

### **Chair's Report – January 2015**

1. ***Col By – Clegg Safe Crossing – Open House:*** The well-attended December 11th open house for the proposed safe crossing resulted in strong support for the plan as proposed, with several suggestions made for improvements. See attached OOECA letter of support that was sent to the NCC following the meeting.
2. ***Bus Route during Main Construction:*** In view of comments expressed at the Main Street Renewal open house (November 20, 2014) and subsequent discussion, the association has endorsed the northbound bus route that would take Clegg and Colonel By, rather than using Clegg-Glenora-Hazel-Echo. See attached letter.
3. ***Brantwood Rink:*** Despite the unusually warm Christmas weather, Brantwood rink coordinator Cindy Courtemanche with fellow “base ice” creators Marco DeNigris, Mike Lemon, Andrew Matsukobo, and Tim Wilshaw miraculously produced superb ice for the community’s skaters and hockey players. Cindy is seeking additional volunteer flooders (“hosers”) to help out with the nightly flooding. Volunteers are only required to flood a few times each season. They do so with another flooder and without their efforts the rink cannot continue.
4. ***Community Safety Director:*** Jill Wherrett, director at large, has kindly volunteered to assume the “public safety” responsibilities that Jaime Girard has resigned from. We still need a member to take leadership for leading a committee to lead the community input for the development of the public parks on the Oblate/Regional lands.
5. ***Human Scale Documentary:*** Reminder that OOECA will be one of the sponsors of the Sandy Hill Community Health Centre’s screening of the Human Scale (now confirmed at the Bytowne on Thursday Jan 29th from 6:30-8:45). SHCHC sees that the screening will promote dialogue on the need for more “people-centred” planning in Ottawa. The free screening will be followed by a brief panel discussion Partnership does not necessarily mean funding but can mean helping out with volunteers or to promote the event among our members, etc. OOECA needs several volunteers to help the night of the showing. I’ve forgotten who’s volunteered so far (Don Fugler and???)
6. ***TD Sign on Veil at Lansdowne:*** In view of the lack of consultation on the sign, the apparent bending or ignoring of city signage rules to allow it and the clash of the sign with the Rideau canal as a world heritage site, should the OOECA write to the city, OSEG and TD bank to request that the sign be removed. Yes, I appreciate that the association has many other issues to deal with but the TD sign is a blight on “our” canal Every time we walk, bike, drive or skate by the sign we will be reminded of how the city has simply ignored the concerns of the community. It’s interesting that the special Lansdowne signage bylaw makes considerable reference to the Glebe BIA but I could find no reference in it to either Old Ottawa South or Old Ottawa East.
7. ***Meeting with Councillor David Chernushenko:*** Phyllis, Don, Ron and myself are scheduled to meet with Councillor Chernushenko January 8, 2015 to how we might work

together to advance OOE goals, address ongoing issues and what city budget items could be supportive of OOE and Capital Ward requirements. Some of the possible budgets items we'll raise are: acceleration of the Clegg-Fifth footbridge, parks on the Oblate/Regional land, community centre/hub funding, and detailed design and construction of the Rideau River western pathway / nature trail.

8. ***Greystone Village Parks – Practicum Course for Carencia Rouse:*** Carleton fourth-year student Carencia Rouse will do a “practicum” course helping OOECA / SLOE in preparing input for the planning of the three public parks on the Regional/Oblate lands (Attachment 3).

**Ottawa East  
Community  
Association**



**Old Town Hall**

December 19, 2014

Greg Kehoe  
Project Manager  
Colonel By Drive – Clegg Street Crossing  
National Capital Commission

Dear Mr. Kehoe:

***Safe Crossing at Colonel By Drive and Clegg Street***

The Old Ottawa East Community Association strongly endorses the National Capital Commission's plan and accelerated construction schedule to create a safe pedestrian crossing at the intersection of Colonel By Drive and Clegg Street.

