

OOECA board meeting agenda – March 12, 2024

Hybrid meeting, 7pm–9pm. Details at OttawaEast.ca/Events/

1. Welcome and land acknowledgement

2. Call for agenda items and approval of agenda

3. Approval of minutes

- [January 2024 draft minutes](#) (posted to OttawaEast.ca - Archive)

4. President's Report – Bob Gordon

5. Treasurer's Report – Don Fugler

- Balance is \$20,412.18 – no change from February.

6. Councillor's Report – Councillor Shawn Menard, Capital Ward

7. CAG (Community Activities Group) – Lee Jacobs

8. Committee Reports

1. Parks and Greenspace – Vacant

2. FCA (Federation of Citizens' Associations) – Ron Rose

3. Planning – Vacant

4. The Corners on Main and Greystone Village – Peter Tobin ([report starting p.2](#))

5. Web/Communications – Bob Gordon/Kristine Houde

Logo contest proposal – Items for discussion (John Dance, Kristine Houde)

- a) Proceed with contest or hire professional graphic designer?
- b) If contest, 1st prize amount? and do we also offer honourable mention prizes?
- c) Are there actual "themes" or other criteria that could be mentioned?
- d) Is timeline reasonable?

6. Membership – Jayson MacLean

7. Transportation and Infrastructure – Tom Scott ([report starting p.2](#))

8. Lansdowne – Alexandra Gruca-Macaulay

9. SLOE (Sustainable Living Ottawa East) – Michal Samborski

10. Health and Safety - Georgia Blondon

9. New Business

10. Adjournment

Committee reports

The Corners on Main and Greystone Village

1. J:Fuse

- Painters were on site last week painting the ceiling fixtures black. No update from the owner as of March 10.

2. Greens and Beans

- A posted notice states that the tenants had been locked out for failure to meet rent payment.

Transportation and Infrastructure (Tom Scott)

1. MTO Downtown Bridges Environmental Assessment and Transportation Environmental Study Report (TESR)

As reported in January, we had a response from the new Minister for Transportation in Queen's Park on this subject. Our objections to a lack of transparency in the process and a lack of community consultation and engagement for the TESR phase were not considered, and so a separate reply was sent to the Minister.

The media relations group of MTO responded and we then followed up for additional information about the process leading up to the publication of the TESR. A copy of that email communication is included.

2. Greenfield-Main-Hawthorne (GMH) Reconstruction Project

GMH project is now entering its next construction season for Phase Three (2024). Details were outlined at an Open House at St-Paul University on February 20th and door-to-door notices have gone out.

Further updates and the schedule (with a map) for the various phases of the project over the next two years can be found at the City's GMH project web pages:

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

Developments along Bank Street in the same period may add complexity to traffic routing through the downtown neighbourhoods.

3. Hydro Ottawa request to review proposed development of new electrical-distribution facility at south-west corner of Main Street and Riverdale

We were asked for comments from Hydro Ottawa to review its proposed development of a new electrical-distribution facility at the south-west corner of Main Street and Riverdale.

We provided comments and suggestions about the need to include the safe passage of pedestrians and cyclists in their traffic-control planning, and especially for those who are mobility-challenged individuals.

We also found that Hydro's plans were still in a preliminary design phase so questions about building configuration and details for necessary mature-tree removal and subsequent replanting could not be answered with any detail at this time. Similarly, detours and rerouting for pedestrians and cyclist remained undefined.

4. Discussions re: CP Railway Rideau-River Pedestrian Bridge (SN018600)

Some time ago, OOECA sent an intervention to the City, and included the NCC in our message, when demolition of the Canadian Pacific Railway Rideau-River Pedestrian Bridge (SN018600), built in 1898, was being considered. The question at that time was heritage designation to prevent destruction by neglect.

We will be included in any future communication regarding the City's recently announced EA process. Barry Padolsky has taken the lead on the heritage aspects of this infrastructure, one that is an important active-transportation link for Old Ottawa East.

