

Ottawa East Community Association meeting

May 12, 2020

7 pm, Old Town Hall

Attendance:

Bob Gordon, Alexandra Gruca-Macaulay, Don Macaulay, Ron Rose, Catherine Pacella, Don Fugler, Carol Workun, Councillor Shawn Menard, Peter Tobin, Taylor Marquis (Regional), Phyllis Odenbach Sutton, Brendan O'Kelly, Tom Scott, Jamie Brougham, Lisa Dunnett, Ariela Summit (Office of Shawn Menard), Jayson Maclean, John Dance, Bonnie Wepler

Motion to approve agenda: moved by Ron Rose, seconded by Peter Tobin

Motion to approve April 14, 2020, minutes: moved by Tom Scott, seconded Alexandra Gruca-Macaulay

Chair's report – Bob Gordon

- Change in planning committee – Ron Rose now acting chair
- Discussing urban boundary
- Removal of beg buttons
- Construction/noise bylaw change – earlier/later hours

Councillor's report – Councillor Shawn Menard

- Urban boundary discussion – adjourned until next Tuesday
- Position to hold the line, maybe some modest proposals
- Deschatelets – need guarantees – ie: school goes ahead after demolition
- Greystone – 2B – concurrence on site plan agreement, construction now stopped
 - o 1C – affordable housing plan commitment
- Beg buttons along Main deactivated between 7a-7p at nine intersections
- Hydro wires buried – Greenfield/Main/Hawthorne development
- Reopening of parks but not structures (provincial jurisdiction)
- Community gardens allowed to open
- Farmer's Markets – working on it, still in progress
- Q – LRT bridge over Rideau River is very narrow, can we make the pathways one-way in each direction?
- A – will look into it
- Q – what are the changes to the noise bylaw?
- A – province has allowed 6a-10p, it is a temporary measure

Regional Group – Taylor Marquis

- Construction is happening on a few sites
- 2A – pouring slab for parking garage
- 2B – don't have a full permit, only excavation
- 1C – revised package to city soon
- Submitted application to demolish chapel wing
 - o Supposed to go in with school board's zoning application
- Q – anymore pilings with excavations?
- A – done until they move to 1C
- Q – What is the progress on moving into #1 condo tower?
- A – Before COVID 19 closures, half occupied, still some occupation happening but it's staggered
- Q – Isn't the back of the Deschatelets building heritage?
- A – Despite efforts, could not find a use for it

Treasurer's update – Don Fugler

- \$24,028.05 – pre legal fees

Deschatelets Chapel Wing – Ron Rose

- Three views in community on what to do
 - o Heritage is heritage and should be preserved
 - o Regional just wants more land
 - o Community benefits out-weighs the demolition of the building
- Moved by Ron Rose, seconded Alexandra Gruca-Macaulay, that having considered the proposed benefits to the community resulting from the sale of the Deschatelets building to the Conseils des Ecoles Catholiques du Centre-Est, the Old Ottawa East Community Association does not object to the proposed demolition of the Deschatelets chapel wing
- Discussion of motion
- School board purchase is conditional on demolition of chapel wing
- Ottawa Community Housing in discussions with school board about top two floors
 - o Preference is for seniors housing
- With built heritage committee, public can speak but then it goes directly to council
- It does not go to planning committee unless it contains a zoning change or Official Plan change
- Revised motion, moved by Ron Rose, seconded by Alexandra Gruca-Macaulay: Having considered the proposed benefits to the community resulting from the **conditional** sale of the Deschâtelets building to the Conseil des Ecoles Catholique du Centre-Est, the community association does not support the proposed demolition of the chapel wing unless the sale of the of construction of a community centre in the Deschâtelets building and an adjoining gymnasium / multi-purpose facility. Motion passed, Jayson Maclean abstained

- *Note: the word “conditional” was added later and agreed to by an email vote

Committee reports: *reports are available at the end of the minutes

Transportation Report – Tom Scott

- See attached report

Parks and Greenspace Report – Alexandra Gruca-Macaulay

- CAFES meeting and discussion about city’s Greenspace Master Plan with Nick Stowe
- Discussion about reaching out to him re: AVTC

