

Canada Lands Company
Rockcliffe Community Design Plan
Ottawa, ON



CANADA LANDS COMPANY
SOCIÉTÉ IMMOBILIÈRE DU CANADA

Public Consultation Report
January 2013



MOMENTUM

TABLE OF CONTENTS

1. Introduction.....p 2

2. Consultation Objectives: Phase 1 CLC Rockcliffe Lands Community Design Plan (CDP).....p 2

3. Notificationsp 3

4. Public Advisory Groupp 4

5. Summary of Consultation Activitiesp 5

6. Ideas Fair – Analysis of Comments Received.....p 6

7. Consultation Phase 1 Summary.....p 7

8. Next Steps: Phase 2 CLC Rockcliffe Lands Community Design Plan(CDP)p 8

APPENDICES

- APPENDIX 1: Public Notices
- APPENDIX 2: Public Advisory Group – Meeting Notes
- APPENDIX 3: Ideas Fair – Meeting Notes
- APPENDIX 4: Ideas Fair – Summary of Comments
- APPENDIX 5: Ideas Fair – Questionnaire



Ideas Fair, November 26, 2012 – Canadian Aviation and Space Museum





Introduction

Last October, Canada Lands Company commenced an integrated Planning Act and Environmental Assessment Act process for the lands formerly known as the Rockcliffe Airbase. The purpose of the project is to prepare a Community Design Plan (CDP) that meets with the City of Ottawa’s approval.

A key component of the CDP process is the coordination and integration of the public consultation for the CDP, including the Planning Act requirements for an implementing Official Plan Amendment and the requirements of the Municipal Class Environmental Assessment for related environmental and infrastructure projects.

The planning and coordination of the infrastructure and environmental management requirements for the CDP, in consultation with the community will help to ensure that the objectives of the City of Ottawa, the Community, other approval authorities and stakeholders are fulfilled.

Consultation is one of the key points for integration. The purpose of this report is to document the consultation process in support of the development of the CDP through the integrated planning Act and Environmental Assessment Act process that will take place over the next two years.

Consultation Objectives: Phase 1 - CLC Rockcliffe Lands CDP

Consultation activities for this project were undertaken with the goal of fostering open dialogue between Canada Lands Company (CLC) and community representatives, various other stakeholders, including approving agencies, adjacent property owners, and the general public.

Initiating consultation early in the planning process allows the CLC Project Team to identify issues of concern and address them in the development of this new future community.



Phase 1 of the consultation process coincided with Phase 1 of the CDP process, from September 2011 through January 2012. There has been some overlap between Phases 1 and 2, so that members of the public could continue to provide ideas and commentary to the project team following the November 26 Ideas Fair. The project team will continue to receive comments from the public to address Phase 1 topics throughout the CDP process.

The approach to consultation has been designed to meet statutory requirements, facilitate on-going cooperation and coordination with relevant stakeholders, capitalize on the local knowledge possessed by the people who live and work in the project area, and satisfy the following study objectives for the first phase of consultation:

- Introduce the project and the Environmental Assessment process.
- Discuss the problem/opportunity to be addressed by the project, including an assessment of existing and future land use, travel demand, and transportation network requirements.
- Discuss potential solutions to address the problem/opportunity, including construction of new roads and improved transit priority corridor.
- Establish a collective vision for the housing mix, employment centre opportunities, small retail and open space strategies.
- Introduce and refine the evaluation process based on input received through consultation.
- Introduce technical constraints influencing the location and design of the project.

Public Notifications

Bilingual notification for the commencement of the CLC Rockcliffe Lands Community Design Plan (CDP) as well as bilingual notification of the first public event entitled *Ideas Fair* was provided through the following sources:

- Newspaper Notices: Ottawa Citizen, The Sun and LeDroit, Manor Park Chronicle and EMC News
- City of Ottawa's Project Website accessible at: <http://ottawa.ca/en/city-hall/public-consultations/public-consultations-about-planning/open-house-no-1>
- Canada Lands Company Website accessible at: <http://www.clrockcliffe.ca/en/news>

(A sample notice of the Ideas Fair is included in Appendix 1.)



Publication dates were:

Manor Park Chronicle (Nov 7, 2012)

Ottawa Sun (Nov 7, 2012)

LeDroit (Nov 7, 2012)

Ottawa Citizen (Nov 7, 2012)

EMC Ottawa East (Nov 8, 2012)

LeDroit (Nov 21, 2012)

Ottawa Citizen (Nov 21, 2012)

Ottawa Sun (Nov 21, 2012)

Public Advisory Group

A Public Advisory Group (PAG) was formed in October 2012 as the CLC Project Team met individually with community associations and other organizations that were located in the vicinity of the CLC Rockcliffe Lands site. The list of community associations, members of the PAG are the following:

1. Bob Publicover, **Cardinal Glen Community Association**
2. Darlene Monkman, resident of **Drayton Private**
3. Maurice Hladik, **Fairhaven Co-operative Community Incorporated**
4. Andrew Wisniowski **Lindenlea Community Association**
5. Marc Lessard, **Manor Park Community Association**
6. Roslyn Butler, **New Edinburgh Community Alliance**
7. Anthony Keith, **Rockcliffe Park Residents Association**
8. Norm Kruse, **Rockcliffe Mews and Carson Grove Residents Association**
9. John Murray, representative of the **Rockcliffe Yacht Club**, Manor Park Community Association Inter-Provincial Bridge Committee
10. Jane Brammer, **Rothwell Heights Property Owners Association**
11. Mark Kaluski, Director, **Quartier Vanier Merchants Association (BIA)**
12. Mike Bulthuis, **Vanier Community Association**
13. Betty Ward, resident of the **Cummings** community

Gerry Lajeunesse, Volunteer appointed Chair

CLC: Don Schultz

City of Ottawa: Selma Hassan, Planner, Urban Design and Area Planning

Consulting Team: Stephen Willis, MMM Group

Nancy Meloshe: Meloshe and Associates

Suzanne Valiquet: Momentum Planning and Communications

(Meeting notes of the first PAG are listed in Appendix 2)

The PAG met on November 21, in advance of the first public event, the Ideas Fair.



