, and have never achieved expectations.
- * COVID has hit Lansdowne particularly hard since mass gatherings and sporting events are cancelled indefinitely.
- * Eight years into the 30-year agreement, OSEG approached the City asking for financial assistance and changes to the terms of the agreement.
- * The City has prepared a report recommending short and long-term assistance for OSEG, including changes to the terms of the agreement and an extension for 10 years.
- * The City report is incomplete and does not contain detailed financial analysis, a business plan or analysis of the financial implications for taxpayers over the long term.
- * The City has had no return on its investment on its equity investment and the proposed changes to the agreement further weaken any potential benefit to the city and taxpayers, while increasing profits for OSEG.
- * Audits of the Lansdowne Partnership Plan are underway and have not been completed.
- * Many other businesses and non-profits in Ottawa, working in similar spheres, are in financial difficulty due to COVID, and are not receiving City financial support.

Be it resolved that the GCA:

- * Supports emergency short-term financial assistance for OSEG such as a loan, a city guarantee on a loan or, access to the reserve fund, whichever option has less financial risk for City taxpayers.
- * Encourages the City to provide similar emergency short-term financial assistance to other city partners and to sports, retail and entertainment venues across the City

* Recommends that as a condition for the emergency short-term financial support, OSEG be required to make a legal commitment to keep its sports teams at Lansdowne beyond 2021 (as stated in the current agreement) until at least 2025

* Opposes any long-term changes to the current Lansdowne Partnership Agreement until after City Audits are completed, and made public, in a post-COVID environment when the long-term situation is better understood.

* Recommends that any changes to the LPP long-term agreement be undertaken through a rigorous and public planning process based on full financial transparency, including the audited financial reports of the sub-components of the LPP master agreement, an evaluation by a third-party, a detailed business plan, public consultations and the involvement of a public advisory committee with representatives of neighbouring communities as full partners at the table.

*Believes strongly that changes to the LPP, if any, should not be driven by short-term circumstances, but need to be made in the interests of a better and more successful Lansdowne that works for the public good in the long-term.

Attachment 2

Email: Follow-up to Lansdowne Community Consultation Group meeting of November 30, 2020 - Improvements to Aberdeen Square / Casino Lac-Lemay Plaza

Tue, Dec 1, 6:58 PM (13 hours ago)

to councillor, Mark, ottawa, Ron, Richard, Jonathan, gca, June, Bob, bcc: Lorne, bcc: Alexandra, bcc: Doug

Dear Councillor Shawn Menard, Mark Goudie and Dan Chenier:

We wish to express our support for the compromise position that Councillor Menard proposed at yesterday's meeting of the Lansdowne Community Consultation Group regarding improvements to Aberdeen Square.

Despite the public consultation of October 19, 2020, OSEG has not substantially changed its proposed plan for improvements.

The recent consultation results were clear that the OSEG proposals did not adequately address what had been sought when the communities were originally consulted on the future of Aberdeen Square back in 2019.

In our view changes should primarily improve the day-to-day attraction of the square, rather than be primarily to improve the square to host events.

Specifically, we recommend that a small stage, electrical infrastructure to support stage events, permanent seating and thriving trees should be funded through this initial phase of square improvement

work. The proposed towers need to be reduced in number, scaled down and should complement rather than detract from the Aberdeen Pavilion architecture. Consideration should be given to delaying them until a subsequent phase.

We also will continue to push for the closure of Marché Way through the square. We see the need for emergency vehicles to have access through the square but this can be readily provided without allowing access for all.

We look forward to seeing what the City and OSEG have in mind for subsequent phases of improvements.

Ron Rose & John Dance, OOECA Representatives, Lansdowne Community Consultation Group

The Planning Committee has acquired two new members. Paul Bannerjee, who lives on Hawthorne Avenue and volunteered during the AGM; as well as Oliver Basset, who lives on Glenora.

Individual members have maintained watching briefs for ongoing issues; such as the various planning discussions surrounding the evolution of the Deschaelet building, possible developments at the old Royal Canadian legion building at 99 Greenfield, and proposed parking changes at the rear of the condo building at 140 Springhurst. As John Dance has reported, Developments at Lansdowne, while not within the Planning Committee's responsibilities, have, as John Dance reported, consumed a considerable amount of our time. The committee will be meeting on December 15th to review recent developments in the evolution of Ottawa's new Official Plan. One aspect of the OP that has concerned members of the community is the fact that the City has split our community at the 417 highway, with the area north of the highway included in a "Downtown Transect" while the area south of the highway are included within the "Inner Urban Transect. (Transects are specific areas within the City of Ottawa which will be used for planning purposes under the new OP). Consequently, it is possible that our community will be subject to two separate types of zoning. A second development arising from the proposed OP is that the City has unilaterally changed the Old Ottawa East Secondary Plan, the plan that consumed so many community resources only 10-15 years ago.

