



Meeting of the Old Ottawa East Community Association Board

Tuesday, June 9, 2015

Old Town Hall, 61 Main Street

MINUTES

Attendees

Board Members

John Dance
Caroline Hyslop
Katherine Simonds
Bill Baldwin
Phyllis Odenbach Sutton
Don Fugler
Jim Strang
Ian McRae
Suzanne Johnston
Syed Zaffar
Stephen Pope

Others present

Christian Pupp
Ian Sadinsky
Vicki Davis
Wendy McRae
Bonnie Wheppler
Paul Goodkey
Joanna Linsangan
Eddie Gillis
Connie Co[[s
Kenn Rankine
Mohamed Eissa
Rick Burrowes
Katrina Sullivan
Robb Barnes
Jamie Brougham
Councillor David Chernushenko

Regrets

Ron Rose
Catherine Pacella

1. Call to Order – John Dance – 7PM
2. Approval of Agenda
 - Agenda is amended to move construction notices and contractor’s liability to earlier in the meeting.
 - Motion to adopt Agenda as amended: Moved: Bill Baldwin. 2nd ; Phyllis Odenbach Sutton. Carries.
3. Approval of May 2015 Minutes
 - Moved: Don Fugler 2nd: Jim Strang:.. Carried.
4. Chair’s Report: A report was distributed by email. See Appendix 1.
Some issues of note:
 - Main Street reconstruction
 - Domicile is ready to launch sales for phase one of their development

- Sesquicentennial funding for infrastructure. Councillor is trying to securing funding for projects such as extension of the Rideau river western pathway.
- A public consultation was held recently on new parks for Greystone development (Grand Alee and Forecourt).
- At the next AGM, we will be seeking people who are willing to serve on the Board. There will be several vacancies and volunteers are needed.

5. Main Street Reconstruction

A number of comments have been received including:

- Insufficient number of bus stops along Main Street
- Traffic cutting through the neighbourhood, with some speeding and motorists apparently not sure where to go.
- Sunday morning bike – closure of Colonel By adds to the traffic confusion in the neighbourhood on Sunday mornings.
- One suggestion is to allow one lane of traffic on Colonel By during Sunday mornings.
- Councillor Chernushenko commented that his office has been tracking complaints and comments on the Main Street construction project. As expected, many complaints were fielded in the first few days and immediately following the first Sunday. Since then, complaints have dropped off a little bit, although Sunday bike day continues to be a challenge.
- Some residents have noted excessive speed of motorists on Greenfield.

6. Construction notices and contractors' liability – Katherine Simonds

- See Appendix 2: Suggested Tips for Surviving Main Street Renewal Construction : What Old Ottawa East Residents Should Know about Preparing for Nearby Construction
- Katherine has prepared a short brief for residents who might be concerned about potential construction-related impacts to property and residents.
- People should certainly take dated photographs of their property if they have not done so already.

7. Treasurer's Report – Don Fugler

- We cancelled our website and now Rogers owes us money, which we have yet to receive¹.
- We have about \$19,000 in the bank. We should allocate some of that money somewhere. Some ideas that have been brought up include contributions to a community centre fund, planting saplings, buy a bench for the foot of Clegg.

8. Councillor's report – David Chernushenko – see notes in Appendix 3

- Infill Two study came to the City's Planning Committee recently. Some issues remain unresolved, and residents still have some concerns about the next phase of Infill Two.

¹ Update: Don reported shortly after the meeting that the refund came in from Rogers.

- The work on converting the transitway to LRT will soon mean that certain busses will be taking different routes. Bus users should go to the OCTranspo website to look at planned changes to bus routes.
- Included in the notes are some statistics about complaints raised by residents and warnings issued by police with respect to traffic affected by Main Street reconstruction.
- There is some concern amongst residents about contamination of the land expected to be used as a vertical park and river pathway. The councillor will report back as we know more about what will be done and who will take responsibility.

9. Committee Reports

9.1 Planning – Stephen Pope

- A summary of planning events was circulated by email. See Appendix 4.
- The largest discussion in planning is around Infill Two and maintaining neighbourhood character while finding places to intensify.
- There are concerns that the Infill Two process has not been so much a consultation process, but an information process.
- The basic objection to Infill Two is that it does not sufficiently protect neighbourhood character, and has too much emphasis on intensification and increased allowable maximum height.

Motion to authorise the expenditure of \$125 for an Infill Two appeal. See full text of motion as carried in Appendix 5:

Moved: Stephen Pope. 2nd: Don Fugler. Carried.

9.2 SLOE – Ian McRae

- A report was circulated by email. See Appendix 6.
- Low Impact Development storm water charrette will take place next Monday.

9.3 Transportation – no report although transportation was discussed throughout the meeting.

9.4 Federation of Citizens' Associations - Jim Strang – a report was distributed by email. [see Appendix 7]

- The City has launched a new program called Trees and Trust, whereby if a tree is cut down a new one will be planted and an owner will be asked if they are able to look after it for a period of three years.
- Issues include planning and zoning, cash in lieu, transportation and other issues.
- Jim will not be continuing at FCA rep in the Fall. He strongly recommends OECA continue its involvement with FCA.
- A big thanks to Jim for his contributions.

9.5 Communications – no report

9.6 Community Safety – no report

9.7 Membership – no report

10. Community Garden – Connie Copps

- There will be a Garden Days event the morning of the Main Event (community garden behind Saint Paul University).

11. Community Activities Group

- Main Event on June 19-20.

12. New Business

12.1 Lansdowne Working Group Update – Tara

- FIFA is underway at Lansdowne
- Farmers market is running well.
- There has been some discussion about traffic and pedestrian safety.
- Parking is running at about 40% during the week, and is at capacity during special events.