In addition to the PAG meeting, the CLC Team met separately with representatives from the following community organizations:

1. New Edinburgh Community Alliance: October 3
2. Manor Park Community Association: October 3
3. Rothwell Heights Property Owners Association: October 5 and 26
4. Cardinal Glen Community Association: October 19
5. Rockcliffe Mews and Carson Grove Residents Association: October 19
6. Greenspace Alliance: October 31
7. Rockcliffe Park Residents Association: November 8
8. Community Council of Overbrook: November 9
9. Vanier Community Association: November 9
10. Lindenlea Community Association: November 16
11. Fairhaven Co-operative Community Incorporated: November 16 and 30

In addition to the PAG, the CLC Team has met with other community organizations such as Greenspace Alliance and the Rockcliffe Flying Club to discuss issues relating to the redevelopment of the Rockcliffe lands. Other organizations have voiced an interest in meeting with CLC, and these groups will likely form other advisory consultation groups. A housing group, a social issues group, and a group of residents who live immediately adjacent to the CLC Rockcliffe site will be created in the next few months so that CLC may address their respective concerns, and further explore potential ideas and opportunities.

At its first meeting, the PAG discussed issues and concerns. The group also began to define their mandate along with roles and responsibilities. The PAG members agreed to inform their respective board and members of any CLC public event and important milestones. Their primary purpose is to act as a liaison with their respective communities sharing information and then bringing this back to the CLC Team.

To ensure transparency and broader intercommunication within the PAG and other groups that may be formed along the way it was agreed that CLC would post minutes on its website in a timely fashion.

Summary of Consultation Activities

PAG

The attendance thus far for the PAG met with complete satisfaction. With more than 12 groups immediately located around the Rockcliffe site, community representatives are well engaged and committed to participating in CLC's 2-year Community Design Plan Consultation exercise. Individual meetings were held in advance of the PAG and the Ideas Fair with every community association, Greenspace Alliance, Montfort Hospital along with elected officials and City and NCC Staff.



Ideas Fair

The Ideas Fair drew 700 people between 3:00 pm to 9:00 pm on Monday November 26, 2012 at the Canadian Aviation and Space Museum. The event featured two presentations from the CLC Team followed by a Question and Answer period. The event also featured seven informative and interactive stations allowing young and old to express their views and aspirations. Stations included a 3D model of the site, an Ideas Cloud illustrating an aerial photograph of the CLC site. At both of these stations, the public were invited to write down on sticky notes what would they like to see on the site. As a result, recorded were comments that included everything from open space amenities, to various building types, both commercial and/or residential. Children were asked to choose among different play type structures, and place dots on their three favourite ones. A speaker's corner allowed participants to record on video their thoughts and opinions. The Ideas Fair also featured a booth from the CLC Corporate Office, illustrating the company's many projects around the country.

A questionnaire and comment sheets were provided for additional feedback. The CLC website was available at computer stations in several locations indicating to participants that one could go online to provide more information following the event. To date more than 500 people have signed up for the CLC Rockcliffe newsletter due to be available in the spring of 2013.

Material covered at the Ideas Fair in addition to the stations was available in French and English and presented on display boards. The content of the event material was also made available online via the CLC's website and the City of Ottawa also featured a web page dedicated to the project.

The display boards covered the following topics:

- Welcome and introduction to the CLC Rockcliffe Redevelopment Project Community Design Plan and Municipal Class Environmental Assessment
- Project Process

(Summary of the Ideas Fair can be found in Appendix 4)

Ideas Fair – Analysis of Comments Received

The goal of the Ideas Fair was to allow Canada Lands Company the opportunity to meaningfully gauge the public's interest as to what they truly envisioned for the future, in what has the potential of being one of Ottawa's most new and exciting places to live, work and play. In order to achieve this goal, the CLC Team introduced the project by explaining the history of the site, where the project had left off back in 2007 and what has transpired since. It was made very clear that this first event was an invitation to express all aspirations as there were no plans or preconceived concepts or ideas being considered at this point.

The process for completing the Community Design Plan requirements was clearly explained. The presentations were made by CLC's consultants including Brook McIlroy Urban Design Planners, Janet Rosenberg Landscape Architects, MMM Group and Canada Lands own Corporate Communications Manager along with the CLC Rockcliffe Lands Real Estate Director.



Public comments were grouped into themes and listed as follows:

Land uses – general
Housing Density
Environmental Sustainability
Housing Types
Building Forms
Transportation
Social Themes
Process
A new Site Name
Recreation
Schools/Institutions
Neighbourhoods
Kettle Island Bridge Impacts
Overall Planning
Trees/Green Space
Miscellaneous

The most popular comments repeated most often were the following – brackets indicate how many times these comments were noted.

- Housing affordability for all incomes (36) – single most repeated comment
- Transportation impacts on adjacent road networks - biggest issue (35)
- Protection of existing trees/forests/birds/animals, open space (64) – largest group of similar comments
- Interconnecting trails/fitness/walking/bikes (35)

Clearly the comments indicate a desire to preserve as much as possible the natural topography of the site; enhancing the area’s walkability and connectivity, along with creating a road network that will not impact in a negative way upon adjacent communities. Furthermore, there is a strong desire to create homes that are affordable for everyone.

Consultation Phase 1 Summary

In summary based on the objectives we had identified, for Phase 1, we are comfortable that these objectives have been met as indicated in the following:

- Introduce the project and the Environmental Assessment process. *Completed.*
- Discuss the problem/opportunity to be addressed by the project, including an assessment of existing and future land use, travel demand, and transportation network requirements. *Completed*
- Discuss potential solutions to address the problem/opportunity, including construction of new roads and improved transit priority corridor. *Significant progress made – continuing to refine*



- Establish a collective vision for the housing mix, employment centre opportunities, small retail and open space strategies. *Significant progress made – continuing to refine*
- Introduce and refine the evaluation process based on input received through consultation. *Significant progress made – continuing to refine*
- Introduce technical constraints influencing the location and design of the project- *Completed*

Next Steps: Phase 2

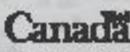
Phase 1 of the Consultation process is now complete; however, comments and suggestions are still being recorded and are still being received and incorporated into the public documentation.

CLC plans to hold a second public event later this spring that will indeed kick-off Phase 2 of the CDP's public participation component.

At that time CLC will likely present a review of what was learned, applications of principles and ask the participants to consider some new options and opportunities based on what information was received from the initial consultation exercise to date.



