



Meeting of the Old Ottawa East Community Association Board

Tuesday, October 12, 2021, 7p.m.

Zoom meeting

AGENDA

1. Call to Order – Bob Gordon
2. Approval of Agenda
3. Approval of Minutes – September 14, 2021
4. Chair's Report – Bob Gordon
5. Councillor's Report – Councillor Menard
6. Regional Update – Evan Garfinkel
7. Treasurer's Report – Don Fugler
 - a. Current balance is \$17,291.13. The only withdrawals over the summer were for the Mainstreeter fees (4 X \$80.00).
8. CAG report – TBD
9. Letter re: Colonel By Drive – John Dance
10. Committee reports (*all received reports attached below)
 - FCA – Ron Rose
 - Corners on Main and Greystone Village – Peter Tobin
 - Parks and Greenspace – Brendan O'Kelly
 - Membership – Suzanne Johnston
 - Planning – Ron Rose
 - SLOE – Jayson MacLean
 - Health and Safety – Courtenay Beauregard
 - Transportation – Tom Scott
 - Lansdowne – John Dance
 - Communications – Bob Gordon
11. New Business
12. Date of Next Meeting – AGM, November 9, 2021
13. Adjournment

Attachments:

**Proposed OOECA Letter to Yasir Naqvi:
Colonel By Drive, Pedestrians and Cyclists**



Yasir Naqvi
Member of Parliament
Ottawa Centre

Dear Mr. Naqvi

Congratulations on your recent electoral victory and welcome back to representing us in Old Ottawa East and the rest of Ottawa Centre.

As you recall, we were most appreciative of your support for the Flora footbridge and look forward to collaborating with you on initiatives that will strengthen our community and the others of Ottawa Centre.

At your convenience, we would like to discuss one specific proposal you made during the campaign, i.e., *“Extending the popular Colonel By Drive pilot project to a full-year would not only allow our community to get out of their cars to walk, bike and roll to work and school, it would also give our community the necessary data and comprehensive details to measure the quantitative success of this important project.”*

We share your desire to get more people “rolling” but, as I wrote to NCC CEO Tobi Nussbaum last year (letter attached), we are of the view that there are two permanent measures that would have a similar impact to what you have proposed while allowing continued motorized vehicle use of Colonel By Drive.

Specifically, we recommend that the NCC:

- Reclaim space from the vehicle lanes in order to create bike lanes on the parkway. These bike lanes would serve faster cyclists, e-cyclists, and e-scooters.

- Construct a pedestrian-only pathway expansion cantilevered over the Rideau Canal on the stretch from Clegg to Bank Street.

We have not had a substantive response from the NCC on our recommendations and would appreciate your assistance in having the Commission consider them.

Our primary concern about closing Colonel By Drive to motorists is that this would likely result in more traffic through neighbourhood streets in OOE and elsewhere both in Ottawa Centre and in other constituencies as south-end commuters and tourists travelling to and from downtown, Byward Market and the Quebec bridges would find alternative routes. Secondly, Colonel By is the only alternative to Main Street and its closure would result in longer and lengthier trips for many residents. Also, as per our recommendations to the NCC, there are better means of improving the Colonel By route for cyclists and pedestrians.

As you may know, the multi-year reconstruction of major portions of three of our primary streets (Main, Hawthorne and Greenfield) has begun and any diversion of traffic from Colonel By Drive to these streets will aggravate traffic problems resulting from the reconstruction. Winter weather would likely worsen problems while in the winter actual use of a closed-to-motorized-vehicles Colonel By Drive would have substantially reduced cyclist traffic. An unintended consequence of closure of Colonel By could be renewed pressure from southern constituencies to build the Alta Vista Transportation roadway, something Old Ottawa East and neighbouring communities have been trying to get out of City plans for 50 years.

It is also worth noting that in Old Ottawa East pedestrians and cyclists also have the option of using Echo Drive which is similar to the Netherlands' "woonerfs," where relatively few slowly-moving motorized vehicles share the roadway with pedestrians and cyclists.

In your post-election video you noted: "We have some really important and complex issues to deal with, but I know with your commitment and with our engagement we will be able to come up with creative solutions together." We suggest that the future of Colonel By Drive requires community engagement to come up with a creative solution.

