

Le Journal
 Communautaire de la Basse-Ville

Gratuit

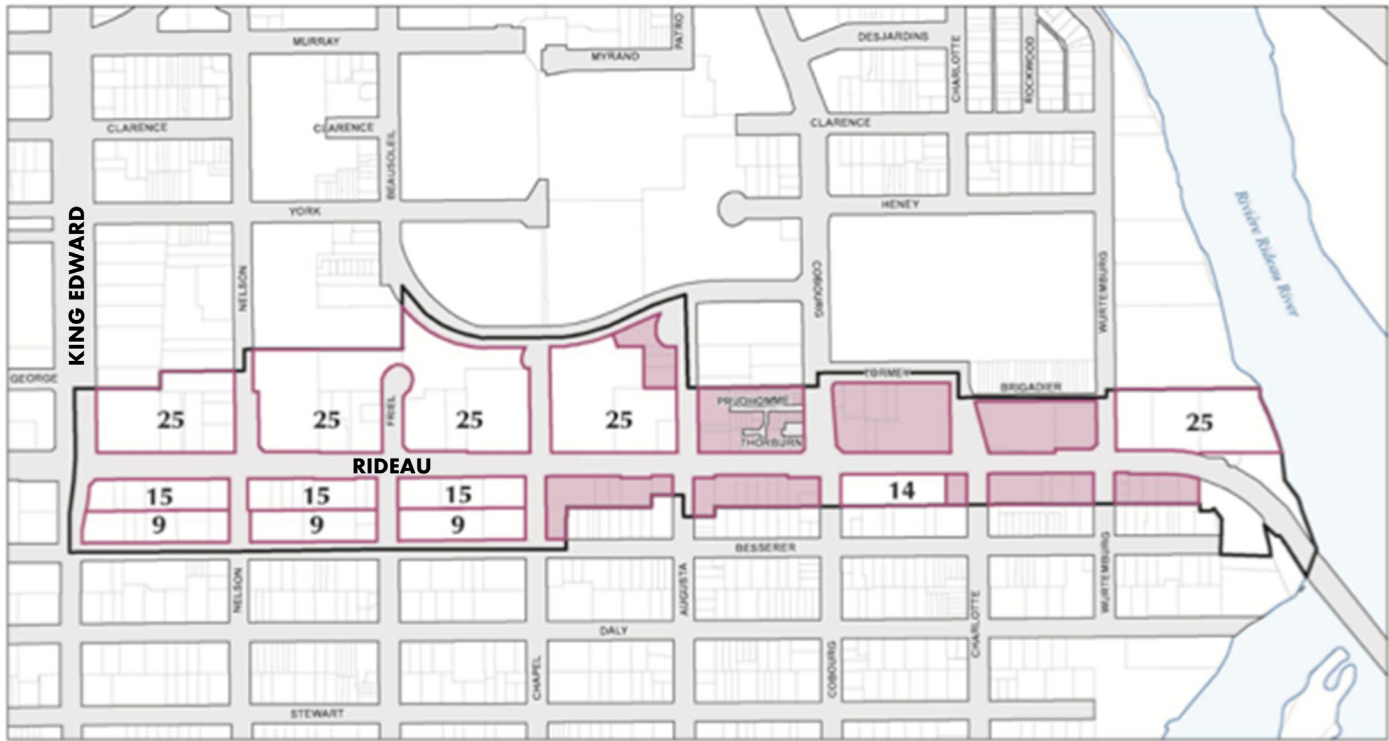
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The Lowertown
 Community Newspaper

New Uptown Rideau plan approved



Residents concerned about density redistribution

The most controversial aspect of the plan is a new planning concept called “density redistribution” - developers are permitted to play with the height of a building, as long as it fits the same number of people. The amendment to the Official Plan shows the areas that are considered appropriate for density redistribution. This will allow developers to exceed the six and nine-storey height limits by lowering some parts of the building and making others much taller — up to 25 storeys on the north side of Rideau Street and up to 15 storeys on the south side.

Photo: Ottawa.ca

Robert Tritt

On November 24, the city’s Planning Committee approved a new Community Development Plan or CDP for Uptown Rideau St., between King Edward and the Cummings Bridge.

City staff have been working on the CDP for the last 18 months with representatives of community associations, property owners, businesses and developers. The CDP replaces a 2005 plan which has become outdated in the face of new pressures for development resulting from the City’s new Official Plan and the recent renewal of the street.

What’s in the new CDP?

The new plan’s vision for Rideau Street is a “vibrant downtown mainstreet...of mid-rise buildings with continuous active storefronts, shops, restaurants and cafes...and occasionally taller buildings,” the latter a point of contention with some community voices. “The public realm of Uptown Rideau Street prioritizes pedestrians, cyclists and tran-

sit users over cars,” says the plan.

The plan addresses a wide range of issues. Overall building heights and densities have been increased to allow for mid-rise buildings, generally with “baseline” heights of six and nine storeys. Design guidelines will require that any building taller than six storeys must be set back on a base or podium, to help maintain the human scale of a traditional mainstreet for pedestrians at street level. Large developments may be granted extra height in return for more public space, resulting in new public parks or plazas.

Additional funds will flow to local parks, since more of the cash-in-lieu of parkland fees collected from developers will stay in Lowertown East and Sandy Hill. Buildings of heritage interest have been identified and several are recommended for formal designation. Pedestrian-friendly measures will be implemented at some street crossings. In particular, the CDP recommends that Chapel and Beausoleil should remain

closed to traffic, until a community-wide study clearly demonstrates there would be no harmful effects to opening them.

Density Redistribution

The most controversial aspect of the plan is a new planning concept called “density redistribution.” The overall footprint and density of the building must stay the same, but the developers are permitted to vary the height of their building, as long as it fits the same number of people. This will allow developers to exceed the CDP’s six- and nine-storey height limits by lowering some parts of the building and making others much taller — up to 15 storeys on the south side and up to 25 on the north side of Rideau Street.

Density redistribution will apply only on very large lots. The taller buildings will also have to satisfy strict design guidelines to minimize negative impacts at street level. The idea is to provide a developer the flexibility to design a more

continues on page 4



Call for volunteers

The Lowertown Community Association is looking for volunteers - particularly for the skating rink in Bingham Park and the Homelessness Committee.

To volunteer, send e-mail to:
info@lowertown-basseville.ca

The Echo is looking for volunteers who can write, photograph and do graphic design - contact us at:
echo@lowertown-basseville.ca

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ByWard Moves



Michelle Ramsay

Aside from the shocking news that ACE Mercado and its landlord plan to displace Mellos on December 31st, fall has been relatively quiet in the ByWard Market.

This season gave us two expected openings—**Le Creuset Boutique** at 517 Sussex Drive and **Bella Boutique** at 55 Murray Street—and two surprises. **City+Cargo** is a pop-up leather accessories gallery tucked in an alley at 23½ York Street. Blink and you'll miss it, which would be a shame because City+Cargo's lovely handcrafted bags, briefcases and satchels will be available only until Christmas. **Origins**, a new-concept coffee shop and wine bar, is opening at 111 York any day now. The coffee and wine combo sounds very hipster, doesn't it?

Another welcome opening is **The Handmade Bride**, which moved from New Edinburgh to 306 Cumberland Street (at Murray). The beautiful boutique moved into the spot that was formerly occupied by **La Petite Mort Gallery**, which closed in August after a ten-year run in Lowertown.

The popular bookseller, **Patrick McGahern Used and Rare Books**, moved from a second-floor space on Dalhousie to bright and airy quarters at 11 Murray Street near Sussex Drive. The location was formerly the site of **Angelina's Café**. At 100 Murray Street, **Armen** moved into the storefront next door to its former location.

Floorplay Group shuttered its **Sotto Lounge** at 295 Dalhousie Street in October and, a short time later, replaced it with **Sentral Night Club**, a late-night spot billed as "the place your mother warned you about".

Another switch-out involved **Frou**

leaving 11 William Street and replacing its sister store **Sassy Beads** at 159 York Street. All the beads are gone but the shop continues to offer repair service.

There were two permanent closures in November. We lost Market veteran **The Sausage Kitchen** at 5 ByWard Market Square, shut down due to bankruptcy, and relative newcomer **Spin Dessert Café & Bistro** at 17 Clarence Street, which closed quietly and without warning.

In our last issue, we promised to update readers about businesses being relocated by the National Capital Commission (NCC) to do repairs to the buildings that back onto the Tin House Courtyard, from 447 to 465 Sussex Drive.

Richard Robinson Haute Couture will move from 447 Sussex Drive—to its location for the past 35 years—to the third floor at 100 Sparks Street.

The NCC is proposing to relocate **HazloLaw** from 449 to 283 Sussex Drive (at Cathcart Street). This use will require a change in zoning. Lastly, despite the NCC's best intentions, the three other merchants who must relocate have yet to find new quarters. We hope that we can report soon that **MaiYa Pearls**, **ça va de soi**, and **Julie Thibault** have all been able to stay in the ByWard Market area.

Michelle Ramsay is a brand name creator and storyteller who fell in love at first sight with Lowertown in 2012

Lowertown Community Association meetings

The Lowertown Community Association meets on the second Monday of each month. Meetings are held from 7 to 9 pm at the Routhier Community Centre, located at 172 Guigues Ave.

Upcoming meetings: December 14, January 11, February 8, and March 14.

LCA meetings are regularly attended by our elected councillor and the Ottawa Police Community Constable. Connect with us at info@lowertown-basseville.ca

LCA President's letter



Liz Bernstein, LCA president

Dear neighbours,

Your voice did matter! The October 19th federal election attracted a huge voter turnout—Canada's highest since 1993—resulting in a majority government that defied even the best polling numbers. Voter engagement as volunteers during the campaign period was also very high, with so many candidates taking the lead thanks to more people knocking on doors and getting the vote out. The voter turnout in Ottawa-Vanier was 75.6%. Congratulations to M.P. Mauril Bélanger, who was elected to his eighth term representing our riding.

Some early actions by the new federal government are encouraging, including committing to the Paris climate change talks and restoring the long-form census. Environment and Climate Change Minister Catherine McKenna has already met with Mayor Jim Watson to discuss issues that are of common interest to both the federal and municipal governments. Elected in Ottawa Centre, she replaced John Baird as minister for the capital area. She and the mayor discussed a long list of topics, including the LRT, NCC, arts funding, and plans for the 2017 celebrations. The meeting was cordial and collegial, leading the Ottawa Citizen to report, "the relationship between the mayor's office and Parliament Hill is the warmest it's been in a decade."

All of this bodes well for Lowertown. In this refreshed political climate, we at the LCA have high hopes for our future working re-

lationship with federal officials, specifically around our efforts to: improve the ByWard Market area by 2017; address concerns related to the NCC; continue to press for shutting down the truck route on King Edward Avenue; and, other issues requiring cooperation amongst various levels of government.

Over the past couple of months the LCA has wrestled with the 2016 municipal budget, as well as the usual development and heritage planning matters, while continuing to tackle key issues of concern to our community such as ByWard Market revitalization, Uptown Rideau Community Design Plan (CDP) and cycling infrastructure. We are also concerned about losing a neighbourhood icon, Mellos Restaurant, at the end of December.