Just as we applauded the Commission's creation of a safe crossing at Queen Elizabeth Driveway and Fifth Avenue, the safe crossing at CBD-Clegg will greatly improve safety and accessibility for cyclists and pedestrians.

Twenty-eight years ago (October 16, 1986), Jean Pigott, the then NCC chairperson, wrote about the CBD-Clegg crossing: "Commission staff is currently studying the locations as well as the most effective means to create safe crossings without unduly impeding the flow of vehicular traffic. We hope to have solutions to this perplexing problem by next spring." So we've waited a while. In the OOECA's 2010 response to the Rideau Canal Pedestrian Crossing Study, we wrote that creation of a signalized crossing at CBD-Clegg was our priority (see attachment).

And, given that there is about twice the traffic volume on CBD as there is on the Driveway, it is appropriate that the work be done next year. We also note that the accelerated construction of the safe crossing is welcomed by pedestrians and cyclists who, without the crossing, would have an even harder time crossing the parkway when traffic increases during Main Street reconstruction.

In terms of the proposed closure of Echo on the north side of Clegg, the traffic counts show that there are only low volumes so that only minor increases of traffic will be experienced on McGillivray, Clegg, Herridge and possibly one or two other neighbouring streets. Also, the experience of having Echo closed on the south side of Clegg has worked well for residents, cyclists and pedestrians so a similar experience is likely when there is a closure on the north side.

As for the suggestion of removing the planters / barriers on Echo at Hazel, our suggestion is that they remain. Should in the future it be determined by those affected by the closure of Echo on the north side Clegg that removing the planters at Echo-Hazel would result in improvement then such a proposition can be considered at that time. We understand that you may reduce the width of the crosswalk on Clegg from the 4 m width to something less and this will contribute to a better design and functioning of the intersection. As an aside, we expect that the City of Ottawa will ensure this passage will be plowed in the winter, something that, unfortunately, hasn't happened at the Echo-Hazel intersection where cyclists can't pass between the planters in the winter.

We very much appreciate that the signalized crossing is primarily being created to improve pedestrian and cyclist safety. However, it may also improve motorized accessibility and flows. In this regard we would appreciate your further consideration of two suggestions that arose during the consultations.

First, the proposed "no right turn on a red" from westbound Clegg onto northbound CBD may not be a required or useful prohibition. We appreciate that the prohibition is to prevent motorists from endangering Echo pedestrians and cyclists who will be crossing on the green of the Echo signal. While we need to ensure the north-south Echo Drive crosswalk is not blocked, a prohibition of the right turn on a red may backup up traffic on Clegg. Further, a greater threat to pedestrians and cyclists is when they are crossing CBD on a green and cars are turning both left and right from Clegg onto CBD. Clearly, in this case, the motorists must yield to pedestrians and cyclists and the same would apply to motorists who, were the prohibition not to exist, could be turning right onto CBD from Clegg.

The second suggestion that may warrant further consideration is the creation of a left turn lane from southbound CBD onto Clegg. We appreciate that there may be cost and “real estate” issues that led to the NCC not including this idea, however, a turning lane would improve CBD’s southbound traffic flow. At present, southbound vehicles often squeeze by other southbound vehicles waiting to make a safe left turn onto Clegg so that if an extra metre or so could be found it would make for a safer left turn and would contribute to southbound flow on CBD. That said, the Association requests that the current “peak” turning restrictions from CBD onto Clegg be maintained except if there are key accessibility issues during the reconstruction of Main Street.

Regardless of the result of any further consideration of these two suggestions, we very much look forward to the creation next spring of a safe crossing at CBD-Clegg. Many skaters, pedestrians and cyclists will have such an easier and safer time “getting to the other side.” Congratulations on this initiative.

