

# The Lindenleader

Newsletter of the Lindenlea Community Association

June 2022

## Summer in Lindenlea



We're excited to return to our regular summer programming this year!

On Jul. 1 we will host our annual Canada Day Pancake Breakfast! This event is finally returning after a two-year break due to the pandemic. Buy your tickets online at [lindenlea.ca](http://lindenlea.ca) – proceeds will go to the Ottawa Food Bank to help people restock their cupboards after the

storm in May. Three sittings will be available, starting at 9am – we'll have games for the kids, face painting and entertainment.

We're also looking forward to hosting a variety of events this summer, like movie nights in the park and some other free drop-in events. Please visit our website for more information.

If you have news or notices of local interest, contact our team at [lindenleacommunitycentre@gmail.com](mailto:lindenleacommunitycentre@gmail.com).



The Lindenlea Community Association gratefully acknowledges the financial support of the City of Ottawa.

## Remembering Caryn Kewell



A Lindenlea friend and neighbour passed away this May. Caryn was a past board member and community volunteer, and she served briefly as our general manager. She was a lovely person and could frequently be seen walking her dog around Lindenlea. She always volunteered for our events and even took an overnight security shift in the tent at our 100th anniversary party.

Caryn was always willing to lend a hand and was someone we could all count on. She was very involved in the Rockcliffe Park Public School Book Fair and would spend hours sorting books and helping with the sale each year. This is a big loss for our community, and she will be remembered and greatly missed. We send our condolences to Caryn's family and friends.

## Return of RPL Soccer

It was so nice to see RPL soccer return this spring. This year we had 150 neighbourhood kids aged 4–14 participate in our program. Parents met at the Rockcliffe Park School Field on Saturday mornings and Tuesday and Wednesday evenings to watch their children kick the ball around the field.



We'd like to thank all our parent-volunteer coaches who have spent hours making this a wonderful experience for their kids. We'd also like to thank our teenage volunteers: they've done a fantastic job this year. We couldn't run the program without everyone's support!

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# Spring Clean-Up & BBQ



We'd like to thank everyone who attended our spring clean-up event in Lindenlea Park. We served 100 hotdogs to our neighbours as we chatted, cleaned, bought some plants, and learned how to protect our trees from spongy moths.

Thanks to Anne Galipeau for handing out burlap and organizing our adopt-a-tree program. Thanks to Jeff Rosebrugh and Mike Kreager for barbecuing hotdogs.

Big thanks also to Ferme Lève-Tot and Ren and Fengyuan for selling seedlings to our neighbours. Ren and Fengyuan donated all their money raised to the Ottawa Food Bank: in total they raised \$350 and collected 78 items that were dropped off at the Food Bank warehouse.

We appreciate the effort everyone put into this event!





# Derecho!

On Saturday, May 21 we experienced the strongest derecho storm this century with heavy rain and winds that reached speeds of 190km an hour.

Many trees were damaged throughout Ottawa and in our neighbourhood. Some locals were without power for over a week as hydro crews worked to clean up the storm damage.



We'd like to thank everyone who volunteered to help neighbours by offering fridge space, a place to charge phones and devices, and kitchen space to cook meals.

It was nice to see the community come together to help each other out during this crisis.



## Summer programs continue!

Our summer fitness session is ongoing, with a new session starting in July. We have programs for kids, adults, and families and you can join anytime during the session. For program specifics, visit [lindenlea.ca](http://lindenlea.ca).

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# Roads and Streetscape of Historic Lindenlea

The original plan for the roads in the area to become known as Lindenlea was made in 1906. It was a typical urban grid pattern of street and was to have 118 large lots for residential development. However, the federal government's decision to work with the City of Ottawa Housing Corporation resulted instead in a plan for a garden city suburb demonstration project. This project was to provide low-cost housing for the urban working poor as well as for returning WW1 veterans.

In 1919 there were already four roads in the area: Springfield Road, Butternut Terrace (now Acacia Avenue), Rideau Terrace and Maple Lane. The 1906 plan had internal grid roads to run north-south between Rideau Terrace and Maple Lane: Lindenlea, Ellesmere, Wentworth and Lambton Avenues. There was one internal east-west road, Montrose Avenue, to run between Butternut Terrace and Springfield Road. The total street area was 6.26 acres. In comparison, the new Lindenlea plan, with its 168 lots, was three quarters of that.

