



## Meeting of the Old Ottawa East Community Association Board

Tuesday, June 8, 2021, 7p.m.

Zoom meeting

### AGENDA

1. Call to Order – Bob Gordon
2. Land acknowledgement discussion
3. Approval of Agenda
4. Approval of Minutes – May 11, 2021
5. Chair's Report – Bob Gordon
6. Councillor's Report – Councillor Menard
7. Regional Update – Taylor Marquis
8. Treasurer's Report – Don Fugler
  - a. Current balance is \$17,539.13. No changes from last month.
9. CAG report - Tina Raymond
10. Mainstreeter discussion – Bob Gordon (\*report to be circulated soon)
11. Forecourt Park/Oblates Land/Residential school victims – Bob Gordon
12. LPAT (ward boundary) appeal update – John Dance (\*Please see attachment after committee reports)
13. Committee reports (\*all received reports attached below)
  - Lansdowne – John Dance
  - Communications – Bob Gordon
  - FCA – Ron Rose
  - Corners on Main and Greystone Village – Peter Tobin
  - Parks and Greenspace – Brendan O'Kelly
  - Membership – Suzanne Johnston
  - Planning – Ron Rose
  - SLOE – Jayson MacLean
  - Health and Safety – Courtenay Beauregard
  - Transportation – Tom Scott

14. New Business

15. Date of Next Meeting – September 14, 2021

16. Adjournment

Attachments:

**Committee reports:**

**Lansdowne Report – John Dance**

The second "Lansdowne Park Partnership Plan Update Sounding Board" meeting is scheduled for June 16. The City says "we had a great and productive first meeting, but there is much work to do." The truth is little happened at the first meeting in May and little information was shared with community representatives. Also, there still has not been a meeting report from the first meeting.

According to the invitation, "At the upcoming second meeting, Sounding [Board] Members will receive a draft outline on what the City and OSEG have been working on, an outline on possible draft recommendations to Council, and we would like your input into the draft Public Engagement Strategy that will also be approved by Council. As mentioned, the draft Public Engagement Strategy will outline our stakeholder and public consultation and engagement going forward."

According to original plans, the recommendations are to go to City Council this month so, it seems to me, there will be little time to consider community input to these recommendations. Perhaps the real work follows. But it's hard to tell, given the lack of information from the City. The City and OSEG have now been working on it for five months.

**Greystone / Corners – Peter Tobin**

About 10 days ago Georgia Blondon phoned Smart Living Properties, the new owners of the Convent to ask whether they would be maintaining the grounds as Domicile had. In the ensuing conversation SLV explained their intent to keep the building especially for historical reasons. In a follow up email SLV reiterated that they had "no plans to demolish the building". The goal instead is to establish a "rental community". More details will be available in this month's issue of The Mainstreeter.

Both SLP and the other partner Equity Forum Properties were invited to attend the June CA meeting. It seems evident that the role of Equity Forum Properties will be primarily financial.

Various trades have been working overtime at the Milieu apartments including on the last two Saturdays. The installation of the windows at the Ballantyne (2B) is well under way. The demolition of the chapel wing at the Deschatelets has been completed.

Mother turtle laid and covered her eggs near the switchback at the south end of GV. The nest is protected by a plastic fence.

## SLOE Report - Jayson MacLean

### Item 1 of 2: Update on Community Gardens

- **OOE Garden behind St. Paul's:** the garden has been cleared by Ottawa Public Health and will continue this year with the same agreements and protocols as last year. Construction on the third condo building near the community garden will begin and while it'll make for three seasons of enduring construction, gardeners are grateful to have the garden amid the pandemic. All but five members have renewed for the year but the wait list is still 60-people deep.

- **Lees Gardens:** like St. Paul's, the Lees garden is once again following the compliance agreement set out by OPH including public health requirements and protocols. All 25 garden plots have been assigned and the Lees Gardens is now in its 11th year. Due to COVID restrictions, a team has yet to be convened to work on keeping the garden boxes in good repair.