As the year comes to a close, we're looking forward to the holiday festivities in the ByWard Market, as well as some milestones: approval of the Uptown Rideau CDP, official re-opening of Sussex Drive post-reconstruction, and, completion of the art installation in Bingham Park. The biggest event on the horizon is the '100% Possible March for Climate Solutions and Justice' from Ottawa City Hall to Parliament Hill on Saturday afternoon, November 29th.

On behalf of the Lowertown Community Association, I wish you all a safe holiday season and a Happy New Year.

The Echo

The Echo, a non-profit community newspaper, is supported by its advertisers and the Lowertown Community Association. Opinions expressed are those of contributors and advertisers and do not necessarily represent those of the volunteer editorial staff.

In 2016, the Echo will be published in February, April, June, September and November. 7,500 copies are printed and distributed free of charge to residents of Lowertown. Additional copies can also be picked up at the Routhier Centre, the Lowertown Community Resource Centre, the public library, and various commercial locations in Lowertown.

The Echo welcomes articles, letters, photographs, notices and other material of interest to its readers in the Lowertown community. Name and telephone number of contributor must be included.

If you'd like to write articles, draw cartoons or other illustrations for stories, or take photographs on assignment, please email and leave your name and telephone number at echo@lowertown-basseville.ca. No age restrictions.

The Echo reserves the right to edit in part or in whole all contributions.

E-mail/Courriel: echo@lowertown-basseville.ca

Online edition/Edition en-ligne: www.lowertown-basseville.ca/news--nouvelles.html

Editor in chief: Giulia Nastase

Layout: Patrick Naubert

Deadline

Reserve your advertising space or submit your contribution to echo@lowertown-basseville.ca by **January 22, 2016**

The Echo is written, published and delivered thanks to the efforts of dedicated and talented volunteers and the support of our advertisers. Please support local businesses, especially those who advertise in and display the Echo.

Questions regarding delivery? If you live in Lowertown, the Echo is delivered free to your door. Please email if you are aware of anyone or any business in our neighbourhood who is not receiving their community newspaper.

L'Echo

L'Echo est un journal communautaire à but non lucratif dont les seuls revenus viennent des annonceurs et l'Association Communautaire de la Basse-Ville. Les textes n'engagent que leurs auteurs et annonceurs respectifs et ne reflètent pas nécessairement l'opinion de l'équipe de rédaction, qui est composée de bénévoles.

En 2016, l'Echo sera publié en février, avril, juin, septembre et novembre. Son tirage est de 7500 exemplaires. Il est distribué gratuitement partout dans la Basse-Ville. On peut également l'obtenir au Centre Routhier, au Centre de Ressources Communautaires de la Basse-Ville, à la bibliothèque et dans plusieurs commerces du quartier.

Tous les articles, lettres, illustrations, photos et autre matériel qui peuvent intéresser les lecteurs de la Basse-Ville sont les bienvenus. Leurs auteurs doivent indiquer leur nom et leur numéro de téléphone.

Les personnes qui aimeraient collaborer avec l'Echo sont invitées à envoyer un email au echo@lowertown-basseville.ca en indiquant leur nom et leur numéro de téléphone. Nous apprécions la contribution de tous, quel que soit leur âge.

L'Echo se réserve le droit de modifier en tout ou en partie les documents soumis.

Advertising: Donna Kearns

Date de tombée

Publicité, articles, photos et autres soumissions à echo@lowertown-basseville.ca avant le **22 janvier 2016**

L'Echo est rédigé, publié et distribué grâce au dévouement et au talent de nombreux bénévoles, mais aussi avec l'appui des annonceurs. Soutenez les commerces locaux, et tout particulièrement ceux qui font de la publicité dans l'Echo ou chez qui vous pouvez le trouver.

Questions au sujet de la distribution? L'Echo est distribué gratuitement dans la Basse-Ville. Veuillez envoyer un courriel si vous connaissez quelqu'un qui ne le reçoit pas.

Don't demolish O'Connor House at 171 Bruyère, says heritage planner

Liz MacKenzie

A request to demolish 171 Bruyère has been put on hold by the city's Built Heritage Sub-Committee. The property owner, Ottawa Community Housing (OCH), has been directed to come back to the committee with a report on the possibility of severing and selling the property before a ruling is made. At present, unresolved mortgage issues compromise OCH's ability to sell.

In her report to the Built Heritage Sub-Committee, heritage planner Sally Coutts recommended that the application to demolish be refused. Like all buildings in the Lowertown West Heritage Conservation District (HCD), 171 Bruyère is protected under the Ontario Heritage Act, the HCD guidelines, the City of Ottawa Official Plan, and the Provincial Policy Statement.

Furthermore, Coutts reminded the committee that the City of Ottawa Official Plan lays out a specific responsibility to manage City-owned cultural heritage resources:

"... the City will protect, improve and manage its cultural heritage resources in a manner which furthers the heritage objectives ...and sets an example of leadership for the community in the conservation of heritage resources."

Heritage Ottawa supported the staff report, as "the HCD plan specifically directs that demolition of heritage structures within the district will not

be recommended for approval by City Council."

The Lowertown Community Association Heritage Committee also supports the staff report. Researcher

1889. While there is some discussion about changes to the building in the 1910s and '30s, there is no doubt that the O'Connor family were long-time residents. Their daughter, Margaret



The O'Connor House, 171 Bruyère, Demolition requested by Ottawa Community Housing

Nancy Miller-Chenier has confirmed that the O'Connor family lived at this site for over a century. Thomas O'Connor and Mary Curry married at the Notre-Dame Cathedral in 1853. They raised their eight children at 171 Bruyère. These early Irish residents in Lowertown were active in the St. Brigid parish after its formation in

O'Connor, was the last member of the family to occupy the house - she lived here until her death in 1954.

Ottawa Community Housing says that their funds are stretched to the limit: much of their housing stock is in need of repair, and carrying a vacant property with ongoing maintenance and security costs is a serious prob-

lem. However, it can be said that they have owned the building for more than 20 years and the deterioration has occurred on their watch.

A structural engineering assessment reported that foundation repairs and fire and safety upgrades are required. There are also costs for mechanical, electric and interior finishes. OCH faces an outlay in excess of \$300,000 to bring the building to their standards and make it an income-producing asset.

On the other hand, the cost to demolish the building and install a proposed community parkette (a very small park) on the site would be about \$150,000. Money saved would be earmarked for new housing elsewhere.

At a community meeting held at 181 Bruyère, neighbours and residents had concerns about the loss of housing and the demolition of the building. They reacted negatively to the suggestion of a parkette because the parkette to the west of their building is a magnet for illegal activities and they do not want more of the same. They were, however, very enthusiastic about a community garden.

The request to demolish the building will be reconsidered at a future Built Heritage Sub-Committee meeting. In the interest of protecting the Lowertown West Heritage Conservation District, heritage groups will continue to support all efforts to save the building.

Send your comments to: info@lowertown_basseville.ca

Stop work order issued at 216 Cathcart

Liz MacKenzie

A complaint by a neighbor has triggered a Stop Work Order and an Order to Comply from the city to the owners of 216 Cathcart, who added an illegal 4th storey to the property.

Issued in October, the city's Order to Comply requires the owner to obtain a building permit for the constructed 4th floor, or to obtain a revised permit with approved plans. The order notes that "a 4th floor has been constructed on a three-storey multi-unit residential building" and that "construction complete is not as per approved plans; 4th storey constructed."

In a letter to councillor Mathieu Fleury, the Lowertown Com-



Side view of 216 Cathcart showing 4 storeys.

munity Association (LCA) objects the illegal 4th storey that has been added to construction at 216 Cathcart. The Built Heritage Advisory Committee approved the request for a 3-storey addition in May 2012. At the time, the 3-storey addition was considered by the committee to be out of scale: twice as high and with a footprint four times greater than the original building.

The LCA asks that

the building permit for the 4th storey and/or approval of revised plans be refused, and that the building be completed in accordance with the original approved plans. Echoing the growing community concerns over the handling of many development files in Lowertown, the LCA asked the city to explain how an owner can deliberately disregard the terms of the building permit without triggering a response from the building inspector during construction. "At every inspection phase, it should have been clear that the plans were not being followed. It is also disconcerting that it takes a complaint from a resident to stop construction," notes the letter to councillor Fleury.



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continued from page 1

attractive, but not a larger building.

Community representatives in Lowertown and Sandy Hill support the new plan, but some question whether density redistribution is consistent with its overall vision for Rideau Street. Looking at the many instances where developers have not followed plan policies and city bylaws, they worry that it may become the rule, not the exception, and that 15 and 25 stories will be the new standard for development along the Rideau Street. This could mean a canyon of high rise towers similar to those lining the street west of King Edward — with the ensuing traffic issues and loss of sunlight.

The Lowertown Community Association and others raised these concerns at Planning Committee and stressed that the success of the plan will depend on whether its provisions for density redistribution are respected by developers and enforced by Council as new applications come forward.

According to the plan, all Rideau blocks between Chapel and King Edward and the north block between Chapel and Augusta are open to density redistribution and therefore, to proposals for buildings of 15 storeys on the south blocks and 25 storeys on the north blocks.

When will we see the first new developments?

The new CDP has already led to new development on Rideau Street. In August, Council approved a new proposal by Richcraft for a 14 storey high-rise tower at Cobourg, based on an application first submitted more than 10 years ago. Although not dealt with under the new CDP, Richcraft successfully argued they should be allowed to use “density redistribution” to add extra height to the building. Local residents objected, and Action Sandy Hill has appealed the decision to the Ontario Municipal Board.

Trinity Developments is working with the City on an application for 26- and 28-storey towers above a large commercial centre at Chapel. This large property, as well as the Econolodge property next door, has a maximum 25-storey height limit. A new application, the first real test of the CDP, is expected in January.

The CDP also provides for a new 25-storey tower at the eastern end of the street adjacent to River, between the 14-storey Ottawa Housing and the 22-storey Watergate apartment towers.

Other sites where density redistribution may mean new towers are in the blocks on Rideau immediately east of King Edward. These include the now-vacant government buildings at King Edward, the Loblaw’s and the Shopper’s Drug Mart properties, should the owners decide to redevelop them in future.

Meilleurs vœux de santé et de bonheur à vous et votre famille.

Wishing you and your family a healthy, happy holiday season.



**Madeleine Meilleur**
MPP/députée Ottawa-Vanier

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Lowertown Trivia
The first Tulip Festival Parade started in Lowertown at King Edward Avenue and Rideau Street in what year?

- 1953
- 1965
- 1974
- 1983

Answer:

Although the first Ottawa Tulip Festival was organized in 1953, the first parade took place in 1965. Thousands of people lined the parade route that started at the Lowertown corner of King Edward and Rideau and followed a route that ended at Dundonald Park on Somerset Street. In 1974, Bordeaux Park was one of three starting points for the parade.

Avec toi, Mauril!

The community, the city and the Hill have voiced tremendous support to our MP of 20 years, Mauril Bélanger. Mauril was recently diagnosed with ALS and chose to continue representing the constituents of the Ottawa-Vanier riding. “As a Member of Parliament, I intend to share this journey with my colleagues so that more Canadians will learn and fight to continue research for a cure to ALS (Lou Gehrig’s disease). It is in this spirit that we will continue to take each day as it comes,” said Mauril in an online statement. Mauril, you have our gratitude, good wishes and support.