FCA – Ron Rose

- No report, focus on urban boundary and what do 15 minute neighbourhoods mean

Greystone Village – Peter Tobin

- No report

Planning Report – Ron Rose

- 2B site plan application – gave councillor our approval
- But still can’t move forward until LPAT hearing
- Agreed to hearing by video but no date set yet

SLOE Report – Jayson Maclean

- I Love that Tree submissions for the Mainstreeter going ahead, first one by Alexandra

Communications – Bob Gordon

- Moving forward with process for approval of Google account

Ward Boundary issue

- Q – what is happening with the status of this?
- A – Ariela – this is on hold for now, deferred till June 6, 2020

New Business

- Thank you to John Dance for work on the Main Street plaque that has been installed

Motion to adjourn moved by Ron Rose, seconded by John Dance

Committee reports:

May 12, 2020

Parks and Greenspace Chair's Report

Alexandra Gruca-Macaulay

1. AVTC

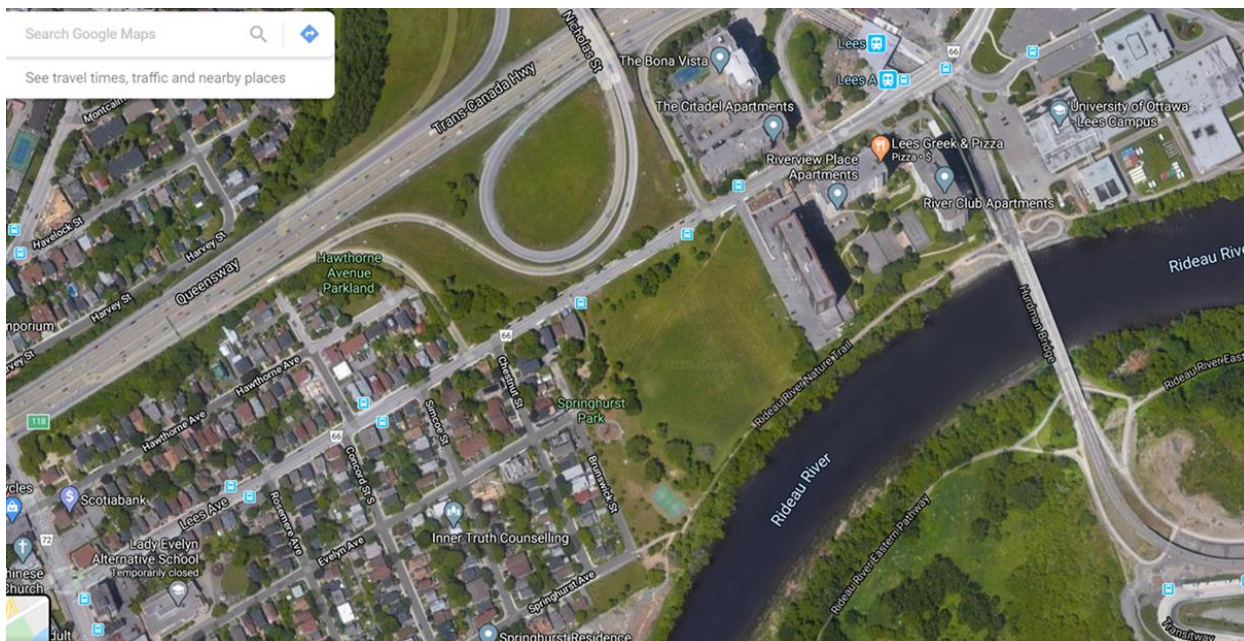
I attended a virtual meeting of the Community Associations for Environmental Sustainability (CAFES) on May 6, 2020; as a follow-up, co-chair Angela Keller-Herzog gave a brief update on her conversation with the “pen” on Ottawa’s new Greenspace Master Plan, Nick Stowe (update is reprinted below).

One aspect raised by Angela is that the greenspace master plan will be looking at introducing some measurable performance metrics for things such as the degree to which greenspace is available and accessible to a given neighbourhood.

