

GLENS COMMUNITY ASSOCIATION



Newsletter – Fall 2011

In the Glens

The recent infill and other developments in the Glens resulted in many concerns expressed by residents. Environmental protection, proximity to wells, tree cutting and adherence to zoning were added to the long list of concerns presented to the city's officials on behalf of the Glen's residents. The response to date has not been very satisfying. It points out the ambiguity of many existing regulations and does not account for the unique circumstances within the Glens. Unfortunately, there are some challenges related to these infill projects, especially since single family homes do not require Site Plan Control in order to obtain building permits. The only requirements for a single family home, aside from the building design, are a septic permit and a grading plan. Through the septic permit process, there is an expectation that the separation distance to the surrounding wells be maintained. Those permits are obtained based on information provided by the applicant and the accuracy of the information can be at times challenged by abutting residents and the GCA. The fine-tuning of these procedures for urban areas relying predominantly on private servicing is being discussed by the association and city officials. The GCA plan calls for a community meeting to review the seemingly lackadaisical approach on the part of the city coupled with a lack of adequate regulations and suitable environmental protection for the community. We are hoping that the frank exchange of information and resulting discussion will allow for better understanding of the community needs and improved planning safeguards. Clear regulations are needed to allow smart growth.



PEDESTRIAN SAFETY

The GCA approached the city to investigate the possibility of pedestrian crossings with a traffic signal on Merivale and Amberwood. Unfortunately we did not meet the requirement for either a traffic or pedestrian signal. The City does not provide crosswalk markings on roadways unless there is a stop sign, adult crossing guard, traffic control signal or pedestrian signal to regulate traffic. In the absence of such control, pedestrians do not have the right-of-way when crossing a roadway and a marked crosswalk can mislead pedestrians to think that they do. Two eight hours surveys between 7:30 a.m. and 6 p.m. in response to our inquiry (TIS #48810 in 21st August and 21st September) did not meet the minimum criteria. Approximately 221 pedestrians in a 6-hour period must cross the roadway in order to warrant a pedestrian signal. The survey indicated that during the highest six hours of the survey, 37 pedestrians (4 children, 2 youths, 28 adults, 3 senior citizens) were observed crossing Merivale. Of these, 16 pedestrians waited 10 seconds or less before proceeding to cross the roadway and only 7 waited for longer than 30 seconds.

TRAFFIC INVESTIGATIONS AND SURVEYS

Glens Community has been seeing increased traffic and non-compliance. The community wants to address any current and prospective traffic issues, cut-through traffic, review for all-way stop controls and other existing signage. Residents expressed concerns related to left turns onto Merivale and MacFarlane, high speed, increased traffic volumes and potential re-opening of O'Donnell Crescent. Concerns were raised with commuters using residential streets to reach arterial roads and the Country Place neighbourhood. Volumes cannot be reduced along this corridor, speed/non-compliance concerns can be addressed through stricter enforcement. The GCA would like to see this preventive measure in place before the planned POW construction.

911 SIGN BLADES

City bylaws requires a 911 green sign when a home is set back in excess of 30 metres from the property line. Otherwise it is optional as numbers placed on a home should be visible from the road. The blade and post each cost \$25 (installed by the city for \$80). Interested residents can call 613 580-2424 X 41162 or e-mail addressingandsigns@ottawa.ca

GRENFELL TRAFFIC ISSUES

Grenfell Crescent has been classified as a "collector roadway" and as such, it's expected to carry a higher volume of traffic than a "local roadway". Roadways with this classification may carry approximately 5000 vehicles per day. A full count will be conducted along Grenfell in spring. Collector roadways usually have also higher speed limits as it is difficult to achieve compliance with a 40km/h limit. To improve compliance speed radar displays are being used as well as increased enforcement of turn prohibitions and speed limits. As many of you have noticed, the summer traffic study resulted in new signage in the area with "No passing", "Watch for pedestrians" and "Crossing for bikes and people" signs. Residents are encouraged to note infractions and report them to the police by calling [613-236-1222 ext 7300](tel:613-236-1222).

