



Meeting of the Old Ottawa East Community Association Board

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

Zoom meeting

Attendance: Bob Gordon, Catherine Pacella, John Dance, Georgia Blondon, Ron Rose, Phyllis Odenbach-Sutton, Don Fugler, Tom Scott, Peter Tobin, Courtenay Beauregard, Brendan O'Kelly, Suzanne Johnston

Gregg Whetton, Jim Strang, Kristine Houde, Monica Helm, Councillor Shawn Mendard, Ariela Summit (Office of Councillor Shawn Mendard), Heather Jarrett, Lorna Kingston, Kenn Rankine, Evan Garfinkel (Regional Group), Paul Goodkey, Bonnie Weppler, Linda Kristal, CAG, Hayley, Neil Marshall, Alexandra Gruca-Macaulay, Nicola, Suzanne Taylor, West, Jay Allen, Doug Macaulay, Sherri Macki

Call to Order – Bob Gordon

Approval of Agenda – moved by Ron Rose, seconded by Tom Scott

Approval of Minutes – September 14, 2021 – moved by Phyllis Odenbach Sutton, seconded by Peter Tobin

Chair's Report – Bob Gordon

- Membership drive has started – selling at Farmer's Market, also online on website
- Greystone – lighting along the multi-use pathway that doesn't exist, determining if they are private/public
- Also, the private signs in Greystone – city has said so far that they can go up, but following up
- Greystone meeting scheduled for tomorrow
- Secondary Plan – meetings begin on Thursday, will have an OOECA rep to present

Councillor's Report – Councillor Menard

- Greystone meeting for tomorrow
- Ward council meeting held today – review of motions re: Official Plan
- Transportation – hearing that R1 buses are going too fast down Greenfield, have reminded OC Transpo
- Did get a change to speed limit on Lees (30), Main (40), Greenfield (30)
- Waiting for beacon to be repaired at Concord/Greenfield
- Concerns about light changing at Evelyn Main – ie: taking too long, not safe for students who try to cross without the light
- Motion tomorrow re: gas plant phase-out, passed at committee so now going to council
- Q – Needs to be some change to enforcement or changes to the road re: bus traffic on Greenfield – house is shaking to the point of being woken up. Who else can be contacted to measure the shaking?
- A – Pat Scrimgeour at the city is the point of contact – will follow up with him at the city and copy you on the communication

- C – Both sides of Greenfield are affected by the buses traveling on the road – a mirror fell off the wall. Don't think it's just the speed but also the size of the buses (ie: double-decker and articulated buses).
- C – Not just the weight and speed of the buses, needs to be looked at – need to consider capping Greenfield
- C – R1 route when going westbound – look at the route to avoid the residential areas
- Shawn – has been recording all the comments, will be sending communication to Pat Scrimgeour and Pat Sammon – will ask for 30 km/h slowdown, potholes to be filled, have asked about the route but not optimistic, have also asked for vibration analysis (have been told in the past it's not enough to damage foundation but it's a quality of life issue so will be re-raising the question)

Regional Update – Evan Garfinkel

- Phase 3 public meeting tomorrow night
- The Spencer – site preparation starting November 1, excavation possible in early January
- 2A and 2B – construction ongoing
- Meilieu – occupancy on November 1
- Ballantyne - spring 2022
- Aware of fire alarm issue – should wrap up next week
- Q – haven't seen any work on the shoreline?
- A – mid- to late October is expected – will follow up with contractors
- Q – any other planned private sidewalks in Greystone? Also, signs only at one end.
- A – Nothing planned for Phase 3

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).
- b. Had a \$900 donation from John Jarrett – from sales of artwork, planned event in September – thank you!

CAG report – TBD

- Lee, new executive director since early October

Letter re: Colonel By Drive – John Dance

- During all-candidates debate, Yasir Naqvi made a statement about this
- Community was never contacted prior to hearing this
- Citizen contacted Bob for a comment – said they were waiting to hear about traffic reports and how closures affected community
- Have already sent a letter to NCC requesting changes to pathway between Clegg and Bank – but never requested banning of motorized vehicles
- Lots of concerns outlined in the letter
- C – supportive of it being closed down for a year
- C – need to fix lighting along the pathway, look at some safety issues
- Q – clarification on cantilever along Colonel By between Clegg and Bank?
- A – similar to what is at Dow's Lake

- C – support keeping the road open, it’s an important transportation route – need the data/evidence to close the road (ie: did people not use cars or just move their cars elsewhere to other roads)
- C – don’t think it will be well used in the winter for cyclists, but will have impacts on other streets
- C – need to do surveys, get the data
- Motion to approve draft letter – moved by John Dance, second by Tom Scott
 - o Yea – Georgia, Suzanne, Tom, Ron, John, Peter, Courtney, Don, Phyllis, Brendan, Catherine
 - o Nays –
 - o Abstentions –
 - o Motion approved

Committee reports (*all received reports attached below)