Given the high-density housing adjacent to the designated AVTC corridor, and the fact that this area is slated for intensification, a question for the OOECA board:

Should we seek to meet with Nick Stowe to raise the issue of the AVTC, and more specifically to ask for a joint meeting between the City’s Parks and Greenspace, and its Transportation departments, as well as the Councillor’s office to discuss our views on the need to retain these lands for recreational greenspace?

Greenspace adjacent to Springhurst Park that currently is slotted for roadway in Transportation Master Plan:



Greenspace slotted for
Alta Vista
Transportation
Corridor in TOD
(tree line on left
designates actual
Springhurst park
boundary)

Greenspace slotted for
Alta Vista
Transportation
Corridor in TOD
(tree line on left
designates actual
Springhurst park
boundary)

Visual of impact on Springhurst/Lees greenspace should AVTC be constructed:



Roadway would remove most of the greenspace; note proximity to LRT station

From Angela Keller-Herzog, co-chair CAFES, May 7, 2020:

*“A quick update on greenspace. I had a chance to touch base with Nick Stowe, planner and ecologist for the City. He is the lead for updating and revising the **Greenspace Master Plan** (last edition 2006). To be released alongside the new OP. Look for a new section on urban canopy, linking to the Urban Forest Management Plan. There will be a strengthened focus on the social, cultural and public health benefits of urban greenspace. I asked if there will be targets and indicators - yes. Look for targets for urban canopy [AKH: hopefully 40% or more, and per neighbourhood] and access to parkspace (more on focus of accessibility per neighbourhood rather than total area). For parks the funding scheme has changed (provincial legislation re community benefits charges and the city is going to be looking out for underserved areas. I think that with our concerns that intensification and density need to be done right, it is probably time for us to look for some key performance indicators and track them over time?”*

2. Latest Covid-19 directives regarding city parks – note that there has been some easing of restrictions:

From the City's website:

<https://ottawa.ca/en/recreation-and-parks/parks-and-green-space#city-permits-limited-use-spaces-city-parks-use-playground-equipment-and-park-amenities-remains-prohibited>

City permits limited use of spaces in City parks. Use of playground equipment and park amenities remains prohibited

Effective immediately, individuals and families can enjoy fresh air and some outdoor activities in City parks.

This does not include the use of sports fields and sports courts, or the use of playground equipment or park amenities, which remain closed until June 30, 2020.

Everyone must comply with current prohibitions under the [Provincial Emergency Orders\(link is external\)](#), including:

- The prohibition on organized public events and gatherings of more than five people
- Entry to and use of certain outdoor recreational amenities (listed below)

OPH continues to advise that limiting activities to members of your own household or to groups of no more than five people remains important to limit the spread of COVID-19 and that physical distancing of at least two-meters should be maintained during any activity with a non-household member.

Allowed activities in parks and outdoor spaces

Examples of allowed activities include (in groups of up to five people or members from the same household):

- Playing catch, kicking a soccer ball and throwing a football on empty greenspace
- Flying a kite
- Sitting on a blanket, grass or lawn chair
- Exercising and stretching on a yoga mat, but not in a class
- Letting young children run and burn off some energy

You can also walk your dog through the park where this is allowed. Make an effort to step-aside or pass others quickly and courteously on pathways. Passing someone on a pathway is not considered close contact or a significant risk for exposure to COVID-19.

Not allowed in parks and outdoor spaces

The use of playground equipment and park amenities is not allowed. Examples of what you are not allowed to do in parks and outdoor spaces includes:

- Playing on play structures, swings, slides, climbers and other park equipment
- Using any sports fields or courts, including:
- Football and soccer fields
- Softball diamonds
- Ball hockey, tennis, pickleball and basketball courts
- BMX and skateboard parks
- Using benches or picnic tables
- Gathering or playing in groups of more than 5 people (not from the same household)
- Using your local enclosed dog park
- Playing any sports with more than 5 people
- Leaving behind litter and garbage

Park Ambassador program

The [Parks Ambassador program](#) will begin on Monday, May 11. Park Ambassadors are trained City staff who can provide guidance for residents who are using some of Ottawa's busiest parks. They will provide information, answer questions and clarify any confusion about what's permitted in City parks. Of course, all while maintaining a safe two-metre distance from others.