SLOW DOWN SPEED REDUCTION CAMPAIGN



Starting in the Spring the joint Country Place and the Glens "slow down" campaign will be educating drivers, changing attitudes and making the Glens streets safer. Having seen a few serious traffic accidents in the Glens, residents became worried about the safety on their streets. Hurrying to work, preoccupied with road constructions ahead, rushing back home after a stressful day, many respect the posted speed but a few drivers continue to make the conscious choice to exceed the speed limit. In a community with no sidewalks this is a serious issue. Although we generally understand, we expect motorists to respect the safety our neighbourhood.

VIA RAIL AND THE GLENS

The Glens Community extends a special thanks to Pierre Poilievre for listening to the community concerns and facilitating the initial meetings between members of the Glens Community Association and personnel

from VIA Rail Canada. He and his staff ensured ongoing dialog and follow-up correspondence.

As reported in the spring newsletter, VIA Rail personnel agreed to notify the Glens community before spraying the tracks in the spring. The notifications were sent by e-mail in May/June. If you would like to be notified of the chemicals that will be applied and of the dates this will likely occur, please send your e-mail address and your request to the Glens Community Association.

VIA Rail personnel also agreed to plant trees on private property near the safety fence. In May, Benoit Filion from VIA Rail delivered a letter to each home that backed on the VIA right of way. Residents were offered a choice of evergreens (cedars, junipers, blue spruce) to provide a sound and sight barrier. Nineteen homeowners requested trees.

In August, VIA Rail contracted a landscaper to meet with those who requested trees, discuss the most appropriate choice for the space available and plant the saplings in the allotted space. As of the last week of September, eight people responded to the Glens request for a progress report on this project. Six homeowners reported that trees have been planted although half of them were waiting for more trees. In one case, the mature trees had been so badly damaged making way for the fence that thirteen trees had to be removed before planting could proceed. Two residents indicated that they had been in contact with the landscaper but the planting was pending. Of those who responded, three expressed satisfaction with the work while one was left with a considerable amount of clean up. Thanks to Malcolm Andrews and Benoit Filion from VIA Rail Canada for doing all the necessary paper work so the tree planting project could proceed and for responding to the varied requests from residents.

The Glens Community Association will continue to monitor several issues. Future meetings or communication may be required to discuss drainage, controlled planting of the VIA right of way and/or train speed.

And none of this would happen without Agnes Warda who spends many hours on many issues to make life better in the Glens Community. Thank you once again Agnes. *Submitted by Marilyn Booth, Community Liaison Grenfell.*

PRINCE OF WALES ENVIRONMENTAL ASSESSMENT

The issue of noise barriers between Waterford, Country Place and the Glens is still under review. The City will begin design work in 2012 for Prince of Wales intersections that are experiencing peak hour failures. Deakin and Waterbend will not be realigned and there are no plans to expropriate property to provide access for future development.

Impact on the community and its water supply was deferred to the design stage. The report mentions that water supply/quality will be monitored and restored if needed as water is considered an essential service. Staff continues to insist that the expropriation along POW is needed although the peer review mentioned other options.

Our segment will be a four-lane mostly divided arterial with a fully urban (curbed) cross-section and will include cycling lanes and a multi-use pathway (on the east side) and a new sidewalk along the west side. New traffic control signals are recommended at Amberwood Crescent. Blazer Street will remain as an un-signalized intersection. However, protected left-turn lanes will be provided onto these streets from Prince of Wales Drive. Turning lane modifications are recommended to the existing intersections at Deakin Street and West Hunt Club Road. A short section of two-way left-turn lanes is proposed between Blazer Street and Deakin Street which will allow access to the Monterey Inn and three residences. There is talk of bumping the EA up to the provincial level.