Thomas Adams's report to Ottawa City Council 1919 stated: *In preparing the plan of development, I have endeavoured to avoid putting the Commission and the City to unnecessary expense for grading streets and cutting into rock, to utilize the land which is unsuitable for building on as part of the street or areas or park area of the scheme. By doing this, the maximum area of good land can be included in the lots, and no expensive lots to develop. I have also given full regard to the need for pleasant surroundings to the homes and for provision for social life and recreation.* Thomas Adams was no great fan of the gridiron concept; he preferred a "light touch" on development of all of the roads in the area.

The original gridiron pattern was eminently unsuitable for the 22-acre Lindenlea neighbourhood (NB: apologies for an error my last article, which erroneously stated 44 acres). Lindenlea's topography (heavily wooded, rocky and with undulating terrain) would have required extensive rock cutting and tree removal to meet the gridiron road plan. In fact, the original Ellesmere Road would have had to overcome a grade of 36 percent down to Montrose (Lindenlea Road).

Internal streets were aligned to conform to Adams's requirements for light and trees, as well as to follow the topography, avoiding rock outcrops, steep road grades and swampy areas. These latter areas were deemed too expensive for building homes, but would provide recreational areas, as well as maintain the natural beauty of the site. This plan revealed an archipelago of large and small park areas across the neighbourhood.

The overall Adams plan incorporated landscape design, low-expense road development and also site-specific benefits, such as retaining mature trees and avoiding building on rocky or swampy areas. This thoughtful, economic and aesthetic approach lowered the cost of road building and overall development of the site. Adams's plan did not extend to the original Butternut Terrace eastern boundary, but instead established Lambton Road (now Lambton Avenue) as the boundary. Montrose Avenue became a short link from Butternut to Lambton, with Lindenlea Road becoming the extension west to Springfield, following the contours of the land. The only internal collector street was Rockcliffe Way, which cut diagonally across the neighbourhood south east from the intersection of Lambton / Rideau Terrace to the north-west at Springfield and Maple Lane. Even then, Adams's desire was to keep through traffic to a minimum. The unique situation of having established peripheral roads on three sides of Lindenlea all of which were collector type roads, gave any potential through traffic little incentive to use Rockcliffe Way. The fourth peripheral road, Lambton, had a t-intersection at each end, again offering little incentive for other than local use.



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Adams flouted many of the rigid street design tenets of the time which included a mandatory road allowance of 66 feet minimum, a requirement Adams described as “absurd”. His approach was to maximize the benefits and minimize building costs for the intended occupants of the homes. As a result, in many areas, he utilized parts of the right of way to benefit the home occupants as well as reduce construction costs. However, he insisted that houses across the road from each other had to be separated by at least 66 feet. This allowed for adequate exposure to daylight for every home.

Regarding road design, Adams required they be constructed to the macadam standard. This was an engineered approach to road building, with drainage to the sides of the road. Two layers of granular crushed rock: the first layer with a maximum dimension of 3 inches; the second, top, surface of finer, compacted crushed rock with a maximum dimension of 2 inches. The road surface was to be crowned, with a cross slope of 3 percent to allow drainage. Utilities (gas, water and sewer) were to be underneath the road. In the sole case of Rockcliffe Way, Adams also recommended a bituminous seal coat, to reduce dust. All internal streets were to have gravel sidewalks, but only adjacent to houses. There is no specific information when the decision was made to have bituminous surfaces on all roads, as well as concrete sidewalks, but it no doubt relates to an increasing volume of motor vehicles in the neighbourhood and a commensurate intolerable level of dusty conditions along the streets.

The paved surfaces within the road allowances, as far as Adams was concerned, were to be 14-18 ft for all roads (In the specific case of Rockcliffe Way, it was 18ft). As one example of adjusting to the topography, Adams split the road along Rock Avenue into two narrow adjacent roads, avoiding a large rock outcrop occupying the middle of the road, and thereby minimizing construction costs. Subsequently, in the 1930s, a depression-era work project resulted in removal of the rock feature, so residents now can enjoy a small, well-treed, linear park.

