



Meeting of the Old Ottawa East Community Association Board

Tuesday, 11 December 2018, 7p.m.

Old Town Hall, 61 Main Street

MINUTES

Attendance

Board Members

Tom Deadman
Alexandra Gruca-Macauley
Don Fugler
Phyllis Odenbach-Sutton
Jocelyn Kearney
Bob Gordon
Heather Jarrett
Richard Cundall
John Dance
Ron Rose
Jamie Girard
Mark Seebaran
Tom Scott
Suzanne Johnston
Joan Batucan

Others

Rainari Castro-Mejia
Taylor Marquis
Doug Macauley
Wendy McRae
Sarah Viehbeck
Bill Baldwin
Christian Pupp
John Jarrett
Lorna Kingston
Monica Helm
Bonnie Weppeler
Tina Raymond
Peter Tobin
Cynthia Dwyer
Kenn Rankine
Bob Parkins
Adriana Beaman
Peter Beaman
Sam Hersh
Shawn Menard
Rebecca Aird

1. Call to Order – Phyllis Odenbach-Sutton
2. Approval of Agenda (as amended)
 - Moved: Don Fugler; Second: Jamie Girard; Carried
3. Presentation by students from Saint Paul University
 - Students will be holding a public consultation on December 13th about a neighbourhood pub with social engagement focus that they are hoping to open in OOE
 - Student-driven initiative
 - All OOE residents encouraged to attend the consultation session
4. Approval of October 2018 Minutes
 - Moved: John Dance; Second: Heather Jarrett; Carried

5. Chair's Report – Phyllis Odenbach-Sutton

- Report attached as Appendix A
- Highlights:
 - AGM: Great turnout at AGM this year, it was a good opportunity to meet new neighbours
 - At AGM, made mention of gaps in current OOECA board (Lees Ave and Spenceville reps, SLOE rep) – following the AGM, Tom Deadman agreed to hold the Lees position, Alexandra Gruca-Macauley will fill the Spenceville vacancy, and Joan Batucan will take on the SLOE position
- Motion: That Tom Deadman, Alexandra Gruca-Macauley and Joan Batucan be added to the OOECA board of directors
 - Moved: Phyllis Odenbach-Sutton; Second: Don Fugler; Carried
- Attended Glebe CA board meeting in November to give a short presentation about community design plans – next issue of the Mainstreeter will feature article based on same
- Immaculata field update: Local Planning Appeal Tribunal hearing date has been set for January 16th (related to August 28th decision of the Planning Committee to restrict the lighting to 9pm on weekdays and 10pm on weekends, which was appealed by the project proponents)
 - There is also a meeting regarding Immaculata with the new councillor scheduled for next week

6. Funding for Replacement Shrubs and Trees at Children's Garden – Cynthia Dwyer

- City was supposed to replace all of the shrubs and trees following remediation and reconstruction of the Children's Garden, but ran out of money, so now the perimeter of the garden is empty
- Have asked Mainstreeter and OOECA for funds to replace the trees and shrubs
 - Mainstreeter has committed \$450, specific ask for OOECA to match that contribution
- Motion: OOECA will contribute \$450 toward the purchase of new trees and shrubs for the Children's Garden and will seek reimbursement from City for same
 - Moved: John Dance; Second: Mark Seebaran; Carried

7. CAFES Ottawa Priorities – John Dance

- Document attached as Appendix B
- CAFES is forum where many community associations in the Ottawa area get together to talk about environmental priorities – John Dance represents the OOECA in this forum
- At last meeting they came up with a list of priorities for city council consideration – now asking the OOECA to endorse and flag items of particular interest for our community and raise them with our councillor
- General sense is that in the past environment and climate change have not been dealt with well by city council
- Discussion – there is general support for the list of priorities but the following items were also raised as concerns for our community:
 - Environmental impact of turf field at Immaculata

- Tree bylaw review
- Making OOE a “bird-friendly community”
- Low-impact development measures (especially storm water management)
- Greenbin/compost availability in big apartment buildings
- Education on environmental benefits of urban densification

8. Glebe Community Association Update – Sarah Viebeck

- President of Glebe CA for a few months but has been involved for four years
- Glebe CA is 51 years old
- Neighbourhood with heritage presence but also a changing face with new developments like Lansdowne
- Infill is another major concern for the CA – association doesn’t have much bandwidth to work on these given the number of projects that are popping up, so they try to focus on the major streets and then provide support to neighbours affected by various projects to help them understand the process
- Glebe CA has executive as well as comms person and webmaster
- The executive includes 12 area representatives who are responsible for bringing up issues within their areas and coordinating the membership drive
- The CA also includes 11 committees including education, environment (very large and active), traffic, health and social services
- Lansdowne: there was a very contentious reaction from neighbourhood – but it is part of evolving urban fabric so community is trying to make the best of it – there are still complaints but there are also all sorts of benefits for the community
- In Q&A, discussion ensued about membership drives (\$10/household, majority through door-to-door, though they also accept online membership subscriptions), community design plan (they don’t have one for Glebe), and program/activities delivery (done through the Glebe Activities Group – like CAG has separate board and executive direction)