You may see Park Ambassadors working in pairs, wearing green City of Ottawa t-shirts and red jackets on cold days. They will not be giving out tickets, but are available to educate and inform park users about how to use the parks, and how to get more information about recreation, social and mental health resources in Ottawa.

Boat launches

All City of Ottawa boat launches are closed until further notice.

Committee Reports: Transportation

1. Greenfield/Main/Hawthorne Reconstruction Project

We wrote to the City's project manager right after the last regular OOECA meeting, a copy of which is attached. He responded on April 1st with a short note, also attached.

Subsequently, the project manager provided a fuller report to the Councillor on the matter of burying overhead services as part of the project's design and planning. This report to Councillor Menard was shared with us on April 17th and has also been included in the attachments. This may also be the subject of an article in an upcoming edition of the Mainstreeter.

On May 4th, the project manager responded that the Public Advisory Committee (PAC) meeting scheduled for May 17th could no longer be held and that a virtual session would be planned by his consultants, Novatech, for a date in the near future. The overall schedule for the project is also under reconsideration, having already been moved back a full construction season for the original timeline.

2. Greenfield Traffic Noise and Vibration

A number of residents have been complaining about the significant increase in heavy traffic on Greenfield, including fully-loaded dump trucks, cement trucks and City buses. For the latter, it appears that the City has assigned its largest buses to the new 55 route including articulated units and double-deckers – even though these are observed to be running almost empty at this time. The poor road conditions along Greenfield as well as excessive speeds have created significant noise and vibration issues that have impacted individual homes along Greenfield, as well as condominiums of 111 Echo facing Greenfield, and townhouses on the south-east side of the King's Landing complex. These residents are asking the Community Association to take their concerns to our Councillor.

3. City of Ottawa Transportation Master Plan

The City's Transportation Committee has not met since the announcement of closure of public spaces due to the COVID-19 pandemic. Activities on the TMP are equally on hold. City staff did reply positively to our request to review planning documents for the Adawe Crossing as background for a possible new Rideau River footbridge at the eastern end of Clegg, as discussed at the last meeting; unfortunately the material is available only in hard-copy and cannot be viewed at this time when City Hall is closed.

The initially-deferred item from the initial Official Plan presentation to the joint committee of Planning and Agriculture and Rural Affairs, that is the expansion of the urban boundary, appeared to be the only other OP/TMP activity that was still underway. There was nothing in that agenda item dealing specifically with transportation impacts (yet).

4. Queensway Bridges Projects

Repair work appears to be completed on the Rideau Canal Bridge and the multipurpose pathway has been reopened on our side of the canal. However, that pathway remains closed at Concord for the Parks Canada canal-wall repair project, now scheduled to be completed in mid-summer 2020. Cycling and pedestrian routes remain diverted to Echo Drive and the east side of Colonel By Drive north to Ottawa U.

The second phase of the Nicholas Overpass project is now underway with renewed pile-driving and heavy construction on the parallel span.

All other major capital work not otherwise underway has been suspended during the COVID-19 pandemic; so, the overall schedule for the bridges from Main to O'Connor may be delayed further.

c. Annex

Annex: Correspondence

Good morning Patrick

At our monthly OOECA meeting last Tuesday, discussion focused on our community's request about burying hydro wires and other communications lines and removing poles from those areas where your pending project will be updating other buried infrastructure and rebuilding the surface features. As you may know, this same request was made of the project manager for the Main Street "complete street" project. Further, as you would recall, these features were included in the current Old Ottawa East Secondary Plan which contains the commitment to "Prioritize the burial of overhead wires". It is found in two places: Section 10.3.1, policy 6; and section 10.3.5, policy 2.

These were known facts as we started the Public Advisory Committee sessions last year. What are now new are these two elements:

- The policy direction given by Council on December 9, 2019 to City staff for the development of a renewed Official Plan.
- The City's declaration of a Climate Change emergency.

Among the Five Big Moves, the policy direction contains an explicit commitment to resiliency:

Resiliency: Embed public health, environmental, climate and energy resiliency into the framework of our planning policies.