12.2 Ping pong table and cash in lieu

- It would cost between \$9,000 and \$13,000 to resurface the basketball court at Springhurst Park.

12.3 Main Farmers' Market – attendance is down. People are encouraged to attend every Saturday morning at the Museum of Nature.

13. Date of Next Meeting - September 8, 2015

APPENDIX 1: CHAIR'S REPORT

Chair's Report – June 2015

(Indicates agenda item at OOECA Board meeting of June 9, 2015)*

1. *Main Street Renewal: So it's begun with a bang. I've seen no other OOE issue generate so many emails and media reports. The city's hope is that the traffic disruptions and cut-through traffic will subside after a couple of weeks. Meanwhile, there are lots of annoyed (and sometimes threatened) residents and motorists. Telling, for me, was the comment of one motorist on CBC radio who both complained about the "closed highway" [meaning Main Street – OK, maybe not] and the new lights at Clegg and CBD, which "delayed him."

Some residents have made signs asking motorists to slow down or they've modified the city signs, making clear that access to Echo – as well as to CBD - isn't possible by using side streets.



And I've heard of a city employee being threatened when he / she tried to enforce the restriction against cars proceeding north on Echo at Church of the Ascension. And on McNaughton, after a resident gave the finger to a speeding vehicle, the driver came after her but she was rescued by construction workers from Clegg.

Comments I've heard include:

No. 5 Bus:

"I have been working with participants of our programs that we host here at 88 Main St. to inform them of the traffic routes, detours, etc. For the most part, participants are doing OK with the changes. The one exception is the Northbound #5 bus. We have several clients who have strollers with young children or seniors, who use the # 5 bus.

As you likely know, at this point there is a choice of either getting off at Clegg and CBD or the next stop at Elgin and the 417. Either stop is very far from 88 Main St. for these clients. I recognize the difficulty of adding a stop at Hawthorne and CDB (in front of the Pretoria dental office) due to the need for the bus to be in the left turn lane. Is there another location a little south of where Echo meets CBD that could become a temporary stop for the bus?"

The councillor's office's response to this was: "The councillor met with transit planning staff this morning and unfortunately, there is no opportunity to place a bus stop near Colonel By and Hawthorne. We look at possible locations, but inevitably, none of the spaces near the intersection meet OC Transpo's safety and accessibility requirements.

The only alternative that was offered, that may be of use to you and your clients, is to transfer buses from the 5 to 16. The 5 and 16 meet at Clegg, and the 16 turns right onto Hawthorne, up Main to Lees. I know that this is not ideal, but I offer this up as a suggestion."

"I wonder if it possible to get OC Transpo add another bus stop at Clegg & Glenora. This is due to my observations the drivers of bus #5 heading north bound are letting people off on Main St at Clegg just before making the turn onto Clegg. As well they are letting off people at Clegg & Glenora so they don't have back track to Main St from the stop at Clegg & Main. Majority of people getting off at these locations were seniors.

Clegg:

"Clegg is full (cars backed up past Glenora trying to get out onto Col By Drive). The morning rush hour runs until 9:30 or almost 10:00AM. Evening rush hour goes to 6:30PM. Clegg is slow but steady. One hears the odd horn, but no indications of overwhelming frustration, and no behaviour that looks dangerous."

"Surprisingly, Clegg flows smoothly in the morning until about 8:10 when it fills up, occasionally spilling into the Main/Clegg intersection. Afternoon rush hours are longer, and I've noticed it can take up to 5 minutes for buses to get from Main to Col By Drive on Clegg. We certainly don't see much speeding now on Clegg!"

"The left turn signal at Main and Clegg seems to be working very well, but each day sees at least one or two vehicles go north on Main through the Clegg intersection only to realize that they have to reverse, which does cause some consternation. Hopefully, commuters will either accept the delays or seek alternate routes."

Echo:

"Walking the dog last night, I was pretty stunned by the amount of traffic on Echo.

"Echo at Hazel has a big sign noting that access north on Echo is only to Immaculata and there is no exit. There are cones on Echo just north of the Immaculata driveway - that's the "no exit". Of course, people have just moved those cones so they can get through and get onto Colonel By at Graham. "

"The only issue of significance I've encountered this week is the large number of cars that continue to cut through the community along Echo drive northbound in front of Immaculata High School.

"I ride my bike to pick up my daughter every afternoon on Herridge and return along Echo. Each day this week I've had cars following me northbound on Echo and passing through against the posted signage. Yesterday there was a line of 5 cars that went through that area, led by a construction truck from Taggart.

"Do you know if the City is planning any enforcement? I have to think the revenue from the tickets they would receive would more than offset the cost of enforcement.

"Enforcing this would also help reduce the cut through traffic from Clegg along McGillivray, Drummond and Glenora."

"I saw at least five cars in a row, including a taxi either shortcutting through Immaculata driveway (as I guess they are supposed to) or going straight through the gap in the cones just as we were walking along that stretch.

"Then there's the section between Hazel and Clegg. Clearly cars trawling around looking for a way out and at either end, it's blocked - by the concrete tree pots or by the new sidewalk at Clegg.

"There wasn't an overly high volume (not much more than usual) along Clegg when we were there. Echo was the big "winner" for extra traffic last night."

Hawthorne and Colonel By:

"Allowing a left turn from Hawthorne (headed west) on to Colonel By Drive would help with the congestion on Clegg. From our part of the neighbourhood, if you want to go south on Colonel By drive, you have to somehow get down Main to Clegg first -- it took us 35 minutes last evening, most of that time being on Clegg, where we did not move at all for the first 10 minutes! If we could have turned left from Hawthorne (with and advanced green?), it would have helped a lot!"