9. Regional Update – Taylor Marquis

- Walking path: Landscaping was scheduled for completion in the summer but snapping turtles’ nesting delayed the process – it will be done in the spring (except for paving to Springhurst)
- Affordable housing: Regional had promised to provide some affordable housing within the Deschatelets building but hasn’t been able to find a partner for the initiative to date – they are not wavering from that commitment but are now considering what form it might take
- Phases 2A & 2B: City has provided comments on application and Regional is working to get revised plans in to the city this week (already went before the Urban Design Review Panel)
- In Q&A, discussion ensued about the potential for an X-C ski trail adjacent to the walking path, the potential for mixed-use housing with affordable units in Phases 2A/B (which Taylor will take back to head office; Shawn Menard mentioned that affordable housing is the number one item on his agenda for his meeting with

Regional), the trees fronting Main Street (which will be removed), and Regional's specific commitment to social housing (which Taylor will confirm at next meeting)

10. Councillor's Report – Shawn Menard

- Wants to get list of priorities from OOECA and other ward community associations
- Will try to get newsletter out every 2 weeks
- Will also be holding pop-up offices in communities – residents can drop in for coffee, etc.
 - Constituents are also welcome to pop into office at city hall anytime
- Will be launching ward council in January – still working through the details of the model
 - May have open houses on certain issues
- Tomorrow the City will go forward with its Budget Directions Report (which includes tax and transit fare increases)
 - Nothing has been approved and there will be motions made – such as Shawn's request for transit fare freeze
- Draft of committee composition has been put together – nomination process will unfold tomorrow
- On Thursday the City will release its decision on cannabis and whether to opt-out for storefronts – Menard's position is that we should not be opting out
- On December 14th the councillor will hold a holiday party in the Councillors' Lounge at City Hall (4:30-6:30pm)
- Councillor was very against what happened at Immaculata and will continue to push for enhanced public use
- In Q&A, discussion ensued about Councillor's position on cannabis, the Lansdowne Working Group (it will be continued), and rising costs of policing in the city

11. Treasurer's Report – Don Fugler

- No report

12. Committee Reports

- Planning – Ron Rose
 - Report attached as Appendix C
 - Highlights:
 - Planning Committee considered four applications for minor variances – was opposed to all four but only objected to three
 - All variances were ultimately approved by the Committee of Adjustments
 - Committee considered appealing one of the decisions but in end decided not to
 - In October, City Planning Committee received a report recommending a number of changes to building heights along traditional main streets unless a secondary plan is in place (we have one for OOE)

- Earlier this month, Province introduced Bill 66 – which includes provision allowing municipalities to bypass a number of planning requirements to expedite opening of businesses
- SLOE – John Dance
 - No report in addition to the CAFES item covered above
- Transportation – Tom Scott
 - See report attached as Appendix D
 - Highlights:
 - Transportation Committee did a walk-about with City senior engineer to review issues around Greenfield – they are developing contact list for community involvement
 - Main Street – the Committee considered whether the “complete street” has made Main Street safer
 - Work on Nicholas will commence in spring of 2019 – now public info session on bridges won’t happen until after Easter 2019
 - Motions:
 - a) given the consultant recommendations and Community Association input to the Main Street Safety Audit report, and given the outstanding issues as a result of the City's proposed responses, that the Old Ottawa East Community Association (OOECA) does not support the City staff responses as being adequate to the severity of issues raised;
 - b) given the City staff recommendation to wait for accident reports to determine if already-identified infrastructure changes are required, that the OOECA requests the City to undertake immediate and ongoing detailed reviews of critical areas from the report and undertake recommended improvements on a priority basis; and,
 - c) given these lessons learned from the Main Complete Street project, and given the numbers of recommendations from the Main Safety Audit to which the City staff deferred considerations for solutions to the North Main/Greenfield/Hawthorne project, that the OOECA requests the City to continuously and consistently engage the Community Association in the ongoing planning, design, development, construction and post-project review phases of this 'Greenfield' project in light of these lessons learned.
 - Moved: Tom Scott; Second: John Dance; Carried
- Federation of Citizens' Associations – Mark Seebaran
 - Report attached as Appendix E
- Communications – Catherine Pacella
 - No report
- Corners on Main & Greystone Village – Heather Jarrett
 - Phase 2 of both developments will have new residents in the early new year (January and April/May)
 - Outreach at Corners on Main to the nuns next door – group invited them over for tea and nuns later reciprocated
 - Break-in at Corners on Main – thieves found the emergency keys for fire department access, accessed the storage lockers and stole a number of

items – all locks in building had to be replaced – but due to security camera footage police have already caught one of the perpetrators

- Health & Safety – Jaime Girard
 - Restorative Justice Network has been working with the young men responsible for the vandalism in OOE and are currently working with directly-affected residents to come to agreement on financial restitution – but there was also a broader community impact, so looking at doing something community-wide and reached out to the OOECA for feedback
 - Suggestion that they help with community projects e.g., weeding of invasive species
- Membership – Suzanne Johnston
 - Report attached as Appendix F
 - Very successful membership drive this year – 764 memberships with four kits outstanding

13. Community Activities Group

- Registration for winter programming will open January 2nd
- Winter party – January 13th
- Valentine's Day Skate/Party – February 8th