- FCA – Ron Rose
 - o Please see attached report
- Corners on Main and Greystone Village – Peter Tobin
 - o Please see attached report
 - o Georgia wrote to Smart Living about two and a half weeks ago – wanted to clarify re: the park, talked about the importance of the tree canopy, if no response in a few days will follow up again
- Parks and Greenspace – Brendan O’Kelly
 - o Park clean up last month
 - o Q – lots of the SLOE signs along the river have graffiti
 - o Q – pilot project at Windsor Park re: garbage bins – they have 24 giant bins – why so many?
 - o A – will follow up with city staff who are overseeing this project
- Membership – Suzanne Johnston
 - o See attached report
- Planning – Ron Rose
 - o See attached report
 - o Will be presenting at planning committee – will be focusing on three motions
 - o One motion will focus on removing the Alta Vista Transportation Corridor
 - o Second motion – Main Street south of Clegg – should not be considered a corridor and thus allow up to nine stories
 - o Third motion – secondary plan requires a schedule that shows a height limit for each area
 - o If you have concerns, register to speak at the meeting
 - o Q – any update re: 111 Greenfield and it’s replacement with an apartment building?
 - o A – does not show up on next two Committee of Adjustment meeting agendas
 - o Q – any update on 99 Greenfield or the burned-out duplex across from it?
 - o A – no update since last month
- SLOE – Jayson MacLean
 - o See attached report
- Health and Safety – Courtenay Beauregard
 - o No report
- Transportation – Tom Scott

- See attached report
- Lansdowne – John Dance
 - See attached report
- Communications – Bob Gordon
 - Zoom meeting links will always be the same
 - Received some input on the online membership link, will make some minor edits

New Business

- Phyllis – had a tour of the new Indigenous Centre at Saint Paul University, will get more clarity on how the space can be used/shared by the community

Date of Next Meeting – AGM, November 9, 2021

- Moved by Tom Scott, seconded by Phyllis Odenbach Sutton

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.

Robert I. W. Gordon
President
Old Ottawa East Community Association
61 Main Street
OTTAWA ON, K1S 1B3

robert.i.w.gordon@gmail.com

Via email:

yasirnaqvi.liberal.ca

c.c.: Tobi Nussbaum (info@ncc-ccn.ca)
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.

Membership – Suzanne Johnston

The membership drive is underway for the 2022. Most of the kits have been distributed, and the rest will be sent out this week. Hopefully the fall weather will continue to be to make getting the job done more enjoyable. The community continues to grow and so does the need for canvassers.

As the Pandemic continues to alter the way we canvass our community we have added a few more sign up options. If anyone has more ideas, please feel free to reach out.

Canvassers will be dropping off AGM notices which also provide the following instructions: 1. Drop \$ with name and address back in the canvassers mailbox and canvasser will drop the card back
2. Drop \$ with name and address at Singing Pebble and a card will be given 3. Sign up at the Farmer's Market on Saturday a.m.
4. Pay on Line at the OOECA website - www.ottawaeast.ca

Heather Jarrett has coordinated with her building canvassers and has advertised when the sign up tables will be in the lobby of the buildings.

As indicated previously, we are always in need of additional support to alleviate some of the burden from canvassers that do several streets and to ensure all streets are canvassed and notices of the AGM are distributed. Please think of your new neighbors or current neighbors that would like to get more involved in their community and suggest the membership drive.

The time commitment is quite minimal, usually 1-2 hours and involves the following: - Go door to door on a sunny day on your appointed street to hand out notices for the Annual General Meeting with instructions on how to sign up.

- Handing back the canvassing kit with information to your Zone Captain around the end of October
- Meeting new people on your street – always interesting
- Attending a get together for all the Canvassers and Captains held by the membership chair the first week of November – Best part!!

Condos and Apartment buildings continue to be a conundrum and if anyone is interested in being a building representative, please let me know. Once again, we invite residents of the OOEC who live in apartments or Condos to get involved in the membership drive within your apartment building or Condo.

We would look forward to having new residents and current residents be part of the membership committee and or the membership drive.

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.

Transportation – Tom Scott

The Greenfield Main Hawthorne (GMH) project is starting to pick up the pace and the City's project team sent out a notice to all nearby residents (a copy is attached as four pages because I could only scan 8 1/2 x 11) outlining this season's work. A separate notice will be going out to residents along Echo from N Concord to the 417 bridge since the project team expects blasting in this area for a new storm sewer.

Natural gas lines and meters along Hawthorne have already been accessed and adjusted by Enbridge in advance of next year's full-scale reconstruction. A similar kind of work is expected along N Concord and Echo including a gas main and control meter.

The GMH project team also updated the overall design and plan: a copy of the keyplan is also attached. (It takes a while to load.)

The R-1 buses are running again and a number of residents along Greenfield are complaining about both noise and vibration. The Councillor promised to have a notice given to OC Transpo about speeds along Greenfield.

The Councillor's office informed us that the intersection of Chestnut and Evelyn would be made an all-way stop. Further, Phyllis requested that the City review an extension of the Evelyn sidewalks from Chestnut to the Brunswick intersection at Springhurst Park to provide safer access.