"The vehicular problems [at Clegg and Colonel By] are indeed due to the Main Street construction. The problem isn't the Clegg / CB light, it's the Hawthorne / CB light signaling. They really should do something at CB & Hawthorne/Pretoria bridge. I suggest getting rid of the island on CB just south of the bridge (temporarily for 2 years), such that two lanes can cue further back from the north bound light. And the light signaling should be modified to optimize traffic thru and left at that intersection."

Marlowe:

"[W]ith the exception of a few large construction trucks, things have been relatively quiet on Marlowe so far. "

Clegg- Colonel By Intersection

" ... just before the new signals went live at the renovated intersection of Clegg and Colonel By, I witnessed a near-collision between a young cyclist and a motorist.

"The motorist was westbound on Clegg, the cyclist southbound on Old Echo, presumably from Immaculata School. The cyclist emerged (suddenly and without looking) on the new eastern accessibility ramp to the Old Echo sidewalk, having switched to the east side of Old Echo because work crews were in the crosswalk on the west side (with the new signals).

“The motorist did not see the cyclist because one of the Hydro trucks was parked immediately east of the accessibility ramp, blocking any possible view of the cyclist.

“While the intersection will, from now on, be less likely to be crowded with trucks, Old Echo will continue to be crowded with Immaculata students when school gets out.

“Suggestion: on westbound Clegg, you may wish to restrict parking within one car length of the eastern accessibility ramp at Old Echo, so that westbound motorists can see the sidewalk.

“During the ten or so minutes that I watched the crews connecting the new signals, two separate vehicles attempted to drive northbound on Old Echo to Clegg. The Hydro crews advised the drivers that the road was closed, and they retreated. Removing the old planters seems to have delivered a false message, and the drivers apparently did not notice the small "No Exit" sign still posted at Old Echo & Mutchmor Road. While the new landscaping is a cleaner improvement, you may wish to re-install a stronger visual clue that the road is closed

Sunday Mornings

“Not sure if you heard, but on Sunday Morning between 9am-1pm another snag on this Main St (Clegg St/Colonel By) detour for OC Transpo and traffic. I could not believe that nobody with the city planning, OC Transpo or the NCC did not think about the Sunday Bike Days that close off the Colonel By every Sunday from May long weekend to Labour Day long weekend when developing this detour? Traffic was a mess this morning, also traffic going through out Old Ottawa East trying to find a way out. Eventually some traffic & bus had to go down on McGillivray, turn left onto Hazel, right on Echo Dr, which exit out near Graham Ave to access Pretoria bridge & Colonel By. Makes me wonder what you people actually do there on Laurier ave??”

McNaughton-McGillivray & “Local traffic Only”

“[E]rect a "local traffic only" sign at McGillivray and Clegg to deter those who want to turn right onto the neighbourhood. I noticed that at Echo and Hazel a sign indicating access only to Immaculata along Echo. I know they are difficult to enforce, but not impossible if the police want.

“I was also thinking of asking the police to enforce the "local traffic only" restriction at Riverdale and Main. If we cut off the problem at the source it will save the whole neighbourhood a lot of grief. I tried to get into town this afternoon and traffic at Colonel By and Clegg was bumper to bumper, just like rush hour. This is ridiculous!” [The City has responded that “local traffic only” is not “enforceable.”]

McIlraith / Smyth Bridge

A number of people have reported the difficulty of walking and cycling over the bridge with the experience on at least one day of both sidewalks being blocked by construction activity and the signs being ill-placed (as in getting to the middle of the bridge and finding you can't proceed).

The Stats

Britney McGrath, the city traffic operational studies officer assigned to the Main Street project has been very responsive to questions and issues. After the first week of construction she provided the following stats:

Marlowe:*Preconstruction:*

Northbound Volume: 265

85%ile speed: 35 km/hr

Construction:

Cars between 7am and 7pm: 165

85%ile speed: 37 km/hr

Number above speed limit: 2 between 51-55 km/hr

McNaughton:*Preconstruction:*

Westbound Volume between 7am and 7pm: 277

85%ile speed: 44 km/hr

Construction:

Cars between 7am and 7pm: 419

85%ile speed: 48 km/hr

Number above speed limit: 36 within 10km/hr and 2 between 61-65km/hr

Glenora*Preconstruction:*

Northbound Volume: 127

85%ile speed: 45 km/hr

Construction:

Northbound Daily Volume: 473

85%ile speed: 32 km/hr

Number above speed limit: 13 within 5km/hr and 5 within 10km/hr

Riverdale

Preconstruction:

Westbound Volume between 7am and 8pm: 2077

85%ile speed: 43 km/hr

Construction:

Westbound Daily Volume: 3984

85%ile speed: 44 km/hr

2. Col By – Clegg Safe Crossing: The NCC and the City implemented with notable efficiency the safe crossing at Clegg and Colonel By Drive. Although its key purpose is to allow cyclists and pedestrians to safely cross Colonel By in fact it has given relative ease and safety for motorists turning from Clegg onto Colonel By. Previously it was almost impossible to turn left (southbound) onto CBD from Clegg when there was heavy traffic.

As for cycling and walking, it is just so much better getting across CBD at rush hour. An amazing improvement. I've heard complaints about the sharp turn from northbound CBD onto Clegg but this may have a traffic calming effect. Also, some people (including the Mayor) have noted the lanes on Clegg are narrow. I think this is true but this too serves as a calming measure. And some cyclists continue to proceed along Echo across Clegg without using the cyclist "jog" – hopefully they'll learn to make the safe and slight jog. There's always been a problem with cyclists blasting through Clegg with no respect for Clegg traffic so I think the new configuration will encourage them not to violate the law.

