

Carlington Community Association "E" Newsletter for
November-December 2007.



Holiday Potluck Get-together!

Our December meeting was held on Tuesday December 11, 7:00 p.m. at the Alexander Community Centre, 960 Silver Street.

This meeting, we invited all our members and friends to bring some of their favourite goodies and non-alcoholic beverages. There was also "Free" Hot Apple cider for all.

Everyone who attended the event seemed to enjoy themselves.

No meeting will be held in January as our association will be helping the **Alexander Community Centre** hold its

**Annual Winter Carnival on
Saturday, January 26, 2008.**

Next CCA Meeting: February 12, 2008.

The next regular association meeting of the Carlington Community Association will be on Tuesday February 12, 2008.

The normal location will most likely be changed to the Multipurpose Room on the ground floor of the Carlington Community and Health Services Building at 900 Merivale Road Ottawa, ON, K1Z 5Z8 (the former TP Maxwell School). The cross street is Coldrey Avenue on the West side and Crerar Avenue on the East side of Merivale Road.

More information will be provided in January 2008.

**Report on
The OPPI (Ontario Professional Planners Institute) Eastern District:
Second Annual Urban Workshop.**

This is a Carlington C.A. Exclusive.

By Michael Kostiuk

On Thursday November 8, 2007 I attended the OPPI's Second Annual Urban daylong Workshop at Ottawa City Hall. This was a professional planners event that was also open to the public. This conference also coincided with World Town Planning Day.

The following are the highlights of the conference:

Donald Morse Eastern OPPI Chair said that Environmental, Lifestyle and Health related issues are becoming the main focus of Urban Planners throughout the world. For example, recent studies have determined that for the first time children will NOT outlive their parents. Therefore, this equates to a decline in the overall health of the population.

There is also a direct correlation between the declining health rate of people who live near major roadways: *Editor's Note: Please keep this statement in mind in regard to the recent air quality report for the Carling and Queensway area.*

Ottawa Councillor **Peter Hume** made some of the following statements:

Ottawa's streets are boring. They are just places for newspaper boxes and advertising. He is tired of hearing that the major focus of street design is for snow removal purposes.

Ottawa should also provide more pro-bicycle facilities in buildings to encourage bicycle commuting. For example, there should be covered locations for people to store their bicycles and more buildings should have showers and lockers for bicycle commuters.

David Gordon of Queen's University talked about the following:

Early Ottawa (nineteenth century) was not planned and it was not a pleasant place compared to other cities. Much of downtown Ottawa was laid out with narrow roads, which we have to this day. For example, Sparks street is only 60 feet wide, which is very narrow for a modern downtown street, and this limits what can be done in such a landscape/streetscape. Most of Ottawa was composed of dirt/mud streets and unattractive buildings. In the early twentieth century the federal government wanted to create a capital worthy of Canada and several studies and plans were commissioned to transform Ottawa from a lumber town into a world capital.

Gordon also noted that there was very little cooperation between various levels of government in regard to planning Ottawa and that sometime, one level of government would work against what another level of government was proposing.

The first major study was by the Planner Noulan Cauchon in 1912. He was a Surveyor, Engineer and President of the Town Planning Institute of Canada (1924–1925). Cauchon was also Chairman of the Ottawa Town Planning Commission and author of the Cauchon Report (1922). He was the first to push for a federal district and wanted to model Ottawa after Paris. He also advocated a rapid transit tunnel under downtown Ottawa in 1924. This tunnel was to be located close to Wellington Street and would exit the downtown area near the base of the cliff near Bronson Avenue.

Another Planner, Le Corbusier in 1924 proposed high-speed highways separated from local roads. He also proposed the building of very large high-rise apartment towers.

In 1937 Jacques Gréber a French urban planner Gréber met Prime Minister King of Canada during preparations for the Paris Exhibition of 1937. King invited Gréber to work on a master plan for the Canadian Capital (the Gréber Plan, 1950). The first Gréber plan in 1937 proposed keeping Union Station in downtown Ottawa. However, his 1950 plan called for the removal of Union Station from the core of the city. Many people now think that this was big mistake. Gréber also designed a Parisian style boulevard to be located on the East-West CNR cross-town line. However, the Ontario government intervened on this plan and insisted that this road (to be named the Queensway) should instead be a high-speed multilane highway. The efforts of the province were successful and the Queensway became one of the first “Super Highways” in Ontario.

