

**Federation of Citizens' Associations of Ottawa-Carleton
Minutes - Board Meeting of November 21, 2007
Greely Community Centre, 1448 Meadow Drive, Greely**

Attendees: Archie Campbell Chair (Dalhousie CA), John Blatherwick (Woodpark CA), Kim Bates (Vernon CA), Allan Haan (Manotick CA), Mike O'Neill (Manotick CA), Joey Erjavec (Osgoode Village CA), Stephen Haines (Old Ottawa South CA), Bob Brocklebank (Glebe CA), Howard Campbell (Kars CA), Lorne Cutler (Hampton-Iona Community Group), James McLaren (Heron Park CA), Gill Toll (Greely CA), William Ney (Greely CA), Micheline Ney (Greely CA)

1. Adoption of Agenda

Draft Agenda adopted with addition of library branch closures under New Business.

2. Adoption of Minutes of October 24 meeting

Motion to adopt by John Blatherwick, seconded by Stephen Haines CARRIED

Introduction to Greely

Bill Ney noted that Greely is a community of homes on half-acre lots with private services. In the middle of the village is a wrecker. This results in the local description of a "village doughnut" with a hole in the middle. The community centre was built with funds raised by the community. At times Greely seems alienated from the city of Ottawa. There are concerns that the roads are not upgraded, an issue of importance because transportation in the community is entirely by car. There is a neighbourhood store and an animal hospital which form a commercial centre to the village.

3. Rural issues roundtable

The Greely introduction led to a wider discussion of rural issues which occupied much of the meeting.

Brocklebank asked about the rural pathways project. It was explained that Manotick was the prime driver for this project and a connection between Greely and Manotick was the top priority. There has been limited response from the city and the plan is to divide the project into smaller pieces.

With respect to land-use, Greely was cited as an example of scattered development. Each subdivision has its internal road pattern without connection to neighbouring developments. This is one reason that the community is not served by OC Transpo – it would be impractical to have buses enter each community to collect passengers. There was a plebiscite in 03 or 04 in which transit service was rejected. Greely is served by ParaTranspo.

There is Greely concern about roads. Narrow roads with ditches mean that fire trucks have to drive down the middle of most of the roads to get to fires. The way that traffic impact analysis is conducted seems inappropriate: each development application looks only at the immediate area of the proposed development; a wider impact assessment is needed.

Greely was active in the O-Train issue and offered a plan for use of the existing rail corridor.

Rural representative asked about the history of the FCA and its mandate. Archie Campbell commented that the history of the FCA goes back to the 1974 Regional Official Plan. After a period of dormancy, the FCA was revived in 1986 and with amalgamation it recognizes the need to reach out beyond the traditional city centre core to all parts of the new city. In essence the mandate of the FCA is to act as a forum for exchange of information and opinion. With the constraint that the FCA does not back specific candidates for election, the membership could use the FCA to represent community interest on any civic issue.

The question of country lot estates was broached and it was noted that the FCA had appealed that aspect of the city Official Plan of 2003.

Mike O'Neil noted that in the development of country lot estates, it was not clear whether cash-in-lieu of parkland was being levied. He said rural communities seek repatriation of funds in such cash-in-lieu reserves. The principle is that the money should be spent in the region from which the money came.

This provoked the question of where the development charges would go from the large project which Minto has proposed for Manotick.

Bill Ney commented that the cash-on-lieu of parkland seems to disappear. He said that the city has standards which apply everywhere. One example is the demand for audible signals on traffic lights in the countryside where there are no pedestrians, visually impaired or not.

Gill Toll said that each developer seems to operate in his own fiefdom.

Brocklebank inquired about the Official Plan call for a one kilometre separation of country lot estates from villages.

O'Neil said that development charges should provide for pathways connecting rural communities.

Brocklebank asked about a column by Joe Banks in the Citizen commenting on proposals to allow for more dense development in rural Ottawa.

Allan Haan said that some farmers see their land as a salable resource but many others see development as threatening their livelihood as farmers.

Mike O'Neil explained the distinction between the Manotick and West Manotick associations. He said that West Manotick is specifically opposed to the Minto project and that opposition is their sole focus.

He said there is a sense that citizens have no control over what is happening. The growth of

Barrhaven and Riverside South have a great impact on traffic patterns but it is not clear what people who are negatively affected can do.

On traffic generation, John Blatherwick noted that the 1997 Development Charges provided for a reduction in DC's in Town Centres. The idea was to support the growth of employment in Town Centres so that pressure for commuting would be reduced. Lorne Cutler commented that the same issue applied to Westboro – because transportation is overloaded there is a desire to have employment in the community.

On the question of standardized policies being applied (possibly inappropriately) across the city, Brocklebank asked if there was a way member associations could challenge the alleged inability of the city to differentiate. Bill Ney mentioned a problem in the fire department in which unionized firefighters from urban areas and volunteer firemen from rural communities do not seem to be able to readily work together.

Bill Ney noted that if such an initiative were undertaken, there are limited personnel available to participate in meetings.

Allan Haan suggested that in order to attract participants it was necessary to have a single issue which draws attention. Archie Campbell remarked that community associations often must focus on limited issues of importance. Mike O'Neil commented that there are advantages in combining forces.

Allan Haan said Manotick would be interested in a committee on transportation. Mike O'Neil, Bill Ney and Howard Campbell said they would like to receive invoices for membership in the FCA as a basis to approach their boards.

4. Business arising from the minutes

- a) Membership outreach – Stephen Haines noted that several rural associations had attended the meeting and additional direct contact is desired.
- b) Transportation working group – pleased to have Manotick as a rural participant
- c) Carp landfill – no report
- d) Rural workshop – issues discussed informally in roundtable had parallels in city-organized workshop
- e) FCA property tax reform paper – subcommittee is to meet and prepare recommendations on further action
- f) FCA website – Brocklebank and Haines are working on plan to find distinct roles for public

(fca-fac.ca) site and private (Altogether Ottawa) site

g) Official Plan review – City Café workshop to be held November 24; comments on white papers are invited up to December 9

5. New Business

a) Library closures – agreed that FCA opposes plans for library branch closures and that FCA will work on coordination of communities' opposition to closure as required.

Adjournment