APPENDIX 1: Public Notices

<p>Vous êtes invités à la première</p> <h2>Foire aux idées des terrains Rockcliffe de la SIC</h2> 	<p>Join us for the first</p> <h2>CLC Rockcliffe Lands Ideas Fair</h2> 
<p>La Société immobilière du Canada organise une foire aux idées pour faciliter le partage de renseignements à propos du site de l'ancienne base des Forces canadiennes Rockcliffe. Les résidents auront la possibilité d'offrir leurs idées et suggestions concernant l'avenir du site. Les sessions incluront une présentation informelle, une station pour les enfants, et une foire aux idées interactive. La SIC a l'intention de formuler un Plan de conception communautaire avec l'appui de la communauté.</p>	<p>Canada Lands Company is hosting an ideas fair in order to share information about the former Canadian Forces Base Rockcliffe site. Residents will have an opportunity to contribute ideas about what they would like to see on this site. Sessions will include an informational presentation, a children's station and an interactive ideas fair. CLC's goal is to prepare a Community Design Plan with the support of the community.</p>
<p>Dans le cadre du Plan de conception communautaire pour ce projet, la Société immobilière du Canada commence (en association avec la Ville d'Ottawa) une évaluation environnementale municipale de portée générale de l'eau, des eaux usées, des eaux pluviales, des routes, du transport en commun et des éléments actifs de l'infrastructure de transport du Plan. De plus amples renseignements sur ce processus seront disponibles lors de la réunion et sur le site Web du projet.</p>	<p>In conjunction with the Community Planning on this project, Canada Lands Company is commencing (in association with the City of Ottawa) a Municipal Class Environmental Assessment process for the water, wastewater, stormwater, roads, transit and active transportation infrastructure elements of the plan. More information on this process will be available at the meeting and on the project web site.</p>
<p>La Société immobilière du Canada offrira un service de navette jusqu'au Musée de l'aviation et de l'espace du Canada, le 26 novembre 2012, pour les gens qui veulent se rendre à la Foire aux idées. La navette fera régulièrement l'aller-retour entre l'entrée principale de l'hôpital Montfort et le Musée, à compter de 15 h. La dernière navette quittera le Musée à 21 h30 h.</p>	<p>CLC is pleased to provide a shuttle service to and from the Canadian Aviation and Space Museum on Monday November 26, 2012 for individuals taking public transit to attend the Ideas Fair. The shuttle will arrive and depart from the main entrance of the Montfort hospital at regular intervals beginning at 3:00pm.</p>
<p>Date : Lundi, 26 novembre 2012 Horaire : de 15 h à 21 h (1ère session à 16 h, et 2e session à 19 h) Endroit : Musée de l'aviation et de l'espace du Canada 11, Promenade de l'Aviation, Ottawa</p>	<p>Date: Monday, November 26, 2012 Time: 3:00-9:00 p.m. (Session one @ 4pm, Session two @ 7pm) Location: Canada Aviation and Space Museum 11 Aviation Parkway, Ottawa</p>
<p>www.clrockcliffe.ca</p>  <p>CANADA LANDS COMPANY SOCIÉTÉ IMMOBILIÈRE DU CANADA</p> 	<p>www.clrockcliffe.ca</p>  <p>CANADA LANDS COMPANY SOCIÉTÉ IMMOBILIÈRE DU CANADA</p> 



APPENDIX 2: Public Advisory Group – Meeting Notes

CLC Rockcliffe Public Advisory Group Meeting No. 1 (P.A.G.)
November 21, 2012 at 6:30 PM
City of Ottawa

Don Schultz, Director Real Estate CLC Rockcliffe welcomed everyone.

Round table introductions:

Stephen Willis, MMM Group, Ottawa,
Roslyn Butler, New Edinburgh Community Alliance
Darlene Monkman, resident of Dayton Private
Anthony Keith, Rockcliffe Park Residents Association
Gerry Lajeunesse, volunteer appointed Chair/Facilitator for the new PAG
Nancy Meloshe, Meloshe and Associates Ltd.,
Jane Brammer, Rothwell Heights Property Owners Association
Suzanne Valiquet, Momentum Planning and Communications
Norm Kruse, Rockcliffe Mews and Carson Grove Residents Association
John Murray, representative of the Rockcliffe Yacht Club, (member of the Manor Park Community Association Inter-Provincial Bridge Committee)
Bob Publicover, President of the Cardinal Glen Community Association
Mark Kaluski, Director, Quartier Vanier Merchants Association (BIA)
Maurice Hladik, Fairhaven Community Association
Selma Hassam, City of Ottawa, Planning Department
Andrew Wisniowski Lindenlea Community Association
Marc Lessard, Manor Park Community Association
Regrets: Mike Bulthuis, Vanier Community Association

- CLC Team presented the Summary of Recurring Themes that had been identified at various meetings held with community groups prior to the PAG. It was reviewed to create a base for discussion and to identify other issues and thoughts.
- A member asked about the term Dark Sky – CLC Team explained that this concerned lighting effects that could potentially have an impact on adjacent neighborhoods.
- It was noted the excellent location of the site being in close proximity to the water and the importance to water access for future populations residing on the CLC site. It was felt that interest may grow with the new site, a positive attribute as there are already 100 boats using the club, and dock access is limited.
- Process and transparency from CLC and the City were identified as important issues especially after the Inter-Provincial Bridge consultation exercise.
- CLC Team asked where did the question of traffic, transportation and transit rank within the various communities – the group answered with a show of almost unanimous hands.
- It was indicated the new CLC development will encourage new residents to drive through existing surrounding communities and this too was a growing concern.



- Noted that traffic will increase along St. Laurent Blvd that is already a busy arterial.
- Agreed that Beechwood and Sussex were also congested.
- Added that it was more than just cars, but transit as well. Used was the example of the Montfort Hospital as there is already congestion along that portion of Montréal Road and accessibility to these institutions is difficult.
- Noted that expanding Montréal Road will be a challenge and also that Codd's to Montréal Rd is a steep and narrow hill to climb. Added that Hemlock/Beechwood will be extremely challenging as these streets are presently at full capacity.
- Noted as well was that streets on the site, like Burma for instance was presently a dead end - if opened up will increase traffic considerably.
- Asked if CLC will have access to NRC allowing for access to other main roads through NRC lands. CLC Team answered that CLC will indeed be proposing that idea but that for the time being CLC's proposed ideas are very much at a preliminary stage and that CLC is hoping to have these kinds of proposals come forward at the Ideas Fair on November 26th as the Corporation is looking not only for the public to raise issues, but help find solutions too. No official word has been given yet, but a request has been made by CLC to NRC to include a portion of their land in the Community Design Plan. It may not be an official transfer but would allow for good land use planning that will permit to talk about better access points on the east side of the CLC site. Although this is still in early stages, CLC feels that this is an appropriate outlet for traffic to Montréal Road.
- Asked about designing a road for public transit only.
- Indicated that for the most part CLC needs access to adjoining lands to get to main transportation arteries. Mentioned that CLC would like to suggest to the NCC that access be given to the Rockcliffe Parkway.
- CLC Team indicated that the City was now going through its Transportation Master Plan Review. Added that a request has been made to review this idea and others that will benefit everyone, in a more holistic fashion by looking at creative solutions, and looking at better connections not just for cars but also for pedestrian, cycling and transit systems.
- Mentioned the new LRT Station at the Gloucester Centre and CLC Team added that it would be unrealistic to think that the LRT plans will change but also noted that one would like to see how better connections could be incorporated and It was agreed – in essence an improved service for the community.
- Mentioned that as we think of new solutions, we shouldn't be inflicting new traffic burdens, created by travelers coming from the east going to downtown. Mentioned that this was the case when the base was opened as motorists used the base to get to Beechwood, the bridge and Gatineau. Although retailers on the CLC site may want the through traffic, residents will not.
- Discussed was that traffic will depend on the population that will reside there and employment factors. Mentioned that 3,000 to 4,000 may not be a problem, but 15,000 would be as they would move off the base to go to work.