We are supportive of your climate action goals, however, we suggest that in the case of Colonel By Drive there are better ways of achieving them than what you proposed to the NCC.

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Via email:

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Councillor Shawn Menard (Shawn.Menard@ottawa.ca)
Tom Scott (tscot9401@rogers.com)
John Dance (john.dance.ottawa@gmail.com)

Committee reports:

FCA – Ron Rose

Federation of Citizens' Associations of Ottawa (FCA) met on September 15th. The main topic of discussion was the draft Official Plan and the revised schedule of meetings as discussed in a previous report.

The meeting also included a virtual workshop on how to make a presentation to the October 14th joint meeting of the Planning Committee and the Agriculture and Rural Affairs Committee. This session addressed similar issues to those covered by the CAG/Mainstreeter Social Issues Workshop on citizen advocacy.

Corners on Main and Greystone Village – Peter Tobin

Greystone, Corners and Lees

There has been very little activity at the convent site. Georgia sent an email to Smart Living about 10 days ago and has yet to receive a reply.

Work continues most weekends at buildings 2A (Milieu) and 2B (Ballantyne). There is now a concrete sidewalk on the east side of 2B. Work on remediation on the shoreline at des Oblats and Scholastic has not started .

The buildings at the 200 Lees site have been demolished and work to level out the soil has begun. The MUP near that area is open again.

Planning – Ron Rose

The Official Plan and Secondary Plans.

The Old Ottawa East Community Association Planning Committee has been busy this past month with many virtual meetings to review, and prepare to report on, the revised draft of the Old Ottawa East Secondary Plan. A small group met on numerous occasions to try to analyze the implications for our Community and to identify the items for which we would suggest changes. We have engaged with City Staff and with Councillor Menard's office on the changes we feel required.

One of the changes to the most recent draft is the inclusion of section 2.3, a “Green Transportation and Utility Corridor”, which is said to represent a portion of the Alta Vista Transportation Corridor. The section is taken almost word for word from the original 2011 draft of our Secondary Plan. However, the City has made one concession towards the Community’s request that the AVTC not be built, by changing the wording from implying that construction of the AVTC was a certainty in the 2011 draft, to the wording in the current draft which says “should the City proceed with the construction of the AVTC:” That is a clear indication that construction of the AVTC is no longer a certainty. One of the more worrisome aspects of the new plan is the proposal to declare Lees Avenue from Main Street to the southbound 417 off ramp to be a “Minor Corridor”. The implication of this designation is that six storey buildings would be allowed on both sides of Lees Avenue. An associated concern is an ambiguous reference to Main Street south of Clegg St being a Corridor, which would allow the construction of up to nine storey buildings along Main Street.

The Planning Committee will speak on behalf of the Community Association at the September 14th meeting. Although there are a number of changes required, we have chosen to concentrate on three issues:

1. We will be requesting the removal of any reference to the AVTC and proposing wording to maintain the Green Transportation and Utility Corridor as green space.
2. We will be requesting that The “Minor Corridor” designation be removed from Lees Avenue and that the Corridor Designation be removed from Main Street south of Clegg. Staff, working with the Councillor’s office, have already made a proposed change which could address our concerns about Minor Corridors.
3. We will be requesting that a schedule, or map be added to the Secondary Plan which would show the maximum height allowed in all areas covered by the Secondary Plan. This has been done in other draft Secondary Plans; and would remove any ambiguity and provide certainty for future development. This proposed schedule would also remove an anomaly resulting from the City’s actions in 2019 which allowed building 2B at 10 Oblats Avenue to be nine stories., There is uncertainty that the zoning on the south side of the Grande Allée exactly mirrors the zoning to the north of the Grande Allée. We want to ensure that any building built on the south side can mirror the buildings now existing on the north side.

Greystone Village Phase III development along Scholastic and Deschatelets.

As noted in last month’s report, Regional Group has presented plans for its phase III development. The plans can be found at <https://devapps.ottawa.ca/en/applications/D07-12-21-0111/details> . The public consultation planned for September 30th was cancelled because City Staff would be observing the National Day for Truth and Reconciliation. The Councillors Office has arranged a Zoom consultation October 13th to discuss how to proceed with the public consultation.

