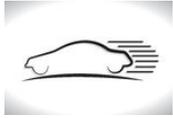


GLENS COMMUNITY ASSOCIATION



Newsletter – Fall/Winter 2013

Traffic in the Glens



The 'Slow Down Campaign', which was focused on residential safety, is almost over. The final phase will include police enforcement and new/changed signage. The 'slow down' signs on MacFarlane were replaced with 50km/h signs. The final September 2013 recorded readings were: MacFarlane average speed was above 65km/h, highest 97, 101 and 120km/h. There were earlier (reported) incidents of street racing along MacFarlane. Grenfell recorded average 55km/h, highest 79km/h. Tennyson - highest 58 and 69 km/h. Greenside - highest 80km/h. New traffic calming options are being considered by the city (strict enforcement, flashing beacons, new signage) to add to the traditional (speed bumps, turn restrictions, sight lines). Residents are encouraged to report all concerns, be they speed or other infractions to the police at 613 236-1222 X 7300.

Grenfell Glen has established a traffic subcommittee to deal with on-going traffic issues. Some residents would like to see the speed limit along Grenfell increased from the current 40 k/m. Others would like greater enforcement of the current limit. Visibility and sightlines are a challenge, especially because increased visibility may give drivers more confidence to travel at a higher speed. The Burnbank/Grenfell intersection has an unusual geometric skew that is difficult to address as there have not been any collisions at this location, and Burnbank has very low traffic volumes. It was determined that all-way stop control was not required. The 'Slow Down Campaign' sign east of the Burnbank/Grenfell intersection has been replaced with a 'School Bus Ahead' sign. It has been noted that GPS may account for more traffic on Grenfell and can direct drivers toward Grenfell, in violation of the 'no turn' signs.

MacFarlane Road Issues - Trucks and Traffic



Since the 1960s, MacFarlane had a long and problematic history. In 1969 it became a part of the regional road system. In 1971, a by-law was enacted to cover the weight/size of prohibited trucks and to specify seasonal restrictions. In the 1990s, MacFarlane was entirely removed from the truck route network to coincide with the Hunt Club extension. When the new industrial area on the northern side of MacFarlane was created the use of trucks was specifically addressed, prohibiting outside storage of vehicles (other than servicing and delivery). As of now MacFarlane is not classified as a "Truck Route" and should not be used as a thoroughfare between Merivale and Prince of Wales, or by heavy trucks without a *bona fide* reason. Trucks are not permitted past Belledune. This activity would constitute a moving violation and as such would require enforcement by Ottawa Police Services. Residents along MacFarlane for years have been complaining about trucks, especially about the constant violation of the noise by-law when loading/unloading (usually early in the morning). There

was an accident temporarily closing the road when a truck got caught-up in hydro wires.

MacFarlane concerns were never properly addressed as each government expected immediate closure of the road (east of Merivale) or termination at the westerly limit of Briggs to connect the few industrial properties to the internal roadwork of Rideau Heights. With the widening of Merivale no longer a consideration both these options seem to be remote possibilities. MacFarlane is defined as an "urban collector" gathering traffic from the neighbouring communities. Unfortunately more traffic from the Southern Nepean communities use it for faster access to the downtown core. Since the GCA has raised concern regarding the traffic volumes, this roadway will now be screened for Area Traffic Management measures. Traffic studies will determine if there is in fact a systemic problem of cut-through traffic (when non-resident volumes exceed 20% of all traffic in a specific time period). It will also allow review of various traffic calming options.

Finally, with increasing traffic, safety concerns are raised not only by local drivers trying to merge, but also by vulnerable road users such as pedestrians, cyclists, seniors and children. A request for installation of sidewalks and speed humps was first made in the 1990s at which time MacFarlane was identified as an eligible location. Under the new, rules (2000), seemingly shoulder paving will only occur if the street is designated as a cycling route or the road is being resurfaced. In the meantime the only way to reach a bus stop is to walk on the street. Winter months are the most challenging with accumulated snow, drainage ditches frequently filled with water and the lack of dedicated space while waiting for transit. There is some hope that MacFarlane shoulders may be paved once the surplus funds become available from larger capital projects that have come in under budget during the 2014 budget cycle.

Pedestrian and Cyclist Safety Projects



Pedestrian Countdown Signals will be installed at Prince of Wales/Hunt Club. New Traffic Control Signals (pedestrian operated) will be installed at Amberwood/Merivale. The expansion of Nepean

Trail will offer improved connectivity and cycling safety. This multi-use network of pathways will also provide a safe, convenient and comfortable network of walking routes to the commercial areas along Merivale Road, a notoriously hostile route for cyclists and pedestrians alike.