John Dance  
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c.c.: Josée Vallée  
Councillor David Chernushenko

## **Attachment 2 – Bus Route during Main Construction**

**Ottawa East  
Community  
Association**



**Old Town Hall**

January 10, 2015

Émilie Girard-Ruel, MBA  
Senior Officer, Public Consultations  
National Capital Commission

Dear Ms Girard-Ruel:

### ***Support for the Clegg-Colonel By Drive Bus Route during Main Street Reconstruction***

After discussion at a recent board meeting of the Old Ottawa East Community Association (OOECA), review of the comments made at the City's public open house on Main Street renewal (November 20, 2014) and consultation with a number of community members, it is the position of the OOECA that of the three options for northbound OC Transpo routes during Main Street Renewal construction, the best one would be Clegg-Colonel By Drive. Please note that southbound buses will be able to continue using a Main Street lane during construction

The option of running buses #5 and 16 along Riverside would deprive community members of any useful service. The option of running buses along Clegg-Glenora-Hazel-Echo would be dangerous on the narrow streets with tight corners. Also, Echo Drive functions as a "woonerf," where many pedestrians and cyclists use the roadway, so that a bus on this would not be welcomed.

Consequently, the OOECA would welcome the National Capital Commission's willingness to allow OC Transpo to operate northbound buses #5 and 16 on Colonel By between Clegg and Hawthorne during the reconstruction of Main Street. We realize that the NCC needs to preserve the special character of the parkways but we'd suggest that occasionally exceptions are warranted and this temporary bus routing is such an exception.

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NCC Board members may not be aware that Main Street, Old Ottawa East's north-south thoroughfare, will be utterly disrupted by construction in 2015 and 2016. And they may not know that Old Ottawa East has a peculiar street structure so that there is no parallel route to Main that could serve an obvious alternative route for buses. The consequence is the request to use Colonel By Drive for OC Transpo buses. It's also worth noting that these buses do not run frequently so they will not put undue pressure on Colonel By.

The Commission's willingness to allow Lansdowne "large-event" shuttle buses to use limited portions of Queen Elizabeth Driveway was appreciated by residents of the Glebe and, similarly, your approval of temporary usage of OC Transpo buses on a short portion of Colonel By Drive would be welcomed by Old Ottawa East residents.

We look forward to hearing the NCC Board's decision on this matter.

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*By email: john.dance.ottawa@gmail.com*

c.c.: Josée Vallée, City of Ottawa  
Councillor David Chernushenko

**Attachment 3: Park Development for Greystone Village in Old Ottawa East**  
*Carencia Rouse, Carleton University – Practicum (Jan – April, 2015)*

**Goal:** To research and facilitate community input to the development of three public parks within the Greystone Village development of the Regional Group in Old Ottawa East.

**Overview:** go to <http://regionalgroup.com/our-developments/greystone-village-oblates-redevelopment>

**Specifics:** there will be three distinct parks:

1. The 30m linear park along the Rideau River (+ adjoining multi-use path and Rideau River nature trail)
2. The “Grade Allée”
3. The Deschatelets “forecourt”.

Each has distinct characteristics, challenges and opportunities.

**Research:**

- understand the OOE community design plan
- review the Regional Group’s proposed masterplan / plan of subdivision / concept plan
- city of Ottawa Park policy
- OOE community amenity requirements relating to parks
- examples elsewhere for these types of parks - what makes them work?
- consider multifunctional design (including LID/stormwater and ecological connectivity).

**Facilitation:**

- participate in community’s working group meetings (preparing for meetings with others)
- participate in community meetings with city, RVCA and Regional staff.

**Outputs:**

- project plan and schedule, including regular updating of community contact
- research, drafting options,
- meeting city staff and community members, and
- organizing and facilitating meetings
- summary report.

**Supervision:**

- John Dance, president OOECA
- +???

**Project Success Criteria:**

- Provision of information that assists community representatives to be better informed of park potential of the three distinct public parks of Greystone Village
- Expediting the community’s involvement in development of the plans for the parks.