A new government - Un nouveau gouvernement

From the desk of Mauril Bélanger, Member of Parliament for Ottawa-Vanier - Du bureau de Mauril Bélanger, député d'Ottawa-Vanier

First, I would like to thank the constituents of Ottawa—Vanier for re-electing me as their representative in the House of Commons.

For the eight consecutive term, I am proud to be able to continue my work as a Member of Parliament and address issues that are important to the riding as well as Canada.

During the campaign, I had the opportunity to highlight priorities which are important to us all:

- Ensure public servants are treated fairly and respectfully.
- Make sure the Rockcliffe air base redevelopment is driven by the need for balance, viability and sustainability. This is one of Ottawa’s most anticipated projects and a very significant urban planning opportunity.
- Fight for the continuation of door-to-door mail delivery. A more grounded solution than simple elimination of this service is required, which would ensure financial sustainability

of Canada Post while making things less complicated for people.

- Fight for more affordable housing and the right for everyone to have a place one can call “home”.

I intend to act on those priorities and look forward to taking an active role in the 42nd Parliament.

Canadians from coast to coast to coast have chosen a new and positive Liberal government, one with an ambitious vision for the future and a real plan for a strong middle class.

An example of the positive change which I am very proud our Liberal government will be implementing is that we will prioritize significant new investments in affordable housing and seniors facilities as part of our new, ten-year investment of nearly \$20 billion in social infrastructure.

Hon. Mauril Bélanger, M.P.
Ottawa-Vanier

J’aimerais premièrement remercier les commettants d’Ottawa-Vanier de m’avoir réélu en tant que leur représentant à la Chambre des communes.

Je suis fier d’être en mesure de poursuivre, pour un huitième mandat consécutif, mon travail en tant que député fédéral sur des enjeux d’importance pour la circonscription et pour le Canada.

Tout au long de cette campagne, j’ai eu l’occasion de présenter des priorités qui sont importantes pour nous tous :

- Faire en sorte que les fonctionnaires soient traités équitablement et avec respect.
- Faire en sorte que le réaménagement de la base aérienne de Rockcliffe soit guidé par la nécessité d’atteindre les objectifs d’équilibre, de viabilité et de durabilité. Il s’agit de l’un des projets les plus attendus d’Ottawa et cela représente une belle opportunité au niveau de la planification urbaine.
- Lutter pour la poursuite de la livraison du courrier à domicile. Il est nécessaire de rechercher une solution plus terre à terre que la simple élimination de ce service. Une solution qui permettrait d’assurer la

viabilité financière de Postes Canada tout en compliquant moins la vie des gens.

- Lutter pour des logements plus abordables et le droit de chacun d’avoir un endroit que l’on peut appeler « mon chez-nous ».

Je compte également prendre une part active aux travaux et aux délibérations de la 42e législature.

Les Canadiens, d’un océan à l’autre, ont choisi un nouveau gouvernement libéral positif, un gouvernement qui a une vision ambitieuse de l’avenir et un plan solide pour renforcer la classe moyenne.

Un exemple du changement positif planifié par notre gouvernement libéral et dont je suis très fier, est la priorisation de nouveaux investissements dans les logements abordables et les résidences pour personnes âgées, dans le cadre de notre investissement historique dans les infrastructures sociales de presque 20 milliards de dollars sur dix ans.

L’hon. Mauril Bélanger, Député
Ottawa-Vanier



Mauril Bélanger
Député / MP, Ottawa-Vanier

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Public art for Bingham Park

Have you noticed the newest art addition to Lowertown?

In November, local artist Cairn Cunneane installed *Our Fence*, a public art piece in Bingham Park at Dalhousie Street. The City of Ottawa's Public Art Program allocates one percent of major infrastructure project budgets towards funding public art, to enhance the spaces and make art accessible to everyone. Bingham Park is in close proximity to the Sussex Drive Reconstruction project, and it was agreed to locate the project's public art commission in a nearby park in the surrounding neighbourhood. In early 2014, the City's Public Art Program invited artists to submit proposals and a peer assessment committee chose Mr. Cunneane's proposal based on evaluation criteria that included experience of the artist, site integration, reflection of the profile and character of the community, and sustainability.

Our Fence is a 60-metre long sculptural fence boarding the eastern edge of Bingham Park. The fence curves around the existing hedges and trees emulating a flowing river or pathway. The stainless steel fence depicts the shapes of residents, playing children and trees. Another notable feature is the gate archway at the corner of Dalhousie and Cathcart streets that welcomes residents to the park.



Our Fence by Cairn Cunneane

Our Fence is a wonderful and inviting addition to Lowertown.

New pedestrian and cycling bridge over Rideau River



We have a new bridge to celebrate, the Adàwe — official name, passerelle Adàwe crossing.

City Council has approved the name Adàwe for the new pedestrian/cycling bridge that will link Donald Street and Somerset Street East. This new link will give pedestrians and cyclists easy access to the communities located on either side of the Rideau River: Sandy Hill and Vanier.

The name Adàwe is the Algonquin term meaning “to trade” and is symbolic of the history of the Rideau River, the aboriginal heritage of the area and the bridge's ability to link the communities on both sides.

The official opening of our new pedestrian/cycling bridge is scheduled for Friday, December 4 at 1:00 pm at Strathcona Park, 25 Range Road at the foot of the bridge. Since many won't be able to make it at that time, residents suggested a Lantern gathering (as some have done in the past in Strathcona Park for winter solstice) later that day, at 7:30 pm. Bring your lanterns and other light, sound and music makers! To resonate with the meaning of the name, bring something to pass around: a thermos of something hot to drink, snacks, a song to sing, sparklers. Spread the news!

Bam! There goes the neighbourhood

Michelle Ramsay

News of an impending closure rocked Lowertown this past month. Thousands of people all across Ottawa hit social media with their opinions on October 27th when CBC Ottawa broke the news that ACE Mercado plans to take over the space occupied by Lowertown icon Mellos Restaurant. It seems that the only parties who had a say in closing down the beloved 73-year-old diner on Dalhousie Street were ACE's owners and their anonymous landlord

who is represented by Domicile Commercial Management.

According to CBC, “Phil Faubert, the owner and operator of Ace Mercado, said his lease has offered the option of taking over the space next door at Mellos since his restaurant opened 18 months ago. He said he made the decision to do so a couple of weeks ago and plans to keep the unique space intact.” Mellos operating manager, Nina Vaccaro, said her landlord “offered Mellos a six-month lease extension in the summer when a previous five-year lease was up. The lat-

est lease ends Dec. 31.”

The news spread rapidly on social media, including 20,000 hits on the Lowertown Community Association's Facebook Page. Property manager Domicile did not respond to calls from the media, instead issuing a printed statement on October 29th asserting that public opinion has not swayed its decision to lease the space to neighbouring ACE Mercado. The latest news is that Mellos is seeking an injunction. Stay tuned.



Many will remember ACE Mercado's teaser sign that covered the windows while the restaurant was under construction, proclaiming “There Goes the Neighbourhood”, with a dynamite detonator at the ready.





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Trois générations de pharmaciens-propriétaires sur la même rue

Vincent Bergeron

Pharmacie familiale depuis ses tout débuts, la Pharmacie Brisson s’implante dans la Basse-Ville dès les années 1920, demeurant toujours sur la rue Dalhousie. Maintenant située au coin de la rue Murray, la pharmacie est dirigée par le pharmacien-proprétaire Jean Brisson et sa sœur Sylvie Brisson comme gérante — ils sont petit-fils et petite-fille de Hermas Brisson, fondateur de la première pharmacie Brisson.

La présence de la famille Brisson dans le quartier ne date pas d’hier. En fait, l’arrière-grand-père de Jean, Delphis Brisson, était hôtelier au coin des rues actuelles de Parent et de Murray. De plus, l’arrière-grand-mère de Jean est née dans la petite maison aux abords des écluses du canal Rideau, emplacement de l’actuel musée Bytown. C’est également le lieu où Hermas a rencontré son épouse Hélène.

Père de sept enfants, Hermas reprend les rênes de la Pharmacie Favier en 1921 au 224, rue Dalhousie, où réside aussi sa famille à l’étage. Son épouse, Hélène, a ouvert dans les années 1940 une boutique de fleurs, nommée Fleurs Louise, adjacente à la pharmacie. Cette boutique a suivi la pharmacie lors de ces déménagements et a survécu jusqu’au début des

années 1980.

Comme c’était le cas pour la plupart des pharmacies de quartier, la pharmacie Brisson jouait un rôle de première instance pour la communauté en cas d’urgence ainsi que de dispensaire. Les gens pouvaient en tout temps aller cogner à la porte de derrière pour avoir de l’aide. Habitant à l’étage, Hermas était facilement accessible, même aux petites heures du

matin. Ainsi, cet engagement communautaire de la pharmacie Brisson a créé de forts liens de confiance avec ses clients, que ce soit à deux heures du matin ou simplement durant la journée. En réalité, la pharmacie ne fermait jamais complètement ses portes.

Agissant presque comme un magasin du coin, la pharmacie vendait également des bonbons et de la crème

glacée pour satisfaire les plaisirs des jeunes, et des moins jeunes. Les habitants du quartier ne manquaient jamais d’y acheter l’une de leurs boîtes de chocolats et de bonbons qui s’empilaient jusqu’au plafond pour les occasions spéciales que sont Noël et Pâques.

Étant locataires des lieux, les Brisson ont pu déménager à de nombreuses reprises, pouvant ainsi agrandir leur entreprise et mieux concurrencer les autres pharmacies. La pharmacie Brisson s’est d’abord installée au 224 rue Dalhousie pour se déplacer au 222, puis au 258 en 1980, et enfin au coin de Murray au 270, sa localisation actuelle depuis 1995, toujours sur la même rue. Durant ce siècle, la rue Dalhousie était parsemée de plusieurs pharmacies surtout concentrées vers la rue Rideau. Quelques-unes d’entre elles comprenaient la Pharmacie Chartrand et la Pharmacie Desjardins.

Fruit de trois générations de pharmaciens-proprétaires, la Pharmacie Brisson maintient son caractère d’entreprise familiale ainsi qu’un service à la clientèle bilingue et de qualité. Toujours indépendante, cette petite entreprise se tient perpétuellement debout.



Façade de la première Pharmacie Brisson située au 224 rue Dahousie.

What's In A Name: Pipe Fence



Man painting pipe fence

Perhaps this should start with a question to Lowertown residents. What do you call the pipe railings that still delineate some neighbourhood properties and how many are still standing? Johanne McDuff captured a rare image of an unidentified man refreshing the paint on his pipe fence in this mid-1970s photograph of

Lowertown.

Where these pipe fences still exist, they create a low horizontal border between sidewalk and grass. They are slowly disappearing as the front of our houses become flower and/or vegetable gardens or convert to parking spots. These simple but ingenious boundary markers appear to be made from used metal plumbing pipes and joints supported by similar piping or cement posts — a DIY answer to picket fences. Where current practice might see these old plumbing pieces go to landfill or a metal recycling facility, early Lowertown residents turned them into useful indicators of private space.