Road Repairs/Resurfacing

Burbank and Mayo are scheduled for resurfacing in 2014. The corner of Mayo/Pineglen was repaired (stone and asphalt were laid to help maintain the integrity of the corner's shoulder). Soil and grass seed were laid to repair the grass which has been affected by vehicles cutting this corner too closely. There will be on-going maintenance and repairs of small problems (pot holes, cracks) so that the roads can reach their nominated life in a safe and trafficable state. GCA will be working on budgetary requests for 2015. Please let us know if your road has deteriorated after the winter and whether maintenance or resurfacing is needed.

Snow Removal

It was agreed that less salt will be spread along Grenfell. Corner lot plowing will be given special attention. Stop signs at T-intersections will get an adequate coverage of grit to provide traction. The Pineglen and Merivale intersection was identified as a "spot beat" to ensure it gets extra attention. The community will be advised regarding planned grading and if possible additional equipment will be employed as needed to avoid windrows. If City equipment damages your lawn, please call 3-1-1. Crews will come out early in the spring to investigate and repair damaged areas by using topsoil and seed.

Ottawa Fall Clean Up

Grenfell Park was registered for clean-up on behalf of the Glens Community Association. The clean up took place on Sept 28. Four people attended namely Don Carpenter, Marilyn Booth, Councillor Egli and his wife Christine. Thanks to those who took part in this year's clean-up, as well as to those who during the year helped in keeping it clean.

Pineglen Playground

The play structure at Pineglen Park is in the Life Cycle 2016 Forecast to be made fully accessible and brought up to the new safety standards. The actual replacement depends on the funding and the level of priority. Input will be sought from the parents and the community with regards to colors and configuration.

Low-Rise Infill Housing Study



The City of Ottawa is promoting intensification and redevelopment in the post-war neighbourhoods and exploring opportunities for discreet intensification on larger, R1 lots. However, it seems that planners are not factoring in private servicing. The Official Plan recognizes that infill should "enhance and

build upon desirable established patterns and built form, be compatible with the surrounding neighborhood and not cause undue adverse impacts on surrounding properties". The Glens made a presentation on October 28 to a City-sponsored information session relating community concerns and ideas. We are anxious to ensure that infill development in the Glens enhances rather than detracts from our beautiful park-like setting and promotes architectural design focused on nature and the protection of groundwater resources. In recent years we have seen a few projects that enhanced the neighborhood, while others have, for the most part, upset many residents. The Glens continues to lose tree canopy and with each clear cutting it will soon lose its unique character and turn into a barren suburb lacking both trees and character.

The Glens Association strongly supports recommendations to establish development standards ensuring that buildings are in scale with existing structures in the neighborhood; are made of compatible materials; avoid height, mass and rooflines that dwarf neighboring homes and cause a loss of view and privacy; have appropriate front, side and rear yard setbacks; and prevent loss of green and permeable space. We will soon see the reduction of height in new infill homes dropping from 11 to 8.5 metres. Another change would prohibit balcony or staircases from projecting into the space now required for side or backyards. Changes are recommended to front, side and rear-yard setbacks. Although planners are aware that the architecture of infill is an "insult to many neighbourhoods," the city cannot legally require a building to look a certain way. It can however try to make 'strong suggestions,' through urban design guidelines. There is a minimum 30m frontage by-law that applies in the



Glens. This should ward against lot severances that would create partially serviced non sustainable lots that jeopardize the safety, quality and quantity of groundwater. Many lots are already too small for modern environmental standards. Glens large lots, location and natural beauty are being targeted by developers and speculators. The association continues to actively monitor infill development throughout the Glens ensuring that rules are followed and striving to protect the unique character and quality of life that we all enjoy.

Dogs in Parks Issues



While dogs are permitted on leash in some parks, they are prohibited from being within 5 meters of play areas. Having dogs near parks which do not allow dogs to enter (i.e. Country Place, Grenfell), applies within the boundary of the park itself. By-law officers can warn residents first without fining them, as they can exercise discretion in the course of their duties. If a neighbour reports someone for having their dog in a park which doesn't allow dogs, the By-law officer can still fine that person even if they haven't personally witnessed the offence. However, the person who reported the incident has to be able to accurately identify the violator and must be prepared to provide a witness statement and potentially attend Court if need be. Pineglen Park allows dogs on leash; Country Place Finger allows dogs off leash.

Trees Foster Healthy Communities!

Scientists have been long decrying the loss of tree canopy and recent studies documented that the presence of trees is associated with human health. There seems to be a close association between loss of trees and human mortality from cardiovascular and respiratory disease. Trees act as natural filters affecting urban pollution, air quality, erosion and climate change. Connection with nature helps healing and improves mental acuity and well being. Parks and forests nearby homes act as a "buffer" against stress and increase the market value of homes.

