

June 19th, 2000

Elgin Street Property Owners:

Dear Fellow Property Owners

Re: Elgin Street

I enclose a summary of the very serious provisions and also a copy of the Elgin Street Planning Study Strategic Plan which is being presented to the City of Ottawa's Planning Economic Development & Housing Committee on June 27th, 2000. The proposal will have the effect of draining the life from Elgin Street, severely restricting any further development, force most traffic out and generally downzone your property, thereby significantly reducing its value. It is urgent that we continue to fight the proposal as a group. I have scheduled a meeting at The Business Inn, Room 206 Friday morning at 9 a.m. in order that we may discuss the proposal and develop a strategy to continue to fight same. I look forward to seeing you.

Yours truly,

Brian William Karam

BWK/dp
Enclosures

Seth,

Arnold and Holmes will be representing that business and property owners were appropriately consulted on this proposal as a result of yourself and Avrom Evenchick being on the Committee. It is important for you to voice your opposition to the proposal involved.

**ELGIN STREET PLANNING STUDY
THREATENS TO CHANGE ELGIN STREET AND
YOUR PROPERTY AND/OR BUSINESS FOR THE WORSE**

1. Elgin sidewalks will be widened firstly on the East and thereafter on the West by 4 to 5 feet each and parking will be permitted on both sides of Elgin at peak hours (i.e. 5:00 p.m.) The result will be traffic gridlock (not traffic calming) which will force traffic from Elgin to other areas. RMOC approval is necessary for implementation because Elgin is a Regional Road.
2. The times when delivery trucks can load and unload on Elgin will be very limited which will make the flow of your business very difficult.
3. Gateways at Lisgar and Gladstone and a raised intersection at Gladstone will restrict accessibility of vehicles to Elgin.
4. Building height will be limited to 14 meters. Building front design restrictions, increased sign restrictions and the outlawing of sandwich board signs will further restrict your business.
5. The permitting of sidewalk vendors who have no building overhead, labour costs and pay no business or similar taxes will result in unfair competition to food services and change the upscale nature of Elgin.
6. A BIA will result in politicians and bureaucrats having representation on the management committee and more importantly being instrumental in budgeting and therefore directing the planning of Elgin. In short a small group of tenants who do not have tens of millions of dollars invested in Elgin and politicians and bureaucrats will have the power to levy a tax on you for monies to be used for their priorities.
7. A plan to bury overhead wires if implemented would subject you to ongoing construction for months at the door of your business without compensation and the resulting lost business might never return.
8. Cash-in-lieu of parking will likely only be permitted where one can demonstrate little or no demand for parking through an expensive parking study. We would still pay almost triple what other areas surrounding downtown are paying (i.e. \$7,000. to \$8,000. VS \$2,000. to \$3,000. per space) and have to pay same over only 3 years and City staff who could be greatly influenced by local politicians would have the power to refuse applications which can now only be done by Council. As well, staff in considering approval would have the ability to consider matters outside the guidelines established by the Official Plan which would no doubt result in a more restrictive cash-in-lieu policy.
9. Short term parking meters (i.e. 15 minutes) will significantly increase ticketing along Elgin. The only influence I was able to have involved securing a recommendation for angled side streets and longer metered parking along side streets.
10. The foregoing is the thin edge of the wedge which will ultimately result in a re-zoning of Elgin involving neighbourhood uses similar to the Bank and Fifth Avenue area rather than Regional uses similar to Elgin currently and the Market area. The result will be an Elgin that closely resembles the Bank and Gloucester Street area.
11. I have monitored this process but refused to participate in the process because to participate in the process would lend credibility to the process. The process is not at all representative of the business interests along Elgin nor the priorities of the many members of the Region who patronize Elgin. From the outset there has been no opportunity whatsoever for business to have any meaningful input into the Elgin Street Planning Study. The local politicians and 100 or so local residents who are not representative of Centretown but are the active core of the Centretown Citizens Association and have pursued the foregoing objectives for several years. The result will be an Elgin that has had its vibrance drained and resembles Sparks Street or the North end of Bank Street or Rideau Street. They will attempt to represent the results of the Elgin Street Planning Study as having involved area business which is not the case.
12. It is imperative that you voice your opposition to the foregoing to members of Ottawa City Council and the City's Planning and Economic Development and Housing Committee on June 27th, 2000. Ultimately, if any portion of the foregoing is passed, we will have to fund an appeal to the Ontario Municipal Board of any By-law passed to implement any portion of the foregoing.