Lowertown concierge to compete for international award

On November 9, 2015, Lowertown resident and concierge of The Westin Ottawa, Andrew Van Der Hoeven, was chosen to represent Canada at the 2016 UICH 63rd Annual Les Clefs d’Or Congress in Dubai, UAE, to compete for the Andy Pongco Award.

Union Internationale des Concierges d’Hôtels (UICH) is also known as Les Clefs d’Or, the society of golden keyed concierges. Recently brought to spotlight by the hit film The Grand Budapest Hotel, the golden keys are a symbol of not just the worldwide organization of concierges, but of guaranteed, quality service. Concierge Clefs d’Or services run the gamut from the mundane to the extraordinary.

Andrew became a member of the elite concierge association that includes 44 countries and

over 3,700 members more than 2 years ago by demonstrating unsurpassed knowledge of his community and completing several rigorous examinations.

The award honours the memory of Andy Pongco (an international honorary president), by recognizing and encouraging young members to become active participants in the global network. Andrew is currently the only Les Clefs d’Or member in the city of Ottawa; he has been working hard with other local concierges to recruit members for the Capital Region to have a chapter of its own. In his words, “this is the nation’s capital; we should have our own chapter of this esteemed group of concierges to showcase all of the amazing events and attractions the area has to offer!”



Lowertown concierge Andrew Van Der Hoeven

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Lowertown Lost and Found: From catholic convent to Chinese chancery

Nancy Miller Chenier

On May 21, 2015, Luo Zhaohui, Ambassador of the People’s Republic of China, unveiled a commemorative plaque in front of the Chinese Embassy at 515 St. Patrick Street. Set on a stone facing the street, the plaque pays tribute to this magnificent stone building and its role as a Catholic convent until its purchase by the Chinese government in 1972. The building itself stands as a monument to the work of Mother Superior Mary of St. Jerome and the four nuns who came to Ottawa in 1866 at the invitation of Bishop Guigues, Ottawa’s first Roman Catholic Bishop. It continues as part of the history of Ottawa, but also as witness to the history of China-Canada relations.

When these women from the Order



Good Shepherd Convent

of Our Lady of Charity arrived in April 1866, they saw a wooden structure at the end of Park Street (later renamed St. Andrew) surrounded by flood water from the Rideau River. The building located on a former garden site of the Oblates was their temporary shelter until the mid-1870s when, with funds from personal savings, private and religious donations, and a provincial grant, the women built a spacious stone monastery for their cloistered community.

The Gothic-style monastery referred to as the Convent of the Good Shepherd’s was designed by the father and son team of John and James Bowes, architects who were also involved in the design of Canada’s Parliament buildings. Local alderman O.A. Rocque was the contractor for the building, with Mr. Fink as plasterer and Mr. Foisy as stone-

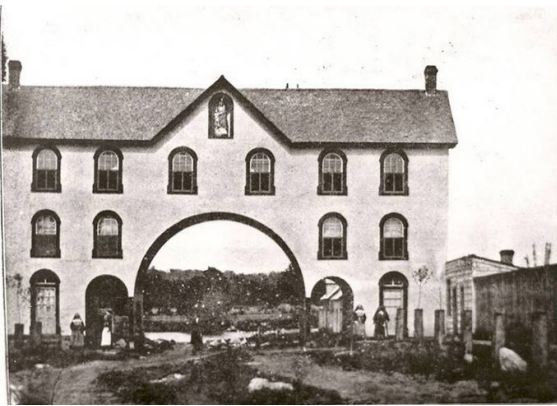
cutter. Twenty years later, the building was expanded by architect Joseph Simeon Jude Routhier from Montreal to create a larger refuge for women and girls. The convent was rebuilt following a 1938 fire, apparently started by a young resident smoking a prohibited cigarette in her room. Designed by architect Georges Lucien Emile Leblanc, it retained the original structural and architectural style.

The Sisters of Our Lady of Charity and Refuge worked mainly with women who were pregnant and

needed support, women who had been abandoned and turned to prostitution, and girls who were in trouble with the law. In the early period, there was an arch built over St. Andrew Street to allow movement to the other side without being accosted by the unruly men who gathered on the street. By 1948, the total population was over 200 women, described as 54 religious and 170 residents.

The residents received religious and other education from the nuns. They also worked in the institution’s laundry and did sewing, weaving and embroidery to raise funds to cover the convent’s costs. In the 1940s, the steam laundry was well used by local neighbours who took items to the convent and by larger institutions that got delivery by truck. This changed in the 1950s, when legal action taken by commercial laundry owners in New Brunswick resulted in a court decision that laundries operated by the Sisters of Good Shepherd were not charities and therefore subject to taxes.

It is possible that this change in tax status affected the financial stability of the institution; combined with a decline in women seeking religious life and with a different approach to female delinquency, this led to the decline of the religious order in Ottawa. However, during the late 1950s and through the 1960s, the nuns continued to operate a



Arch at Good Shepherd Convent

school for girls called the Notre-Dame des Victoires. The school had some pupils who lived at the convent during the school term and others who attended by day.

The chief exterior architectural features of this historic building remained relatively unaltered after the Good Shepherd Convent was converted to the chancery of the Chinese Embassy in Canada. The steeple of the chapel was removed and the centre of the building is now the main entrance for visitors. The interior now contains offices and meeting rooms. In 1985, an addition to the east section became the venue for major cultural and diplomatic events. Current construction is reported to be for an underground parking garage with upper levels for various multipurpose rooms.

Vignette du Village: The Gleesons of Clarence Street

Nancy Miller Chenier

Margaret Gleeson Swift has a long and strong connection to Lowertown and especially to Clarence Street. Her great grandfather, Edward Gleeson, set up his shoe and boot shop on Dalhousie Street near the corner of Clarence. He was followed by successive generations that made their home on the street, moving gradually eastward almost to the Rideau River. The physical



The Glessson family home at 497 Clarence

other shop locations, including one at the Cathcart Square market and another on Rideau Street. In 1929, this house was selected as the recipient of the first Corpus Christi repository from St. Bridget’s church. Although the house disappeared during urban renewal, the memory of the gigantic cottonwood tree that stood out front still lingers.

It was in this multi-generational household with a live-in housekeeper where her father Joseph L. Gleeson and mother Gertrude Flynn started their family of five girls. Her father, Joseph, was educated at St. Bridget School on Murray Street and at Ottawa College, where he excelled at intercollegiate football. Margaret’s Uncle Edward, an Osgoode Hall trained lawyer with an active Ottawa practice, was an important part of the family group. He is celebrated in the Ottawa Sports Hall of Fame for his championship play with Ottawa College football teams, as well as his time with the Toronto Argonauts. In the mid-1940s, Joseph and

Gertrude moved their family to 497 Clarence Street, still an easy distance from the Government Printing Bureau at St. Patrick and Sussex where Joseph worked for over forty years.

Margaret’s memories of growing up in Lowertown include attending school at Our Lady’s and attending church at St. Brigid’s. The students would collect at the school every Sunday and pa-

rade to church for the morning mass. Outside of school, there was sledding at Macdonald Gardens, swimming at Champagne Bath and skating at Angelsea Square. In the summer, Angelsea Square sometimes had visiting carnivals with rides for the local children. At home on Clarence Street, one of Margaret’s regular tasks included checking and putting away the daily grocery order that was delivered from Peter Devine’s store in the market.

Her stories are filled with images of the diverse neighbours that lived along the nearby streets. As a young child living at 339 Clarence Street, she recalled the Renaud family bakery and the still vivid image of the bakery wagon that tipped its contents on her front lawn when the horses spooked during a delivery.

Memories of neighbours are flowing. Margaret remembers the Paul Barber family, often seen riding as a group in the sidecar of their father’s motorcycle. After the Gleeson family moved further along the street to 497 Clarence, the Groulx family lived next door in the house formerly occupied by the Clancy family — their son, King Clancy was a legendary hockey player. Other neighbours were doctor St. Pierre’s family, and the St. Jacques family — the father was a lawyer to the father of the Dionne quintuplets. A great friend of Margaret’s father, Joe Duffy had a large yard used to stable horses owned by vendors who sold their products from horse drawn wagons — an early overnight parking lot. Margaret’s close friend, Marie O’Keefe and the warm and friendly household of the O’Keefe family will always hold



Magaret Gleeson - 1938

a special place in her thoughts. Margaret Gleeson Swift has an abundance of memories that reveal the richness of her youthful experiences in the neighbourhood. Her years of growing up in Lowertown forged an enduring emotional connection to this area. Although no longer a Clarence Street resident, she continues to follow stories of Lowertown places and people with great interest.

Nancy is a long-time resident of Lowertown and currently co-chair of the Lowertown Community Association Heritage Committee. She has a strong interest in the social history and the built heritage of this founding part of Ottawa.

Business profile: Kayla Pongrac Design

Michelle Ramsay

All photos copyright Kayla Pongrac Design 2015. All rights reserved.

Storefronts—especially hospitality businesses—are so plentiful in Lowertown that we lose sight of professional practices and freelancers. Dozens of local architects, designers, writers, lawyers, doctors, dentists and others work out of commercial spaces and at home. At least one—Kayla Pongrac—combines both.

Pongrac, an architect and artist whose renown is growing, has a studio on Cumberland Street that serves as office downstairs and home upstairs. She may be outgrowing the space, thanks to a surge in demand for her services following the openings of two Clarence Street restaurants she designed over the past year—ACE Mercado and Tomo. The former is hip and stylish, the latter is sensual and gorgeous. And more are in the works.

Pongrac has come a long way in the four years since she graduated from the Azrieli School of Architecture and Urbanism at Carleton University. She worked full-time for a year or so before heading to Europe for a post-grad term studying at the Institute for Advanced Architecture of Catalonia in Barcelona, Spain.

While she was studying architecture, Pongrac enjoyed a three-year stint with Ottawa’s KWC Architects, where she worked on the new building for the Faculty of Social Sciences at the University of Ottawa (UofO). In her third year at Carleton, she took leave from KWC to do a study term in at Universidad Europea de Madrid.



ACE Mercado’s barn board walls mimic agave farms, and raw concrete, steel and brick allude to Mexico’s urban allies. Antiques brought back from Guadalajara add authenticity to the space.

She returned home to new responsibilities at KWC, co-managing the construction and administration process for the UofO project. The experience fueled a big leap forward on her career path. “I could never do what I do now as an architect without having had that experience. School taught me all about design, but it’s

only 20 percent of my work,” she explains. “The other 80 percent is administration and construction management. You don’t learn that in school.”

The other advantage Pongrac gained while working her way through school is contacts in the hospitality industry. “I used to do restaurant hosting, serving, bartending, all of it. Met so many people, built a great network.” She adds, “It was back then that I started working with ACE Mercado owner Scott Porter. I helped him with the opening of JunXion on George Street. When he assembled the partners to build ACE, he brought me in as the designer.” According to Pongrac, Porter was worried that Ottawa wasn’t ready for crafted cocktails and street food. “Turns out it was,” she says.

Serendipitously, ACE led to her next engagement, at Tomo. “During the construction of Ace, I was out front every day for over a month, building and assembling the finishing parts. The owners of Wontonmama walked by often and eventually reached out to ask if I was interested in turning their restaurant into Tomo. “From the first meeting,” Pongrac recalls with a smile, “they gave me free rein. It was almost effortless. I understood them, they trusted me.”