Designation of Association members to participate in Confidential development consultations. During the September meeting, there was discussion about which members of the Community should be designated to participate in these confidential consultations. There was a general feeling that these individuals should be members of the Planning Committee. I’m pleased to report that Joan Batman, who has been representing the Community at these consultations for a number of years, has become a member of the Planning Committee.

Other matters.

Committee of Adjustment.

There was one proposal before the Committee of Adjustment concerning Old Ottawa East during the past month. A proposal was presented for minor variances to allow an extension at the property at 467 Echo Drive. The Planning Committee did not object to the requested variances.

SLOE – Jayson Maclean

Item #1 - Shoreline rehabilitation and stewardship

On September 16, members of SLOE and the OOE community took a walk along the Rideau River Nature Trail in behind Greystone, accompanied by a landscape architect and naturalist, Susan Fisher, and Evan Garfinkel, Regional's representative, to take a look at how the naturalization process has been going. There are roughly two sections to that stretch, the southern piece which is more progressed in the naturalization process and the northern piece which is less so, with work still to be done (this fall) on stabilizing the riverbank near the storm sewer outlet. SLOE member Rebecca Aird has compiled observations and reflections from those who attended the walk (and a few added points of feedback from community members) and will be sending the results to Regional for consideration in its next steps. Regional will then get back to the community with its plans.

Item #2 - OOE Tree Canopy Project

SLOE is beginning an assessment of our trees in OOE, with the aim of getting more trees planted where needed. The plan will be to break the neighbourhood up into sections to tackle one by one and assess, using maps and by walking around, where trees might be planted, both on public and private land. For public land (parks, City-owned street frontage) SLOE will then work with residents to submit applications to the City's Forestry unit for trees through its Trees in Trust program. For private locations, SLOE will be sending out flyers to residents with information on getting trees planted. Anyone interested in helping with this project, please contact Jayson at sloe@ottawaeast.ca.

Item #3 - Ottawa's Official Plan

In the spring, SLOE wrote a letter to the City's Planning Department regarding the draft Official Plan, putting forward a number of concerns related to OOE and the draft OP (e.g., on the transect boundary, on the Alta Vista Transportation Corridor, on urban density and on climate change and housing).

Ahead of the OP going to committee on October 14, SLOE is submitting a second letter to Mayor and Council on the Draft OP, urging for a more robust stance on climate within the OP, specifically with regards to themes such as new development, walkability, energy efficiency and climate adaptation.

Lansdowne – John Dance

The City has provided no updates on progress on the \$800,000 project to review and consult on OSEG's proposals to replace the north-side stands and the arena, aside from informing Councillor Menard that there now is a new acting project manager - Tara Blasioli. She was previously involved with the Flora Footbridge, undergrounding of the hydro wires on Elgin, and the multi-use pathways along the Trillium LRT line.

- It appears as though the City and OSEG strategy continues to focus on how to draw more people from the entire region with scant attention to how to attract more of the 30,000 people in the Glebe, OOE,

OOS communities. It's they who can readily get to the park, unlike others who have poor transportation options.

- Over the last month, there have been lots of events at the Park, including RedBlack games and the Panda Game.

- Cars continue to have priority and Aberdeen Square still lacks amenities though it does appear the new trees are doing OK. We are interested in pursuing with GCA and OSCA the end of through traffic (QED to Bank). Currently, the vehicles that weave their way through make walking and cycling less safe and comfortable. When we previously raised this question with OSEG they strenuously opposed ending through traffic because, in their view, it would be bad for businesses and emergency vehicles needed to be able to get through. We agree that emergency vehicles need to be able to get through when there is an emergency but this does not justify the route being open to everybody. Motorists can readily access the businesses by using surface parking on the Bank Street and QED sides of the park or the parking garage that was built at considerable expense during the last rejuvenation project.

- Ian Sadinsky reports that next year there will be a Monet exhibit in the Aberdeen Pavilion, similar to the Van Gogh exhibition of this past summer.