News reports had motorists blaming the "new" intersection for "10-15 minute delays" in commuting but my view is that the delays are simply because of Main Street lane reductions and closures. And as Councillor Chernushenko has said, "Without the light, virtually no vehicles would be able to turn right off Clegg, as congestion due to volume would be constant during the two rush hours."

Also, one person expressed disappointment that there isn't a left-turn lane for southbound CBD drivers. He also suggested – as has been suggested before – that for the duration of Main construction the rush-hour turning restrictions at CBD and Clegg be removed so that southbound residents can get into the community without having to use the remaining southbound lane on main.

I'm hoping the NCC will organize an official opening of the safe intersection – I think they and the city should be thanked for their efforts.

3. Main Street “Open for Business:” The June 1st event was well-covered by media and the Mayor stayed for considerably longer than originally scheduled. Both he and Councillor Chernushenko spoke of the need for the work etc. ...CAG (Carol, Melanie, Don), OOECA (Stephen and me), and all of the Green Door plus businesses were there.



4. Main Street Trees – History: Greg King, a postdoctoral fellow at Queen's University in the Department of Geography, is pursuing the memory of the trees that will be lost through Main Street construction. He is a tree ring scientist by training and has been interested in urban forest issues for a while.

5. “The Corners on Main” Update: David Renfroe reports that Domicile is ready to launch the sales of The Corners on Main. He says, “In the coming weeks, we will be launching our website and starting a marketing campaign. The renderings are just being fine-tuned but they look fantastic. We will be meeting privately with potential purchasers who have pre-registered and we will be willing and able to answer any question anyone has. We as a whole are very proud of this project.”

6. Lees Avenue Cycling Improvements:

The City of Ottawa is implementing modifications to the design and operation of Lees Avenue in a 325m long section between Chestnut Street and 170 Lees Avenue. “This work is being conducted to improve cycling along Lees Avenue. In this section, the modifications will result in the provision of:

- An eastbound single vehicle lane for general purpose traffic;
- An eastbound painted bike lane, located along the south curb line;
- A westbound wide lane to be shared by general purpose traffic and cyclist, with sharrow markings; and
- A westbound parking bay, located along the north curb line.

“Also planned is a relocation of the eastbound bus stop that is currently located just to the west of 170 Lees Avenue. The bus stop will be repositioned to a location approximately 50m further to the west. In the eastbound direction, alongside the bike lane and bus stop, the roadway will be signed as a no stopping zone. In this section, an approximately 55m section currently permits nine on-street parking spaces that were available evenings and

weekends. This also will be modified to a no stopping zone. These changes will be accommodated through changes to the pavement markings and regulatory signage within the Lees Avenue right-of-way.

“The changes will assist in the implementation of the City of Ottawa Official Plan and the Ottawa Cycling Plan designations for Lees Avenue. The changes are also consistent with the modifications to Lees Avenue between Main Street and Chestnut Street that were implemented in 2014. Accessibility is an important consideration for the City of Ottawa. If you require special accommodation, please contact the undersigned.”

Nobody attended the May 27th information session on the proposed changes. Notice of the session had been delivered to the five apartment buildings and residents of Lees Avenue. The city will implement the pavement markings as planned around the middle to the end of June.

7. Sesquicentennial Infrastructure Program: I’ve heard Councillor Chernushenko has suggested that the unfinished portion of the Rideau River Western pathway (i.e., through OOS and OOE) would be a good project to be funded under the federal government’s Sesquicentennial Infrastructure program. And he’s also suggested the program could be used for the proposed OOE community centre / hub, but I understand there is less likelihood of this being approved because projects are supposed to be “shovel-ready.”

Unfortunately, none of the \$4M that Ottawa may receive from the Sesquicentennial infrastructure program can be used for the Clegg-Fifth footbridge because the funding must pertain to existing infrastructure improvements.

8. Greystone Public Park

On June 2 at Lady Evelyn School the city hosted a public workshop to review draft options for the public park on the Grande Allée / forecourt property. As described by city parks planner Louise Cervney, “Two of the plans are more in line with the greener park vision I recall community members were interested in seeing in this space and one more urban plaza style park. They emphasize potential structure/”bones” of the park space and Grand Allée rather than the amenities planned for it. The intention of the workshop is to determine what works best in keeping with the community and the City in terms of needs, planning and sustainability.” The proposed options will be posted on community websites.

Eddie Gillis, OOECA’s lead for park development, is working with the city to determine the schedule for the park approval process and how the community will be involved in the refinement of the proposal. Also, of note, CAG’s Ian Grabina has joined the community parks committee, joining Ian McRae of SLOE, Chris Osler of SHCHC, and Eddie.

Many community members provided input for the park proposal (the area including the Grande Allée, the Forecourt and the heritage Deschatelets building). Eddie provided the city with the following summary:

“Over a period of many months, the City of Ottawa has welcomed input from the community on the design and use of the Oblate Lands as the area transitions to Greystone Village. Considerable consultation has already

occurred involving community residents, the Community Association, the Regional Group developing the project including building and landscape architects, and planners from the City of Ottawa. Councillor Chernushenko has also been actively involved in the project since its inception.

“Over the course of open houses and community association meetings, residents have commented on plans for the development, and numerous residents have communicated directly with the City planners to make their views known. There is a wonderful diversity of opinion in the community and while there is no overwhelming consensus regarding the preferred design concept for the Grande Allée/Forecourt area, a few themes and recurring suggestions have emerged over recent months.