- Mentioned that CLC is definitely committed to developing employment uses on the site as the markets are already indicating that notion, and dedicated bus lanes are a definite part of the strategy. Letters have been sent to both the City and NCC officials to enter into a more global look at what the transportation vision will be for this end of the city as CLC will be a large part of the changes that will occur over time.
- Reference was made to the former base and how people both lived and worked there. At the time, surrounding businesses and retail thrived. Over the years, this changed once the base was closed. The strip mall located closest to the site has now a new restaurant and some upgrades have been done that seemed to have improved the situation.
- Asked what about end of project date and density of residential population. Outcome depends on the transportation infrastructure network and what it can support. Hence importance of discussions with both City and NCC.
- Asked about the formula used and it was indicated that the previous project was targeting up to 15,000 based on background documents of the City's Official Plan. The previous plan did not have a heavy employment mix built into it – CLC needs to look at the residential and employment mix, along with what the market will dictate.
- Testing a variety of transportation models will be essential while also taking into consideration intersections – it will be a process of looking at different options as no real concrete answers can be given at this time.
- CLC recognizes that transportation is a serious issue and it is one of the formative pieces for this community.
- Land use planners and traffic engineers have at times differing viewpoints. Added that communities look at how these changes affect them and commented that engineers sometimes try to convince communities that the system can take on more traffic whereas communities feel differently as they are the ones living and using the roads.
- The CLC site will take between 15 to 20 years to build out incrementally. If issues become problematic they can be addressed by exploring new approaches and time will permit their incorporation. A phasing strategy will allow more flexibility to the development.
- Reference made to Halifax, Vancouver and New York City mentioning that the waterway could be used as a new form of transportation such as Paul's Boat Lines. This could help to get people off the roads.
- Required would be a considerable sized dock, parking and bus access – with seasonality a big consideration. It could run until the 21st of November.
- CLC Team added that from a transit discussion, rapid bus transit and connecting it to the LRT, along with connections to cycling and pedestrian systems, is likely to be the best solution.
- Asked about a successful bus system in place that could be used as a model. It was noted that Ottawa's was one of Canada's most successful. Here buses have priority lanes, with a combined ease of movement, along with increased bus technologies, CLC Team indicated that buses are still one of the best transportation solutions for our city.



- Raised the idea of incorporating a bus system, perhaps with smaller busses that would run more frequently to encourage as many people to ride the bus as possible. CLC team added that we would look at the entire area, outside of the air base site as well, and take a more holistic approach to what would work best to address the traffic issues.
- CLC Team added that given good choices, people will opt for transit, and leave their cars at home. Many opportunities exist between the site and the new LRT Blair Station – these will be fully explored.
- CLC Team had a very favourable response from the City in this regard and it was noted that the City had the very same desire to remove cars, thereby removing congestions on our roads and encourage and maximize bus ridership.
- Added that building a community for retired people may encourage more use of transit as they tend to not be out and about during rush hours.
- It was noted that although a good suggestion, CLC cannot regulate who will buy what. To avoid the concept of monoculture, proposing a mix of different types and sizes of units will encourage a broader mix of buyers. Shops, schools and basic services built right on the site, encourages people to stay in the immediate area. Also was mentioned that adding employment centres onto the site, helps as well to deter car use for those living and working there.
- Mentioned the importance of city zoning that allows for mixed commercial and residential side by side.
- Asked if this development would house a concert venue, for example, making it a destination, thereby increasing traffic, or is it to be that no one goes there unless they live there. CLC Team responded by explaining what the city’s official plan indicates – indeed this is to be a mixed community.
- Some portions of the site lend themselves better to mixed use, such as along Montréal Road, closer to the NRC site, but other areas do not. Likely this will not house a large stadium or major city site as those are already in existence elsewhere.
- NCC does own land adjacent to the site, and CLC has no jurisdiction over this land. As it stands it is not know what plans NCC may have for their portion of the property. At some point in time, the NCC may wish to build a National cultural institution.
- CLC Team defined the types of activities or facilities offered would be of “community scale activity”.
- **Communication phase:** CLC Team explained the process in which CLC would like to proceed. At the outset, meetings were held *one-on-one*, whereby CLC communicated the information about CLC’s intentions and explained at what stage CLC was at and who was involved bringing everyone up to speed on the development.
- The next level would be the **consultation phase**, where the PAG provides feedback, with ideas and comments and CLC takes this back to the design team for review. The third step, the **collaboration phase**, would then be where we come back with the design team’s proposals, and we ‘roll up our sleeves’ and work collaboratively together in reviewing these proposed designs.



- CLC Team explained that the PAG is a very important group, but that there are others who are also interested in meeting with CLC. For example, there are requests from social and housing groups and individuals interested in having a discussion about their needs and how will CLC accommodate them. Likely another meeting will be held with those individuals.
- CLC Team explained that the common thread binding the PAG is primarily based on the fact that all live in close proximity to the site and that the PAG participants will be the most impacted by the development.

NEW PAG Chair/Facilitator

- Gerry Lajeunesse was introduced as the new PAG Chair/Facilitator.

Group's Mandate

- The PAG should be a forum for discussion, communication and collaboration with responsibilities on all fronts, reporting back to respective communities while CLC reports back to the rest of team.
- With measures of good faith, respect and sincere intent, Community representatives have the responsibility of getting information to their membership and provide feedback to CLC and then get back to their own communities as the dialogue develops, all the while sharing issues, concerns and solutions.
- Added was the importance of the practical outcomes of the discussions, list action items and include an issue tracking mechanism.
- Mentioned was the importance of having concrete information, whereby a comment or opinion needs to be expressed in a specific timeframe.

Procedure

- The CLC team will come back with some facts and information that will help mold the lay of the land and the group will be asked to comment on these very preliminary site areas, very much with a theme related to connections. Once agreed, we will then move to built form and streetscapes.
- PAG will then establish timelines to get back with responses that reflect their individual community's view points. Time will be needed to engage communities, and it was added that July, August and December are not conducive.
- It was noted that open and honest dialogue will be maintained throughout the consultation process about what CLC can and cannot do.