14. New Business

15. Date of Next Meeting – Annual General Meeting – Tuesday, 8 January 2019

16. Adjournment

- Moved: Ron Rose; Second: Jamie Girard; Carried

APPENDIX A

Chair's report December 11, 2018

Annual General Meeting, November 13

- thank you to everyone who attended the meeting, and to all of the Board members who volunteer their time and efforts to help to make our community a wonderful place to live
- our attendance numbers were once again inspiring for a cold blustery night; almost 120 residents registered that evening, many from the new developments in our community
- Suzanne Johnston, our membership chair, will be updating us on annual membership numbers at the December board meeting

New Board members

- at the AGM, we identified several areas for which we hoped we could find new representatives: a chair for our Sustainable Living Ottawa East (SLOE) group + a representative focussed on improving engagement with the residents of the Lees Avenue apartments, one of the largest populations in our community
- I am very pleased to report that Tom Deadman, a life-long resident of OOE and now a resident in one of the towers, has agreed to fill the Lees apartment position
- we have also received an expression of interest from a new member of our community on the environment file; I may have a name to propose at the Board meeting on December 11th
- while it was not mentioned at the AGM, it has also come to our attention that we no longer have anyone representing the Spenceville portion of our community on the Board; this is the area bounded by the canal on the west, Main Street on the east, Clegg street on the south and Hawthorne on the north
- I would therefore like to propose that we add a new member-at-large, Alexandra Gruca-Macaulay, to join our Board to better represent this portion of OOE

Environmental priorities of Community Associations for Sustainable Development (CAFES)

- on November 17, CAFES representatives met to discuss what priorities and strategic initiatives CAFES wants to advocate for with the new City council, as one of their first tasks will be to set the new Term of Council Priorities and supporting strategic initiatives.
- John Dance attended this meeting & will be seeking Board endorsement of the priorities identified

Glebe Community Association (GCA) Board meeting on November 27

- I attended the GCA monthly meeting as a follow-up to a summer conversation that I had with their president Sarah Viehbeck and to further our across-the-ward understanding
- I was asked to provide reflections on our Community Design Plan (CDP)/Secondary Plan and on effective processes and development more generally, given our shared Traditional Main Street Zoning; subsequent to this presentation, I have been asked to prepare a short article on this topic for an upcoming edition of the Glebe report
- I found the meeting of interest from a number of perspectives: although we are geographically very close to the Glebe, our issues can be quite different; also we have been

quite successful in engaging new residents from The Corners on Main and Greystone Village while the Glebe has struggled to get engagement from the new residents at Lansdowne

- topics raised at the meeting included: increases in panhandling & homelessness in the Glebe which have raised public safety concerns; the potential for pop-up meetings throughout the ward hosted by our new Councillor, Shawn Menard; concerns with the development at 99 Fifth Avenue (currently Fifth Avenue Court), I.e., the difficulty of current occupants to find alternative space at a reasonable cost, the change in design to provide more units than originally planned, the potential switch from condo to rental units; a survey of Glebe Parks users & their concerns (number 1 issue identified was dog waste with maintenance and graffiti also identified as concerns)
- Sarah plans to join us at our December board meeting

Archville vandalism update

- Jaime Girard, our Health & Safety Board Member, will provide an update on the collaborative justice program action underway

Main Street Road Safety Audit / Hawthorne & Greenfield rebuild / Queensway bridge replacements

- Tom Scott, our head of Transportation, will be updating us on the results and discussion at the December 5 transportation committee meeting

Main Street plaque

- John has been looking into a plaque to honour the group of people most involved in the transformation of Main into a Complete Street
- the location for such a plaque has not yet been finalized

Old Town Hall rear porch

- the City started work on the back porch at the Old Town Hall in late October; as they found more issues than expected, the repair is now a knock down and rebuild.
- some more details on the new plans:

- The rebuild will once again be a covered porch, but it will not be as large as it was previously. (The usable area will be just over 100 sq feet rather than the previous 200 sq feet.)
- To compensate for the loss in a deck area they are building a wider overhang to incorporate stroller/bike parking in addition to the bike racks we already have
- The look and feel of the porch will be in keeping with the building and the new ramp. Heritage are of course involved.
- The upstairs balcony will be replaced by a sloping roof and the door to the balcony with a window.
- The area previously occupied by the external elevator will become a welcome extension to the existing storage.

APPENDIX B

DATE: November 21, 2018

TO: Board members of community associations of Ottawa

FROM: CAFES - Community Associations for Environmental Sustainability

RE: Advocacy for Priorities and Strategic Initiatives of Next Term of Council

Dear Board Members of our Fellow Community Associations,

On Saturday November 17 2018 Old Ottawa South Community Association (OSCA) hosted a meeting of the CAFES network. It was well attended with over 40 people from over 30 different community, residents' or citizens' associations and coming from 13 different wards of the city.

We feel hopeful. There is a feeling that the outcome of the recent municipal election in Ottawa has strengthened the capacity of our City Council. Analysis of the winning candidate responses to the pre-election survey by Ecology Ottawa shows a high degree of consensus across environmental issues of concern. But will the newly elected and re-elected local politicians follow up on these words?

Soon the new Term of Council Priorities and Strategic Initiatives will be set out. Indeed city staff and the Mayor's Office have already begun working on this direction-setting document for 2019-2022 – something that many of the new councillors may not even be aware of. The just-ending term of council was guided by a strategic plan that has 7 priorities and 65 strategic initiatives!