Different trees respond differently to infestation, natural disasters or diseases. It's therefore important to help our parks and forested areas to recover their healthy ecosystem. Our ash trees are mostly infected and it's expected they will die within 4 years of infestation. Beech and red maples did poorly after the ice storm showing stunted or slowed growth, yet sugar maple and red oak have been thriving despite damage. Evergreens fell victims to wind microburst, having weakened roots. Old trees suffered major damage while younger and middle aged trees fared much better. It's an arborist's job to subtly supplement existing woodland so as to offer a healthy mixture of old and new trees. This is why urban parks and woodlands are being rejuvenated even though they may seem to be thriving.

Tree Cuttings and the By-law

This past year was particularly traumatic for the Glens tree canopy. We have lost a number of mature trees, especially majestic white pines. Some of the cuttings reverberated far and loud, with residents from neighbouring communities complaining "how could we allow such senseless destruction?". Once a permit is issued the GCA cannot protect trees.



Residents have the right to remove trees that may have been planted too close to a foundation or were showing signs of disease. Not everyone is interested in protecting/preserving trees at any cost. There were many complaints lodged with the By-law officials, some developers were fined and negotiations are on-going to replant lost trees. There are efforts underway to provide electronic records of issued permits.

There were also those who were misinformed, like a group of residents on Pineglen who made costly efforts to save their diseased/damaged trees. Unfortunately the trees became dangerous to their houses, cars and to pedestrians. Those residents were erroneously informed by the City 311

service that a permit is not required when trees are located on private property. The City's arborists later confirmed that the information was incorrect and that a permit was indeed needed. Forestry will ensure that such situations are avoided in the future.

VIA Rail Crossing

While waiting for formal recommendations (following the tragic accident) the city decided to improve the sightlines near the crossing on Woodroffe. It has also lowered the speed limit to 50 km/h, improved signage and installed an early warning light to indicate when a train is coming.

Winter By-laws

Temporary car shelters are allowed on a side driveway, a minimum of six metres from the property line and 11/2 metres from the neighbour's property line. Snow or ice cannot be deposited across a road or in a park. Residents are not to place snow onto the road. Wooden stakes can be used to define a property line. There is a three-hour parking limit on all City of Ottawa streets unless otherwise marked. From November 15 to April 1, on-street parking is prohibited between 1am and 7am when seven or more centimeters of snow is forecast or falling.

Parks Improvements

Residents may have seen forestry crews removing fallen trees/branches, improving sightlines and generally sprucing up both parks. They bear different designation, Grenfell Park is home to many sports venues while Pineglenn Park is home to protected species. The Pineglenn Park interior is left in its natural state with fallen trees while its basketball court is being rejuvenated by having its tree canopy and edges trimmed. New trees were planted and benches strategically placed to prevent cars driving into the park and near the playground. Stones will be placed on the Mayo side of the park to block car access. There will be a temporary increase in police presence to ensure park safety and prevent unwanted behaviour and vandalism. A special commemorative plaque



honouring the 50th anniversary of GCA was placed near the Pineglenn Park entrance. Vandalism and potential liability claims require that park furniture and displays conform to certain standards (indestructible, non-flammable) using approved materials

and mounted in concrete. The best example being the community information board that was repaired a few times then damaged and defaced within days. The GCA is considering the merits of installing lights and/or a security system in the park.

Grenfell Ice Skating Rink

The rink will be available and supervised Monday to Friday 5:00 - 9:00; Saturday to Sunday 12:00 - 5:00 (conditions permitting). The RINK OPERATOR on behalf of Glens Community Associations will be Brian Donnelly. He can be reached at 613 294 5110. We are looking for more volunteers to help with the rink.

Roads Widening and Modifications

The widening of Prince of Wales, which was deferred past 2031 due to affordability issues has been included in the current Transportation Master Plan. The Earl Armstrong modification and construction will be deferred instead beyond Phase 3, and the approximate \$20 million savings resulting from this change will be applied to complete portions of the Prince of Wales project from Merivale to Hunt Club. The Hunt Club and the Deakin Intersections will be dealt with in earlier stages. Hunt Club is scheduled to be widened from four to six lanes from Riverside to Bank Street (2023-

2031) and eventually widened from four to six lanes from Hwy 416 to Prince of Wales. A new two-lane road (later four lanes) connecting Hawthorne and Hwy 417 is planned for 2009-2015. Merivale and West Hunt Club will see the addition of dual northbound and westbound left turn lanes (2014).

The LRT, (although affordable, green, clean and comfortable) will only marginally affect the Glens residents, who rely on buses or cars. There will be transit signal priority, queue jumping signals, peak period bus only lanes (Merivale between Slack and Baseline) and "neighbourhood-based personal travel planning". We are unsure how the new plans will accommodate the aging population and special needs commuters.