- **Children's Garden:** the garden is running this year as last with families handling the gardening activities (planting, weeding, harvesting) but all other events are being held virtually (check their Facebook page for details). Unlike the other two in OOE, the Children's Garden is run communally without specific plots assigned to families. Due to COVID, volunteer families must schedule a time to enter the garden so as to not have too many people in at once.

- **We need another community garden!** The pandemic has only made more clear the value of community gardens in supporting physical and mental health and in developing inclusive and integrated communities. And, the large waiting list at the St. Paul's garden alone shows there's a demand within our community. To that end, I've taken the exploratory step of speaking with Just Food, the organization in Ottawa which coordinates the Ottawa Community Garden Network, on the process involved in establishing a garden.

On potential locations, both Margaret Vant Erve, a current St. Paul's Garden Coordinator, and I were thinking of near Springhurst Park, particularly of the plot of land where Springhurst Avenue and Brunswick Street meet (the old horseshoe pit, I've been told). Having a garden there could serve as a community-builder between nearby residents in Archville, Lees Apartments and residents in Greystone.

Anyone wishing to contribute to the preliminary discussion or with thoughts on where a garden might work out, please let me know. I'm also looking for at least a couple of helpers to take this initiative forward, so if you or someone you know might be interested, please contact me.

## Item 2 of 2: **Chronology on the Grand Allée and Forecourt Parks**

**Preamble:** After the May, 2021, OOECA meeting, there was interest in getting a clearer picture of where the ongoing process currently stands on the Grand Allée Park development. To that end, members of a sub-committee who recently (December 2020) met with Regional and the City thought it might prove helpful to provide the community with a chronology of events surrounding the Grand Allée and Forecourt Parks. As a reminder, the Grand Allée and Forecourt Parks have heritage protection under the Ontario Heritage Act.

**2007 - 2011:** the City of Ottawa, the OOECA and the institutional land-owners develop and approve the OOE Community Design Plan (CDP), a vision for development of the institutional lands held by the Oblates and the Sisters. The CDP, the resulting Secondary Plan and related heritage approvals included the protection of the Grand Allée as one of the central requirements for future development.

**2013 - 2014:** Sustainable Living Ottawa East (SLOE), in collaboration with researchers at Carleton and through community consultation, create a Deep Green report as a plan for sustainable development of the institutional lands, which includes as a key feature the maintaining of the Grand Allée as a linear park helping to connect Main Street and the Rideau River.

**2015:** Regional buys the Oblates land. Regional's initial proposed vision for the Oblates Land is developed in coordination with the City of Ottawa, the OOECA and SLOE and features key elements from the CDP.

On the Grand Allée, the proposed vision includes as key sustainable design values for the GA: Mixed-use/mixed income centre, Bicycle network, Access to public spaces & recreation facilities and Historic resource preservation.

The City and the OOECA's Parks Committee work with Regional on a plan for the Grand Allée. OOECA's Parks Committee delivers reports on progress to the CA, open houses conducted and a community meeting is held at Lady Evelyn School on the GA and Forecourt.

**2016** - The final concept plan is developed by Regional in consultation with the City, the OOECA's Parks Committee and OOE Farmer's Market reps.

The plan would call for a 4m-wide area intended to host market stalls on either side of the 6m-wide pedestrian walkway of the GA, with room for about 50 10x10 stalls in total. The GA is to be a public park owned by the City of Ottawa and managed by the Parks and Rec Division. Parking concerns were raised in consultations, with Regional saying underground parking would be provided below the Mixed Use development adjacent to the GA, with additional parking for the Farmer's Market to be worked out with St. Paul's. Construction of the GA and Forecourt are planned for Phase 2 of Greystone development and are tied to the construction of the adjacent buildings.

A public consultation and open house is hosted by Regional and Novatech (the landscape architect) on February 26.

**2019:** Regional meets with reps from the farmer's market to consult on design elements of Grand Allée.

**December 2020:** Regional presents its most recent design plans for the Grand Allée to an advisory group of reps from the Farmer's Market, OOECA and the City. (A Mainstreeter article on the plans is printed in the February 2021 issue.)