The members of the CAFES network feel that it is desirable for all councillors – new and re-elected; urban, suburban and rural – and their constituents to engage with the process determining the new term of council strategic priorities.

Towards this end, CAFES has worked on identifying strategic priorities and initiatives that are timely, needed by this city and hence require the leadership of our newly elected Council. Please find the results of our deliberation below. All of these proposals were put forward by members of CAFES and then strongly supported (by process of vote) at our November 17 meeting.

We would urge that:

- your board review our proposals at your next meeting,
- identify which proposals are well aligned with the priorities of your community association, and then
- take them forward to your Ward Councillor, either in writing or in a meeting.

Thank you very much for taking up these important issues. We look forward to receiving your feedback, copies of your messages to councillors or word of meetings you have held.

In the spirit of local democracy, active citizenship, and protection of our environment,

Liz Bernstein

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Angela Keller-Herzog

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Note 1. List of Community, Residents' & Citizens Associations represented at Nov 17 2018 CAFES meeting:

- Action Sandy Hill
- Bell Air CA
- Bridlewood CA
- Burritts Rapids CA
- Carlingwood CA
- Centretown Citizens CA
- Champlain Park CA
- Civic Hospital Neighbourhood Association
- Climate Hub Ottawa
- Ecology Ottawa
- Fairlea CA
- Federation of Citizens Associations of Ottawa
- Glebe CA
- Glebe Annex CA
- Greater Avalon CA
- Lowertown CA
- Manor Park CA
- Old Ottawa South CA (host)
- Old Ottawa East CA
- Ottawa Community Resource Centre
- Ottawa Stewardship Council
- Ottawa South Eco-Action
- Overbrook CA
- Rideau Roundtable
- Riverview Park CA
- Sustainable North Grenville
- Uniting for Children & Youth
- Waste Watch Ottawa
- Westboro CA

Other Participant: Nu Grocery - sponsor of a waste-free community meeting

Proposed for Inclusion in the 2019-2022 City of Ottawa Term of Council Priorities			
Term of Council Priority: Climate Action		Become a smart world-class green capital city, resilient in the face of climate change, and a leader in the transition to a low carbon economy.	
Proposed for Inclusion in the 2019-2022 City of Ottawa Term of Council list of Strategic Initiatives			
Environment	1.	Comprehensive Waste Management Strategy, Consultations and Action	A comprehensive strategy is overdue since 2014. Public consultations should underpin finalization of a new strategy which is currently under development by staff. Actions early in the term of council will make this process more credible and should target Ottawa’s relatively low diversion-from-landfill rates.
	2.	Ban on Single Use Plastics	Cities across Canada are taking serious actions on single use plastics including plastic bags (banned in cities including Montreal, Victoria, Fort McMurray), plastic straws (banned in Vancouver), plastic cups and take out containers (under review in TO).
	3.	Implementation of Urban Forest Management Plan (UFMP)	The 20-year Urban Forest Management Plan was approved by Council in June 2017 with broad-based public support. It requires human and financial resources for implementation in budget 2019. Semi-annual status reports to the Environment and Climate Protection Committee should track deliverables.
	4.	Review of Tree By-Laws	Ottawa’s two tree protection by-laws were slated for review in 2015. This is a critical deliverable (also under UFMP) that should be completed early in the term of council.
	5.	Street Tree Protection and Renewal Program	Ottawa’s inner urban street trees and canopy have been in serious decline for a decade due to disease, age, intensification and infrastructure renewal. A

			replacement policy and renewal program for canopy trees is needed.
	6.	Significant Woodlands and Rural Forest Protection	The Significant Woodland Policy was adopted by Council but is under appeal. It covers both urban and rural areas, using different criteria for the determination of significance in each. The appeals will be heard in the summer of 2019. The City has developed guidelines for the implementation of the Policy with the help of a stakeholder working group. These deal with how to conduct environmental assessments for development projects in and around significant woodlands and introduce new criteria which address the social and economic benefits of woodlands, in addition to ecological criteria.
	7.	Policy for the Management of City-owned Ecologically Significant Properties	The City owns thousands of acres of undeveloped land, some of which is ecologically significant. The City currently does not have a policy for managing its ecologically significant land with respect to human use, conservation practices, impact on aquifers, and stewardship.
	8.	Acquisition of Conservation Land	The City needs to continue to allocate funds for the acquisition of ecologically significant land, particularly those areas identified in its Natural Heritage priorities map. Ottawa's allocation can be stretched 3X by partnering with national organizations that have access to federal funds and private donors.
	9.	Implement a "no net loss" policy for the retention of the City's total wetland area.	Define a baseline area of PSWs and of non-PSWs greater than 1 hectare in size and commit to retain this area. Wetlands may only be eliminated if new wetland area is created or an existing area is enlarged.
	10.	Implement Low Impact Development (LID) in new developments.	A consolidated guideline is required for Low Impact Development for new developments. Conservation Authorities are promoting LID as a proven method to managing stormwater at its source. LID is a landscape-based approach that improves watershed health. Southern Ontario (Toronto, Credit Valley) has significant experience that Ottawa can draw upon. Developments will be greener and can accommodate higher density