Communication Tools

- Most community representatives indicated that the majority of their communication is done by email as they have very good lists of names of their respective residents.
- Board meetings will be used to table an official response.
- Community newspapers and media in general, will be used to reach the community at large.
- All agreed that the Manor Park Chronicle and the New Edinburgh News were great vehicles to reach the surrounding communities.
- Facebook pages and websites were also identified as additional tools to get messages to residents.
- Email appeared to be the best method to get information back from residents while board meetings open to the general public could also be used for feedback purposes.
- CLC Team presentations at community meetings was suggested
- Community representatives were asked if they felt comfortable being the official voice of their individual communities. Most said they would be.
- A month seemed reasonable as far as turnaround time was concerned to get feedback from communities.
- Noted that the reporting mechanism needs to be set so that all groups can be in the know of what other groups are saying.
- It was suggested the CLC website be used as the tool to communicate other group issues.
- Requested that visuals be provided to put up on community websites such as notifications, ads, photographs, and graphics.

CLC Team then moved to the Ideas Fair presentation scheduled for November 26, 2012.

The meeting ended at 9:15 PM



APPENDIX 3: Ideas Fair – Meeting Notes of the Question and Answer Period

November 26, 2012 – 4:00 pm Session

Comment: That traffic from the project will be dumped on Montréal Rd, Blair Rd or Hemlock. Recommended to build in the area for the 54th and 63rd Ottawa South Scout Hall.

Team Response: CLC recognizes that transportation is a serious issue for the surrounding communities. Testing a variety of transportation models will be essential while also taking into consideration intersections – it will be a process of looking at different options as no real concrete answers can be given at this time. The team indicated that the City was now going through its Transportation Master Plan Review and that together we will work to look at a more holistic approach at finding creative solutions, and looking at better connections not just for cars but also for pedestrian, cycling and transit systems.

Comment: Given the demographics, need to look at affordable housings for seniors and bring in community support as required. It's essential to have a mix of income groups and affordable housing, including the disabled.

Team Response: CLC is committed to offering a variety of housing types that will meet the demands of the city's population in total. CLC is also committed to setting up special interest advisory meetings with organizations wishing to meet and discuss their ideas within the CDP framework that relate to affordable housing and social issues.

Comment: If there is an intention to apply for a LEED certification for the site as a whole or for specific areas.

Team Response: CLC is committed to having the site developed with leading sustainable technologies and systems. CLC will be considering which evaluation systems will be most effective in providing for truly sustainable development in this new community.

Comment: The projected Kettle Island bridge environmental assessment study is underway. Does CLC intend to participate in this project or oppose it? Because if the bridge does get built it would mean that the Rockcliffe Community project would have this bridge as well as trucks in their neighborhood.

Team Response: CLC is not taking a position regarding the Interprovincial bridge study. Once a location is chosen, and if this will impact the CLC's Rockcliffe Lands site, then at that time CLC will be part of the public consultation discussions.



Comment: Will the roads be enlarged and will this be the first stage of the building project?

Team Response: The road network is yet to be designed as it will be done based on the input received from the public. Once the rezoning has been approved, CLC would build the roads, the sidewalks, put all infrastructure in place such as sewers, water pipes, lampposts, parks and common areas in place prior to any construction of buildings and homes.

Comment: Build co-op housing for veterans, for about 120 families, a mix of housing and high-rise, have on-site support, exercise and physio rooms, laundry and the property management office. As well as a park nearby that would celebrate veterans.

Team Response: CLC is committed to offering a variety of housing types. CLC expects that the new housing on the site will accommodate veterans, seniors, and other segments of society. Commemoration of veterans and the site's military legacy will be incorporated into the development.

Comment: Take a look at Coconut Point, Florida. They have buildings of 3, 4 floors with the main level being retail. This way, residents have everything they need within their block. Cautioned against building luxury condos like they have in Coconut Point.

Team Response: CLC encourages everyone to share examples from around the world that they feel will be an asset to the design of this new community in Ottawa.

Comment: Will each building have a high standard for energy efficiency or they will simply comply with the municipal building codes? The aim should be to have each building have energy efficiency which will reduce the cost of home ownership.

Team Response: CLC will encourage and look towards high standards in all new environmental technologies from builders that will benefit the environment and the community's well being.

Comment: The focus should be on transportation and transit, specifically at Beechwood and Hemlock at the intersection with the Parkway. What ideas does CLC have for allowing access to Beechwood and Hemlock, including transit?

Team Response: CLC expects that public transit will play a significant role in addressing transportation issues in and around the new community. CLC will be working with the City of Ottawa and the NCC to



address access from the CLC site to Hemlock and Aviation Parkway in a manner that will mitigate impacts from private automobile traffic on communities to the west of the new community.

Comment: Look into 2 stories that came out recently on CBC, one is the Baba Yaga Community in France that was created by an elderly women and the second is the approach taken in Denmark for people with Alzheimer's.

Team Response: CLC expects that public transit will play a significant role in addressing transportation issues in and around the new community. CLC will be working with the City of Ottawa and the NCC to address access from the CLC site to Hemlock and Aviation Parkway in a manner that will mitigate impacts from private automobile traffic on communities to the west of the new community.

Comment: How will CLC bring the community together in terms of community governance, policy wise? To have an active community and insure that the green spaces are used and not simply for social events?

Team Response: CLC is already working with community organizations that are interested in how open space will be used in the new community. The ideas from this consultation will be incorporated into the Community Design Plan.

Comment: How many residents is CLC planning on having in this new community? How many commuters will be travelling in and out each day?

Team Response: The previous project was targeting up to 15,000. The previous plan did not have a heavy employment mix built into it – CLC needs to look at the residential and employment mix, along with what the market will dictate.

Comment: How can residents from surrounding neighborhoods continue the dialogue beyond this consultation, i.e. a blog? Not just provide energy to this new community but find a way to generate energy within. Look into cogenerating done in Sweden.

Team Response: Feedback and continuous communication with residents can be done by phone, email, website, letter, fax, Facebook, and blog. CLC's project website [at www.clcrockcliffe.ca](http://www.clcrockcliffe.ca) provides a variety of communication tools that will be helpful in engaging the public in the Community Design Plan process.

Comment: was involved in the planning for Kanata and recommends looking at how it was done and learn from their mistakes. Noted that the Master Transportation Plan will be discussed in the spring of



2013, recommends to CLC to get involved before then regarding transportation and transit needs for this project because it will have a big impact as it will need to be identified in the TMP.

Team Response: CLC is already meeting with the City's transportation department and will be involved in the update to the Transportation Master Plan.

Comment: How will this housing project attract more tourism and help youths stay out of trouble?