- Many community members feel that the Deschatelets building, together with the Grande Allée and Forecourt represent a once-in-a-generation opportunity to create a truly special urban space unlike any other in the city of Ottawa.
- Many residents have expressed a desire to see a contemporary civic square with a European feel exemplified by the heritage Deschatelets building, and complemented by amenities that will encourage people of all ages to gather for the sense of community that such spaces engender.
- Residents are pleased to see the efforts by all involved to preserve the historical significance of the site, and to incorporate elements of the past into the future development.
- Many in the community have talked about a space for performances, whether it be musical, theatrical or other cultural exhibits and celebrations.
- Integration of the Deschatelets building as a home for a community centre, and possibly as a staging area for events in the Forecourt and Grande Allée has also been of keen interest.
- There have been a range of opinions expressed regarding furniture and similar amenities. Some advocate for the use of traditional materials for substantial, permanent benches along the Grande Allée. Others suggest flexible, modular furniture that encourages users to create their own space. Still others suggest that tiered semi-circular seating in the Forecourt would serve the community’s needs well, especially for performances and other entertainment.
- Tasteful public lighting of the heritage building and the pathways has been suggested to give the space added life at night time. High quality fixtures and signage are recommended to compliment the heritage site.
- Residents have expressed a desire to see natural elements integrated with man-made elements so that there can be a variety of experiences within the same area (i.e. a picnic on the grass or a coffee on a patio).
- Safeguarding the beautiful trees lining the area is a high priority, as is providing natural habitat, interest and beauty.
- There is significant support for Low Impact Development in the area, especially as it relates to water absorption and permeable surfaces.
- There is broad support for the Farmers Market staying in the area, with most opinion favouring a placement along the Grande Allée.
- Community members have suggested that there should be a seamless transition between retail spaces and the Grande Allée walkway.
- Residents have suggested that a water feature would be an attractive amenity, as would a gazebo.

- Elements such as path connections, visual cues or wayfinding signage to foster a connection between the Deschatelets area and the linear park at the Rideau River have been suggested.
- Overall, residents have expressed a desire to see a well-thought out connection between the residential, commercial, natural and urban areas of the development.
- Provision for water, electricity and public washrooms has been raised frequently and could be considered essential to a vision of the area as a gathering place for neighbours and citizens from across the city.
- There was considerable consensus that the community is already well-served in terms of suitable play areas for children in nearby Springhurst Park and none would be required in the area under consideration.
- In discussing the possible design concepts for the Forecourt and Grande Allée with City planners, it was recognized that the Greystone project is entirely unlike suburban developments both in size and purpose.
- While many of the planning principles articulated by the City planning staff are relevant to Greystone, care should be taken to distinguish this project from standard suburban park planning exercises, especially in the area of amenities. Chosen amenities should contribute to an overall theme, taking into account the urban setting, the importance of natural habitat, and the goal of creating an inviting focal point for the community.

9. Community Centre Progress (CAG): Don Stephenson, CAG's lead for the community centre initiative and its working group, reports:

"The Working Group met on May 13 to review the identified options for a new Old Ottawa East community centre, including:

Saint Paul University

A new-build facility on vacant lands owned by SPU, to the south of the "Allée" connecting Main Street to the Deschatelets Building. The University has shown interest in this option and had identified a gymnasium/sports facilities and health services for students as priorities for the University. More recently, however, the University's interest has focused on health services and it is unclear whether that interest is in securing a new tenant for surplus University space, or in finding an alternative to their current health services at the University of Ottawa main campus. The University is not at full utilization of their existing facilities and, as a result, there is no urgency to develop their vacant lands. While not a closed issue, the viability of this option is, at best, uncertain.

or

Renovation of the abandoned 102 Clegg Street building, a three-storey building hiding behind overgrown trees at the end of Marlowe. The building is divided into small spaces, but could be renovated for office, clinic and some small-medium sized activity spaces. This facility could be used in combination with the unused, junior-size gym (which would require renovation), located at the back of the Laframboise Pavilion; the amphitheatre; a large raked lecture hall on the third floor; AV equipped classroom; a dining room and industrial kitchen; a

number of small and medium-size meeting and reception rooms; and a larger reception area off the new entrance between the Laframboise and Guiges Pavilions. While the Clegg Street building might be available for exclusive occupancy, access to the gym and other facilities would be limited by their availability and would be shared with SPU and other activities. These facilities would only partially meet the space requirements identified in the needs inventory prepared by the Working Group and it is unclear, at this stage, what the financial terms of that access would be.

Deschatelets Building

On April 8, 2015, several members of the Working Group were invited by the Regional Group - developer of the Greystone Village project - to tour the Deschatelets Building. Of interest were: the stunning, 3 storey chapel; the large, 1 1/2 storey dining room; the industrial kitchen; the large gym; the large, former archives, storage rooms; the 1st floor small and medium sized meeting and lounge spaces; and the 2nd floor rooms suitable for office or health clinic uses ... as well as the prominent location at the heart of the community, the heritage character of the building, the river views, the proposed development of parklands in the forecourt and pedestrian street to Main Street ...

Among the many challenges of redeveloping these facilities for community use, the cost of removal of asbestos, which may be significant, and identifying compatible uses for the spaces not used by the community centre, which would require some creativity and partnerships with other groups.

Despite these challenges, it was the unanimous view of the committee that the Deschatelets Building held the greatest potential to meet our space requirements ... and to create a truly exciting community centre. It was agreed that redevelopment of the Deschatelets Building would be explored as our first option and a number of first steps in that process were identified.