SEVERANCE. A new lot has been created - Pineglen 1A. The future plan calls for a bungalow. The planning department waived the hydro-geological evaluation and terrain analysis related to the potential impacts on private water systems in the surrounding area. It was also noted that no further new lots could be created in the area due to new Ministry of Environment regulations. GCA was represented and expressed concern regarding the cumulative impact of new septic and changed drainage.

WRITTEN IN THE GLENS IN TIME FOR X-MAS



Long-time Pineglen resident Dick de Jong is the author of a very popular book, *Bilingual Vocabulary for Governance, Public Policy & Administration*. The book is a comprehensive text on Canada's system of parliamentary democracy and public administration, written in both official languages. It is designed to meet the language needs of parliamentarians, government employees and language students working at all three levels of government. The book was the subject of a front-page story in *The Hill Times*, *The Economist* and the CBC radio has twice featured interviews with Dick about his book. The book has already sold almost 2,000 copies and is in its second printing. It is carried in many Ottawa bookstores. The book's popularity comes from the fact that it is a unique Canadian curriculum resource and reference tool. For more information, check out Dick's web site: www.pineglenpublishing.com.



Fresh & Healthy Cooking for Two: Easy Meals for Everyday Life by Ellie Topp and Marilyn Booth. This is cooking for two with a unique focus on what's fresh, healthy, easy to prepare and delicious. These two authors have created a collection of 75+ great recipes for breakfasts, lunches and dinners – all of them tested, all with a handy and informative nutrient analysis. Priced at \$24.95. Delicious main dishes like Shrimp Fettuccine with Fresh Basil Pesto and Zucchini, Grilled Trout with Fresh Dill and Chives, and Indonesian-Style Chicken with Savoury Peanut Sauce come with lots of great ideas for healthy side dishes and salads. A "Cookbook for twosomes, features recipes that are easy-to-follow and delicious to share with someone you love."

Behind The Badge a book for those interested in a history of policing in Carleton Country will find it captivating to read the book written by our neighbour, former chief of police Ewart "Gus" Wersch. Printed in 2009, this book contains many fascinating pictures and memories lovingly compiled by Gus. The book can be ordered by calling Gus at 613 226 3417 or at: www.BehindTheBadge.ca



City News

KEEPING PEACE WITH THE JONESES - A GOOD NEIGHBOUR'S GUIDE TO OTTAWA'S BY-LAWS

The City uses a variety of enforcement measures to obtain by-law compliance. But before calling a by-law officer please remember that "the key is respect – respect for your own property and respect for others' property, customs and lifestyle". Perhaps your neighbour needs an extra nap in the afternoon, or has a child asleep or simply has a low tolerance to noise. Contact them when planning a major event, keep the noise down after 11p.m., don't start your lawnmower at dawn, make sure your dogs do not bark for prolonged periods of time and your cat does not dig in the vegetable garden.

The City of Ottawa Noise By-Law prohibits: All noises and devices exceeding 50 dBA after 9 p.m. and before 7 a.m. (9 a.m. on Saturdays, Sundays and stat holidays). Construction and repair after 10 p.m. and before 7 a.m. (9 a.m. on Sunday and stat holidays). Loading, unloading and deliveries after 11 p.m. and before 7 a.m. Chainsaws, power lawnmowers, leaf blowers, power tools, musical instruments, radios, televisions, stereos. Idling in excess of five minutes, unnecessary vehicle noise such as sounding the horn, revving the engine or squealing the tires and other excessive unwanted noise can be destructive and can prevent your neighbour from enjoying simple activities in their home.



Please note Ottawa by-laws do not allow anyone to park any vehicle in the front yard (lawn) of any residential property other than within the driveway.

WORK VEHICLES EXCEEDING 6 METERS ARE NOT PERMITTED IN A DRIVEWAY.



RV's/campers/boats and trailers exceeding 6 metres can be parked only in the side/rear yard of a residential property provided they maintain 0.6 of a meter distance from the property line. Smaller vehicles can be parked

in the driveway assuming they do not eliminate any space that is required for normal car use.