Tomo is an izakaya, a type of informal Japanese bar that serves food to accompany the drinks. So, the first activity on the project list was accompanying the owners to their favourite izakaya-style restaurants in Montreal and Toronto. Pongrac soaked up all the inspiration on offer and began designing. It helped that she has been obsessed with Japanese culture since childhood. “A friend of my mother was Japanese. She taught me origami and let me wear her kimonos,” she remembers. “It was all so beautiful.” With that early influence, it’s no surprise that she had to present only two revisions. Pongrac and Tomo’s owners were of one mind.

The ideal timeline for a project like Tomo is six months. Two for design;



Entering Tomo, the first display you see is 24 sake barrels shipped from Japan, stacked in a variety of brands providing knowledge of the rice wine process and tradition.

two for the city licensing process and sourcing suppliers and materials; and, two to build. “We were lucky with Tomo because we did it over the winter. We didn’t have to compress six months into three or four,” she says. It also helped that general contracting was handled by Bill Triantafilos and Mike Corneau of TC United Group. “I was so impressed with their work.”

That left Pongrac free to do what she does best, design and create. She designed everything—furniture, lighting and fixtures—and she created one of the most striking features in the restaurant, a mixed media mural on the wall that spans the length of the space. The magnificent artwork combines close-up photos of geishas, with overlays of origami for their hair and street art accents on their kimonos.

In between the launch of ACE Mercado in August 2014 and Tomo in late April 2015, Pongrac also worked on two other projects. Both were for Dream Mind, the parent company of several hospitality and entertainment brands including Moscow Tea Room on Sussex Drive. The first project was Encino Taco Shop on Bank Street. Sadly, it was short-lived. Opened April 9th this year, it was destroyed by fire a month later, in an explosion that took an entire block of storefront businesses. Pongrac’s other project for DreamMind, a gastropub called The Waverley, opened mid-April 2015 and is still going strong, with a second location opened in Orleans.

Happily, there’s been no let-up in demand for her creativity. She is currently redesigning the premises of Café 55 in the Market Building and the offices of PageCloud on George Street. She is also creating the concepts and designs for three new restaurants, including an imaginative metropolitan concept on Elgin Street. Pongrac is particularly excited about a confidential project helmed by chef



At Tomo, the 65-foot-long Geisha mural is original art designed by Pongrac. Photos were transferred onto a Tomo tagged, street-art backdrop and tapestried with authentic origami paper. Hand-painted details were carefully added to dramatize their presence.

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René Rodriguez, a friend and inspiration to her.

Rodriguez, well-known for winning the title Top Chef Canada in 2014, is the owner of Navarra Restaurant on Murray Street. He is also the creator of ACE Mercado's menu, which is where the two friends first worked on a project together. In addition to the potential new restaurant, they share a dream to create something together in Barcelona. "My work is informed by art and travel, and Barcelona is my

who live here, there are 22 restaurants and 16 bars, all spread over 1.2 square kilometres. The average for other Ottawa neighbourhoods is only one restaurant and three bars per 1,000 people.

Because we in Lowertown live amongst so many licensed establishments, with new ones seemingly popping up often, let's hope that as many as possible are as creative as those designed by our neighbour, Kayla Pongrac.



The wall mural Pongrac created for the Waverley gastropub features images of Samuel de Champlain, including a sketch of his exploration team discovering the waterfall Champlain named 'Rideau'.

second home," she says. It's only natural that she would gravitate towards that city for her dream project.

In the meantime, the Port Dover-born artist is very happy with her life and work in Lowertown, especially since her sister Blair Pongrac moved to Ottawa and joined her in her practice.

And what better place to be for an architect with a hospitality focus? The Byward Market is home to over 130 restaurants and bars. According to the Ottawa Neighbourhood Study, this means that for every 1,000 people

Filippo Di Trapani, Designer at Shopify, a big technology business that got its start in the Market, defines design as "a method of problem solving, of empathizing with an audience, and delivering a solution that both delights and influences them. The emotional connection that a design creates is just as powerful as the visual; where both meet is where great design lives." Lowertown resident and business owner Kayla Pongrac is a great example.

Plus ça change...

Reader and contributor Elizabeth Krug sent us this letter, discovered while perusing her file of press clippings from the late 19th century.

1881 FEBRUARY 21,
LETTER TO THE FREE PRESS, OTTAWA

LETTERS FROM THE PEOPLE
A NUISANCE

To the Editor of the FREE PRESS.

SIR - As I was returning home from church last evening by way of St. Patrick's Bridge, I was grossly insulted by a crowd of young roughs who congregate daily on a lot of the McKay Estate, adjacent to the bridge, skating and blaspheming in a shameful manner, much to the scandal of the residents of that locality. I hope the caretaker of the estate will look to his business and remove this nuisance. And, if our worthy Chief of Police would send one of his men nightly to this place he would put a stop to it. He will, I am sure, confer a favor [sic] on the residents and passersby. There is also a lot of girls included who should know better and stay at home on Sunday evenings. Hoping I have not trespassed too much on your valuable columns, I remain,

Signed, A LONG SUFFERING RESIDENT, Ottawa, 21st February 1881.

Lowertown Trivia
The first nursing school in Ottawa was founded in 1891. What was it called and where was it located?

1. Lady Stanley Institute for Trained Nurses, corner of Rideau and Wurtemberg
2. D'Youville School of Nursing on Water Street
3. County of Carleton Protestant Training School for Nurses on Rideau Street
4. Ottawa General Hospital Nurses Training School on Parent Street

Answer on page 10

Winter safety on ice

Nathalie Vallières Martin

Surrounded by the Ottawa River, Rideau River and the Ottawa Rideau Canal, Lowertown residents enjoy some of the best outdoor spaces in the city. In the winter months, many of our favorite outdoor activities take place near or on the ice. As much as we love to skate, toboggan, snowshoe or walk our dogs on or along our waterways, these leisurely activities can become life threatening if the proper precautions are not taken. Ice usually appears mid fall and can remain well into the spring. When taking a nature walk, keep a safe distance from the river banks and do not walk on any of the many ice-covered waterways or ponds. The Rideau Canal is monitored by the NCC - do not attempt to get a

head start on the skating season until the NCC allows for safe access.

It is always best to keep away from unfamiliar paths or unknown ice. Many ice-related accidents in urban settings happen when dogs wander off leash. Unleashed dogs run onto the ice and people chase after them, leading to severe injury or death. All children should also be made aware of the dangers of ice. Just like in the summer months, children need to be supervised near and around water, frozen or not. Lastly, if a person or an animal falls through ice into water, call 9-1-1. Do not attempt to rescue them yourself.

For more information about ice safety and hypothermia prevention, visit redcross.ca lifesavingsociety.com

Recommended Minimum Ice Thickness

(Rough Guidelines for New Clear Ice Only)

| | | | | |
|------------|-------------|-------------------|---------------------|--------------|
| 2" or less | 4 Inches | 5 Inches | 8-12 Inches | 12-15 Inches |
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Changes to winter overnight parking and on-street permit fees

Some changes to winter overnight parking regulations came into effect this month, including free access to city parking garages when a street parking ban is in effect.

On-street parking during winter storms is a long-standing challenge for both city and residents in areas that utilize on-street parking as a primary option for parking their vehicles — that would be all of Lowertown. The updated regulations seek to balance the competing priorities of winter maintenance and parking needs of residents. Many residents, business and visitors rely on on-street parking on a regular basis, and the Public Works Department must provide options for parking on city streets during winter months while ensuring proper winter roadway maintenance.

Here's a summary of the report prepared by the transportation committee for City Council - get in the know now and avoid hassles later.

Free off-street parking in city-owned parking garages during overnight parking bans only

Residents can now park overnight for free at City-owned parking garages when there is a winter overnight parking ban in effect. This option is made available to ensure that residents have an easily accessible and practical place to park during a ban. The free overnight parking in city garages does NOT apply to regular, planned snow removal operations.

How does it work? For the gate controlled garages at 70 Clarence, 141 Clarence and 110 Laurier (City Hall), vehicles entering garage must take a ticket. Between 4 a.m. and 7:30 a.m. the exit gates will be raised and free exit will be granted. Don't overstay your welcome! Vehicles that do not exit between 4 a.m. and 7:30 a.m. will be required to pay regular parking rates for the total time of their stay. For the Pay and Display parking garages at 210 Gloucester, 170 Second Ave and 762 Somerset St W, parking is free overnight. There are no changes to existing rates and times. Each pay and display garage has a different time when the free period starts, so make sure to check the posted times.

Winter on-street parking permit goes up to \$140/month

The fee structure for on-street parking permits has changed: permit holders will pay higher fees in the winter and lower fees in the summer. The fee will change from a flat \$59/month plus tax to a revised fee schedule, effective upon approval of by city council. The new fee structure will take effect early 2016:

Summer monthly fee (April — November): \$30 plus tax

Winter monthly fee (December — March): \$140 plus tax

The annual permit (January — December) remains the same at \$648 plus tax.

The city's transportation committee determined that there is an increase in the purchase

of on-street parking permits by approximately 20% during the winter months in comparison with the summer months. In the winter months, the permits allow vehicles to be parked on the street during a winter overnight parking ban, raising the cost of winter maintenance operations. Fewer people need permits in the warmer months, due to the absence of overnight parking bans and ample parking availability in their areas. In light of this fact, it was recommended that the monthly on-street parking permit fees be separated into two categories (summer and winter) with the goal of having the increased costs for winter maintenance operations due to on-street parking covered solely by the winter parking permit fees, as opposed to the current practice of averaging these costs over the entire 12-month period.

If you have an on-street parking permit, your vehicle is exempt from winter overnight parking restrictions. However, during a winter storm, streets need to be free of vehicles for snow and ice clearing operations to plow the streets effectively and efficiently. During planned overnight snow removal, temporary "no parking" snow removal signs will be posted along streets to be cleared. This parking restriction applies to all vehicles, including vehicles with on-street parking permits. If you park your vehicle overnight on a street with temporary "no parking" snow removal signs, your vehicle may be ticketed and towed.

Increased fine for parking on-street during a winter overnight parking ban

During the 2014/2015 winter season, 12,025 fines were issued for vehicles parked on the street in contravention of a winter overnight parking ban. Consultations held with key stakeholders indicated that many felt the fine amounts for parking on the street during a ban and for other various infractions were ineffective in deterring many individuals from violating the By-law prohibitions. In the spring of 2015, staff applied to the Province of Ontario for increases to parking related fines, including the fine for parking on-street when a winter overnight parking ban is in effect. The new fines of \$75 (early payment) and \$95 were approved and took effect on June 11, 2015; they are a marginal increase from the previous fines of \$65 (early payment) and \$85, respectively.

Increased towing of cars parked on-street during a ban

Vehicles parked on-street without a permit during a ban are ticketed; towing is typically initiated when the parked vehicle blocks the access for snow plows. Consultations suggested that towing vehicles, as opposed to ticketing alone, is a more effective deterrent. City staff will consider towing vehicles more frequently in areas where parked cars continue to be an issue during winter storm events. It should be noted that vehicles that are towed automatically receive a fine.