Climate Protection			with the elimination of stormwater management ponds.
	11.	City to engage in the process to oppose Chalk River Nuclear Waste Storage and Rolphton Nuclear Decommissioning proposals and engage with water protection and risk mitigation	To date City of Ottawa (unlike municipalities on Quebec side of Ottawa River) has not engaged on these two potentially risky nuclear waste proposals upriver. The Canadian Nuclear Safety Commission is leading the processes regarding both projects and the City of Ottawa is an important prospective intervenor with standing.
	12.	Bee-Friendly City: protecting pollinators and their habitats	There are currently 19 Bee Cities across Canada and there is an established framework and set of key measures and actions that Ottawa can adopt to protect pollinators and their habitats.
	13.	Bird Friendly Guidelines and Urban Design	In 2018, the City of Ottawa began developing bird-friendly design guidelines to address the serious threat to bird populations posed by the use of clear and mirrored glass in our built environment. These guidelines must be adopted and applied to new municipal, commercial and residential structures throughout the city. Existing high-risk municipal structures, including transit stations and shelters, community centres and libraries, should be retrofitted to mitigate collisions. Finally, planners, the building industry and homeowners must be made aware of the importance of preventing collisions to support local biodiversity.
	14.	Promotion of Local Food Production and Community Gardens	The City has an important role to play in the promotion of a healthy, sustainable, food secure community, providing support for the development of community gardens and enabling residents to grow their own food. Linkage to National Capital Commission programs and land also beneficial.
Climate Protection	15.	Completion and Implementation of Energy Evolution (EE) Strategy	The Energy Evolution Strategy (Phase 1 on renewable energy, complete, phase 2 on buildings, transportation and waste, underway) analyzes pathways for Ottawa to a lower carbon economy with economic benefits. This work, also called "Ottawa's Community energy Transition Strategy" will be Ottawa's principal roadmap

			for climate action. The EE work requires completion, funding and implementation. EE
	16.	Climate Resilience and Adaptation Plan	The 2014 Air Quality and Climate Change Management plan (Ottawa) as well as the Compact of Mayors (to which Ottawa is signatory) requires the City to produce a Resiliency and Adaptation Plan. This is a key deliverable for municipal climate action. Green infrastructure and stormwater management are directly linked to this plan.
	17.	Climate Test for Comprehensive Asset Management	An infrastructure climate test or lens has two components: the GHG mitigation assessment (measures the anticipated GHG emissions impact of an infrastructure project), and the climate change resilience assessment (employs a risk management approach to anticipate, prevent, withstand, respond to, and recover from a climate change related disruption or impact.) A consistent climate lens methodology has been elaborated by Infrastructure Canada and is available for use by provinces and municipalities to provide meaningful insights into the climate impacts of individual projects and encourage improved choices by project planners.
	18.	Use Local Improvement Charges (LICs) mechanism for Program to finance home energy retrofits, renewable energy and energy storage	The October 2012 amended Ontario LIC financing regulation 322/12 allows municipalities to use LICs as a financing tool to cover capital costs for a wide range of improvements on private properties, including energy efficiency and renewable energy. Toronto has been piloting this providing loans to homeowners which are then repaid via the property tax bill and transferable in case of sale of the building.
Economy & Finance	19.	Study: Economic Benefits, Risks and Opportunities for Ottawa from shift to low carbon economy	The Economic Development Updates for Ottawa and work of Invest Ottawa are well positioned to look at how the coming shift to a lower carbon economy can impact and benefit the region. This is linked to smart city development, building on Ottawa's strengths in R&D and IT, and capacity and appetite in Hydro Ottawa to lead on local distributed energy development.

Transportation	20.	Vision Zero Action Plan	Vision Zero seeks to eliminate harm to any road users including drivers, passengers, pedestrians and cyclists with the premise that no loss of life is acceptable. It promotes results-driven policies and practices with focus on failsafe design. Vision Zero originated in 1994 in Sweden.
	21.	Task Force to Increase Public Transit Ridership	Ottawa's public transit ridership has been declining year on year -- a trend that needs to be reversed if massive investment in public transit is to be justified. A focussed, multi-stakeholder and fresh effort is needed to assess the situation and find the way forward. The status quo is unsatisfactory.
	22.	Five Kilometre Connectivity Plan for LRT	Upon completion, LRT will bring 70% of Ottawans within five kilometres of a station. If more Ottawans took light rail, we reduce congestion, road expenditures and greenhouse gas emissions. To realize these benefits we need to connect Ottawans to LRT stations by transit and active transportation. Currently, the city only looks at connections to LRT stations using a narrow radius (600 to 800 metres).
	23.	Expansion of Active Transportation Network and Active School Travel	Active transportation has benefits ranging from public health, to environmental, social/community, and local economic benefits. Opportunities and priorities for expanding active transportation vary greatly across localities. City of Ottawa can profitably work with community associations to identify these.
Governance	24.	Expand Open Data Initiative and Transparency	To revamp the Open Data portal as a leading edge repository of usable, up-to-date, freely available data made more understandable to all through data visualization. Each Department to commit to an annual data publishing plan and data governance plan, developed in collaboration with civil society stakeholders.

APPENDIX C

Planning Committee report.