Further, Nova Scotia Power, suffering recurring power and service losses after a series of impacts from winter and tropical storms, now considers it a go-forward policy and following on experiences in Sweden, to bury infrastructure whenever feasible as a means of protecting these services. Certainly, as Hawthorne, North Main and Greenfield are being dug up, it would be feasible to bury overhead services. Hydro Ottawa owned by the City, would remain at risk for storm damages that could have been prevented by burying wires and bringing transformers down into protected cabinets. Rebates or subsidies might be considered for property owners who must upgrade their panels, but this could also benefit a more rapid uptake of electrical vehicles in the downtown core as additional access could be considered at that time.

Finally the City is increasing the importance of preserving the urban forest canopy, in large part to reduce the increase in heat islands within the City urban areas, and to aid in reducing the overall demand for air-conditioner usage. As we have seen from the early stages of design presentation to the PAC, replacing overhead wires on new poles would be incompatible with retaining a large number of mature trees.

While these new initiatives do not have a relative dollar value assigned, they would not be a matter of a benefit-cost assessment but rather one of following policy direction. The Community Association is of the view that these should be sufficient for the project manager to reconsider options for burying overhead infrastructure. The removal of poles should also aid in the planning for pedestrian walkways and cycling pathways in the overall design strategy. Eliminating poles should also aid in the design to facilitate easier snow clearing and

snow removal. We are asking that you and your staff consider these factors for the next design and planning review of the PAC.

The response in part from the project manager on April 1st was as follows in red:

We have a utility circulation out to the utilities along the corridor and internal City departments to comment on the current design. Once we receive all the comments back we will look to incorporate those into our preliminary design and present them to the PAC. At this time our timelines have been pushed a bit, and we have a PAC Meeting tentatively scheduled for May 19th. Given the current conditions an in-person meeting would be prohibited, so we would look to shift this date or determine other options to present and get feedback.

In part, participants last night raised some points about the upcoming Official Plan renewal and policy direction set out in the Five Big Moves and how these might influence the project. At this stage of the design, we would be looking to tweak the proposed elements, but we would not be able to accommodate sweeping changes. As well, the Climate Change Emergency and direction for building in resilience was also mentioned. Part of the project is the separation of the combined sewers into Storm and Sanitary Sewers. This will allow for the infrastructure to better manage extreme storm events and reduce combined sewer overflows within the City. Synergies between the Infrastructure Master Plan and the TMP were also expected.

Subsequently on April 17, the project manager wrote to our Councillor as follows:

Councillor Menard,

The purpose of this e-mail is to provide information on the Greenfield-Main-Hawthorne Renewal Project, specifically as it relates to hydro and utility infrastructure and the City's Underground Wiring Policy. The issue has been discussed with Management and the Right-of-Way group has provided guidance on the application of the City's underground wiring policy.

Background

The City of Ottawa is undertaking the design and construction for the renewal of a large portion of Old Ottawa East centered around Greenfield Avenue, Main Street and Hawthorne Avenue (GMH). The existing underground linear infrastructure, some of which dates to 1908, has reached the end of its useful life-cycle and is in need of reconstruction.

The renewal of Main Street and Hawthorne Avenue will implement a Traditional Mainstreet as established in the City of Ottawa's [Official Plan](#). This project is being guided by the work completed as part of the Elgin Street and Hawthorne Avenue Functional Design Study, approved by Council on May 10, 2017. Additionally, Functional Designs for Main Street from Colonel By to Harvey Street, and Greenfield Avenue from Main Street to King Edward Avenue / Lees Avenue were approved in a Road Modification Approval Under Delegated Authority (RMA-2017-TES-033) dated September 25th, 2017.

The total approved budget for the GMH project is currently \$2.69 million which covers only the design assignment. The project is currently at the preliminary design phase and is expected to go to tender in late-fall 2020 pending funding approval.

Discussion

Early in the design process for the GMH Project it was identified that portions of proposed road geometry required poles to be placed in a non-linear alignment, resulting in the need to use extensive support systems / or compromising the design intent of the project. It was also noted by Hydro Ottawa that some of their existing overhead facilities did not meet current design standards.