Find the car - A popular winter pastime on Lowertown streets

Answer to Lowertown Trivia on page 9

The Lady Stanley Institute for Trained Nurses was founded in 1891 as an independent institution. A decade later, it was amalgamated with the County of Carleton General Protestant Hospital. It was proposed by and named for Constance Stanley, Baroness Stanley of Preston. She was the wife of Frederick Arthur Stanley, 16th Earl of Derby, who served as Governor General of Canada from 1888-1893. A few years later, a second nursing school was opened in Lowertown. The Grey Nuns of the Cross (currently known as the Sisters of Charity of Ottawa) established d'Youville School of Nursing at the Ottawa General Hospital in 1896. Named after Marguerite d'Youville, a French-Canadian widow, who was the founder of their order, it was the first in Ontario to offer nursing training in the French language

People should have access to Ottawa's rivers:

Ottawa Rowing Club proposes waterfront River Centre

In early November, Ottawa Rowing Club's Peter Thompson came to the Lowertown Community Association meeting to share and seek support for their vision of a waterfront Ottawa River Centre for downtown public access to the river.

The Ottawa Rowing Club (ORC) proposes that the city's gateway to the water should be through the site they occupy between the MacDonald-Cartier and Alexandria Bridges. Their site is the sole property on the river owned by the city, and the under-serviced and outdated buildings on the property don't do justice to the prime location.

The concept emerged in 2014, when citizens were invited to Ottawa city hall to contribute ideas on how the capital city could commemorate 2017 — Canada's 150th birthday. The 'Big Idea for 2017' contributed by the ORC was to open up access to the waterfront of the Ottawa River right downtown, in sight of the parliament buildings. "Greater access," says club President Lana Burpee, "will have more residents and tourists making the river their destination for sport, recreation and special events."

A significant amount of shoreline land here is owned by City and NCC. The River Centre would see shoreline opened up and made accessible, and not just for rowers.

"When your family is out on bikes along Sussex Drive to visit the Prime Minister's residence or Rideau Hall, wouldn't it be lovely to have a spot to stop for ice cream — or even a public washroom? Why not enjoy a meal, a drink or entertainment on

the water's edge? Shouldn't we be swimming and fishing in our riv-

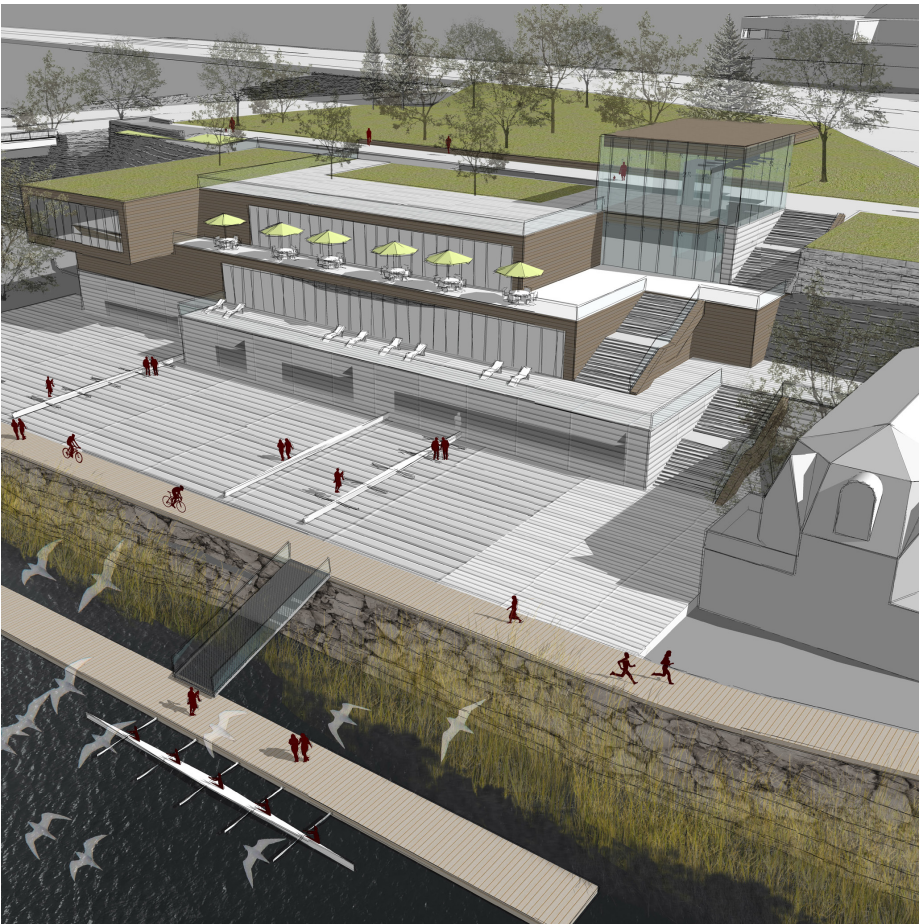
spaces, fitness and recreation rooms — as well as housing the rowing

airy elevation with three fully accessible storeys. The area is zoned for a marina facility; the lowest level would be floodable and would hold boats. The second story would have a gym, showers and classrooms. The third level would be a meeting space for 150, and the upper level would have finished decks for viewing river events. Available for use year-round, the venue would accommodate community and rowing events.

When asked about provisions for accessibility by pedestrians (given that Sussex is so busy), Thompson answered that the River Centre would be more accessible by cyclists, through the creation of new cycling lanes on Sussex. The proposal is not looking to add to the existing 130 parking spaces.

"The city has been very successful in recent years in its efforts to have developers and families appreciate the benefits of urban living," says Thompson. "Now that the urban core is home to so many new families, the final piece of the smart-city plan is the provision of amenities such as recreation centres for those families. Access to the shoreline and a redeveloped ORC present a timely, accessible, cost-effective opportunity to complete the City's Smart Growth Vision."

A new River Centre would increase river access and create a tourist destination. For residents, it would add simple amenities to the riverfront and added fitness facilities in the downtown core. "This is



The proposed River Centre is a three-storey building: the lowest level would hold boats, the second storey would have a gym, showers, and classrooms. The third level would be a meeting space, and the upper level would have finished decks for viewing river events.

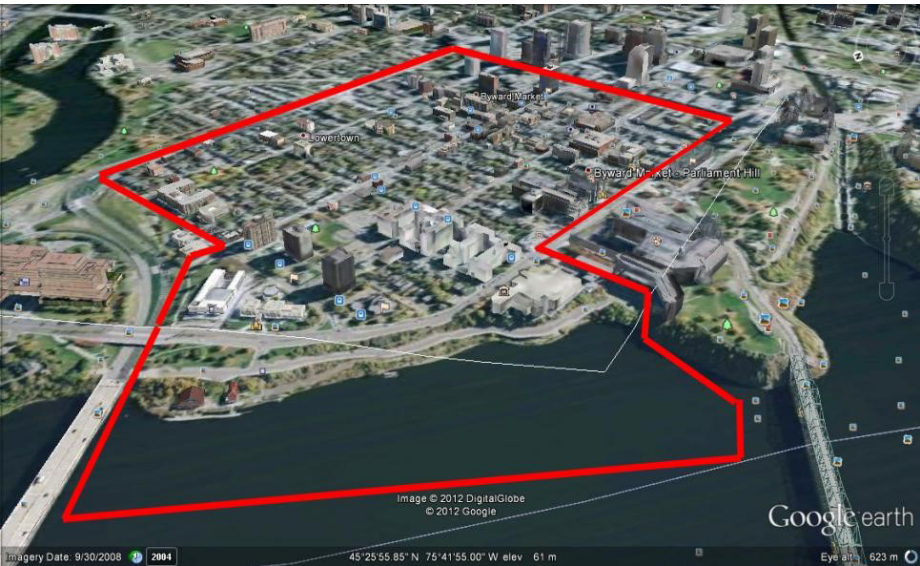
er?" says Lana Burpee.

The ORC has developed a building plan for the site which would include public access, cafés, meeting

club. Their proposal is to grow the centre and expand programming to be a River Centre.

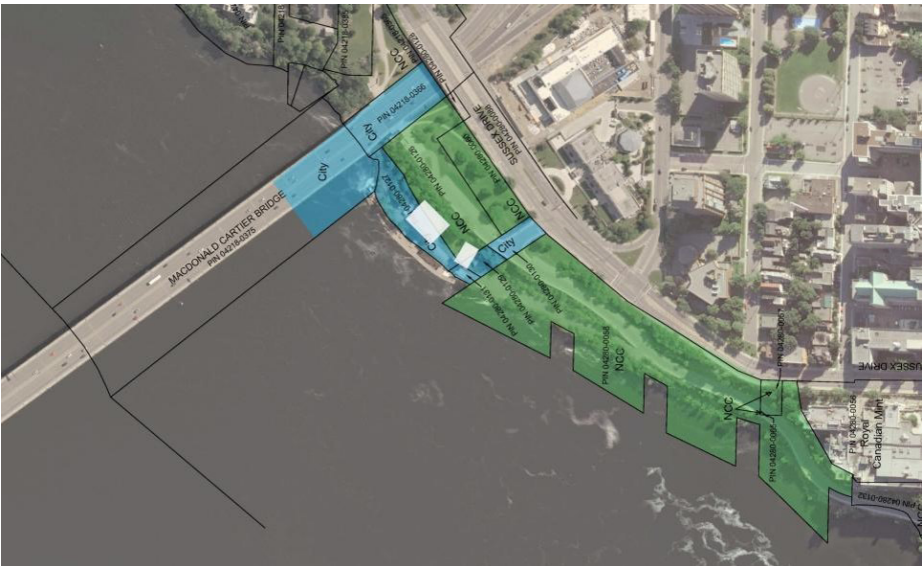
The redevelopment proposes an

continues on page 13



If funded, the River Centre could be a neighbourhood recreation centre for Lowertown. The venue would accommodate community and rowing events.

Source: Google Earth



The land belongs to the City and the NCC. The smaller building to the right is the 1898 old boathouse. The proposed redevelopment would occupy the lands to the east, including a replacement of the larger building — the 1980s vintage boathouse.



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Festive events in and around Lowertown

Michelle Ramsay

Shop and celebrate close to home this holiday season. There's so much going on, you're sure to find something that suits your tastes and interests.

We all look forward to the opening of the Rideau Canal Skateway, which

awaits freezing temperatures. In the past, the earliest it opened was December 31st, 2013, and the latest was January 26th, 2006.

Lastly, save the date for Winterlude, which runs from January 29th to February 15th.