The City's Committee of Adjustment had four applications for minor variances from Old Ottawa East on its November 7th agenda. The OOECA Planning Committee had detailed discussions with agents for 2 of these applications, and, agreed to issue a letter of no objection for one, the proposed building at 59 Glengarry. The Committee opposed the remaining three applications (141-145 Main St, 41 McNaughton and 621 Echo Drive)

All of these applications were approved by the Committee of Adjustment on November 7th, 2018. Your Planning Committee discussed the possibility of requesting the Association to appeal the Decision on 141-145 Main St., which was an application to change the use of commercial space facing Des Oblats and Sprighurst to office space. Following extensive discussion, the Committee decided not to recommend an appeal.

We are not yet aware of any applications for minor variance for properties in Old Ottawa East to be considered within the next month.

There are a couple of Citywide and Provincial issues coming up that are of interest to Old Ottawa East

In October, the City's Planning Committee received and approved a staff report on possible changes to the Official Planning Act #150, which recommended, among other changes, a change in the height of a building on a Traditional Mainstreet, from the existing maximum of 6 stories to 9 stories, unless building heights are already specified in a Secondary Plan. Fortunately, Old Ottawa East's Traditional Mainstreets, (Main St and Hawthorne Ave), are covered by a secondary Plan so this will not be much of an issue for us, but neighbouring communities, such as the Glebe, are not covered by secondary plans, and are more vulnerable to requests in building heights along Bank Street.

Earlier this month, the Province of Ontario introduced Bill 66, titled "Restoring Ontario's Competitiveness Act, which includes a provision to allow Municipalities to adopt an "Open For Business Planning By-Law", which would allow the municipality to bypass a number of existing planning provisions in order to attract significant new businesses. We will be watching the situation closely to see if the City proposes to adopt such a by-law.

Submitted December 11th, 2018

Ron Rose

Chair, Planning Committee

OOECA

APPENDIX D
Old Ottawa East Community Association
December Monthly Meeting

Transportation Report

Good evening Madame Chair and Board members

The transportation group had three items on the agenda for its December 5th meeting:

- The City's response report to the Main Street Safety Audit
- Progress, or lack thereof, on the 417 downtown-bridges replacement projects: Metcalfe, Elgin, Rideau Canal and Main – Nicholas should already be underway
- North Main/Greenfield/Hawthorne reconstruction project

A number of residents participated virtually by sending in e-mails ahead of time, and these are listed below in the Appendix.

We also carried out a walk-about with the City's senior engineer and two of his consultants on November 23rd to review several potential issues notably the flow of stormwater and the current effects of combined sewers along the streets adjacent to Greenfield, as well as the Concord pedestrian crosswalk. On behalf of residents at 112 Greenfield, we also reviewed the proposal for a cycling track and sidewalk along the south east side of the avenue. A consultation and contact list is being developed by the consultants.

A new safety-related item has been observed by several in our neighborhoods: at Graham, Hazel and Clegg. Here is the issue: as the lights change, the pedestrian and cycling signals come on with a green arrow pointing straight for the vehicle lane, but drivers often immediately turn right so there is no advantage at all to pedestrians and in fact several close calls have been noted including by me on December 10th at Graham, and worse for cyclists coming up to the light and seeing an advance for them that also leads to potential disasters with right-turning cars and trucks. Why not just lag the vehicle lights completely as is the case at Hawthorne? Consistency of signaling and road markings would help all around.

The question asked at the group meeting was: **Is the Main Complete Street safer now?** The answer was yes for some in some circumstances but no for other issues not seen in the old Main layout. The dynamic at intersections is quite different in heavier traffic times and between dark and light periods so a broader and wider-ranging audit sample was suggested to allow the consultants to see all these variables at play. It was observed that cyclists often try to keep up their speed and so in fact overtake vehicles stuck in traffic and the surprise drivers who are already frustrated and occupied with navigating the jams and watching for taillights blinking directly ahead. Further, it was observed that more and more of the residential side-streets are being used by commuters looking for a way around the rush-hour backups, and that includes cyclists looking to get away from the more problematic intersections – but then they run stop signs and fail to yield to pedestrians.

Water doesn't flow uphill, noted one participant – cyclists will always try to find the easiest if not the most direct route especially those towing trailers with children or even the more recreational types just looking to avoid congestion and hills. We have too many designed bike lanes that simply dump cyclists into zones of conflict at

the end of the designated or dedicated pathway, and especially when they haven't been on or near the roadway until they hit these zones and become a new distraction for drivers.

As an outcome of a number of community inputs to me via e-mail and our general discussion at the Transportation Group meeting this week, I would like to propose the three following motions:

- i) given the consultant recommendations and Community Association input to the Main Street Safety Audit report, and given the outstanding issues as a result of the City's proposed responses, **that the Old Ottawa East Community Association (OOECA) does not support the City staff responses as being adequate to the severity of issues raised;**
- ii) given the City staff recommendation to wait for accident reports to determine if already-identified infrastructure changes are required, **that the OOECA requests the City to undertake immediate and ongoing detailed reviews of critical areas from the report and undertake recommended improvements on a priority basis;** and,
- iii) given these lessons learned from the Main Complete Street project, and given the numbers of recommendations from the Main Safety Audit to which the City staff deferred considerations for solutions to the North Main/Greenfield/Hawthorne project, **that the OOECA requests the City to continuously and consistently engage the Community Association in the ongoing planning, design, development, construction and post-project review phases of this 'Greenfield' project** in light of these lessons learned.