Action Items

A meeting with the Regional Group to clearly establish our interest in a development partnership. (This meeting is scheduled for June 5.)

A meeting with Barry Padolsky, Ottawa's foremost heritage architect, to seek preliminary advice on how to assess the potential - including the potential costs - of the Deschatelets Building to meet the community's needs. (John Goldsmith and Don Stephenson have spoken with Barry, who has expressed a willingness to provide advice, but a date for a meeting has not yet been set.)

Determining how to access Cash in Lieu of Parkland funds to finance preliminary design and partnership model studies.

A meeting with FOLKRUM, an Ottawa not-for-profit organization working towards the creation of a creativity hub and music facility, to explore potential partnership. FOLKRUM have been in contact with the Regional Group to inquire about access to the Deschatelets Building. (This meeting has been set for May 28)

A meeting with Phil Brown, to discuss his professional services to develop partnership models. Mr. Brown has been recommended to the Working Group by both the Regional Group and Domicile and has a reputation as an expert in structuring partnerships for community facilities.”

10. Capital Ward Seniors Lunch: Seniors living in Capital Ward (the Glebe, the Glebe Annex, Old Ottawa South, Old Ottawa East, Dow’s Lake, Heron Park and Riverside) are invited to a FREE lunch hosted by Councillor David Chernushenko. Special guests include Mayor Jim Watson and MP Paul Dewar.

Listen to a presentation on how to stay active and engaged from Sherry Nigro, RN, from Ottawa Public Health, and learn about the many services provided by the City of Ottawa. Details: Wednesday, June 17, 2015, Revera Living – Colonel By, 43 Aylmer Ave.; Doors open at 11:00 a.m., Lunch served at 11:30 a.m., Presentation at 1:00 p.m.

APPENDIX 2: SUGGESTED TIPS FOR SURVIVING MAIN STREET RENEWAL CONSTRUCTION : WHAT OLD OTTAWA EAST RESIDENTS SHOULD KNOW ABOUT PREPARING FOR NEARBY CONSTRUCTION

Suggested Tips for Surviving Main St. Renewal Construction: what OOE residents should know about preparing for nearby construction

I live within 30m of the construction work zone. How should I prepare for construction-related impacts to my property and residence?

All contractors working within the City's *road right-of-way* must have liability insurance. As part of the Main St. Renewal Process, free pre-construction inspections will be offered to all home owners with structures within 30m of the work zone (mostly along Main St.) in order to determine if damage was pre-existing or not. These inspections are completed by a third party through the contractor. The company retained by Karson Konstruction to undertake these inspections is OZA Inspections Ltd. They will be hand-delivering letters to each home within the work zone to offer pre-construction inspections. All inspections will consist of a video of the residence/structure along the entire corridor including landscaping and front yard. You may also wish to confirm with the inspection company that the video services will capture shifting that may occur from vibrations. It is highly recommended that concerned residents accept the offer of inspection. If you are concerned that your residence or property may be negatively impacted by construction, it is strongly advised that you take your own dated photographs or videos of these areas, in addition to the pre-construction inspection offer.

I live further than 30m outside of the work zone, but am still concerned about construction damage. What options do I have?

Take dated photographs or videos of the property and structures of concern as soon as possible. These will be essential to your damage claim, should you believe damage has occurred as a result of construction work and you wish to file a claim with the contractor.

I am concerned about damage to my front yard and landscaping. What should I do?

If you are concerned about any damage to your property that may result from Main St. Renewal construction, it is important to always take dated photos or videos of the areas in question. This also includes retaining walls that may be affected. As the grades might change along the street, be sure to note the current height of structures such as retaining walls to ensure that they are replaced appropriately.

While many trees are set to be removed as part of Main St. Renewal, the City of Ottawa requires contractors working near trees that are not being cut down to protect exposed roots with wet burlap. This will help protect the roots from direct exposure to sun and wind. Roots thicker than an inch should be cut and trimmed cleanly with saws or shears. There is also a city bylaw defining the "critical root zone" within which work is forbidden. Depending on the age and health of the tree, professional oversight may be required. For more information see City of Ottawa's "[Protecting Trees](#)" website.

I live within the 30m construction work zone but did not accept the pre-construction inspection offer. I now think that damage has occurred to my property as a result of construction. What can I do?

Homeowners who have not had the home inspection completed can still file a damage claim with the contractor. However, you will not have the benefit of pre-construction inspection information.

How do I file a damage claim with the contractor?

If you believe that damage has occurred to your property as a result of construction, contact the General Contractor directly. For construction-related questions or concerns, please contact the Contractor Representative or the Contract Administrator.

Contractor Representative:

Alphonse Blank
Karson Konstruktion
Cell: (613) 913-9032
24 hour emergency number: (613) 839-2816

Contract Administrator:

Dave Hatton
IBI Group
Phone: (613) 225-1311, ext. 521

City of Ottawa Resources

The City of Ottawa has designated Dianna Ashworth as Community Liaison responsible for overseeing communications with OOE residents during Main St. Renewal. Dianna can be reached at: 613-863-3873 or dianna.ashworth@ottawa.ca.

Check the City of Ottawa "[Notices](#)" website for the most recent construction notices pertaining to Main St. Renewal.

The latest Construction Newsletters can be found on the OECA's "[Main St. Renewal](#)" website.

Your Capital Ward Councillor, David Chernushenko, will also be preparing bi-monthly newsletters. You can subscribe [here](#).

Other Tips

Get to know your neighborhood contractor! This is the best way to ensure and maintain mutual respect.

For any emergency outside normal working hours, call 3-1-1.