Team Response: It is possible that tourists and members of the broader Ottawa community may visit the site to see some of the commemorative elements that will celebrate the site's military legacy and the region's Algonquin heritage. Facilities and activities for youth will be incorporated into open spaces and community facilities. CLC is interested in meeting with members of the community to discuss social development in this part of Ottawa.

Comment: This land is very dear to her and her family. Some of the spruce and pine trees on the land are older than her great-grandfather and she would like to see them still standing after construction is completed. More drinking fountains were people can fill up their water bottles. To build something for people who enjoy walking and those walking with their dogs.

Team Response: CLC wants many of the future public spaces and community facilities to be actively used, with amenities such as street furniture, water fountains, and a variety of trail and pathway systems.

Comment: The issue of transportation and transit is the most important aspect of this project. It needs to be addressed.

Team Response: Public transit will play a significant role in addressing transportation issues in and around the new community. CLC will be working with the City of Ottawa to account for future traffic impacts of the new development.

Comment: Are there still land claims?

Team Response: The Algonquins of Ontario, the Government of Canada, and CLC have reached a Participation Agreement which allows for this development to proceed. The Participation Agreement addresses commemoration of Algonquin heritage, economic participation of the Algonquins of Ontario in the development, and consultation with the Algonquins of Ontario through all stages of planning and development.



Comment: Is CLC aware that a golf course in Gatineau was privately purchased and he recommends that CLC commence a dialogue with them because it could benefit both sides if the Kettle island bridge project if it does go through.

Team Response: CLC has heard of the proposed development across the Ottawa River from the CLC property, but has not yet met with the proponents of that development. CLC will be meeting with several representatives of the development industry, including the proponents of the golf course redevelopment in Gatineau, to better understand the development market in Ottawa.

Comment: For the next consultation meeting, show a chart of anticipated demographics, i.e. possible age profile, how many workers, seniors, children.

Team Response: It is a good idea to present demographic statistics for the surrounding communities and the Ottawa region. CLC will present such information at the next public consultation events.

Comment: Will the developer/builder be constrained in terms of what he can build or will he have free range? Noted as an example: the builder at Lansdowne Park.

Team Response: CLC requires that builders who buy serviced lots and blocks in our projects must adhere to architectural and development controls above and beyond municipal requirements. Such requirements will be enforced in this new community.

November 26, 2012 – 7:00 pm session

Comment: CLC mentioned that sustainability is an important part of the planning but without commitment, it does not mean much. Look at the 2030 net zero energy challenge.

Team Response: CLC will be considering which evaluation systems will be most effective in providing for truly sustainable development in this new community. Potential systems would include the 2030 net zero energy challenge and LEED.

Comment: How many residents will be living on this site? Will CLC integrate rinks, parks and schools?

Team Response: The amount of population in this new community will depend upon the capacity of future transportation and public transit systems to handle the traffic generated by that new population.



The City of Ottawa currently projects approximately 5,500 homes at ultimate build-out of this site, which could result in a population of approximately 12,000 people.

This is less population than was proposed during the previous planning exercise for this project. Those earlier plans were based upon the assumption that rapid transit would be more readily available to this new community.

CLC will include outdoor and indoor recreational spaces and facilities in the new community. In our discussions with the City of Ottawa and the school boards, we will promote joint use and integration of such recreational spaces and facilities with new schools.

Comment: The roads surrounding the site are already congested, and during the consultation CLC has mentioned the project is for a dense community and the slide-show depicted 6 – 10 story buildings. CLC said they will focus on transit but transit just isn't there.

Team Response: CLC will be working with the City of Ottawa and OC Transpo to enhance public transit service in this area. The amount of development in this new community will be based upon the capacity of future transportation and public transit systems to handle the traffic generated by the new development.

Comment: Many loved walking around on the base and were saddened when it was closed down. Will it be possible for residents to have access to it again?

Team Response: Although the site will be closed to private automobiles until development occurs, CLC is considering the accommodation of interim uses on the site, some of which may provide for public use through pedestrian access. CLC is interested in hearing ideas from the public about what sorts of interim uses, pending development, would be appropriate on this site.

Comment: He participated in the previous consultation process in 2007. Would the slide-show presented tonight be made available for print or consultation after today?

Team Response: Yes, all presentation materials, including the display panels and presentations, will be posted on the project web site at www.clrockcliffe.ca.



Comment: How will this project and process be affected if the Kettle/Aviation Bridge goes ahead?

Team Response: This new community will be developed irrespective of what decisions are made about a potential interprovincial bridge. CLC will provide the consultants and agencies working on the interprovincial bridge study with information on the future development of this community as our planning work proceeds.

Comment: One of the arguments for the Kettle island bridge project was that there would be limited access to the Aviation Parkway but the CLC Rockcliffe Community project will greatly impact traffic because it gives full access to the parkway.

Team Response: No decisions have been made with respect to future access to Aviation Parkway. CLC will engage the NCC and the City of Ottawa on options for access to Aviation Parkway and other roads through this planning process.

Comment: Take into consideration the neighboring communities; make sure that this project is integrated into the community, for example sharing community centers, schools, etc.

Team Response: One of the design principles for this project is that CLC intends to re-integrate this new community with the communities that surround it. CLC will also integrate open spaces, schools, and community facilities in the new community, so that the neighbouring communities will also be able to enjoy those amenities.

Comment: Are there any contaminated lands on the base? If so, what is the plan for these lands?

Team Response: Phase 2 Environmental Site Assessments (ESAs) have been prepared for the entire site. Much environmental remediation has been undertaken in the areas where buildings have been demolished. In the limited areas where environmental contamination still exists, CLC will perform the necessary environmental remediation to ensure that the site will be clean prior to development. Such environmental remediation will likely occur in phases in advance of the phased development.

Comment: Referring to Maria Cook's article, is it correct that AOO have the first right of refusal on all sites? If so, it is important to look at quality price fairness.

Team Response: The Participation Agreement involving the Algonquins of Ontario (AOO), CLC, and the Government of Canada contains provisions that will provide the AOO with opportunities to purchase lots or blocks before they are sold in the public market. Those provisions in the Participation Agreement address fair market value for the price of serviced lots and blocks.



Comment: How will land development take place? Will there be open calls for proposals for disposal of lands? Will it have transparency or will it be like Lansdowne Park? He cautioned against it being too onerous or restrictive, so as to be fair to all builders, especially smaller companies.

Team Response: CLC will issues requests for proposals to builders who are interested in developing within the new community. Both small and large building companies will receive those requests for proposals. Of primary concern to CLC will be the quality of development, not whether the selected companies are large or small. All builders will be required to adhere to both City requirements and the standards required by CLC.