Ministry of Transportation
Safety Program Development Branch 145 Sir William Hearst Avenue, Room 212 Toronto, Ontario M3M 0B6

September 20, 2021

Tom Scott
tscot9401@rogers.com Dear Mr. Scott:

Ministère des Transports
Direction de l'élaboration des
programmes de sécurité
145, avenue Sir William Hearst, bureau 212 Toronto, Ontario M3M 0B6

107-2021- 2880

Thank you for your email, addressed to the Honourable Caroline Mulroney, Minister of Transportation, regarding excessive vehicle noise and street racing. Minister Mulroney has asked me to respond on her behalf and I am pleased to do so. For ease of reference, I have noted subheadings for each of the issues you raised.

Vehicle Noise/Emission Standards

I would like to first state that the regulation of new vehicles sold or imported into Canada, including their manufacturing standards, such as vehicle noise and allowable emissions, are regulated by Transport Canada. If you wish to contact Transport Canada on this matter, please use the following contact information:

Transport Canada
330 Sparks Street
Ottawa, Ontario
K1A 0N5
Telephone: 1-800-333-0371
E-mail: Questions@tc.gc.ca

The province shares the responsibility of ensuring vehicles continue to meet their manufacturing standards by maintaining on-road regulations, with rules that regulate allowable noise limits and any aftermarket modifications.

Specifically, the issue of excessive noise from motor vehicles is governed by subsection 75(1) of the Highway Traffic Act (HTA). Specifically, this subsection requires mufflers to be in good working order and in constant operation to prevent excessive or unusual noise. There is no specific decibel limit. Use of a muffler cut-out, straight exhaust, gutted muffler, "Hollywood muffler", by-pass or similar device is also prohibited. Subsection 75(4) of the HTA requires, among other things, that a driver of any motor vehicle not cause it to make any unnecessary noise. In addition, you may consider raising this

issue with your municipality as they have the ability to set additional by-laws regarding specific noise thresholds for motor vehicles within their municipality and the ability to enforce these by-laws.

With regards to emissions, your correspondence also makes note of after market modifications of a vehicle's emission control system. Section 75.1 of the HTA which, when proclaimed, prohibits the tampering of the vehicle's emission control system, as well as the sale of such devices.

These rules provide sufficient latitude to police officers and the courts to charge and penalize offenders for excessive noise and excessive exhaust. A driver who violates the HTA's vehicle noise provisions may be fined up to \$1000.

Street Racing and Stunt Driving

With regards to your concerns with excessive speed, the Ministry of Transportation (MTO) recognizes that stunt driving and street racing on Ontario's roads continue to be a challenge, and it has been our experience that there is no simple solution to this problem. That is why MTO uses a combination of strategies to combat speeding including strict rules and penalties, engineering initiatives, public education and support for Ontario's police services.

Ontario has some of the toughest penalties in Canada for street racing/stunt driving. Section 172 of the Highway Traffic Act (HTA) establishes a series of escalating penalties for drivers who are involved in street racing and aggressive driving behaviours including immediate vehicle impoundments and driver's licence suspensions at roadside, a post conviction fine of up to \$10,000, a post-conviction suspension of up to two years, six demerit points and possible imprisonment.

While Ontario's tough penalties have proven to be successful in reducing speed-related collisions, we recognize that more can be done. That is why, the Moving Ontarians More Safely (MOMS) Act, 2021, which received Royal Assent on June 3, 2021, imposes tougher penalties for stunt driving, street racing and other high-risk driving behaviours including:

- Increasing roadside driver's licence suspension and vehicle impoundment periods for drivers caught street racing/stunt driving;
- Creating a lower speed threshold for stunt driving charges on roads where the speed limit is less than 80 km/h;
- Introducing escalating post-conviction driver's licence suspensions for drivers convicted of street racing/stunt driving;
- Expanding stunt driving/street racing penalties to apply in locations other than on highways (such as in a parking lot); and,

.../3

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- Introducing a requirement for drivers convicted of stunt driving/street racing, or careless driving causing bodily harm or death to complete a driver training course before their licence is reinstated.

You may also be pleased to know that on December 1, 2019, the province enacted regulations under the Highway Traffic Act (HTA) that give municipalities the option to use camera technology, in designated school zones and community safety zones with speed limits under 80km/h, where the risk of speed-related collisions, injuries and fatalities is

greatest. Ultimately, the ministry expects that these devices will have a substantive impact on reducing speed and improving safety in municipalities.

Regarding enforcement of these laws, it is important to note that the police act independently when carrying out their duties. The day-to-day operations of police services and the actions of its officers are the responsibility of the chief of police or his/her representative. Should you have concerns with the enforcement of Ontario's traffic laws, I would suggest contacting the Ontario Provincial Police, or your local police service.

Again, thank you for writing and please accept my best wishes.

Sincerely,

Sebastian Policht
Team Leader, Special Projects
Transportation Safety Division
Ministry of Transportation

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.