

**Federation of Citizens' Associations of Ottawa-Carleton
Draft Minutes of Board Meeting Monday, January 5, 2009
Alexander Community Centre, 960 Silver Street**

Participants:

Archie Campbell (Dalhousie CA -chair), Metin Akgun (Stittsville Village Assn), Jay Baltz (Hintonburg CA), John Batson (Carleton Heights CA), Bob Brocklebank (Glebe CA), Lorne Cutler (Hampton Iona CA), David Darwin (Carlington CA), Rick Devereux (Centretown Citizens CA), Linda Dodd (Carlington CA), Roland Dorsay (Island Park CA), Annie Hall (Copeland Park CA), Amy Kempster (Greenspace Alliance), Michael Kostiuik (Carlington CA), James McLaren (Heron Park CA), Shawn Menard (Centretown Citizens CA), Heather Pearl (Champlain Park CA), Christian Pupp (Old Ottawa East CA), Cam Robertson (City Centre Coalition), Tom Rodda (Manor Park CA), Graeme Roderick (Tanglewood Hillsdale CA), Peter Runia (Cityview CA), Marjorie Shaver-Jones (Copeland Park CA), John Stevenson (Citizens for Safe Cycling), Don Stewart (Westboro Beach CA), Tom Trotter (Citizens for Safe Cycling),

Introduction to Carlington

Michael Kostiuik said that Carlington was formerly the Booth lumber yard. In 1904 it became the community of Stevensonville, a street-car suburb. This was also the major dairy farming area supplying the city.

It has long been a working class residential area and was expanded with the construction of extensive veterans' housing on the crescent streets. There was a war memorial in the neighbourhood and a project of the Community Association is to install a replacement at Carling and Merivale. They are organizing a veterans' parade for May 24.

A study by the University of Ottawa found that Carlington was the area with the lowest income in the city. However the area is not uniform in its character; there are several sub-communities in Carlington.

1. Approval of agenda

Approved with the addition of a discussion of the Claridge Towers under new business.

2. Approval of the minutes of the meeting of November 27, 2008

Corrected wording of the passage dealing with "Lawsuits against community groups" has been received from Greenspace Alliance.

Adoption moved by Don Stewart, seconded by Heather Pearl CARRIED

Archie Campbell offered special thanks to Agnes Warda for both chairing the meeting and taking the minutes. Peter Runia asked that efforts be made to get out the minutes earlier.

3. Business arising from the minutes

a) Membership outreach committee chair

Archie Campbell noted that, with the incapacity of Stephen Haines, a person is needed to work on membership outreach.

b) Transportation committee - no report

c) Transportation Master Plan

Michael Kostiuk reported that the NCC has not approved the use of the Western Parkway for light rail and he understands they are not willing to decide for two years. Christian Pupp and Metin Akgun commented on the money and time being lost in indecision.

Peter Runia asked if the FCA had taken a position and there was discussion about the motion from the previous meeting dealing with the Carling Ave. alternative routing. Cam Robertson said that Carling had been downplayed by city planners because they saw that route as slow with as many as 22 stops. Don Stewart commented that the comparison to the Western Parkway route was also distorted because some \$250 million had been assigned to Carling for land acquisition (for a city owned corridor) versus no similar figure for the Parkway (which is not owned by the city).

Roland Dorsay said traffic density in the core is reaching crisis levels and some solution is becoming pressing. Tom Rodda noted that speed is necessary to attract passengers to transit.

d) Official plan review

Archie Campbell said he understood documents are to be released in January. Christian Pupp said documents are tabled at Planning & Environment Committee but the discussion is to occur in March.

Jay Baltz confirmed that delegations are invited to appear on the OP in March. Baltz had a discussion with John Moser.(Director, Planning Branch) who indicated an interest if further contact with FCA.

This led to discussion about the most effective way to respond to this approach and issues to be discussed. It was agreed that we would follow up with Moser, exploring how he would like to proceed. It was noted that planning issues are not the same across the city - some issues in the city core are distinct from issues in the suburbs or rural areas. On issues, topics mentioned included”

- a dichotomy between planning policy documentation and development approval decisions,
- city understanding of intensification which seems distinct from that in the Provincial Policy Statement,
- community cynicism about consultation - views expressed by the public seem to be lost in the final documentation generated.

e) FCA website

There was a call for updating and reorganizing links.

f) Property tax reform

Don Stewart would explain the FCA proposal for reform at a Glebe meeting on property tax to be held on Jan 8.

g) Interprovincial crossing studies

Archie Campbell reported that a letter had been sent to the consultant to the NCC, to Ontario and Quebec ministers and to members of city Council. The letter indicated concern with the high weighting given to traffic and to bridges encouraging traffic. It also referred to the need to get trucks off King Edward Ave. In the response from the consultant there was reference to

intensification and an indication that some truck traffic would be moved from King Edward. Tom Rodda said CTV reports that the NCC has accepted the Kettle Island site. Michael Kostiuk commented that the NCC had put in the Portage bridge but the city had not connected it with Bronson as had been assumed. Amy Kempster observed that the Aviation Parkway is an NCC corridor so the city has little say. Bob Brocklebank noted that the city still does have control over its own roads and could restrict access to its streets from the NCC parkway. Kostiuk asked if the “split” is not at capacity now without the additional traffic from the proposed bridge.