A Merivale density study may shed some light on future plans. The road has the long-term potential to be transformed into a real main street and the centre of a truly walk able and liveable community. The current proposed western LRT route does not provide an opportunity for LRT or rail of any form to come to Merivale. Suggested peak-time bus-only lanes would have little impact for Ward 9 neighbourhoods. It is difficult to see how one could implement a plan to widen Merivale (from Baseline to Slack) for bus lanes, given the close proximity of numerous commercial buildings and some townhomes close to the existing roadway. Realization of the Merivale area's full potential will ultimately require a major transit corridor. Even today, the traffic in the main commercial section of Merivale has more than reached capacity at peak periods. Yet it appears that Merivale was not seriously considered for inclusion in the Affordable Rapid Transit and Transit Priority Network. Minor modification near the Colonnade intersection will result in the extension of the southbound left-turn lane on Merivale. Colonnade will see additional westbound left-turn lane, new traffic signal and new sidewalk on the north side of Colonnade. Residents are also concerned with the planned development in the so-called Merivale triangle (near Clyde), and the two new dealerships proposed at 15 Colonnade (Honda) and 1800 Merivale (Infiniti).

The Pinhey Sand Dune

The Pinhey forest was donated to the NCC by Mr. Pinhey to help demonstrate forest conservation practises in the difficult to grow environment of glacial deposits and pure beach sand. The sand dune areas in the Pinhey Forest are the last remnants of a large, ancient windblown sand dune. There seem to be a growing concern related in particular to a significant de-forestation and planned expansion of the sand dune area. Some residents, although applauding the efforts are cautiously concerned with the plans "to more than triple the size of the current reclaimed area". They are seeking final definition of the boundaries of the project and prohibition of future tree cutting. The NCC indicated that future restoration planning will include discussions with nearby community stakeholders to improve the understanding of the unique dune ecosystem and resolve issues associated with future restoration.

Drummond Property

The Drummond non-conforming designation allows for storage, supplies and vehicle parking. The lot is currently leased to a Zone 5 Landscaping & Property Maintenance company. Assurances are being sought that both prior and existing uses of this land have been and do conform with all appropriate laws and by-laws.

Playgroup

Country Place preschoolers and their caregivers have formed a playgroup that is now being lead by Tamara Lethbridge. The playgroup is now open to the Glens preschoolers and their caregivers as well. If you and your baby or tot would like to join the Playgroup or want more information, please contact Tamara at [613-237-6642](tel:613-237-6642) or tamara7@rogers.com. We would love to hear from you!

Community Businesses for Hire

Youth seeking winter employment can advertise at no cost. Residents with home businesses: 2013 initial fee \$30. Commercial businesses: \$100. Includes newsletter and website ads for a year. Call: 613 226 9576 or e-mail: executive@glenscommunity.ca

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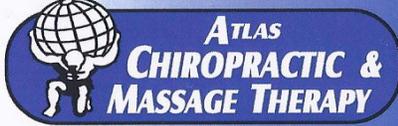
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The restaurant will be undergoing major renovations during the winter months. Unfortunately, It will be closed starting January 13 and will re-open in April 2014.

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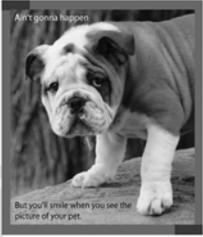


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POLICE CALLS

a life-threatening emergency or crime in progress.....911
other emergency or an ongoing incident
(no violence or threat of violence).....230-6211
theft, missing person or stolen vehicle.....236-1222, ext.7300
incident in progress..... 2361222 ext 7500

Glens Community Association Executive Committee Members 2012/2014

President	Agnes Warda	226-9576
Vice President	Andy Powers.....	225-9930
Secretary	Susan Briard.....	220-3911
Treasurer	Betty-Anne Wilks.....	226-5021
Directors		
Education	Mary O'Donohue	225-7984
Media/Web	Paul Dickie.....	224-8014
Planning	Susan Briard.....	228-0041
Servicing	Elizabeth O'Connor.....	225-3187
Trees Canopy	Gavin King.....	421-2557
Events	Brian Kelly	222-4205
Protocol	Penny Hammell.....	224-5159
Task Force on Clean Water	Dick de Jong.....	224-5593
Community Liaisons		
Grenfell	Marilyn Booth.....	730-3879
Pineglen	Michele Lajeunesse.....	225-9630
Neighbourhood Watch	Nardin Ghahary.....	224-8014
At Large	Wendy Yendell.....	224-2562
	Pierre Guitard.....	224-2562

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