**Summer 2021:** Public consultation on the Forecourt Park will begin (see Cllr Menard's letter below from May, 2021.

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Aux parents membres du conseil de l'école élémentaire Au Cœur d'Ottawa,

Nous vous remercions pour votre lettre au sujet du parc qui sera aménagé en face du

Le Conseil des écoles catholiques du Centre-Est (CECCE) a été un excellent partenaire tout au long de la mise au point des détails du site et de son intégration dans le voisinage, et nous sommes ravis d'accueillir cette école dans notre quartier.

La consultation publique concernant le parc Forecourt, situé devant l'édifice Deschâtelets, commencera cet été. Nous savons que ce site sera utilisé à des fins diverses, tant par les résidents de Greystone et d'ailleurs, que par le centre communautaire et l'école prévus. À mesure que le quartier se densifie, les parcs sont essentiels à la santé et au bien-être de chacun et doivent être conçus comme des espaces multifonctionnels.

Les Services de la planification des installations et des parcs de la Ville ont de l'expérience dans l'aménagement d'espaces publics partagés avec des écoles, ce qui sera un point important à prendre en considération dans la conception du parc. Le CECCE a également été clair dès le départ sur le fait que le projet ne prévoyait pas de zone clôturée pour les élèves, à l'exception de la cour pour les élèves de la maternelle à l'arrière de l'édifice. Nous sommes convaincus que le concept final permettra de concilier ces besoins et qu'il s'intégrera harmonieusement à la collectivité environnante.

Nous sommes impatients de travailler avec vous sur ce projet,  
Conseiller Shawn Menard

### **Transportation Committee Report – Tom Scott**

A number of matters of interest have arisen since the last virtual meeting:

1. Transportation completed an informal survey of local residents concerning re-routing of traffic in the former-Oblates lands among the various developments. A copy of the report to a member of the OOECA Planning Committee is also attached.
2. Further, residents of TCOM registered a complaint about construction traffic on Oblats and early-morning/late evening noise from the construction sites. After a request from OOECA Transportation, Mr. Jonathan McLeod of the Councillor's Office took up the matter and responded to the TCOM residents, as did Ms. Kelly Rhodenizer of the Regional Group.
3. Heavy vehicle vibrations on Main Street, including those of OC Transpo buses were raised in a concern from a resident on Mason Terrace. A request to consider reducing speeds to 30km/hr on Main was included in this concern.
4. The City received a request from a contractor planning to work on the site at 115 Echo for use of City property (including ROW, sidewalks and street lane) for access to construction vehicles, lay-down areas for materials and reserved worker parking. As well, noting that NCC announced the summer closing of Colonel By Drive to vehicles, the City staff members were recommending closing access from North Main to CBD as the Greenfield intersection while contractor's accesses to buried services were being undertaken, and as well while preparatory work at the Main/CBD PXO crossing commences as part of the major GMH reconstruction project. Pedestrian and cycling traffic would be maintained during this period. City staff members are seeking community reaction and input (see e-mail from City staff attached).
5. The scheduled ZOOM meeting was held with Mr. Kenney and company on March 3, 2021. While we clarified a number of the items raised in the Mayor's letter, we also agreed to disagree on a number of elements, especially those concerning the overhanging safety issues from the Main Street Roadway Safety Audit recommendations. We are still awaiting minutes from this meeting from the City staff project team and its consultants.

Tom Scott  
OOECA Transportation

**Subject:** 115 Echo Development

Hi Councillor, the development at 115 Echo is getting prepared to start excavation in the coming weeks. For this phase the contractor will be renting the existing sidewalk under a temporary construction encroachment permit, and will be providing an alternative pedestrian facility on the roadway as shown in the attached. Trucks will follow the existing truck route bylaw by entering and exiting via Main to Greenfield.

Excavation is expected to proceed through the summer. The next phase of construction requires detailed coordination with the Greenfield-Hawthorne-Main advance contract, which includes the signalization of the Colonel By/Main intersection. We are recommending a full road closure of Main between Greenfield and Colonel By for the fall while both contractors work in the area. Pedestrians and cyclists will be maintained through the work zone. More details to come on these plans in the coming weeks.