Residents complaining about loud parties in city parks or the huge mess left behind should call the police to report the matter while it is on-going. The City of Ottawa parks bylaw states that all city of Ottawa parks close from 11:00 pm to 5:00 am. Should anyone see or hear people in a park after 11:00 pm, or see a group of people wandering into a park past 11:00 pm they are encouraged to immediately call Bylaw at 311. Should anyone hear a disturbance, partying in the park or other criminal activity they should of course call police immediately.

TO REPORT BY-LAW VIOLATION: Call City Services at 311.

NCC News

The construction of the pathway to connect Merivale to Black Rapids Lock station will commence in 2012. Residents expressed concerns with the path proximity to their homes and

lack of signalized crossing at Merivale and Prince of Wales. Slope stability issues caused by Leda clay limit path design and alignment. In agreement with St. Monica Church parking lot was expanded.

Greenbelt Sand Dune Conservation Project. The Nepean sand dune (located on both sides of Slack Rd.) - the largest in Ontario - was created when the glaciers retreated some 10,000 years ago. Today only about 1% of their former natural habitat still exists and it's in danger of being lost. Tropical Conservancy is working together with local communities on reducing this loss and removing invasive plant species. The plan is that community groups will be taking over the project to maintain the sand dune for generations to come. Anyone interested in helping?!

The battle with wildlife continues. Farmers obtained hunting permits to protect crops and animals. Apparently noise cannons were not enough.

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Important Contacts

CITY OF OTTAWA call 311
 When calling 311 remember to get call
 number for follow ups
 PROVINCE OF ONTARIO call 211

YOUR ELECTED OFFICIALS

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NEIGHBOURHOOD WATCH ALERT

A recent rash of thefts have been taking place all across the city (25 reported so in the West end). Victim's are generally senior women. The thefts have occurred at grocery stores and Walmarts. The suspects work in pairs. One distracts the victim while the other steals wallet or credit cards from an open purse which is often on the top of a cart. **Keep your wallet and your valuables well hidden!**

Recently a number of incidents involved the thefts of phones from passengers using transit buses. Apple I-Phones appear to be particularly in demand. Avoid isolated areas and traveling alone, especially at night. Do not display your possessions. If attacked - do not resist; memorize details and call 911.

DID YOU KNOW? Merivale Road is the one of the oldest roads in the area and gained its name from the farming community of Merivale established in Nepean in the early 19th century. The community, formerly known as Hopper's settlement or Back Bush was later named after the English Historian Charles Merivale. Slack Road was named after John Slack the blacksmith of Slack's Corner, and former postmaster of Merivale (The Citizen, Turcotte 1983, 1984).

<p>Glens Community Association Executive Committee Members 2011/2012</p>

President	Agnes Warda	226-9576
Vice President	Andy Powers.....	225 9930
Secretary	Susan Briard.....	226-8790
Treasurer	Betty-Anne Wilks.....	226-5021

Directors		
Education	Mary O'Donohue	225-7984
Media/Web	Paul Dickie.....	224-8014
Planning	Susan Briard.....	226-8790
Servicing	Elizabeth O'Connor.....	225-3187

Directors at Large		
(Protocol)	Penny Hammell.....	224-5159
	Nardin Ghahary.....	224-8014

Task Force on Clean Water	Dick de Jong.....	224-5593
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Community Liaison Grenfell	Marilyn Booth.....	730 3879
Community Liaison Pineglen	Michele Lajeunesse.....	225-9630
Neighbourhood Watch	Nardin Ghahary.....	224-8014

<p>Glens Community Association P.O. Box 65095 Merivale P.O. Nepean ON K2G 5Y3 E-mail: executive@glenscommunity.ca www.glenscommunity.ca</p>
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NEIGHBOURHOOD WATCH REMINDER

To report:	Call
• a life-threatening emergency or crime in progress.....	911
• other emergency or an ongoing incident (no violence or threat of violence).....	230-6211
• an incident (to report a theft, missing person or stolen vehicle).....	236-1222, ext.7300