APPENDIX 3: COUNCILOR CHERNUSHENKO'S NOTES

1. OTTAWA POLICE ENFORCEMENT

- a. New contact with OPS – S/Sgt Nancy Wilson
- b. OPS has increased presence on Main. Traffic Officers have noted that with their ongoing enforcement the infractions have been decreasing.
- c. Echo Dr and Graham St (Immaculata High School) for the time period of May 25-29 2015 and June 1-5 2015, between 0730 and 0830.
 - i. May 25, 15 warning issued
 - ii. May 26, 5 warnings
 - iii. May 27, 28, 29, level 5 escort
 - iv. June 1, No infractions
 - v. June 2, 4 warnings
 - vi. June 3, No infractions
 - vii. June 4 , No infractions
 - viii. June 5, 2 warnings
- d. Main/McNaughton and Main/Bower
 - i. 282 tickets issued to motorists who have disobeyed signs trying to avoid construction on Main Street. The time period for this was January 2015 until present day, volume of violators have dropped off over the past two months as motorists were aware of OPS presence.

APPENDIX 4: PLANNING NOTES

OOECA Planning Committee Report 9 June 15

1. Greystone Village:
 - Parks planning meeting 2 Jun 15 at Lady Evelyn School – SLOE/CAG participation;
 - Sales pavilion under construction immediately south of Oblate Avenue – due to open this Fall;
 - Pre-consultations for the first condo block in Phase 1 have started under the pilot Planning Transparency program. A reasonably mature design has been tabled for review;

2. “The Corners on Main” (Sisters of the Sacred Heart, 141 Main St. - Domicile):
 - Sales launch is imminent (stated 29 May 2015). It will be carried out by web sites using video, new renderings and subscription lists.
 - No further information on phasing. The half adjacent to the Sisters’ convent is currently the first phase.

3. 47 Havelock:
 - No further correspondence with the developer following the presentation at the last OOECA Board meeting.
 - No word yet on the application to Ottawa Planning Committee, for the proposed minor rezoning.

4. 32 Simcoe:
 - A large single family house is proposed for 32 Simcoe with the front of the house reoriented to Evelyn Ave.
 - One minor variance is required (corner side yard setback reduction) that will bring the face of the building slightly closer to the sidewalk than the adjacent house on Evelyn.
 - Planning Committee met with the owner 26 May 15. The project will be presented at Committee of Adjustment (CofA) 17 Jun 15. OOECA will not object to the requested variance.

5. 63-71 Chestnut:
 - Proposed severances for the property at 63 Chestnut were presented at CofA on 20 May 15. The proposal would create individual parcels for the houses 63, 67, and 71 Chestnut. OOECA did not object to the request for severance. Request for severance was approved.
 - A proposal for the demolition of the existing 71 Chestnut and its replacement by a new single family house requiring a number of variances was also presented at CofA 20 May 15. OOECA did not object to the variances. The request was approved.

6. 43 Chestnut:
 - A proposal to repeat the building at 35 Chestnut at 43 Chestnut was presented at CofA 20 May 15. OOECA objected to all requested variances. City planner J-C Renaud had concerns about the requested variances. Project was adjourned for consultation with the community.
 - OOECA planning will meet with the project proponent Thursday evening at the Royal Oak on Echo Drive at Pretoria Bridge 7:15 PM
 - The project is scheduled to return to CofA on 17 Jun 15.

7. Infill 2: City-wide infill construction bylaw addressing limitations on mass and scale for the protection of neighbourhood character.
 - Proposed bylaw went to Ottawa Planning Committee 26may15.
 - OOECA, Old Ottawa South Community Association, FCA, Champlain Park Community Association, Alta Vista Community Association, Faircrest Heights Community Association, Fisher Heights Community Association, Action Sandy Hill, Friends of James & Bay, Westboro Beach Community Association, Knoxdale-Merivale Council, all made presentations with mixed support for, and concern about the terms of the bylaw;
 - Planning Staff represented by John Smit made a whitewash summary of the process and advised Councilors that the bylaw was ready for approval.
 - It is important to understand that under John Smit's direction, the idea of protecting neighbourhood character has been made secondary to the identification of sites for intensification. For all the talk about neighbourhood character it is no longer the driving idea.
 - Some councilors had prepared motions, but were sidelined by Chair Harder's instruction that the community associations would be heard and staff would be directed to respond in a report due to Council 19jun15.
 - The bylaw was officially passed (accepted) at planning committee, pending revisions presented in the 19jun15 submission. The actual instructions for revision are very limited and do not address OOECA's issues.
 - It is highly likely that the Greater Ottawa Home Builders will also appeal, as will individual builders who own properties impacted by any height reductions.
 - OOECA Planning Committee is seeking an approval to register a challenge to the bylaw at the Ontario Municipal Board. See attached motion.

APPENDIX 5 : MOTION AS CARRIED

OOECA Board Mtg 9Jun15

1. Whereas, the Old Ottawa East Community Association (OOECA) has been participating in the development of the Infill 2 bylaw with the City of Ottawa, with the objective of seeing regulations that restrict the mass and scale of new infill dwellings in its neighbourhoods, and;
2. Whereas, in the process of development of the Infill 2 bylaw the City has, without consultation with OOECA, removed the initially proposed height limitations for multi-unit dwellings in R3 and R4 zoned neighbourhoods, and;
3. Whereas, the sole remaining restriction on mass and scale in the Infill 2 bylaw is the equation of building height to rear yard setback depth, which does not have a significant impact on building heights as seen from the street, in R3 zones with lots of 30.0 m depth or less, and;
4. Whereas, after repeated requests to include a limitation in Infill 2 and previous bylaws, on the ground floor height above existing average grade of an infill building that reflects the immediate neighbourhood character, the City without presentation of any planning or legal rationale for refusing, has not done so;

Motion:

5. It is moved that the Board of the Old Ottawa East Community Association approve the expenditure of \$125.00 for registration of an appeal to the Ontario Municipal Board against the Infill 2 bylaw intended to pursue resolution of the above issues.