Please let me know if you have any concerns or questions with this phase of Development.

## **Old Ottawa East Community Association Transportation Committee**

### **Traffic Routing Through the Former Oblates Properties Hazel-Deschatelets-Oblats**

#### Introduction and Background

For the purposes of this review, the current City of Ottawa designations of street names will be used. Nevertheless, it is also recognized that these and their orientations may be modified during various development phases proposed by Regional/EQ and other developers in the same area.

Oblats Ave (also known as *des Oblats*) is the north-west boundary of this review. It connects from a controlled intersection at Main Street to Scholastic Drive at the margins of the Rideau River at Greystones Retirement Village. Deschatelets Ave which is running generally in a curve from north-west to south east from Oblats and also ends at Scholastic Drive with the former Scholastic buildings in the centre and to the east. Scholastic Drive ends at Telmon Street leading indirectly to Clegg but there is not (yet) a direct intersection link to Clegg heading west. Part of Scholastic is currently signed as one way and part of the ROW is taken up by a cycling path.

Hazel extends from the blocked end in the west at Echo Drive, across Main at a controlled intersection and ends at about half way around the curve of Deschatelets. The maps as schedules to the Old Ottawa East Secondary Plan give no indication of traffic direction including those which are already designated and signed as one way.

Springhurst Avenue is not directly implicated in this traffic flow review, although it has already been suggested by a number as an alternative route and as an overflow on-street parking area. Just to avoid confusion, the Oblates order has a retirement home on Springhurst but there is no current physical connection to the review area. Springhurst is one-way from Main to Rosemere.

#### Problematique

The proposal, put forward by a member of the OOECA Planning Committee, was to consider creating a one-way loop entering off Main from Hazel to Deschatelets and then exiting back to Main on Oblats. On street parking options would also be reviewed.

The current planning arrangements called for each of these three venues to be two-way and for on-street parking to be allocated along Oblats – parking on Hazel and Deschatelets has not yet been clearly defined.

The impact of St. Paul's property has not been added to the review and certainly there will be implications for its traffic flows and parking and delivery requirements.

### Community Reactions and Recommendations

Members of the OOECA board undertook a survey of residents at Corners on Main and Greystones. The predominant response was not supportive of one-way streets as proposed along Hazel to Deschatelets to Oblats, for a variety of reasons:

- Access for emergency vehicles, and especially to the retirement residence currently being re-purposed as a COVID-19 facility
- A one way loop would force all traffic in the area in front of the school
- Efficiency of access for the two Corners at Main condominiums with entrance and exit to underground parking off Oblats (same will be true for the Regional tower sets completing this year) and the requirement to make a left turn across Main traffic to access Hazel from the north
- Similarly, efficiency of access for the townhouse complex at the east end of Oblats
- How much of the south side of Oblats will be dedicated to a pedestrian sidewalk and a separated cycling lane? So far, there is a sidewalk only on the north side with some discontinuity at the former-Sisters' convent.
- The development of the former convent lands is still in planning and its access to either Springhurst and or Oblats is unclear at this time but could add to the traffic load on Oblats.
- Would Oblats not be two-way east of the T-intersection with Deschatelets? Same for Scholasticate?
- Concerns that traffic will be seeking opportunistic routes by cutting through condominium parking areas and loading zones.
- Parking on these "side streets" off Main is absolutely essential to daily life in this new community; parking within the developed complexes is highly limited and so guests' parking, delivery space and now school visitors' needs all need to be accommodated. Further, on street parking has an effect to reduce speeds and Oblats already has an issue of vehicles from the east speeding towards the lights at Main.
- Original sales advertising, ongoing planning, communication from developers (notably Regional) and what is actually on the ground have serious disconnects.
- The City needs to make sure that the developers, including the school board, undertake necessary safety studies and not just projected flow rates before any more new development is submitted to the City for approval.