Today, all sidewalks in historic Lindenlea are concrete and all road surfaces are asphalt. There are still no sidewalks beside the escarpment along Lindenlea Road, nor around our main park, which has soft verges (no curbs) on its periphery. Where no sidewalks existed, shoulders

(verges) were soft, rather than being curbed. The small crescent on Rockcliffe Way opposite Lindenlea Park had soft verges until around 2005, when the City of Ottawa installed concrete curbs. Around the same time, the City constructed a concrete sidewalk alongside the small linear park on Lindenlea Road between Springfield and Middleton.

Regarding parking and driveways, garden suburb Lindenlea homes were designed for lower income occupants. Appropriately, in a time of low motor vehicle ownership, driveways were mainly single, and sometimes shared. These few shared driveways are scattered through the neighbourhood. Adams’s original plan suggested a parking garage for the community at the foot of the escarpment below his planned “clubhouse”. No garage was built, but visitors to Lindenlea do occasionally park on that still open area when visiting friends or family. Needless to say, the cost of the adjacent lots was more affordable than the vast majority (somewhat ironic when the most expensive lots in 1920 were on Rideau Terrace but now are subject to denser adjacent development and much heavier traffic volumes).

In conclusion, Adams’s layout of the streets and the related open areas allowed for gentle grades throughout the neighbourhood, retention of geological and arboreal features, generous recreational space for residents, low through-traffic volumes on internal streets and unique open spaces dotted through the area, some for formal recreation, others for play and relaxation. Not only did the design of the neighbourhood provide for more park and open area than the original plan, it also allowed for 50 percent more homes. If you walk around Lindenlea today you can see how effective this plan has been, and how residents, as well as visitors, have taken advantage of the recreational opportunities in this low traffic, peaceful neighbourhood, which has survived over one hundred years.

Take a leisurely stroll around the neighbourhood and see if you can identify the likely most expensive lots in historic Lindenlea, as well as the homes with shared driveways, the latter of which require some Adams-type cooperation between neighbours.

# From Councillor King's Desk

## Site Plan Application for 99 Beechwood

This May, a site plan application for 99 Beechwood is scheduled to be considered by the Planning Committee. While the applicant did compromise to introduce “live/work” suites in the proposed development, I shared community concern that the concept was not backed by detailed research or serious depth concerning its potential to successfully animate the streetscape. It is my preference to have full-fledged commercial space on the entire ground floor facing the street. The current zoning, however, does not require ground floor commercial on this property. The zoning by-law also does not have any tools for the city to compel the Applicant to build commercial space. Despite this challenge, I have reversed withdrawal of delegated authority on this site plan application and wanted this matter brought before the Committee because there is a need to have a larger policy discussion concerning what tools the City can employ to insist that proposed developments in a traditional main street setting offer commercial space on the ground floor and facing the street.

## Phasing Out Gas-Powered Lawn Equipment

This spring, I am pleased to highlight environmental initiatives that I have undertaken that I anticipate will be of great benefit to this city and its residents. In April, Council approved my motion to phase out the use of City-owned gas-powered lawn and yard equipment, to be replaced with electric alternatives where operationally feasible. The aim is to reduce air and noise pollution generated by gas-powered equipment, such as leaf blowers. The phase-out will begin this summer and staff will report back with a detailed plan to reduce emissions and the environmental impact of equipment later this year.

## Update on the Spongy Moth (LDD) Outbreak Response Plan

The Environment Committee also responded to my inquiry concerning moth infestation and published its response plan. This response plan outlines the

major activities to be undertaken between 2022 and 2024, which is the anticipated duration of the current Spongy moth (LDD) outbreak. The comprehensive plan incorporates communication efforts, insect monitoring, an egg mass survey, a defoliation survey, protection through tree injection, spraying, as well as community outreach activities which will include burlap distribution, training activities, as well as an online reporting tool.

For more information about my office's initiatives, please go to [www.rideau-rockcliffe.ca](http://www.rideau-rockcliffe.ca)

**Rawlson King**  
City Councillor, Rideau-Rockcliffe Ward 13

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LCA Board meetings take place virtually on the second Thursday of every month and are open to all residents. Please contact [lindenleacommunitycentre@gmail.com](mailto:lindenleacommunitycentre@gmail.com) to receive a meeting link if you would like to join us.

Upcoming meeting dates:

Sep 08 • Oct 13 • Nov 10 • Dec 08



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If you would like to join the Lindenlea listserv (an email service which goes out to over 900 people in our community) please contact John Verdon at [johnverdon@gmail.com](mailto:johnverdon@gmail.com) and ask to be put on the list.



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