

Chair's Report – February 9, 2016

(indicates agenda item at OOE CA Board Meeting of February 9, 2016)*

Main Street construction

We received some additional information about hydro poles and replacement this month. Ian McRae originally asked about a new pole that hadn't been there before on the east side of Main at the end of the new Grande Allée park feature. The answer he received is that the pole is permanent and is to support the poles on the opposite side of the street (such a pole is needed when there is a change of direction of three degrees or more).

Ian Grabina of the Councillor's office provided the following information to Board members on Jan 27, 2016 concerning the Ottawa Hydro pole replacement:

"I took the opportunity yesterday to meet with Hydro Ottawa onsite and review the stub pole/ guy wire/ anchor situation with them. My goal was to get a clear understanding of the reality of the Main street renewal and how it has influenced the manner in which Hydro may install its poles, along with some of the updated requirements now in place for power poles and lines. In short the new stub poles, poles, guy wires and anchors in place are part of the permanent Main street infrastructure.

I expect there might still be concerns over the "mess of wires" along Main even once you've read the email below and reviewed the attachment. My goal by way of this email is not to explain away power poles and their associated wires, it is to ensure that the OECA board has in-hand the best possible explanation for the various pole and wire applications and the reason(s) for their use.

If after reviewing this email and its attachment you still have questions on the various applications of guying and anchoring it might be best to contact me directly as additional clarification might be better completed either on the phone or via an onsite visit."

Please let me know if you did not receive the original e-mail from Ian G and would like to have a copy.

Ian G also followed up with the City Signals team with respect to the left-turn signal timing at Colonel By and Hawthorne (Pretoria Bridge). The good news is the left-turn signal will be extended during the afternoon rush hour to 19:00 until the northbound lanes on Main St are re-opened. (Thank you Ian.)

***Clegg / Fifth Avenue pedestrian bridge**

Councillor Chernushenko hosted a public information session on February 4 to share the latest updates re this bridge. In particular, information on the proposed design and how we might be able to begin construction sooner than 2020 was provided.

Unfortunately the bridge team did not provide any detailed renderings of the east side of the bridge near Clegg – this situation is supposed to be rectified on the web-site. The rationale provided for these missing drawings was that no major changes were made to the design for this part of the bridge since the last public meeting 3 years ago.

OOE was well-represented, indeed a great many of the questions came from residents of our community. A sampling of questions and answers of particular interest to our community follows:

Q: Will there be pedestrian winter access via the stairs? A: Yes (although several people commented that this is not the case at the Corktown bridge).

Q: Could some of the originally contemplated viewing spots on the bridge be kept? The lily pond on the west side of the bridge should promote as much bio-diversity as possible. Why is a stone wall being contemplated? A: are early in design on reflective spaces and enhanced lily pond. (Note that one of the design changes to reduce costs was to have a single width bridge.)

Q: will light pollution be minimized? A: Yes, LED lighting has come a long way since what was installed at the Corktown bridge.

Q: is there any opportunity to enhance visual/cultural aspects of the design? A: design goals for bridge are desire to be minimal, understated and esthetic; public art will be part of final design

Q: Is there any possibility of switching the cycle and berm ramps on the east side? A: This option has been examined in the past; one consideration was viewing lines, but the team agreed to look at the idea again.

Q: will it be possible to have stairs on the north side of the switchback on the Clegg side? A: key rationale for bridge is to provide connectivity between Clegg and Fifth. Councillor: noted that he would like to see as much connectivity as possible (in multi-directions)

Greystone Village update

Erin O'Connor of Regional will be attending our monthly Board meetings on a regular basis, and will provide updates and respond to questions from the Board or community members.

***Greystone Village - New park**

On January 29 our ad hoc committee on public space at Greystone (Eddie Gillis , John Dance and Ian McRae) met with representatives from the Regional Group, the City parks planning department (Diane Emerson) and the Councillor and his assistant to review the close-to-final design concept for the Grande Allée and the Forecourt of the Greystone development.

They discussed a follow-up public meeting to provide community residents with an opportunity to review the concept and to provide their comments. Eddie has since spoken with Erin O'Connor of the Regional Group and they have agreed that the best scenario may be for the OOECA to invite Regional to a public meeting at the Old Town Hall and to have the City representatives there as well, although we would be the conveners, not the City. Regional would have boards available with renderings of the design and other materials. It would also be an opportunity for us to highlight the large degree to which Regional has integrated earlier community input into the design. Both Regional and the City are seeking a 'blessing' from the community association on the design, so this would be the occasion to determine if there are any major issues (or perhaps minor ones) that should be raised.

They talked about doing this in the last week of February to give Regional time to get boards, etc ready and for us to advertise the meeting.

***Secondary dwelling units in accessory structures (i.e., coach houses)**

The City is currently undertaking a zoning study to determine the appropriate zones and standards to permit secondary dwelling units within accessory structures in residential neighbourhoods. These types of units are essentially a small apartment or suite in the backyard of a home or along a laneway. The rationale provided by the City for these changes is to support intensification in established neighbourhoods and broaden affordable housing options.

To date the City has prepared a discussion paper, conducted a survey in the fall (just under 436 surveys were completed by the deadline of Nov 6) and prepared zoning by-law options which were to be released on Feb 1. An open house and information session on selected draft options is planned for March 2016, with the release of the final study recommendations in April, and a staff report to the Planning Committee and Council in May.

We discussed the material released by the City to date at our most recent OOE Planning Committee meeting, and we have a number of concerns with possible options and their impact on our community. As a result, we have invited Emily Davies (the officer responsible for this project for the City) to meet with our community to discuss the City's proposed zoning options. She was not available to come to our Feb 9 Board meeting, but has agreed to meet with us later

in February (we have tentatively booked Feb 22.) The City will be looking for feedback on their latest options piece likely by the end of February.