ANNEX

On Wednesday, December 5, 2018, 2:45:50 p.m. EST, Theresa Wallace <wallacet@rogers.com> wrote:

Tom, forgive me for not writing sooner but I was just about run over on Main Street at Clegg yesterday and a few days ago a woman walking across the street beside me was almost hit.

I have read the safety audit but did not find anything on this corner so I wanted to ask you what steps I can take.

At the intersection of Main and Clegg, the traffic lights now display green arrows pointing straight ahead for the cars coinciding with a walk sign for pedestrians, the theory being the pedestrian can get well into the intersection and easily seen by motorists before the light for the motorists who want to turn left or right (across the path of the pedestrian in the intersection) turns a solid green allowing the drivers to proceed. So in effect pedestrians are given a "head start" to get across the intersection.

Motorists are ignoring the green arrow pointing straight ahead and turning right or left at high speed, the psychology perhaps being that if they hoof it they can beat the pedestrian and nobody will notice them breaking the law if they do it really fast.

The solution would be enforcement--nobody would go straight on a red light with a green arrow pointing to the left indicating a left turn, so why are they turning on a green arrow pointing straight ahead. A friend of mine who saw me almost get run over last Wednesday says she thought maybe the motorist didn't understand the prohibition against turning. I think really the drivers just don't give a damn.

A better solution would be to do what they do in Calgary and other cities where the pedestrian gets the walk signal and clears the intersection before the driver gets a green light. No arrows involved at all. I know this is not a good solution for moving traffic but if motorists keep breaking the law and turning left and right on a green arrow pointing straight ahead then perhaps it should be entertained.

I will be complaining to bylaw, etc. but I thought you might be interested in this problem. At Hazel and Main, the same kind of light exists but motorists don't seem to want to ignore it in the same way, so in my experience it has been much safer, perhaps because it is a smaller, more intimate intersection and motorists would be too embarrassed to flagrantly break the law at such close quarters.

Thanks for reading this and thank you for all your work.

Theresa

On Tue, Dec 4, 2018 at 1:36 PM John Dance <john.dance.ottawa@gmail.com> wrote:

Tom, I am out of town tomorrow night so won't be at the meeting. I'm not sure what you are planning on talking about aside from the safety audit but it might be worthwhile to discuss the city's current plans for cycling on the south end of Elgin. Details were available at the Elgin open house last week but I couldn't find the specific plans on line.

The plan I saw involved the removal of the existing marked cycling area for southbound/ Pretoria Bridge-bound cyclists with their diversion to the bike path just to the east of the Canada Trust / TB branch then the creation of a new little cycle pathway across the median / green area so that cyclists would be crossing the slip lane onto QED just to the north of where pedestrians now cross.

I don't think this is an improvement and think others should get a chance to consider and comment ... also, there was talk of the City coming up with a plan for improved cycling on Isabella (not a bad idea but no specifics were offered).

And there remains no intention of removing the Elgin Street median under the Queensway bridge - removal would have given more space for cyclists.

cheers john

Greetings

I saw the item on the audit in the e newsletter and read it carefully. I certainly agree that the comment:

“ Stopping (OC Transpo buses and parents in their vehicles) in this area blocks Main down to one lane with traffic pushed into the left-turn lanes at Springhurst and then Oblates with the expected frustration and entitlement-roadrage ensuing when left-lane drivers attempt to re-merge to the right ongoing lanes.”

It is not so common that I come down this way during rush hour on my way home (Brantwood Park), and I try and avoid it, but buses or not, there are a lot of drivers have not adjusted to the reduction in lanes and the large reduction in max cars per hour. It probably wouldn't help but I have pondered the merit of some more exciting signage closer to Clegg Street.

I assume your group has been through all of this and things are as good as they can be.

My other comment is that coming down Riverdale after a long day my way northeast up Main Street to go through the Brantwood gates is often long because of the traffic the other way.

During the summer and shoulder seasons I tend to bike but this is not so feasible at other times or when I have meetings outside my workplace.

This traffic has certainly increased gas consumption and the air pollution for those within 150 m of Main Street.

I have reflected on the irony that something that in principle was intended to improve the neighbourhood has disadvantages.

Dr. J. David Miller

On Monday, December 3, 2018, 9:19:14 p.m. EST, Rick Burrowes <rickburrowes@gmail.com> wrote:

Hi Tom, Thank you for your work on this issue.
Here's my opinion on the issue; I'll try to keep it brief.

It's a pity that it is much too late for the City and their team of engineers and planners etc. to get the Main Street configuration of street, sidewalk and bike paths right and whatever they do now is , in my opinion, trying to do band aid solutions on a flawed configuration.

At the September OOECA meeting when the presentation was made it struck me that it seemed that rather than go with tried and true bike path configuration they had tried to "reinvent the wheel" by making a set up unique to Main Street.

The many flaws of the design are already evident.

I would think that the same configuration as was used on Wellington in Hintonburg would have been fine with perhaps a bit more paint to mark the bike lane. This also accommodates curb car parking which I know is a big

factor for merchants. The huge advantage this has is that it just emphasizes the presence of the bike lane. Both riders and car drivers know that cyclists are to conform to the same rules of the road.