For over a year, the project design team has been working closely with key stakeholders and utility agencies, including Hydro Ottawa, to assess how Hydro Ottawa plant can be best accommodated as part of the proposed road, cycling and pedestrian infrastructure for three arterial road segments:

- **Greenfield Avenue** – Main Street to Havelock Street
- **Main Street** – Harvey Street to Greenfield Avenue
- **Hawthorne Avenue** – Colonel By Drive to Main Street

Hydro Ottawa's standard for arterial roadways is traditional wood poles. The Underground Wiring Policy approved by Council in March 2011, direct that the undergrounding of overhead wires on City right-of-ways only be undertaken when the full cost of burial is paid for by the requesting party, or as otherwise approved by Council on a case-by-case basis. Through the analysis of potential hydro pole renewal options with the utility owner Hydro Ottawa, the following relocation options are being recommended by the design team:

Main Street – Harvey Street to Greenfield Avenue, and Greenfield Avenue – Main Street to Havelock Street

Hydro Ottawa has identified technical reasons for Greenfield Avenue – Main Street to Havelock, where undergrounding of their overhead plant is the only feasible option. They have also identified Main Street – Harvey Street to Greenfield Avenue, as being beneficial for them to bury their overhead plant as existing setbacks do not meet current design standards, and potential overhead solutions with the proposed geometry will not address this deficiency.

Hydro burial was also considered as beneficial to the City for a future 1220mm diameter watermain, which would require support of any hydro poles along the south side of Main Street during construction.

Hydro Ottawa has agreed to a cost sharing arrangement per the Public Service Works on Highway Act (PSWHA) with the costs being shared at 50% for labour and labour-saving devices for road works.

· Preliminary Hydro Ottawa Estimated Cost to City ranges from \$420,000 to \$735,000

See attached Figures 1 & 2 for road design of Greenfield Avenue, and Main Street, with locations of existing hydro poles

Hawthorne Avenue – Colonel By Drive to Main Street

The functional design for Hawthorne Avenue, which was approved by Council on May 10, 2017, calls for the removal of one west bound lane of traffic and the implementation of a westbound cycle lane. This increases the space on the south side of Hawthorne Avenue, allowing the existing hydro poles that are currently positioned in the roadway to be placed behind the curb, and thus improving drainage, ease of roadway maintenance and safety of motorists. Overhead hydro does not preclude extension of an eastbound cycle lane along Hawthorne Avenue if in the future it is deemed appropriate to remove a vehicle lane along this corridor.

Hydro Ottawa has indicated that they prefer an overhead facility along this corridor and that the current arrangement fulfills their requirements and satisfies current electrical design standards.

The only concern identified by the design team relating to accessibility is the westernmost pole, near Colonel By Drive, where a consistent 2.0m sidewalk width would be locally constrained to 1.8m. However, this concern can be addressed since the pole only contains secondary conductors and can be buried as part of the design.

We appreciate your preference is to bury the overhead wires on Hawthorne Avenue. However, through our discussions with Hydro Ottawa, we have not identified a technical reason for burial and therefore Hydro Ottawa will not share the burial costs with the City. However, this does not preclude a motion being brought to Council for the City to fully fund the Hydro burial. The estimated cost for both underground and overhead Hydro is as follows:

- Over-head Hydro: Preliminary Hydro Ottawa Estimated Cost to City ranges from \$120,000 to \$210,000
- Underground Hydro: Preliminary Hydro Ottawa Estimated Cost to City ranges from \$790,000 to \$1,382,500

See attached **Figure 3** for Hawthorne Avenue functional design with existing and proposed pole locations.

Schedule

Major construction activities are scheduled to commence in the Spring of 2021, depending on project phasing it may be advantageous to have hydro relocation work proceed in advance of or concurrent with the project.

In summary, the design team has developed a preliminary design for the GMH project in which Hydro Ottawa plant can be safely and efficiently accommodated while also complying with the conditions of the Council approved Underground Wiring Policy.