Comment: In the introductory comments, it was mentioned that CLC will not be using the plan from 2007 because of the multiples changes since then. One of the major changes noted were changes to the light rail plan. He did not understand this comment because the previous light rail plan did not run anywhere close to Rockcliffe and the current plan for the light rail will run through Blair station. He reinforced that the main issue in this project if transportation and transit.

Team Response: CLC is well aware that transportation is a significant concern for the surrounding communities. The amount of development on the site will be based upon the future capacity of the surrounding road network and public transit to carry the traffic generated by the new community. Given that the City has changed and will be revising the Transportation Master Plan, those changes will be reflected in the new plan for this community.

Comment: The site is currently being called Rockcliffe community by CLC, which is confusing because of the actual Rockcliffe community. It is suggested that AOO be asked whether they have a name for this land or if they would like to name it.

Team Response: CLC is considering a broad range of potential names for this new community and for the future neighbourhoods within it. The public are encouraged to submit their ideas for new community names. The new community will commemorate the military legacy of the site, the Algonquin heritage of the region, and other important cultural aspects of the area, such as the Francophone community.

Comment: Has CLC consulted with NRC? Because according to the proposed plan, one of the exits is through NRC land but their grounds are closed at 6pm.

Team Response: Yes, CLC is working closely with the NRC as we prepare the Community Design Plan. CLC is aware of the closed gate between the NRC and CLC lands and CLC supports the closure of that



connection prior to development of the CLC Rockcliffe lands. The option showing a possible connection out of the CLC Rockcliffe site through the NRC lands to Blair Road is only shown as a potential connection for discussion purposes only. This option and all other options for connections will be subject to further analysis and consultation with our neighbours.

Comment: Regarding the Kettle Island Interprovincial Bridge, is CLC neutral? And will it remain neutral throughout the whole project because this bridge will have a huge impact on traffic for this project?

Team Response: The National Capital Commission is taking the lead on the studies to recommend a preferred crossing location and corridor for an Interprovincial Bridge on the east side of Ottawa. CLC has advised the City of Ottawa and the NCC of our interest in analyzing and planning for transportation and transit systems to support our development within the broader context of present and future NCC and City of Ottawa transportation and transit infrastructure. To date, the only information we have is that the NCC's transportation consultants are still conducting technical analysis prior to recommending a preferred Interprovincial Bridge corridor. Given the preliminary nature of our own transportation analysis and the need for more information on the comparative analysis of the Interprovincial Bridge corridor options, CLC is not able to take a position on any of those corridor options.

Comment: How many people does CLC plan on having to work on the site?

Team Response: CLC has not completed the analysis necessary to determine how much employment can be developed along with residential uses on this site. That analysis will take into account traffic impacts, the types of employment uses that will be compatible with residential development, and the market for additional employment development in this part of Ottawa. Further information on employment development will be shared with the public at future consultation events.

Comment: CLC has mentioned that this is a long term, phased development. When will this process be started? When would be the approximate date that houses will be going up for a family that is looking to move in?

Team Response: Assuming that CLC submits the Community Design Plan in 2014, we could be rezoning, subdividing, and installing the infrastructure for phase 1 by the end of 2015. It is possible that serviced lots and blocks could be sold to developers as early as 2016, with the first residents moving in as early as 2017. This, however, would be considered a "best case scenario". Other factors could delay the development timeline beyond these dates.



Comment: One idea not mentioned tonight is for a new site for the Science & Technology campus. This could be part of the project.

Team Response: CLC will be considering science and technology facilities and businesses in the development of a strategy for developing employment within the new community.

Comment: Once the final demolitions are done on the site, will CLC reopen the roads for potential alternate routes for commuters?

Team Response: CLC will not be opening the roads on the site prior to development. These are not public roadways and were not designed to carry significant volumes of commuter traffic. The roads themselves are in poor condition and would not be able to handle the volume of traffic that short-cutting commuters would generate. Such traffic would also create adverse impacts on the NRC and surrounding communities. Future traffic and access to this site will need to be properly planned in accordance with City of Ottawa standards.

Comment: Regarding the social sustainability issue, how is CLC taking into account the needs of new residents, i.e. immigrants?

Team Response: CLC will be organizing a public advisory group to address social development and sustainability. We are interested in working with social agencies to discuss the types of social issues that CLC might be able to address in the development of a new community.



APPENDIX 4: Ideas Fair – Summary of Comments - November 26, 2012

Some statistics on the event - 133 responses to questionnaire; 125 responses to CLC comment sheet and 435 people signed in.

Key words – affordable; all house types, architectural variety, green; existing trees; transportation, transit access; walkable; views; employment; small shops

The comments (some grouped) that were repeated the most were the following:

- **Housing affordability for all incomes (36)** – single most repeated comment
- **Protection of existing trees/forests/birds/animals, open space (64)** – largest group of similar comments
- **Transportation impacts on adjacent road networks biggest issue (35)**
- **Interconnecting trails/fitness/walking/bikes (35)**

The following table is a summary by theme of the comments received through Post It notes, Ideas Cloud, 3D terrain model and from the questionnaires. A number in brackets (4) indicates repeat comments. Those shown in **bold** were repeated five or more times.

Theme	Types of Comments
Land uses - general	Strip malls; Parade Square as an Italian Piazza with lively action/people watching(12) ; Performing Art Centre; Military/War cenotaph/memorial (2) ; mainstreet & small business (19) ; Farmers Market (3); mixed uses(20) ; no malls (4); no box stores (8) ; library (3); new museum (Science & Tech connect to NRC); safe walkable downtown/community (23) ; light industry (high tech) near NRC (5) ; east end shopping; cemetery; on site employment (3); grocery store (3); restaurants (4); casino
Housing Density	High density concerns (6) , high density in pockets surrounded by green; medium density; low to medium; no crowding; low density (2)
Environmental Sustainability	'Passive House'; solar panels/exposure (8) – 'MicroFit program' (2); district heating (2); green roof/gardens (7) ; geothermal (6) ; water protection (3); green house; green house design (2); LEED (6) ; electric vehicles/charging stations (4); Net Zero housing; Virtu car/Bixi bike; 'O' footprint (2); recycling/composting; windmill (2); eco-friendly neighbourhood (3); urban farming; natural green environment (4); reduce environmental impact; sustainable community (8) ; green technology (2); energy efficiency
Housing types	Extended family housing/multi-generational (8) ; high value single detached with 2 car garages (6) ; large family housing (6) ; need mix & not tract housing – architectural variety (22) ; Bungalows/single family (7) ; independent seniors housing (one floor) (6) ; seniors multi-stage housing (2); no mansions (3); not 'car-centric' houses (5) ; one third for singles; rental; luxury condos with views; avoid over development of high rise condos
Building Forms	mid-rise(11) ; no high rise (11) ; low rise (13) ; no stacked townhouses (2); heights to follow skyline; no buildings taller than tallest tree (Finland)