<https://ottawa.ca/en/city-hall/public-engagement/projects/old-railway-rideau-river-pedestrian-bridge-renewal-environmental-assessment-ea-study-0#section-f8548e71-71fe-4622-8288-9cd5ffe834ff>

5. Files for continuing work this coming season

- Ongoing liaison with the City's GMH project team and their contractors
- Encouraging campaigns by OPS and OPP to reduce vehicular noise (now including a lack of enforcement for trucks using engine braking within the City residential neighbourhoods and university campus) and stunt/dangerous driving along residential neighbourhood roadways and on the access ramps to the Queensway: we wrote to Bruce Deachman early in the New Year to seek his support, but no answer so far.
- Now that the snow is gone and the ground bare again, we can see that previously-expressed concerns about stolen property, drug use and fire hazards on MTO and City property adjacent to the Queensway and the LRT rights-of-way have not been dealt with. The City promised action in May of 2023 following the spring *Cleaning the Capital* campaign - One site was set on fire late in the summer of 2023 endangering the GMH construction project immediately adjacent. The other site continued to be an active drug-use site and still remains, in early March, a hazardous mess. To be clear, these are not homeless encampments, and in some cases, users drive into our neighbourhoods and park in private visitor areas to frequent these locations. OPS has already sent an investigative officer to deal with theft complaints.

Email from Transportation and Infrastructure Chair to MTO dated March 6, 2024

To:Tanya.Blazina@ontario.ca,Omordia Francis (MTO)
Cc:Traffic and Safety,CCA Transportation Chair,Centretown Citizens,sue.neill Osca Bridge,Glebe Transportation Committeeand 5 more...
Bcc:Don Fugler,Joyce Scott,Jonathan McLeod
Wed, Mar 6 at 2:29 p.m.

Good afternoon Tanya and Francis

We have been dealing with MTO for a number of years now on this environmental assessment process, back to a time when Dave Lindensmith was the senior project engineer and the Honourable Steven Del Duca and the Honourable John Yakabuski were among his Ministers. Up until this phase of the downtown-bridges replacement program, we have had good and open relations with MTO staff and Dave came to visit the sites and tour with us a number of times.

During and since the shut-downs of the pandemic, the exchanges of information and the access for consultation have been relatively restricted compared to prior phases of the EA. You noted in recent correspondence with John Dance, related to one of his requests for information for the local Old Ottawa East newspaper, the Mainstreeter, that a number of various parts of the consultation process had already been held leading up to pending completion of the TESR, itself now substantially delayed.

"Since the planning and Environmental Assessment began, community consultation has included:

- Three (3) Public Information Centres (PICs)
 - Notification of the PICs was communicated various ways to directly affected residents, local business owners, local municipalities, Members of Provincial Parliament and external agencies and interested groups
- A presentation to the City of Ottawa Transportation Committee
- Input from the City of Ottawa
- Input from the National Capital Commission and Parks Canada
- Meetings with city councillors and local MPPs."

The most contentious piece was that the publication was said to be based on the outcome of the third PIC. However, in the November of 2022 release, where a construction option was selected, it chose one that had not been part of any prior meaningful consultation, but also one that had very serious and previously unseen impacts on downtown transportation - both for vehicular and for active users. A subsequent virtual meeting with MTO staff did little to better that lack of meaningful consultation and community feedback. Several of our neighbouring Community Associations equally impacted by the Rideau Canal Bridge reconstruction reported to us that they had not been engaged at all. To that point, we have written to the Minister several times asking for the EA consultation process to be reopened before the TESR is finalized.

In the interim, we are seeking access to documentation from the various inputs and meetings that you noted in the message copied above. The presentation to the City of Ottawa's Transportation Committee had very little different information than what was published in November 2022, so we are left wondering what was the nature of staff consultation prior to that public Committee meeting, since the process was opaque to us.

We want to reiterate our request to have the Minister pause the EA process and reopen the phase leading to the TESR for fuller and broader community consultation, and have also asked our Member at Queen's Park to make that request again.

Thank you for your kind consideration and attention to this matter.

Cheers

Tom Scott

Old Ottawa East Community Association - Transportation and Infrastructure