The FCA continues to focus on the development of the Official Plan, and the promotion of the "15 minute neighbourhood". The Planning Committee of the FCA had a brief discussion of a proposal from an organization called "Walkable Ottawa", and has circulated a document promoting a set of principles for adoption by the City to promote walkability. The document is attached to this report. Walkable Ottawa also has a website, www.walkableottawa.ca which provides additional details, as well as a video, on the concepts behind the proposal. Walkable Ottawa is seeking endorsements from Community Associations for their proposals. As these proposals touch on areas covered by many of our standing committees, I plan to give board members time to review and comment, and to propose a motion at our January meeting.

Ron Rose

Transportation Committee Report

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

1. The PXO standards with functioning solar panels and flashing lights have been restored at the Greenfield and North Concord intersection. The south-east standard had been sheared off and crushed by a transport truck backing up southbound from Concord across Greenfield (northbound ends at a one-way street exit for Echo), and the rest of the array was temporarily replaced by metal signs on steel pickets. Greenfield Avenue is now also fully signed for 40 km./hr.
2. The City designated the neighbourhoods west of Main to Echo from Graham down to Riverdale (but excluding Riverdale itself) as a gateway where speed limits would be posted at the entrances to these neighbourhoods at 30 km./hr. and additional traffic calming measures would be added as scheduling and weather permit. The first signs were posted this month.
3. The City held a virtual meeting of the Public Advisory Committee for the ongoing planning and design phases of the Greenfield/Main/Hawthorne reconstruction project on Tuesday, November 24, 2020 with at times as many as 35 attendees. The project consultants presented updated and revised plans and schedules. A number of design adjustments were noted especially at intersections, to try and improve pedestrian and cyclist safety. Overhead utilities are to be buried along North Main and Greenfield. The schedule, which has already been delayed a year, is now put off one more year and the order of construction has been reversed: south of the Queensway (Hawthorne, Echo and parts of Main) will now commence first in 2021 along with necessary adjustments to natural-gas lines and gas mains, and then north of the Queensway down to King Edward in 2022 with final landscaping, signage and other adjustments into 2023.

Additional background from within the Transportation Committee and a proposed motion related to the PAC outcomes are attached.

Sent: Wednesday, November 25, 2020, 12:33:10 p.m. EST

Subject: Re: Last night's GMH consultation - delay required?

Good afternoon John [Dance]

I also saw Alexandra's comments back to you. I too was really hoping for more integration of issues and solutions in the project design after this long delay. Instead we got a statement that this project's permit is primarily to replace ageing (and failing) water and sewer infrastructure and to more fully provide separation of what are now combined storm and domestic sewer lines. Improvements in the surface infrastructure appear to be secondary to the buried infrastructure in both priority and funding.

Funding is a matter of affordability choice. City staff chooses what to recommend and Council chooses what to fund, but there is no magic in fully costing what is basically a

construction project. Do the design and planning well, cost out the required materials and labour, and then present the project budget to decision-makers for approval. City staff would never recommend paving only the left half of Greenfield to save money.

Why then would a design be accepted that only half-protected the main cycling route through Old Ottawa East? Jonathan [McLeod] clearly made the point that if additional costs need to be incurred for a fully realized project, then now is the time to identify those costs and secure funding, not five years from now when all the primary infrastructure work is completed and incremental tasks become even more disruptive and costly.

The conflict areas identified in last night's slide show were exactly those identified in the Main Complete Street Safety Audit, and were left undone in the City's response to its own consultant's recommendations; City staff at that time also clearly pointed to what was then this up-and-coming project to find solutions. Those on the PAC will equally clearly recall that this project accepted the responsibility to deal with the outstanding (that is, incomplete) recommendations from the Safety Audit: most notably the safety gap in the Main cycling route from Harvey to Graham, and the turn from Graham to Colonel By Drive, but also the turning radius issue at the SW corner of Main and Hawthorne. That there is no money for these represents a failure in planning and design and a failure of the City to recognize the safety and security needs of active transport (pedestrians and cyclists) over motorists.

Discussions with MTO and NCC needed, and need, to be more active, transparent and timely. There is only one taxpayer and both of these senior-level-of-government agencies carry the same responsibilities for public health and safety, as do the City staffers, on behalf of their respective Ministers.