December 2

Christmas Lights Across Canada Festival opens

December 3-20

Play adaptation of Brian Doyle's "Angel Square" set in 1945 Lowertown at The Great Canadian Theatre Company

December 4

ByWard Market Shopping Night, with children's activities, carollers and exciting surprises

December 5

Mayor's 15th Annual Christmas Celebration, 2 to 6 pm at City Hall

December 5 to 20

Christmas Crafter-noons at the Bytown Museum (Saturdays and Sundays, 11 am to 4 pm)

December 5 to 20

Christmas in the ByWard Market, including free wagon rides and carollers (Saturdays and Sundays only)

December 6

Wreaths Across Canada ceremony at the National Military Cemetery, at 1:30 pm

December 10

North Dal Shopping Night, including Santa, roasted chestnuts, carriage rides and a children's story time hour

December 31

Hogmanay, a free Scottish-style family celebration of New Year's Eve, begins at 6 pm in the Aberdeen Pavilion at Lansdowne Park

January 7

Christmas Lights Across Canada Festival ends



Clarendon Lane Christmas lights



An ever cheering combo: Christmas trees and beaver tails



ByWard Market Christmas wreaths

Out of here

Carmen Forget

We are happy to debut *Out of Here*, a new series of first-person travel stories from Lowertown residents. We invite readers to share their travel tips and experiences, from the practical to the peculiar. Email your story idea to thelowertownecho@gmail.com.

The Internet is a great resource and tool for travellers, but when you take an extended or specialized trip nothing beats a capable travel agent—as I discovered in Vietnam a few months ago.

I took a dream trip this past winter: a three-month adventure in colourful, affordable and exotic Southeast Asia, including Thailand, Laos, Vietnam and Cambodia. I began the Vietnam leg of my journey by joining in on a private tour arranged by six people who knew each other for years. Their guide David had convinced them to let me accompany them for part of the tour. When my time with them was up, David thoughtfully handed me off to Mr. Manh Hung, manager of both Vietnam Sunshine Travel and La Suite Hotel Hanoi.



Food market in Hanoi.

Mr. Hung is an extremely competent travel agent, fluent in English—a most welcome skill because I cannot speak Vietnamese, the mother tongue of 86 percent of the country's population. His planning skills were also valuable. When you're on your own, organized tours are a great way to travel safely. Mr. Hung researched

and booked several bus tours for me, putting together an itinerary through Vietnam and Cambodia that met my needs and interests.

When I left Hanoi, I put his number on speed-dial. Whenever I got stuck I called him, and he helped all along the way. At one point I fell ill, too ill to continue on the bus. I contacted Mr. Hung and he quickly switched me to chauffeured cars, ho-

tels and flights. Mr. Hung smoothed it all and off I went. Amazing service when you consider it came at no cost to me because it was covered by the commissions he was paid by the tour operators and hotels.

Vietnam is a wonderful destination, one that hosts over 100,000 Canadian tourists a year. The big-



Lowertown resident Carmen Forget samples the street food.

is included and it's far more than continental—it is like having dinner. Although some hotels offer wifi, I recommend getting a Vietnamese telephone chip. It is very inexpensive, \$20, and gives you access to Internet and phone while you travel.

Two cautionary notes: when you are choosing where and what to eat, be careful with sanitation; and, be aware that pollution levels in the cities are high, not recommended for people with breathing problems.

Final advice for travelling to Southeast Asia: go with an open mind, be adventurous, eat local food and everything will happen.

For more information: vietnamsunshinetravel.com visavietnam.com vietnamtourism.com

Lowertown resident and world traveler Carmen Forget was an aerospace controller in the Royal Canadian Air Force until she retired in 2013. She is now a freelance translator.

Holiday Shopping Night on North Dal

Mark your calendars for December 10

Nathan Dubo

It's no secret that for close to a decade now, the portion of Dalhousie St. embedded in residential Lowertown (north of Murray St.) has been developing as a go-to destination for locals and tourists alike. Slowly but steadily, the tide has turned and new life has emerged on the street. Cafés, restaurants, salons,

by Ottawa East News, CBC Radio, the NY Daily News, and a visit from Ottawa Tourism. You can now learn more about street events by following NorthDal on Facebook and Instagram or by searching the NorthDal hashtag. The next step was to reach out to the residential community, the 'regulars' that we see in our shops and who share our feeling for the street. Members

feeling inside the shops is better reflected on the sidewalks. We have already seen more frequent visits from the BIA's ambassador program. The street repaving and the placement of a bike corral at the Dalhousie/St. Patrick corner are making for a more inviting neighbourhood. On December 10, from 4-9pm, an ever growing North Dal Holiday Shopping



spas, chocolatiers, yoga, fashion & specialty shops, including local and Canadian designers have made Dalhousie Street home, creating such a unique feel that it is now referred to with the collective designations of "North Dal". As one of the merchants active in building up North Dal, this new column is my chance to share with you some of the efforts behind the story. While the story of North Dal emergence goes back at least a decade, the clearest sign of revival came this past December, when growing participation in annual street events culminated in a Holiday Shopping Night with participation from 14 businesses. Seeing that this was a motivated group, North Dal merchants sat down together for monthly meetings to discuss common issues. Results came fast, with coverage

of the Lowertown Community Association created a North Dal Heritage Walk, launched in conjunction with the merchants' July 18th Avant Garden Party that saw the participation of over 20 businesses and the sidewalks and shops filled with smiling faces. With assistance from the ByWard Market BIA, this was our largest event yet and brought to the street balloons, musicians, demos, a fashion walk, the Ottawa Art Gallery Art Tent and a four-block sidewalk sale. Meetings and street 'walk-arounds' have also been conducted with North Dal merchants and the LCA, as well as merchants, the ByWard Market BIA and City Councillor, Mathieu Fleury, all in an effort to build on the street's strengths and to advocate for further beautification so that the welcoming

Night returns - this time with activities for families (story time and Santa), carollers and horse and carriage rides, a draw for \$900 worth of gift cards from North Dal merchants, along with the usual shop discounts, treats and festive neighbourhood atmosphere. This is just a taste of the work that has gone in to the building of North Dal. In future editions of the Echo, I'll bring you behind the scenes with the merchants and their efforts to build an even more vibrant Lowertown and ByWard Market community. We invite our neighbours to get involved in the process. See you on North Dal!

Nathan Dubo is an Ottawa designer and co-owner of Wunderkammer, a jewellery, accessory & gift store at 234 Dalhousie St.

continued from page 11

the type of planning and spending that would provide a legacy beyond 2017. And the NCC is supportive of the proposal, which aligns with their overall plan for re-development of the shoreline," says Thompson. If funded, the new building would open in 2017. The proposal was submitted to City's infrastructure fund for 2017 legacy projects. The cost is expected to be \$18M. ORC is looking to NCC and various levels of government for funding. Given the multi-party collaboration and financial commitments involved, an approval would take multiple steps. The capital funding model as proposed would seek federal, provincial and municipal contributions in approximately equal shares. The ORC would have a smaller share of the capital funding, but would then support all of the equipment and program costs and the greater share of the utilities during the life of the Centre. So far, the proposal received a lot of support and encouragement. The redevelopment plan is aligned with the growth plan for the cities of Ottawa and Gatineau, and is supported by the NCC and the Ottawa River Keeper. The ORC seeks the support of community associations, always interested in new recreational amenities for residents. "We are a volunteer organization, this provides a lot of value in running the facility. We want to ensure sustainability and stewardship of river," said Thompson. The ORC is the oldest Rowing Club in Canada. The club was founded by Sir John A. MacDonald and Mayor Robert Lyon in 1867 - just weeks before Confederation. The club has been active on the site for nearly 150 years, and a new Ottawa Rowing Centre would be a magnificent celebration of its own 150th anniversary. We wish them to row this project out to completion.

Shop local to save our indie shops

Michelle Ramsay

Fifteen ByWard Market merchants closed their doors permanently over the past year, including some that had been in business for a decade or more: Argosy Books - Be Uniq - David Findlay - La Petite Mort Gallery - Lenus Beads - Lida Boutique - Lucaca Posh Boutique - Luxe Bridal Boutique - McCaffrey Haute Couture - Oleander for Home - Sassy Beads - St. Amour Fine Art Photography - Sausage

Kitchen - Structube - Young Janes Eight new retail businesses opened. They join a hardy band of independent shops that are doing their best to hang on despite rising rents and other economic factors. Help them to not only hang on, but thrive. Show your appreciation by shopping local this holiday season and throughout the coming year. To see a list of local merchants who have stocked some wonderful goods for your shopping pleasure, go to the ByWard Market BIA website: byward-market.com.

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Another demolition: development proposed for Our Lady's School site would remove heritage workers' cottage

Nancy Miller-Chenier and
Liz MacKenzie

The new development proposed for the Old Lady's School site would see the heritage workers' cottage at 281-283 Cumberland demolished. The property owner, Claude Lauzon Group is proposing demolition to make room for a development that would occupy the sites of 281-283 & 287 Cumberland and 207-209 Murray. The latter was already demolished in 2013, leaving but the north and east walls of Old Lady's School and over a year's worth of construction fencing and blocked foot traffic on Cumberland.

The proposed building has elevations on St. Patrick, Cumberland and Murray and it may be used for residential rentals. The community has concerns about the safety of an entrance to the underground garage off Murray Street, a busy region road. The elevation dwarfs the red brick heritage building on the corner.

The Lowertown Community Association Heritage Committee opposes the proposed demolition of 281-283 Cumberland Street, a rare example of an early building type in the Lowertown West Conservation District. This duplex workers' cottage has a strong association with the early history of small industrial and retail businesses owned and managed by women, and their contribution to commerce and tenancy in Lowertown.

Both 281-283 Cumberland and the remains of Our Lady's School resonate with the history of women from Lowertown's early French and Irish residents.

At 283 Cumberland in particular, Adelaide Marenger, Marie Desilets and Hermiline Brunette turned to self-employment to sustain their families. As widows, they engaged in enterprises that could be conducted from their homes with revenue generating businesses - as landlords, storekeepers, and dressmakers.

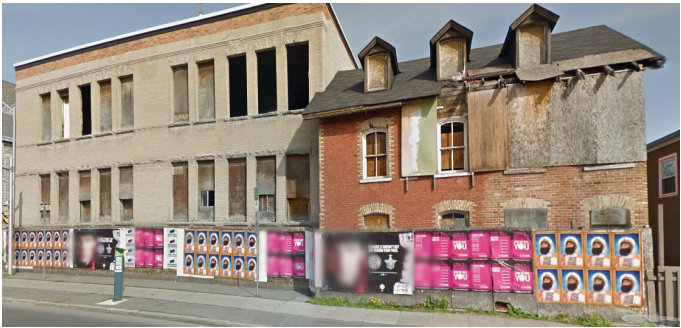


281-283 Cumberland. This rare workers' cottage duplex is proposed for demolition in the Claude Lauzon Group development proposal on the adjacent Our Lady's School site.

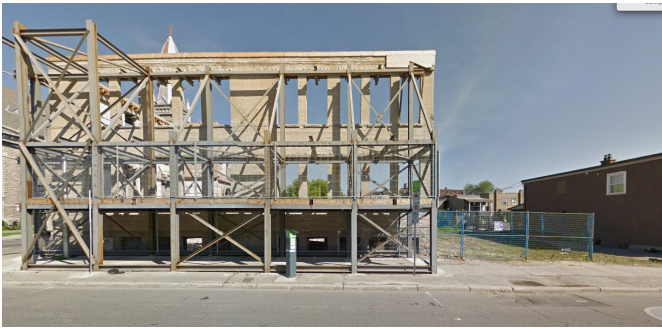
The voices of Lowertown girls and their female teachers drawn from the ranks of the Sisters of Charity still echo within the two remaining walls of Our Lady's School. Built on the site of the former Notre Dame School, Our Lady's School continues to remind us of the rich Irish history of Lowertown. It also speaks to the struggle for separate school educa-

source for the City of Ottawa."