However, the solution for Hawthorne Avenue does not appear to meet the expectations of the Councillor and community and so we are seeking further clarification from you on how you would like to proceed. If it is desired to put forward a motion to council to bury hydro on Hawthorne Avenue, then it may be appropriate to have Hydro Ottawa perform investigative work and conduct a preliminary design assignment. Through this design assignment, additional costs related to property, easements, and Telecom utilities on the hydro poles could also be determined. Resolution of this issue is a priority to ensure

that the GMH project is not delayed and so we would like to reach a determination on whether or not to pursue burial of Hydro on Hawthorne Avenue as soon as possible.

Please let us know if you require any additional information and we look forward to discussing this matter further with you over the coming weeks.

Regards,

Patrick Sammon, P.Eng.

Sr. Engineer, Infrastructure Projects

Planning, Infrastructure & Economic Development Department

Design & Construction Branch 1 - Municipal East

Planning Committee Report. OOECA meeting, May 12th

It has been a busy month complicated by the need for members to focus on all the extra responsibilities brought on by social isolation.

We organized a community meeting on the proposal to demolish the chapel wing of the Deschatelets building, and will be bringing forward a motion on the demolition this evening.

We sought clarification on a number of issues related to building 2B at Greystone Village, including seeking clarification on the impact of the provincial banning of non-essential construction and providing guidance to the Councillor on the proposed site plan application. The committee has

recommended that the Councillor approve the plans for Building 2B. However, work will not begin until the Local Planning Appeals Tribunal (LPAT) approves the agreement reached between the Community Association and the City limiting the height of the building to eight storeys. The City has requested that the LPAT hold a virtual hearing to approve the agreement, and we have supported that request. However, while LPAT has agreed to an expedited hearing, no date has as yet been set.

Members of the planning committee have been monitoring the discussions on the need to expand the Urban Boundary. The main question being whether the City can accommodate the projected need for 180,000 new dwelling units by 2045 within the existing boundary. Debate on this issue started yesterday and continues today, Tuesday May 12th.

The committee is preparing comments on the strategy to change the R4 zoning to allow more units to be build on existing lots, with the aim of supporting intensification and increasing the supply of affordable housing downtown. The deadline for comments on this strategy is May 20th.

Report from Ron Rose – April 27 virtual meeting re: Deschatelets building

The virtual meeting on Monday was well attended with approximately 16 community members tuning in and 8 of them expressing their views.

The Conseil des écoles catholiques du Centre-Est (CCECE) explained that they proposed to purchase the Deschatelets building and use part of the structure for a primary/elementary school. They plan to make some space available to the City of Ottawa for a community centre while making the top two floors available to Ottawa Community Housing for low income housing, particularly for the elderly. The CCECE feel the presence of elderly people would complement the presence of the school children in the building. There would be access to the new community centre gymnasium for both the school and the community space within the Deschatelets building

It became clear early in the discussion that there is significant concern within the community about the destruction of part of a heritage building

within our community. Many expressed the view that, if a building is a heritage structure, it is worth saving, and regretted that there were no studies available to the community outlining the extent of deterioration of the building or the costs of remediation. There was mention of the extent to which cities in Europe go in order to save heritage structures, and mention was also made of the City of Ottawa's determination to preserve the façade of the building at the corner of Bank and Somerset St.

However, a number of people were of the opinion that there would be significant community benefits if the remaining part of the Deschatelets building could be used for a French-language school, a much-needed community centre and community housing. We were advised that CAG, our Community Activities Group, is of the view that the gain of a school and community centre space provide reasonable community benefits off-setting the loss of the chapel wing.

There was considerable discussion about the certainty of obtaining the community benefits should the wing be torn down, particularly the proposal to accommodate low-income elderly in the building. Some participants expressed concern that any land freed up by the destruction of the chapel wing would result in much more intensive development behind the Deschatelets building.

The next steps are for the CECCE to apply for the zoning changes to allow the new uses within the building, including alterations to make it accessible, and for the demolition request for the chapel wing to be heard by the Built Heritage Sub-Committee of Council at their meeting in June. Individuals and organizations are encouraged to send their comments to the City Planner, Sally Coutts (sally.coutts@ottawa.ca) before May 20th. Sally has agreed to reflect those comments in her report to the Sub-Committee, but is not required to respond to those comments.