### Verbatim Feedback Narrative

Because we had asked for direct feedback from affected residents in the immediate area, we thought that it was important to capture their views, without attribution, where concerns were

being expressed. Other than correcting for grammar and spelling, nothing has been removed from these comments:

I think you will have a lot of very unhappy people living in TCOM1, TCOM2 and Towers 2A and 2B if they are told that, to access the garages underneath their buildings, they have to enter Greystones at Hazel, when their parking garages all are within spitting distance (100 feet) of Main. You may also have some unhappy comments from the retirement residence/Hospital ALC building, if ambulances are restricted to uni-directional driving to reach that building; and, if Greystones does have a major tenant in mind for the ground level of its Tower 2A, and that tenant was enticed because of a parking/loading lot between the two buildings only to discover that traffic to and from that parking lot are only on one-way streets, this may also be a problem...

Residents from TCOM 1 have been raising concerns about vehicle density for 3 years now with each new development proposal in the area. Yet the city went ahead and approved a bus route to run along Oblats Ave., 2 extra floors for Regional, The Spencer, and now a school for the former Deschatelets. Not once, in all that time was the idea of a one-way route brought up. Quite the contrary. For each of these development projects, we were assured that the city had done a thorough traffic study and was comfortable with the traffic flow through the area. I am seriously disappointed that Ron would even propose this idea.

The proposed suggestion would result in TCOM owners, new Regional tenants, and commercial patrons for the upcoming commercial space in the new Regional development having to use a much longer route just to get to our respective garages which will have a major impact on the environment. For example, if I am traveling South on Main and I want to enter my garage, I currently need to travel 53 meters off of Main. With the new proposal, I would need to travel 550 m. That is 5x the original distance - for hundreds and hundreds of residents in the area. How is this logical?? The only outcome will be to dramatically multiply the traffic flow on all the streets mentioned below.

This will not only unnecessarily increase pollution in the area, it will actually dramatically increase traffic flow on all the streets in and around the school, the seniors' residence, and the new recreation facility. This is surely a safety issue as well.

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Lots of feedback tells you this remains a hot button issue for us. In June of 2014, correspondence from Parsons and Delcan to Domicile referenced the modified transportation brief for the development application for TCOM2 in which the City of Ottawa states "*consider making the WB (westbound) curb lane, east of the parking garage entrance, as a parking lane*". This does confirm that the City recognizes that with increased development, there is a need for on street parking.

So, despite the City's recommendation about parking in front of TCOM1, they then planned a bus route and 'for safety reasons' have not only removed the option of parking, but have then indicated there is 'no stopping' on the TCOM1 stretch of Oblats. Interesting is that had the sign indicated, 'no parking', we still would have had the option of stopping for pick-up/drop-off/move-ins provided traffic flow was not impeded. With a no stopping sign, no vehicle is allowed to stop for any reason. But that's ok - we're never going to move out, nor have anyone move in, nor have any accessibility access needs, nor have any deliveries. And who needs mail anyway?!!

Much as I'm irate that poor planning has prevailed (by TCOM, by Regional, and by the City), I'm still looking for that nugget that will solve our problem. Is a one-way street the nugget? Well, for me there would be 3 big 'ifs'. If the City would *stop the bus route, allow on-street parking, and ensure that the Convent Lands do not have garage access on Oblats*, then I *might* consider it a good idea. Of course there remain the issues of the traffic lights and the possibility that TCOMers would be stuck in traffic on Deschatelets (so close to home!), waiting for Oblats traffic to be allowed onto Main.

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There is a small and possibly related traffic problem for TCOM. If anyone is driving from the south and wants to park in our visitors' parking lot, there's a sign at the corner of Springhurst and Main banning right hand turns onto Springhurst between 7 and 9 am on weekdays. So what are visitors or tradespeople supposed to do during those hours? Drive up to Lees and take a right; drive on Lees to Rosemere and turn right, drive down a block on Rosemere to Evelyn and turn left, drive a block east on Evelyn and turn left onto Main? Now you're on Main, headed towards Springhurst where you can turn left onto Springhurst (while ignoring the rumble bars just before the intersection).

Since that traffic sign prohibiting the right turn from Main to Springhurst 7 to 9 am on weekdays is more or less hidden until you're right upon it by the north-west corner of TCOM 2 so I bet everyone just ignores it and turns right anyway.