Graeme Roderick inquired if FCA should be doing anything about the issue and Tom Rodda invited participation by interested parties in the next presentation on the project to Transportation Committee on Jan. 12.

John Stevenson said that from a cycling standpoint it was important to get the trucks off King Edward. Tom Trotter commented that the Aviation Parkway has slower traffic than the 417 which might make it still usable by cyclists.

Amy Kempster said she thought the earlier position was to oppose any additional crossings. John Batson wondered if FCA could propose mitigating features to make for a less damaging project. Peter Runia called for a more coordinated approach which would avoid have the city and the NCC going in opposite directions. He said that one problem is that various routes have been constructed but they are not effectively connected.

Cam Robertson cautioned that associations’ positions on a new bridge should not undermine the city’s commitment to modal shift in transport away from the motor vehicle. Perry Marleau cited the outstanding issue of the Prince of Wales bridge which is not being effectively used for transit.

h) Lansdowne Park redevelopment

Bob Brocklebank recalled that the FCA had given its general support (lending its name but no commitment of financing) to a possible high level public event about development of city land. The Glebe association had voted substantial funding for such a project and the Ottawa Regional Society of Architects had made a similar commitment.

While the idea of a public event has not been discarded, the latest idea is to work to produce a letter from the FCA supporting the concept of a competition and having the letter co-signed by various local development firms who would indicate that they would be prepared to consider competing if a competition for Lansdowne redevelopment were held.

This led to some heated discussion about whether a firmer approach should be taken, particularly in respect of pro sports initiatives.

i) Transit tunnel consultations

The FCA representative on the tunnel advisory committee, Will Ney, was not present to report, but other associations with direct representation noted that a public open house on the matter is scheduled for January.

There was general discussion about the merits of a tunnel, whether the FCA should adopt a position on the project or merely maintain a watching brief, on the November motion urging that consideration of Carling Avenue remain as an option for light rail, and on the suitability of the Western Parkway as a route.

j) Development charges study

Bob Brocklebank reported that the external advisory committee on Development Charges had now met twice but discussion remains quite general. The one interesting feature is that the various views of the participants for the non-residential property developers (industrial, commercial, etc. lands) did not seem to be united. The practice is to link the level of DC's to costs of providing infrastructure. For residential and retailing uses this was agreed but it was successfully argued in the previous DC negotiation that for commercial (office buildings) and industrial (including warehousing) properties, there needs also to be comparison with other municipalities' development charges. To our surprise, a spokesperson for retailing development questioned this argument.

k) Manotick OMB hearing

FCA is to appear as a "participant" at the OMB hearing on Jan. 6. Our statement is restricted to the question of the urban boundary and its application to the proposed development by Minto.

l) Lawsuits against community groups

Greenspace Alliance which is being threatened with a demand for costs, has issued a press release on its situation. This situation has also been reported to other communities through the FUN network.

Amy Kempster urged members to ask their Councillors to support the motion to be brought forward restricting the circumstances in which the City would demand costs from civic interest groups. She commented that Greenspace Alliance would be forced into bankruptcy if there is a judgement against them.

Tom Trottier asked about incorporation and how this might be relevant. John Batson inquired about directors insurance in the case of incorporated associations. Bob Brocklebank said his association gets coverage through Volunteer Canada. He noted that Nova Scotia has legislation which provides protection to voluntary groups.

4. New Business

a) Membership Campaign for 2009

There was discussion about letters and forms which had been circulated in the past soliciting membership. There was some discussion about change in membership fees but it was agreed to stay with \$30 for this year and discuss the matter at a subsequent meeting.

b) Hope Side Road - item deferred

c) Urban Tree Conservation Project

Heather Pearl reported that a further meeting had been held on Dec. 16. A report is in preparation for Planning and Environment Committee for the end of February. Details on the project are available at:

http://www.ottawa.ca/residents/public_consult/urban_tree_conservation/index_en.html

d) Municipal Election Reform

Don Stewart noted that issues about municipal electoral reform had become a hot topic in Toronto. An election finance review task force has been established and its recommendations are about to be presented to Toronto City Council.

Amy Kempster suggested that FCA should support the FUN paper on election reform and look closely at the Toronto report.

Don Stewart was critical of the expense rebate system used in municipal elections and Lorne Cutler called for an approach to replace rebates.

Stewart called for preparation of a letter to Council to get Ottawa engaged in the issue.

e) Federation of Urban Neighbourhoods (Ontario)

Moved by Archie Campbell, seconded by Amy Kempster that FCA pay its \$50 annual membership in FUN. CARRIED

Campbell reported that talks were underway for the Annual General Meeting to be held in Ottawa May 2. It is hoped that Jim Watson will be keynote speaker for the event. This will involve FCA acting as host for the meeting.

g) Claridge Towers

Shawn Menard described the project in which the developer agreed to propose an Ottawa bid for the National Portrait Gallery and was granted permission to build considerably above the zoning. The developer appealed to the OMB the height limitations in the arrangement. That appeal was lodged prior to the competition for the Portrait Gallery being cancelled by the federal government.

Even though there is no portrait gallery at play, the developer has in hand the increased height authorization and is continuing with the appeal to seek even greater height.

Moved by Shawn Menard, seconded by Amy Kempster that FCA opposes as poor planning the enhanced height granted in the Claridge Towers project. CARRIED.

5. Adjournment

It was agreed that Old Ottawa East, Tanglewood-Hillsdale, and Centretown would explore hosting the next (February) meeting.