This would have eliminated many of the behaviors that are common place in the system in place; people walking in the bike lane rather than the side walk, cyclists riding the wrong way on the path, cyclists not so tempted to switch from the bike path to the side walk when confronted with the previous two behaviors.

I asked at the meeting if it was mandatory for cyclists to use the path rather than the curb lane of the road. This may have seemed a strange question but on the Quebec side if there is a cycle path parallel to a roadway cyclists must use the path. I am very glad that the answer I received was "No" because often it is more expedient to prudently use the street than the winding, raised pathway. This is especially the case when turning left off of Main Street. The maneuver the designers expect cyclists to perform in this situation is awkward and not at all intuitive or convenient. I will be surprised if one in ten cyclists does it as the designers intend.

Thanks Tom for reading my feedback. Sincerely, Rick Burrowes, Chestnut Street.

On Nov 8, 2018, at 10:00 AM, Kenn Rankine <kenn_rankine@hotmail.com> wrote:

<https://ottawa.ca/en/city-hall/public-engagement/projects/greenfield-avenue-main-street-hawthorne-avenue-et-al-reconstruction-project>

Good morning,

I live on Greenfield Avenue and have noticed that the planned reconstruction of the road and resulting expansion of the sidewalks and addition of cycle-tracks in front of my house, will effectively remove my tiny front yard and a complete row of new trees as well.

As homeowner on this stretch of the road, I am wondering what the best approach is to influence the design of this expansion and destruction of the area in front of my house. Other members of our townhome community have noticed as well and are indicating their concern for this change. Is this something to bring to the OOECA or should we go right to the new Councillor? We would appreciate any advice you can provide.

I attend the OOECA meeting occasionally, but I will probably not be able to come to the AGM next week. Perhaps we can discuss further at the December meeting?

All the best,

Kenn Rankine
112 Greenfield Avenue

APPENDIX E

Two recent FCA initiatives have some relevance to our neighbourhood and life in the city:

1. A request that the Transit Commission be accountable to Council for operational issues, not just its global budget, fare structure, and labour negotiations.
 - The request is that Council have authority to approve the Service Schedules for each season. The Transit Commission would make recommendations but not decide these on their own.
 - This accountability would be analogous to how other City standing committees operate.
 - The request took the form of a letter to the new Council in the context of its governance review. The FCA is waiting for a response.
2. The FCA opposed the development application at 900 Albert and the Mayor responded.
 - This is a proposed condominium development across from Lebreton Flats.
 - The FCA expressed its concerns that the proposal :
 - i. more than doubles the 30 storey height limit allowed under the Bayview Station Secondary Plan
 - ii. does not engage the South side of the proposed building with the neighbourhood.
 - iii. Offers insufficient community benefits compared to the demand on City services that it will generate.
 - iv. Allows too much parking for a transit-oriented development area.
 - v. Does not offer affordable housing or amenities for families.
 - The Mayor responded that he supports the proposal because:
 - i. It fulfills the City's policy of intensification
 - ii. It will remediate a contaminated brownfield.
 - iii. It's a fully integrated mixed-use development at the intersection of two LRT lines, which includes:
 1. a market square,
 2. a public pathway along the southern property limit
 3. a pedestrian connection to the LRT,
 - iv. and which may include:
 1. a grocery store
 2. affordable housing
 - v. The applicant will continue to work with City staff through the site plan approval process
 - vi. He supports bringing the final site plan agreement to Council for approval.

APPENDIX F

OLD OTTAWA EAST COMMUNITY ASSOCIATION (OOECA)

MEMBERSHIP Report December 11th, 2019

By Suzanne Johnston, Chair of the OOECA Membership Committee

The fall campaign for the 2019 membership has come to a close and we were happy to see many of the OOECA new members at the Annual General Meeting (AGM) which was held on November 13th, 2018 at the Church of the Ascension on Echo Drive.

I have sent an article to the Mainstreeter sending a big thank you to all area captains and street canvassers for their diligent work this fall. The article has a big shout out to Wendy McRae, who performs the huge task of putting together the canvassing kits and reconciling the membership drive.

We are proud to announce that this year we have had the best returns ever and we are over last year's numbers. It looks like we will be in the 750 range, however we are still awaiting a few kits to come back in.

Although most streets were canvassed this year, if no one came to your door it could mean that your canvasser missed you or your street was not canvassed. It is never too late to become a member of OOECA. If you would like to become a member, inquire about the canvasser for your street, would like to sign up to canvass your street or have any other questions about membership, please feel free to contact suzanne.johnston@sympatico.ca.

Please note that if you would like to become a canvasser next fall, the time commitment is quite minimal, usually only two or three hours during September and October, 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.
- Renew or sign up new households for membership in the OOECA for the bargain price of \$3.00.
- Finish your canvass and turn in your canvass kit to your Zone Captain
- Meet new people on your street – always interesting.
- Attend a wine and cheese get together for all the Canvassers and Captains hosted by the membership chair the first week of November – Best part!!

Please let me know if you or someone you know is looking for a way to contribute to the OOECA, I am happy to meet with them to work on assigning a street that they can canvass.

We have several canvassers that do several streets and will be looking throughout the year to add additional canvassers to the roster. I would appreciate any help or suggestions.

Of special attention is the

Thanks again to everyone for their help. This drive could not be done without it.