Transportation	Transportation impacts on adjacent road networks biggest issue (35); Accessibility to public transit (20); direct rapid transit/LRT/Monorail/street car to downtown (10); pedestrian/cyclist (7); direct transit (no transfers); Blair Road Station out of way; Hemlock – public transit corridor/cycling (4); parking restrictions (3); Hemlock at capacity – no widening (11); protect/ re-route Burma away from existing (4); parkway at capacity (2); restrict all vehicles within community – use shuttles to door; hide public parking; multiple access roads; transit must work before development; roundabouts – no traffic lights/4way stops; wide open boulevards for all modes and areas for stopping; control cars (4); road congestion; Traffic/transit through NRC? (2); solution for congestion on 174; Bike lanes (3); wide boulevards
Social themes	Housing affordability for all incomes with family & senior focus (36); wheelchair accessible (5); seniors orientation (5) ; equal opportunities youth-seniors (2); seniors care; social services for all ages (3); veterans housing (2); no low income housing (3)
Process	Participation through internet (community mapping) (2); call process Rockcliffe CFB CDP;
Names	Algonquin connection (16); keep existing street names (2); WW2 heroes/vets; airplanes (Northstar, Lancaster Heights) (2); pioneer families (2); air force/base history (9); Billy Barker (3); Rockcliffe on the River (2); Rockville(4); Rockcliffe with something (5), Heights (5), Green (2), Place, Barracks, Garrison, Crossing, Point, Landing (3), Village (2), Station; Innovative; CFB Tomorrow; not anything Rockcliffe (4); Mynarski; Hugh Campbell; Billy Bishop; Featherstone Park; Un Trou de Verdure; Banker Heights; Place Aviation Place; Place Cliffside Place; Lands End; A Place for All; New Rockcliffe; Heritage Rockcliffe; must work in French & English (3); Money Talks; Aviation with Heights, Park, Village; Montfort Heights; Jeanne Sauvé; George VI; Central Rockcliffe; Rockville Heights; Riverview; Avatar
Recreation	Interconnecting trails/fitness/walking/bikes (35); skate park (2); snow/toboggan park (2); splash pad; tennis, ball diamonds (2), arena/skating rink (4), curling (all these were there before); dog parks (11); amusement park type centre (4); community gardens (14); riding stables (2); swimming pool (8); amphitheatre for summer (3); community buildings/studios (4); large play fields (2); marina; parks (4); playgrounds/active outdoor spaces (17); parkettes; sports facilities
Schools/Institutions	Open schools for all language and religion; elementary schools (7); Francophone elementary & secondary schools
Neighbourhoods	Integrate (4); interconnect (3)
Kettle Island Bridge impacts	Mentioned as concern 9 times; no bridge (3); trucks on parkway with new bridge; need bridge (2); connection to bridge
Overall planning	Community examples – Celebration (2); English county village with central green; Rotkreuz, Switzerland; Dockside Green; new urbanism; contemporary look; Bois Franc; Stonebridge (Ottawa); Westboro/Glebe (2); not Orleans or typical suburb (4); Calgary example; integration with surrounding community; Baba Yaga, France (seniors community); village like (4); Chilliwack; design with nature
Trees/green space	Protection of existing trees/planting trees/forests/birds/animals, open space (64); more trees/hedges – no fences (3); connectivity of trees/open space (3); plant native species (2); man-made lake (3); Trillium forest near Kindle Park; keep nature accessible (2) (fireflies in spring); more pine trees



Miscellaneous	Land disposal/construction by open process; community governance mechanisms (co-ops, resident groups; open site to traffic in interim (2); avoid light pollution; views of river/Quebec (12) ; more lights; underground parking; walking safety; too long until development/construction (5) ; City Hall delays (2); integration of municipal services; potential for developers to dominate and distrust developers (11) ; closure of airport due to noise; distrust of Ottawa planners (3); impact on adjacent area property values; phasing and interim uses; public art (4); without transit link and employment just a bedroom community; sell property to private sector now to get property taxes; keep sense of 'green island within city'; too many consultants – no leaders; protect views from Escarpment (Foxview Place); no vinyl; no 2 car garages; dedicated Scout Hall; no development just park (2)
---------------	---



APPENDIX 5: Ideas Fair Questionnaire

Questionnaire
IDEAS Fair
November 26, 2012

Welcome to Canada Lands Company's Ideas Fair!

We want to hear your vision of this new community. Your comments will be recorded in our Community Design Plan report that will be presented to the City of Ottawa at the end of our exercise in Spring 2014.

Feel free to remit your completed questionnaire to any member of the CLC team here tonight, place it in one of our comment boxes, or if you wish you may email it to us at svaliquet@momentumplancom.ca or fax it to: 613-729-4204.

1. If you were to live in the former CFB Rockcliffe Airbase grounds, what would you like to see around you?
2. If you continue to live where you are what would you like to see on the former CFB Rockcliffe Airbase grounds?
3. What would you like it to be called? Please help us -- name the community.
4. What are your biggest concerns?
5. How do you think this is going to change our City?
6. Share your favourite memory of the former CFB Rockcliffe Airbase grounds.

If you would like to be kept up to date about this project please provide your name and email address.

Name:

Email address:

Questionnaire
Foire aux IDÉES
26 novembre 2012

Bienvenue à la Foire aux idées de la Société immobilière du Canada!

Cette activité nous permettra de connaître votre vision pour cette nouvelle collectivité. Vos commentaires seront inclus dans le Plan de conception communautaire qui sera présenté à la Ville d'Ottawa à la fin de notre exercice au printemps 2014.

Vous pouvez remettre votre questionnaire rempli à tout membre de l'équipe du PCC ici ce soir, le déposer dans l'une des boîtes à cet effet, le transmettre par courriel à svaliquet@momentumplancom.ca ou le télécopier à 613-729-4204.



Si vous habitez sur les terrains de l'ancienne base aérienne FC à Rockcliffe, qu'aimeriez-vous voir aux alentours?

Même sans y déménager, qu'aimeriez-vous voir sur les terrains de l'ancienne base aérienne FC à Rockcliffe?

Comment devrait-on appeler ce projet? Aidez-nous à trouver un nom pour cette collectivité.

Quelles sont vos plus grandes préoccupations?

Comment croyez-vous que la ville pourrait en être affectée?

Faites-nous part de votre meilleur souvenir de l'ancienne base aérienne FC à Rockcliffe.

Pour que nous puissions vous tenir au courant du projet, veuillez indiquer vos nom et adresse de courriel.

Nom :

Adresse de courriel :