Personally, I have no problems with buses travelling west on Oblats; they are infrequent enough and do not use Oblats as a time stop (plus I'm a bus rider) and I think some street parking on Oblats is a necessity for the commercial tenants on Oblats and also for our convenience loading and unloading our cars not to mention accommodating visitors who are unable to find places in the visitors' parking lot. One-way streets are often used to control unnecessary traffic through neighbourhoods but in this case, a two-way Oblats makes sense to me.

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I had this same thought yesterday that one way traffic flow could improve safety on our streets for pedestrians and bicycles. The concern I do have with it through is that, like the removal of on street parking, it will likely result in more speeding on the road. I have noticed the speed of cars has increased significantly since the on street parking was removed. Cars will now have even more latitude if traffic flow is one way. It will also result in more vehicle traffic passing in front of the school area.

That said, I still think it's a good idea but strongly believe it must be coupled with other measures to slow traffic down. Police patrol is not a realistic ongoing solution. Street design that lends itself to cars slowing down, either by physical structure or by reintroducing on street parking, will help with safety and enjoyment of our neighbourhood.

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My objection to making Oblats a One Way street is from the perspective of accessibility for Emergency vehicles. As you have already mentioned, on this block of Oblats directly east of Main Street we will have a population density of hundreds of residents. All of these residents are in low/medium rise buildings that require the large Aerial Ladder trucks to respond to fire alarms. As well, other emergency vehicles such as Ambulance would be greatly delayed in reaching anyone in a medical emergency if these vehicles have to travel around by way of Hazel to reach these buildings on the first block of Oblats. It is against Ottawa Fire Department Policy for Fire Vehicles to drive the wrong way on a one way street.

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If the constructions of 2A and 2B are already crowding the south side of Oblats and making a sidewalk and cycling track too tight, why would we ever let Regional off the hook? Who in the City was watching while these developments went up? What could we expect when Phase III and even Phase IV pack into this space?

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The impact of pandemic-related deliveries (Doordash, UberEats, other food services, Amazon, UPS, Purolator and others) on requirements for stopping and short-term parking should also be included if ordering on-line continues, even at a reduced pace, once we return to a more-normal situation. Business analysts commented that marketing and retail models may continue to adapt after the pandemic and that these home-delivery services will likely continue to expand.

### Synopsis

The proposal to create one way flows in this reach of Hazel, Deschatelets and Oblats is generally not supported by the surrounding community.

Poor planning both by the City and by the developers, inconsistent communications, and changes in already-announced approaches to facilitate opportunistic and emerging development should not be drivers for better and safer arrangements to transportation of all types within Greystones Village. Certainly, letting the developers, and Regional the most often noted, plus City planning and traffic management staff, "off the hook" for bad implementation is not a supported solution.

All agreed that OOECA should stand to ensure that the original plans (and sales pitches) should be respected for the benefit of those who have already invested in buying a home on the former Oblates lands. Those yet to consider residence in Old Ottawa East should also have confidence that the City and their Community Association are serving and will continue to serve their best interests.

Commitments to safe and efficient movement of pedestrians, cyclists and vehicles (both private and commercial, including OC Transpo) need to be sustained. Safe and secure student movements in this area also need special consideration. Any future City Council considerations of developments in this area of Old Ottawa East need to be fully apprised of and resolve traffic issues raised at this time before any further development proposals come forward.

1. It is recommended that a forward-looking roadway safety audit be undertaken of the three City streets noted in this review: Oblats, Deschatelets and Hazel.
2. It is further recommended that the City take no irrevocable actions and await the results of an independent safety audit and further community engagement and discussion before proceeding with the design and rebuilding of these three streets.

### **LPAT – Ward Boundary appeal update – John Dance**

In terms of the LPAT appeal on the ward boundary issue, a "settlement hearing" has been set for July 12, 2021. I'm hoping this is a routine matter that requires no effort on the part of OOECA, given that Council approved the reversal of the uOttawa boundary change. However, I've asked the City's legal staff if this is the case and they haven't responded yet (June 2, 2021).