We indicated to her that we would be particularly interested in:

- gaining a better understanding of the first questionnaire results, e.g., survey information broken down by location of respondents, comments provided by respondents
- determining whether the number of respondents for this survey is "typical" or lower or higher than normal
- the potential of coach houses to eliminate green space and the urban forest, particularly as other policies are encouraging considerable intensification in our community and
- how options for coach houses will fit with the Infill 1 and 2 by-laws.

Councillor's Cup

OOE Hosers Lose in Final: The Old Ottawa South "Moose" defeated the OOE "Hosers" in the championship game of the Councillor's Cup hosted by David Chernushenko and the Heron Park Community Association. The nine years of the Cup now have both OOE and OOS each having won four times with Glebe winning the other time. Heron Park has yet to win but every year gets better, narrowly losing to the Glebe in one of the games. The Hosers had a superb team with veterans captain Andrew Matsukubo, Mike Souilliere, Natalie Saunders, and Ian White; Brantwood Rink attendants Jordan Dewar, Nick Workun, and Jacob Bays; and rookies Jill Wigle, Jen Abma, and Susan Redding.

A big thank you goes to John Dance for again taking such an active role in the organization of the Hosers.

Old Town Hall

On January 19, Ian Grabina, from the Councillor's Office, indicated that "after further investigation, it has been determined that the porch can be repaired instead of demolished." Repairs are planned to begin in the spring of 2016.

The accessibility ramp now appears to be in working order, although the door panels still need to be completed.

***The Main Event**

The Main Event will be held this year on Saturday, June 18 at Brantwood Park from 10:00am-2:00pm. CAG has again offered to let the OOECA run the BBQ as a fundraiser. Ron Rose has

done an admirable job in the past coordinating this task and we are looking for a new volunteer to head up the team. CAG has asked us to make a decision re our interest by March 1.

Allocation of Cash-in-Lieu of Parkland (CiLP) funds

John and I will be meeting with CAG to try to see if we are in agreement on the allocation of at least some of these funds, in particular the Springhurst basketball courts. The meeting will take place after CAG's next Board meeting, which is on Feb 9. If others are interested in participating in this discussion, please contact John or me.

Queensway sound barriers

Concerns re the lack of sound barriers were brought to our attention by residents of the town houses at the far ends of Havelock, Montcalm and Greenfield. Our Transportation lead Glen Linder has agreed to look into the issue further and raise concerns to municipal and provincial representatives as needed.

Proposed boundary changes to Elgin Street Public School

After consulting with Catherine Pacella (our Communications rep on the Board + a co-chair of the Elgin Street School Parent Council), I sent the following message to the Ottawa Carleton District School Board, our school trustee (Shawn Menard) and the Centretown school trustee (Erica Braunovan) on January 18 :

"On behalf of the Old Ottawa East Community Association, I would like to express our concern about the Board's current proposal to deal with the over-capacity situation at Elgin Street Public School. While we recognize that there is an immediate need for action to alleviate overcrowding, it is important that permanent decisions are based on more complete analysis.

The consultation period to consider the Board proposal has been very limited, and we believe that a more fulsome examination of the likely new enrolment, as well as possible solutions, is needed. In particular, a solution should better reflect the current over-capacity issue at Viscount Alexander, the near full-capacity of Hopewell Public School and the Lady Evelyn under-capacity.

It appears to us that the Board is proposing a short-term solution to a long-term problem, all without considering some of the major new planned development in our community. Indeed it is our understanding that the Greystone Village and The Corners on Main developments have not been considered in any of the analysis undertaken to date by the Board. These projects will result in a significant increase in population for our community. A solution needs to better incorporate the needs of Old Ottawa East as the former institutional lands are developed."

***Federal pre-budget consultations**

The CA received an invitation from the office of our MP Catherine McKenna to participate in pre-budget consultations with her and Francois-Phillippe Champagne, the Parliamentary Secretary to the Minister of Finance on February 1. The stated purpose of the consultations is “to look for ways to help grow the economy, ensure a thriving middle class, and make our community an even better place to call home”. Our Vice-President, Ed Janes, attended this meeting and will provide an update at our Board meeting.

Also of note from the Councillor's office:

“The Councillor met with Minister McKenna a couple of weeks back. They discussed the Councillor's priorities and how what the Minister and her Federal colleagues could work with Municipal Councillors on similar initiatives, both short and longer term. There was talk of infrastructure and how the various projects both on-the-go (pathways) and planned (footbridge) could easily fall under her mandate and through her colleague who holds the green infrastructure fund portfolio.

The Minister was given the Councillors “hit list” and has committed to working with him to achieve their common goals, including but not limited to the canal footbridge.”

NCC Board of Directors Public Meeting on January 20, 2016

The letter to the Chair of the NCC noting OOE's appreciation for the safe crossing at Clegg and Colonel By was included in the Board material; my presence on behalf of OOECA was also noted at the meeting.

FYI - The NCC's 6 priorities are:

- Make Lebreton Flats and the Chaudière Islands a significant national destination
- Offer public access and connections for Canadians to discover shorelines and waterways
- Modernize the planning framework and plan for Canada's capital
- Be a value added partner to the community
- Ensure successful national commemorations and
- Demonstrate corporate excellence.

The NCC also mentioned some of the ideas they have received to date for their 17 Great Ideas sesquicentennial project, many of which have a strong environmental sustainability theme: pedestrian bridges, more animation of the shoreline within the capital, better cycling paths and a giant ferris wheel.