

Chair's Report – January 2014

1. **Animating the Canal:** The Queen's University urban planning project done for the city had Old Ottawa East conspicuously displayed. One idea was having Hawthorne as the continuation of Elgin onto Main Street so that there would be, in effect, one continuous "traditional main street." Another idea was building a pedestrian walkway off the wall of the canal so that the narrow and dangerous parts of the Colonel By pathway south of Clegg would be improved.
2. **Sale of Oblate Lands:** Walton-Monarch has withdrawn its conditional offer for the Oblate lands, however, Bob McElligott with Regional has submitted new offers.
3. **CiLP 2013 & 2014:** As of January 6th, we still haven't heard of the status of the requests we made for 2013. CAG's survey of residents' programming and facilities desires shows support for an outdoor area with activities geared to youth 10 and up; a boat house with boats for use; a dock at Springhurst Park; and a bigger community centre (similar to OOS's firehall). The Springhurst dock idea is on the 2013 CiLP request list. Jaime and I will meet with CAG and SHCHC to talk about new CiLP requests for 2014.
4. **Closure of Southern End of Elgin (by Canada Trust-TD Bank):** The closure is very much in effect and has made pedestrian and cyclist usage of the intersection much better.
5. **New SLOE Rep:** Ian McRae has kindly agreed to sit on the Board as the SLOE rep. Ian has always done a huge amount in the community and in recent years has led a number of the nature trail initiatives, including much of the naturalization.
6. **Rideau River Western Pathway:** The city's final proposal for the completion of the pathway (aka the Nature Trail) through Old Ottawa East is expected shortly. Preliminary indications are that the city will insist on a hard surfaced route through and to the north of Brantwood Park. However, it appears that a number of the community's suggestions have been accepted. The issue may become either agree with the hard surface ("so the pathway meets accessibility requirements and readily accommodates bikes") or have no improvements made.
7. **TOD – Lees LRT Station:** On January 9 several of us will meet city staff to discuss our recommendations for the transit-oriented development at Lees. OOECA presented to the planning committee on December 10th and staff were instructed to try to make changes to address community concerns before the proposal goes to city council at the end of January.
8. **New Dome at uOttawa – Lees:** In December the Lees playing field of UOttawa was covered by a dome. Originally there was talk of some community usage of this but there has been no contact from uOttawa.
9. **uOttawa Lees Development:** We approached George Dark, uOttawa's architect of the master plan for the Lees campus, to find out about the plan. He says information will be shared.
10. **Brantwood Rink:** Thanks to Cindy Courtemanche and 50 other volunteers (with special thanks to Mike Galazka for all of his plowing), the Brantwood Rink has been

open for more than a month. It was the first “natural ice” outdoor rink to open in the entire city.

11. **Councillor’s Cup:** OOE will host the seventh annual Councillor’s Cup at Brantwood Rink either January 25th or February 1. The Cup represents shinny supremacy in the heart of the capital as the five communities of Capital Ward ice their finest. The OOE Hosers have won four times so far.
 12. **NCC - Urban Parks Master Plan:** I’ve heard that the NCC is preparing a master plan for its urban parks and I’ve asked that they consult with the association so that we can talk about improvements to the NCC lands along the OOE portion of the canal. I’ve also suggested that there are improvements that could be made in the near rather than distant future.
 13. **Michael Qaqish** – David Chernushenko’s Office: Michael has resigned to become a candidate for Gloucester – South Nepean in the city election.
 14. **Lansdowne – Traffic Improvements:** Improvements recommended by the three sister communities have been provided to the Mayor’s office and a meeting is requested with the Mayor. Ron is the OOECA rep on the city’s Lansdowne Transportation Advisory Committee (See below).
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GCA, OSCA & OOECA Community Traffic Plan Priority Recommendations to Help Make Lansdowne a Success for the City and Residents Alike (November 21, 2013)

A) Measures that the City has responded to positively, but which need to be accelerated:

1. Change pedestrian signals on Bank Street in the Glebe and Old Ottawa South so they do not require a button push to activate when the light turns green.
2. Implement a guest parking zone and more restrictive parking policies on the residential streets closest to Lansdowne
3. Advance the construction of the O’Connor (downtown and Glebe) and Glebe Neighbourhood bikeways so that they can be used to access Lansdowne (currently there are no plans to construct any of these elements of the Cycling Transportation Master Plan until 2015 or much later), as well as elements that will connect cycling routes in Old Ottawa South to Lansdowne including the bike path on Colonel By Driveway (from the south)
4. Build the pedestrian/canal bridge at Fifth and Clegg much sooner than 2020!
5. To lobby the NCC to quickly implement safe crossings on the QED at Fifth Avenue and Queen Elizabeth Place, and priority crossings identified on Colonel By Driveway in OOE and OOS (e.g. at Clegg and at Bank Street Bridge).

B) Measures that the City has not yet agreed to:

1. For stadium events at Lansdowne, do not allow QED shuttle buses to use Lakeside (use arterials instead) and only use the Fifth and Sunnyside “alternative route” on an exception basis (not 50% of the time as is currently planned)
2. Close Holmwood (east of Bank) at or near Bank Street (so it becomes two-way from Adelaide to Bank) or a similar measure to restrict traffic in that area to residents-only

3. Improve pedestrian safety at the high volume intersections of Bank and Sunnyside and Bank and Aylmer.
4. Improve bike safety on the Bank Street bridge (Some ideas: have inside lanes operate on a single file basis, lower the speed limit on the bridge to 40km/hr, use of flashing lights and/or speed bumps to slow cars down when going over the bridge, reduce bridge to two lanes southbound and one lane northbound and then widen sidewalks and add segregated bicycle lanes).
5. Provide a no-fare zone (similar to ones provided in many cities in North America) on OC Transpo on Bank Street from Wellington to Riverdale during peak retail times at Lansdowne (Thursday/Friday evenings and all day Saturday/Sunday) - cost is estimated at \$100,000 p.a. and could be shared with the BIA. Initially though just pilot the service to assess usage and cost (e.g. Saturdays during the first four months of retail operations at Lansdowne next year).
6. Reconfigure the Isabella/Elgin/QED intersection - including the closure of Elgin from Isabella to Pretoria - so it is more efficient for cars and safer for pedestrians and implement as soon as possible.

C) Role and Future of LTAC

1. There should be a formal report from LTAC to the Transportation Committee/City Council as was originally promised when LTAC was formed. LTAC should continue to function and meet (albeit less frequently!) and will be of particular importance for the review of traffic monitoring data and providing feedback