It is likely that having to find design solutions to these issues would in itself cause further delays in a project now more than two years behind; however, COVID-19 impacts on the City budget and cash-flows may have staff out looking for projects to defer anyway. What we could recommend is: take the time, get the designs right, get better integration of the buried infrastructure needs with the surface infrastructure planning, get the Ministers for both MTO and NCC onside for their shares; and then, seriously disrupt Old Ottawa East once and for good with a project that makes sense. If that takes another year, then so be it.

As a measure of integration, or lack thereof, there is an item in the water supply system plan to link the high pressure main under Hawthorne, down Greenfield and looping around to the Hurdman pumping station. This could also serve new developments to the south and east of the LRT stations at both Lees and Hurdman. It is not in the permit of this GMH project at this time - when there was a schedule pause announced, I had questioned the project management: if we are going to completely dig up Greenfield and N Main at this time, bury utilities and shift gas mains, then why not build

in the high-pressure watermain at this time so that in the next few decades or so we don't have to dig up Greenfield again? That was in someone else's plan and budget sphere was the answer and not part of the project scope. My comment that buried infrastructure was supposed to be the priority got no further traction.

I remain to be convinced that using this time but still not planning to bury utilities on Hawthorne is short-sighted. Taking the poles away serves a large number of purposes, including, among others, allowing trees to be replanted and flourish on both sides of Hawthorne, allowing greater ease and efficiency of snow clearing, protecting lines from storm damage and service loss thereby increasing Climate Change resilience, and improving the esthetics and design continuity of the entranceway to Old Ottawa East from the Elgin corridor.

I guess that my expectations were unduly raised that we would see more solutions and fewer issue-identification slides after the pause in public consultations. As your OOECA Transportation representative, please know that I raised all these concerns and proposed solutions with the project manager and his design teams well in advance of this latest PAC meeting, so I remain more than a bit at a loss of where to turn to next. I don't think that I could yet take a resolution to our Community Association to support this updated design prior to the proposed Public Information Session.

Sent: Sunday, December 6, 2020, 02:14:10 p.m. EST
Good afternoon Transportation Committee members

Further to your note this morning. I sent this message (noted above) out to the members of the virtual Transportation Committee but so far you and Alexandra are the only ones to answer. Ariela [Summit] acknowledged receipt. There was also a parallel discussion going on with you and Barbara that touched on many of these points.

If I send my note out as a report to the rest of the board members, I think then that I need a plan of action: I don't know if you share the same view, but I think that we are beyond just talking to the City project manager and his consultants because they are already in a box, perhaps in part of their own making. Nevertheless, we also need to keep our lines of communication open and friendly with that manager and Novatech.

Our ends of the east-side canal and Main "mainstreet" bikeways still go from nowhere to nowhere without a safe crossing at Smyth and another at Main and CBD - the Graham design is turning out to be a disaster and the whole thing needs to be re-thought if we are going to get pedestrians and cyclist safely over to Pretoria and onto the canal MUPs. At the other end, Rideau at Sussex is getting repainted but how to get safely from the end of CBD in that congested block then over to Mackenzie? We seem to want to keep building dedicated bike lanes that do nothing more than dump cyclists into conflict intersections. I'm not clear on why two segregated tracks on Hawthorne is not a more likely answer except that the west side on Main from Harvey to Graham

remains the bottle neck. Speaking to MTO about the use of the property from the Main-417 Bridge to Hawthorne seems to be just too much for the project. The cat is already well out of the bag for expropriations so why the great secrecy?

Speaking of Hawthorne, the project manager appears to be up against a wall for removing overhead utility lines and someone needs to give clearer direction to Hydro Ottawa, as the Mayor was pleased to note just recently in his Elgin Street address. Besides the multi-faceted rationale that we have already presented, burying the utilities at this time would also get them out of the way for MTO when the Queensway's Main and Rideau Canal bridges have to be replaced. What MTO's construction phase would do to newly reconstructed City streets, cycling paths and sidewalks, with associated accessories and signage, remains to be seen.

The Nicholas overpass replacement project is also way behind its original schedule so that may not bode well for the Queensway downtown-bridges replacement projects' scheduling. The projects marching in from the west towards Bronson and Percy seem to be chugging along but are still in the planning and property-grab phase (see this weekend's Citizen) so the big spending is still a few years down the road, so to speak.

I have to think that, at this time with what we have seen, we need to be on the record with the Councillor and Mayor of **not** supporting just the limited adjustments, and that prior to the Public Information Session, more of this design needs to be shared more broadly with affected communities. If someone is looking for a candidate to reduce cash-flow demand by a project deferral until the City gets back on its fiscal feet after COVID-19/20/21, then this should be one to be seriously considered - and then use the time to come up with a more rational design and plan with a better chance of consensus acceptance. It also needs to stop shrugging off the safety issues raised in the Main Street audit report, for which it accepted responsibility, but are now deemed to be beyond its scope.