In a statement to the City, Heritage Ottawa supports the LCA position: "We are strongly opposed to the demolition of the properties at 281-283 Cumberland. Part of the important attributes of this Heritage Conservation District is the rhythm of the streetscape and the role that small residential and commercial proper-



2013 - Our Lady's School and 207-209 Murray Street



2015 - Our Lady's School and vacant lot at 207-209 Murray Street

tion for Catholics. From this school, throngs of energetic young girls were guided to morning mass at the newly constructed St Bridget's Catholic Church across Cumberland Street.

The Statement of Cultural Heritage Value for the district states that "the history of Lowertown West is the history of generations of Ottawa's working people, both French and English speaking, and the physical record of that social history, represented by both the institutions and the residential buildings, is a major cultural re-

ties have in its identity. The small buildings at 281-283 Cumberland are a key contributor to the heritage of the block."

All properties in a Heritage Conservation District are designated under the Heritage Conservation Act. They are considered to be historically or culturally significant and require special care and attention in the planning process, to ensure that they are conserved.

The conservation principles set for the District recognize that heritage buildings with an unassuming appearance deserve the same respect and care: "much of the area consists of modest residential buildings, which are vernacular in design. Many of these buildings have been severely altered because their value as a historical and architectural resource has not been recognized. The guidelines should encourage better

conservation of these structures". That said, development is most welcome on the Lauzon-owned property. For far too long, the community has watched Our Lady's School boarded up and decaying: a neighbourhood eyesore and embarrassment. However, it is the responsibility of the developer to bring a proposal that respects the Heritage Conservation District in which it sits. The community has already lost a valuable building at 207-209 Murray Street through neglect by the same owner and there is no appetite to support another demolition.

In September 2013, Groupe Claude Lauzon was given permission to demolish 207-209 Murray and all but the south and west walls of Our Lady's School. The agreement required the group to bring a development proposal for the site within two years. At that time, Heritage Ottawa asked that whatever replaces the building not be bigger than the original structure. An initial proposal featured a much taller building, and it is heartening that the new proposal reflects the zoning that limits height to 4 storeys

The proposal will be presented to the Built Heritage Sub-Committee on December 10, to Planning Committee on January 26, 2016 and to City Council on January 27. The LCA will speak at the Dec 10 and January 26 meetings.

Please send your comments to info@lowertown-basville.ca



4-storey Residential Building Proposal on the site of Our Lady's School, St. Patrick St. Elevation. The community has concerns about the safety of an entrance to the underground garage off Murray Street, a busy Region Road. The building dwarfs the red brick heritage building on the corner.

Simulation: Claude Lauzon Group



Cumberland elevation edited to show walls of Our Lady's School darkened and approximate position of existing 281-283 Cumberland.

Lowertown Trivia

What two areas of Lowertown are designated Heritage Conservation Districts (HCD) under the Ontario Heritage Act?

- Macdonald Gardens and Bingham Park
- Byward Market and Lowertown West
- Porter Island and Anglesea Square
- Sussex Avenue and Dalhousie Street

Answer:

The Byward Market was designated in 1991 and Lowertown West in 1994. Both are formally recognized under Part V of the Ontario Heritage Act and through a City of Ottawa By-law. No area east of King Edward Avenue has a HCD designation.

Getting back on track with road design in Ottawa

Graham Saul

Lowertown residents know that King Edward Avenue is a perfect example of car culture gone wild. The city sacrificed pedestrian and cycling safety, and chopped down a beautiful tree-lined boulevard to make King Edward into a highway in the downtown core. But King Edward Avenue was not an accident, it was the logical extension of bad urban planning. Recent events at city hall hold out the possibility that we can avoid this kind of mistake in the future, and maybe even move King Edward Avenue in the right direction.

In 1965, an obscure planning document called the U.S. Highway Capacity Manual introduced the concept of “level of service”. This simple idea fundamentally changed the way we design our streets and helped lock us into a car-centric approach that has undermined our communities.

Last month, Ottawa’s City Council took an important step to correct this mistake and put us on the road to safer and healthier neighbourhoods.

Put simply, “level of service” is a formula that traffic engineers use to measure how bad rush hour delays are in comparison to the “normal” flow of traffic. It provides a way of assessing traffic congestion and then categorizing roads based on how quickly cars are able to move down the street, free of delays, and how easily they can manoeuvre in the roadway. This information is then used to design and reconstruct our streets over time.

Fifty years ago, the concept of “level of service” must have seemed like a logical way of evaluating our transportation system’s performance, so it is not surprising that the idea was later enshrined in Canadian guidelines and became a core principle in how



Postcard featuring a young lady walking down King Edward Boulevard, circa 1915

we build our roads. If you are a traffic engineer, you probably like the idea of having a simple, specific set of criteria to assess a given road, and level of service provides you with a way to do just that.

Unfortunately, if you are a resident in Lowertown or any other urban area and you like the idea of liveable neighbourhoods with a variety of safe transportation options, it was a recipe for disaster and left us with King Edward Avenue, a highway dividing our community. Not only do residents fear crossing it, many pedestrians have been killed and injured doing so. The intersection at King Edward and Rideau has a tragic history; and at King Edward and St. Andrew, despite the traffic cameras, cars routinely whizz through the red light at well-above-limit speeds.

If all an engineer has is a hammer, then everything starts to look like a nail, and if all they are asked to measure is cars, then every street starts

to look like a highway. The answer to every problem becomes “we need more, wider and faster roads.”

A commuter, stuck in traffic, might like the idea of more, bigger and faster roads, but what if you are a parent whose child needs to walk to school? What if you rely on a wheelchair to get around town or you are getting old and you just want to be able to walk safely to the shops? What if you are a single parent that cannot afford a car and relies on public transit to get to and from your job, or a cyclist that wants to ride to work without feeling like you are taking your life into your own hands?

Perhaps most importantly, what if you see the street you live on as a place, a destination, part of a neighbourhood, and not just a thoroughfare for cars?

If you are any of these people, then you are not adequately represented when the traffic engineer sits down to assess a given road. You are not in-

cluded in the level of service formula.

So let’s put aside the fact that building more and bigger roads does not actually solve congestion - if it did, Los Angeles would be a driver’s paradise instead of a sitcom traffic jam cliché. Let’s also not get bogged down in the overwhelming evidence that our dependence on cars has created health and environmental problems that need to be addressed urgently.

Instead, let’s just agree that we need a way of designing streets that takes everyone’s safety and comfort into consideration, regardless of their age, ability or mode of transportation.

That is what the City of Ottawa is now trying to do. It is called a “Complete Streets” approach, and the concept has been adopted by over 700 municipalities across North America, including Calgary, Edmonton, Vancouver and Toronto. The City of Ottawa agreed to adopt a complete streets policy in its 2013 Transportation Master Plan, and they have now adopted a detailed implementation framework to put the policy into practice.

Instead of having only one level of service (for cars), we will now have a level of service criteria for all modes of transportation: cars, pedestrians, cyclists, public transit and trucks. This will not be a cookie-cutter approach - different kinds of roads serve different purposes and will continue to be designed in different ways. However, if you walk, cycle or take public transit, you will no longer be left out of the traffic engineer’s formula.

This sounds like a small step, but it is actually a small revolution in the way we design our roads.

Graham Saul is a Lowertown resident and the Executive Director of Ecology Ottawa, a grassroots environmental organization working to make Ottawa the green capital of Canada.



King Edward at Rideau looking north, 1915

Photo: pastottawa.com



King Edward at Rideau looking north, 2015

Photo: pastottawa.com

Residents join rally of 25,000 for 100% Possible climate march

On November 29, many Lowertown residents joined citizens from across Ontario and Quebec to march and celebrate, reminding our new government before the Paris climate change talks that 100% clean energy is 100% Possible in Canada. “It was great to be among the 25,000 in Ottawa for the largest climate change march on Parliament Hill to demonstrate that we want to be part of the solution and show that transition to 100% renewable energy is not only necessary, but possible,” said from the

march Liz Bernstein, Lowertown Community Association president.

Organized by a growing alliance of environmental groups, community organizations, unions, First Nations and faith groups, the march was one of 1,700 marches held across the world before the Paris summit. Ecology Ottawa — one of the organizers — details on their website the policies they marched for.

1. Start building and supporting clean energy infrastructure. To provide more clean energy to consumers, we need po-

lices that allow solar, wind, and other clean energy industries to flourish.

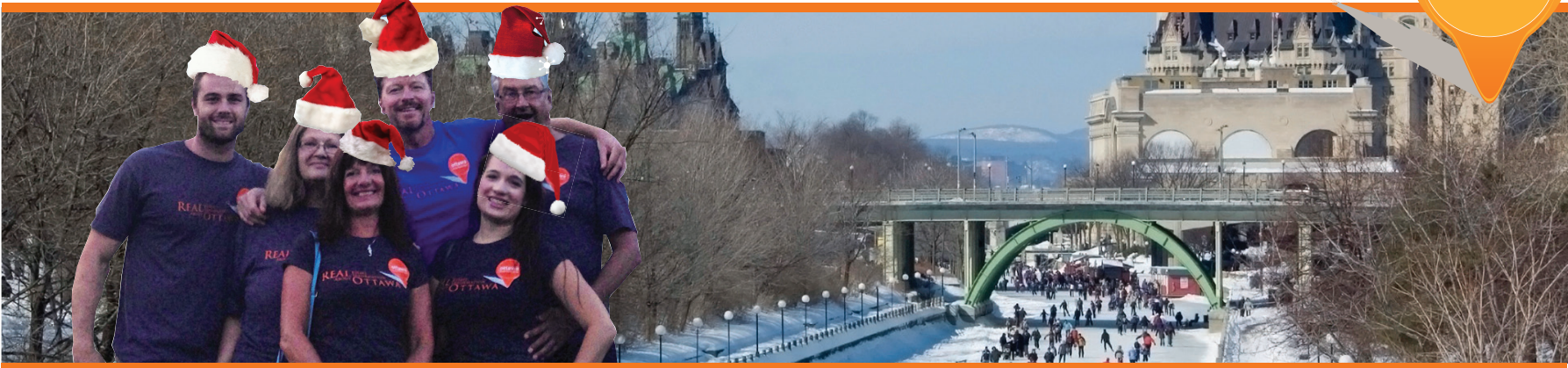
2. Stop building infrastructure that perpetuates Canada’s dependency on fossil fuels. Energy infrastructure is big, expensive and it lasts a long time. Getting to 100% clean energy by 2050 means weaning ourselves off fossil fuels and one of the first steps is saying no to more fossil fuel infrastructure.

3. Implement the International Declaration on Indigenous Rights. Indigenous peoples have been leading the challenge

in protecting our shared natural environment from damaging resource extraction projects. Implementation and adherence to the United Nations Declaration on the Rights of Indigenous Peoples is critical.

4. Invest in clean, low-carbon jobs. Investing in a clean economy means supporting jobs in sectors that build a stronger, more livable country and providing retraining services for those in carbon-intensive industries. For more information, see ecologyottawa.ca.

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Season's Greetings and a Happy New Year
from all of us at the OLT Team



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