Motion proposed by Stephen Pope, Chair, Planning Committee, OOECA.

APPENDIX 6 : SUSTAINABLE LIVING OTTAWA EAST

SLOE Report to OECA June 2015

Update on the innovative older adult housing project-

Contract has been issued with Diane Whalen (architect) and Leanne Moussa (facilitator with development experience) for the workshop and design brief. The workshop is scheduled for June 27. Invitation will be extended soon. We have a list, and will also circulate via e-update. Targeted participants are folks who have an active interest in purchasing, investing and/or living in this project should it proceed. If anyone at the meeting has this interest and wants to attend, please provide contact information to Ian.

Offers of student help

- Student Experience Office (SEO) at Carleton University and the Centre for Global and Community Engagement at Uottawa.

If OECA and affiliated groups need help with voluntary activities students can provide amazing energy to help accomplish one day objectives. We should try to engage students from both institutions in worthwhile projects.

The RRNT will again ask for help from the Carleton Serves program which will be taking place on September 26th, 2015. There are opportunities for further partnership in a Days of Service program, which are one day sessions that occur throughout the school year. If you have any days during the fall/winter you'd like a team of volunteers for support, I can provide the contact information.

Ottawa University also has days of service program through the Centre for Global and Community Engagement. Days of Service projects are one-day volunteer opportunities where a group of uOttawa students engage in a hands-on project in response to a need of a local community partner. This social volunteering activity is designed to be fun, engaging and a direct response to a community need.

- Compiled by Ian McRae

Federation of Citizens Associations

Report to the OOECA 9 June 2015

Trees in Trust When a city tree becomes infected or a hazard or dies, the tree is cut down and the city asks the owner of the abutting property if they wish the tree replaced. If the homeowner wishes a re-plant and commits to caring for the tree for a 3 year period a replacement tree is planted. The FCA has notified the City that it would prefer to see a policy where replacement trees are automatically planted and that a home owner would have to “opt out” if not interested in becoming part of the Trees in Trust program. Although increased costs may be incurred by such a policy change it is felt that this would help maintain the number of trees on city property.

Municipal Campaign Cotribution Rebates The FCA has requested that Ottawa match the Toronto scale of rebates for municipal election campaign contributions. Currently, the maximum rebate Ottawa offers is \$187.50. Toronto rebates 75%of the first \$300 to a contributor for a maximum rebate of \$225.

Cash In Lieu of Parkland OOECA has outlined it's concerns and dissatisfaction with the current CILP program to the FCA and solicited comment from fellow FCA member associations. Currently only 2 associations have responded (Manotick and City View). If appreciable additional comment is received the FCA will be approached to request policy changes, particularly a review of the high costs associated with individual CILP project items. Although the City is currently conducting a routine administrative review of CILP policy it does not appears at this time as though they are proposing changes to their estimated costs of project items.

Planning and Zoning The FCA Planning and Zoning Committee has expressed its appreciation and high regard of our OOECA reps participation and input to the Committee. The Committee continues to monitor and provide input to the Cities infill policies.

Transportation Councilor Keith Egli, Chair of the Cities Transportation Committee has announced that each councilor will have \$45K added to their budget to use towards alleviation of traffic problems within their ward. The councilors are expected to consult with citizens groups within their wards to identify the areas which would benefit most with the application of speed boards, road paint lines, improved or additional signage etc.

OC Transpo has one of the youngest fleets of vehicles in North America and will soon begin a program to replace all 89 Para Transpo buses.

The presto card system is working well and there is no thought of changing the current fare structure to a zonal fare system. The new LRT, when completed, will have the highest ridership of any Light rail system in North America. Transportation will be effectively multi-modal by 2018. The goal is to achieve 50% of the city's travelers using sustainable modes of transportation (bikes, LRT, buses, and as passengers in cars). Of the \$4billion transportation budget \$3billion is set aside for the LRT project. It is interesting to note that currently 61% of cyclists convert to other sustainable modes of transportation in the winter.

FCA General The new FCA website will be operational later this month.

The FCA now has 41 member groups within the Federation out of the 80 or so groups in Ottawa. Its highest number of citizens groups in its history.

FCA community associations are reminded that they can use the FCA funded "Survey Monkey" program within their communities to glean community opinion, information and suggestions free of charge. Contact the FCA for details.

City Councilors have attended 8 or the last 9 regular FCA meetings. This level of participation indicates an improved level of interest of Councilors in the value of the FCA.

Newly elected officers of the FCA include: President – Gary Seely, Vice President – Sheila Perry, and OOECA board member Phyllis Oldenbach Sutton as a member of the FCA Board of Directors.

From your representative In that I will be leaving the Board of the OOECA in the fall I have most likely attended my last meeting of the FCA. It has been a privilege to gain knowledge of the activities and concerns of other Ottawa communities and to learn from their experiences. The expertise and depth of many of the FCA representatives is indeed admirable as is their dedication to the service of not only their constituents but of citizens of the entire Ottawa community. The FCA provides the opportunity to meet, communicate, share ideas and network with other communities as well as provide a united voice to help guide the City's policies. I strongly recommend that the OOECA continue its participation in the FCA.

Submitted by Jim Strang OOECA rep to the FCA.