Given the concerns raised above

Moved that the Old Ottawa East Community Association **not** support the amended project designs and plans, as presented at the third PAC meeting for the Greenfield Main Hawthorne (GMH) project. OOECA requests that the Mayor and Councillor take more positive action to provide for a full scope and budget for this project necessary to meet both infrastructure and transportation requirements in equal balance with identified safety concerns and to more fully incorporate the objectives of the Official Plan renewal, especially for facilitating fifteen-minute neighbourhoods, for improving Climate Change resilience and for setting a stronger priority on active transport.

Tom Scott
OOECA Transportation

Springhurst Park

There are a number of much-anticipated projects slated to go forward in the new year, including a beach volleyball court, a permanent ping pong table, new exercise equipment, a basketball courtside bench, as well as a replacement children's play structure.

The play structure is ready for renewal under the city's lifecycle replacement fund. Funds for this replacement have been tentatively confirmed in the city's 2021 budget, for construction next spring.

As for the new recreational equipment mentioned above, the councillor has committed Cash-in-lieu of Parkland (CiLP) funds to cover the entire cost of these projects, which is estimated to be \$122,100. It was hoped that construction on these projects would begin by fall of this year, however they are now expected to go ahead alongside the replacement of the playground structure next year. This will help reduce costs overall.

The \$122,100 estimate is an increase from February 2020, where the total cost of the new recreational infrastructure was estimated at \$95,000. The reasons given for this increase are a "contingency" factor, inflation cost owing to the delay, as well as a 10% additional charge that gets added to CiLP projects over \$100,000. Clarification on these reasons is being sought from city planning staff.

We will await the release of the tender package for these projects, which is expected to go out sometime this winter.

Adopt-a-Park

The Adopt-a-Park agreement for Brantwood Park and the Rideau River Trail Park expired this year. An application to renew was sent in mid-November, which will extend the agreements for 5 years.

Under this agreement, the Parks and Greenspace Committee organizes a spring and fall parks clean-up.

Grand Allée Park

Erin O'Connor of Regional has called a meeting between members of SLOE, Parks and Greenspace, and a few other community members to discuss future plans for the Grand Allée park and the timing of construction. The meeting will take place on Dec 15, 2020.

Establishment of a Committee

I am looking to establish a formal committee that will meet roughly four times a year to discuss our community greenspaces and work towards improvements. If you are interested in taking part, please email me at brendan.w.okelly@gmail.com

December 7th, 2020

Old Ottawa East Community Association

Membership Report Suzanne Johnston

The membership drive for 2021 is now finished and all membership kits have been returned. Last year the membership drive brought in a record number of members. This year, despite an amazing army of canvassers, COVID dented our returns by almost 50%. Our current total is 481 members – and although significantly lower than last year, it is much better than what we imagined might happen.

Wendy did an amazing job of tallying up the membership kits again this year – thanks again, Wendy.

We will start planning for next year early in 2021. Although we hope that the worst of COVID will be behind us next fall, there are many changes that COVID has brought to the membership drive – some good and some bad. 10 changes to the membership drive:

1. We will be able to pay for memberships on line
2. The cost of membership was finally increased to \$5.00.
3. The Singing Pebble was an amazing and enthusiast partner helping to collect membership fees and distribute cards
4. We will explore other community commercial involvement for upcoming years
5. More streets were canvassed than previous years as it is faster to drop off flyers without having to collect money.
6. We had more canvassers participate than in the past
7. Unfortunately, less money was collected
8. More people were made aware of the AGM and the Old Ottawa East Community Association
9. We learned it was hard to canvass Greystone as they do not have individual mailboxes, but Heather and her team delivered notices with the Mainstreeter
10. We learned that many people look forward to the Membership drive and are eager to support the OOECA. Memberships are still trickling in.

As always, we are looking for new canvassers and as our community continues to grow, so does the need for additional canvassers. If your street or building has not been canvassed, it is most likely that either the canvasser came when you were not home, or your street or building may be one of the few that does not have a canvasser. If you or anyone you know would like to get involved, please contact myself, Suzanne Johnston at suzanne.johnston@sympatico.ca

Although canvassing in Condo or apartment buildings continues to be a challenge, we have had some luck in a few of the buildings this year thanks to dedicated residents. We invite residents of the OOE who live in apartments or Condos to get involved and help us spread the word about community involvement within your apartment building or Condo.

