

ASHRAE Ottawa Valley Chapter

Chapter Meeting #8 – 27 May 2014

Meeting Date:	27 May 2014		
Location:	Restaurant International, Algonquin College		
Attendance:	Total: 74		
	Members: 52	Guests: 22	Students: 0
Theme:	History		
Tour:	None		
Tech Session:	None		
Table Top:	Walmar Room Builder		
Program:	The City of Ottawa: A City Grows Up		
Speaker:	Alain Miguelez		
Prepared by:	Abbey Saunders		

Social (17:30 – 18:35)

Business Session (18:35 – 19:00)

- President Rod Potter welcomed everyone for the evening events.
- President Rod Potter introduced the Board of Governors and Executive.
- Abbey Saunders introduced the guests for the evening.
- Adam Moons welcomed new members.
- Steve Moons reminded everyone of the details of the upcoming Golf Tournament.
- Walmar Table Top display of Walmar Room Builder was quickly introduced by Al Giguere.
- Don Weekes provided recap on Research Promotion campaign.
- Visiting YEA RVC Aaron Smith said a few words about YEA in our region.
- Chris Fudge then went through CTTC Chapter Technology Award submissions and winners. Winners were: Georges Maamari of BPA for Gatineau Elementary School and David Yin of Stantec for the Stantec New Office Fit-Up.
- Stephen Lynch presented the company recognition nameplates and plaques.
- Stephen Lynch presented Joel Primeau with the Al Oakes Award.
- Aaron Dobson quickly introduced the evening theme of History.
- Cathy Godin raised a toast to all departed Presidents.
- Stephen Lynch conducted the installation of the new BOG and executive for the upcoming year.
- Steve Moons presented Rod Potter with his Past-President's Pin.
- Steve Moons finished up with a quick incoming President's speech and introduction of his year's theme of Mentorship.

Dinner (19:00 – 20:15)

Evening Program (20:15 – 21:15)

- Next the evening program commenced with Mr. Miguelez introducing his outline for the presentation. Mr. Miguelez started with introducing the City of Ottawa's big picture agenda of planning a City for the future with sustainability as one of the primary focal points and reiterating that there is no one easy solution for growing cities.
- Next Mr. Miguelez provided a big picture overview that cities in general are huge consumers of land, energy and resources and the sustainability of a city in the long run starts with good city planning.
- Following the brief overview of city planning, Mr. Miguelez informed attendees of some interesting Ottawa trivia.
 - o The Ottawa metro area has 1.4M people and it is anticipated to grow to 1.7M over the next 20 years.
 - o On a daily basis approximately 100,000 people come into the City for work, and approximately 20,000 leave the City for work.
 - o Ottawa has the highest participation rate for public transportation for a city with no subway system.
 - o It was the rejection by the Government in 1969 of a proposal for a subways system in Ottawa that ultimately resulted in the development of the current transit way. Although the transit way works well, it can breakdown completely downtown. One accident or silly traffic disruption has a negative ripple effect for all public transportation users.
- Next Mr. Miguelez discussed in more detail two key factors of Ottawa's current master development plan. These two factors are: grow-in, not out and changing the relationship with the car to become a more pedestrian friendly City. It was also noted, that some of Ottawa's favorite areas and neighborhoods were established during the pre-car era.
- The City of Ottawa currently has legislation in place that urban expansion is not allowed unless density and intensification targets are met. This legislation is in place to help limit expansion and sprawl of the City and focus on sustainability initiatives. The City of Ottawa has a mandate that 40% of new housing developments are through intensification measures which include things such as: re-population of downtown, creation of mixed use centres through the City, creation of downtown centres for existing neighborhoods and communities, and reestablishment of traditional main streets.
- Meeting these intensification and densification targets for the City requires changing our relationship with the car. There are many challenges associated with this, and one thing that must be done in order to reconquer the pedestrian city and make us less dependent on cars is to make life on foot more attractive. The implementation of the new LRT is one way to help make this happen. Similarly we need to try and slow down urban creep and focus on maintaining a good urban core 'Grow-in, not out'.
- Zoning by-laws in place today are trying to target and encourage mixed use centres which would not be dominated by cars.
- Problems and complaints that are often reported when infill development and mixed use centres are created include: less green space in yards, no parking, and pockets of areas that are out of character with the surrounding neighborhood. It is complaints like these that have helped City planners establish a set of criteria to ensure that new infill projects and mixed use area redevelopments integrate with the surrounding neighborhood.
- Key to a pedestrian friendly city is to move people and not vehicles. Ways to try and accomplish this that the City is currently developing include: a rail transit system backbone, frequent transit availability, and improved bike and pedestrian pathways throughout the City.

- Although the construction of the LRT and new legislation regarding integration of future building approvals with the new transit system will help focus on densification and intensification in the urban areas, the City realizes that for the time being the suburbs will remain as they are with a strong dependence on the car. The City does however have a long term goal of re-knitting the suburbs and campus expansions such as the Ottawa General Hospital Campus back into the overall transportation master plan.
- In conclusion, Mr. Miguelez reminded us that in planning a City that is sustainable we need to be smart out green space and land use and realize it is quality not quantity that is important.
- After a brief question and answer period Mr. Miguelez was thanked and the meeting was adjourned at 21:15.