Many postwar suburbs were designed to be based on the use of the automobile and therefore, the roads were laid out to create meandering street patterns that were linked to arterial roads. The communities would be laid out so that the homes would be in close (by car) proximity to schools and shopping. The Don Mills Community in 1952 was cited as being a model for such urban development in Canada. **Editor’s Note:** *We in Carlington can also mention that Phase One of the Veteran’s housing project in Carlington, with its crescent shaped streets and the wide Boulevard on Harold Place, is also a model for postwar urban development in Canada.*

More information on early Ottawa Planning can be found at this link:

- **Urban History and Urban Form:** <http://www.queensu.ca/surp/surp817/bib6.htm>
- **NCC Planning History:** http://www.canadascapital.gc.ca/bins/ncc_web_content_page.asp?cid=16300-20443&lang=1

The first Presentation was by **Brian Bochner**, Senior Research Engineer, Texas Transportation Institute, Texas A&M University. His topic was: “**Context Sensitive Transportation Solutions**”.

Context Sensitive Transportation Solutions or “C.S.S.” as it is commonly referred to, is about creating a collaborative, interdisciplinary approach to planning that involves all stakeholders. The C.S.S. is a required methodology in American Planning projects.

The main goals of C.S.S. are to develop transportation facilities that:

- Fits in the physical setting;
- Leads to conserving and enhancing scenic, historic aesthetic and environmental resources;
- Maintains safety, reliability and infrastructure conditions;
- Is Multi-modal

The Collaborative Approach to C.S.S. should include the following:

- Agencies
- Stakeholders
 - o Affected agencies
 - o Business
 - o Community groups

C.S.S. is “proactive” from the beginning – As Partners.

C.S.S. should also incorporate flexibility and Innovation. It should be:

- Responsive to “objectives”.
- Not by “standards”.

Why use C.S.S.?

- Positive approach
- More responsive to needs
- Better relationships
- Reduces “Re-Work”
- Better Project
- Improves Agency Image

How do we start implementing C.S.S.?

1: Start with objectives:

- Yours
- Stakeholders

2: Consider:

- Context
- Land Use
- Activity
- Thoroughfare Function

- Thoroughfare Type

3. Continue to consider comprehensive solutions.

The C.S.S. Design Process incorporates:

- Vision
- Compatibility
- Initial Concept and testing
- Design

CSS also recognizes differences between Urban Context Zones and Rural Context Zones

Road Design Criteria:

The CSS process also explains how to design roads using “*Design speed*” and “*Target speed*” considerations.

Design speed: e.g. Tight curves causes cars to slow down.

Target speed: e.g. This is a system that limits the safe drivable speed to “5 M.P.H.” over the posted speed or “Design Speed”.

C.S.S. Promotes connectivity between:

- Pedestrians
- Vehicles
- Transit

More information is available at: www.ite.org

Brian Bochner can be contacted at:

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Texas Transportation Institute

979-458-3516

Walk-ability in the City of Ottawa. New Roads in Kanata West. The Case of Mattamy Homes

Sally Switzer Planner III City of Ottawa, talked about how the City of Ottawa is trying to make walking along streets a more friendly and safer experience. Various studies have determined why people do not walk in suburban areas and one of the answers was that the suburban roads were not designed to allow pedestrians to walk from one to street to another in a timely manner. Many post war streets do not even have sidewalks since it was assumed that everyone would drive their cars to a destination.

Therefore, to improve “walk-ability” you should create a street design without dead-ends or require pedestrians to detour around long meandering streets. To make walking easier

for pedestrians, streets can be connected with a system of neighbourhood pathways that shorten the distance required to get to a destination.

For transit users, bus stops can be made more positive by facing homes onto arterial roads. Many arterial streets that have been built lately have homes that face away from the street and there is sometimes a small hill or even a fence that isolates the pedestrians on the sidewalk from nearby homes. This design creates an unpleasant walking environment that is also unsafe since there are no “eyes” from homes looking out onto the street. As well, if a pedestrian is in trouble there is no easy way they can go to a home for assistance. It is no wonder then that pedestrian use is low in this type of street environment. **Editors note:** perhaps this is a good reason to ensure that private homes stay on Merivale and Carling since their absence/conversion would also discourage pedestrian use.

Based on the above examples, the City and Mattamy Homes have designed Kanata West to be more pedestrian friendly since homes and apartments face onto local and arterial streets and some buildings are also angled onto street corners with landscaping to make it a safer and more pleasant walking experience. Kanata West is also laid out in a traditional grid pattern that makes walking distances shorter for pedestrians and it allows for a denser concentration of homes. The concentration of dwellings in this suburban community is actually slightly higher than communities found in the core of the city such as the Glebe.

For this development the use of squares are considered as being “good” while a circular road design is considered as being “bad”. Circular is considered as being bad since it has less efficiency in design and therefore, leads to a reduction in housing density. And of course developers want to minimize the number of roads and to maximize the number of building lots.

Frank Cairo, Vice President of Mattamy Homes went on to explain that there are other features in this community that make it more aesthetic for the pedestrian. For example, in other neighbourhoods, there are several different types of utility boxes located on people’s front laws. To reduce this type of visual pollution many utilities are located in the widened base of streetlights and lamp posts.

Other pedestrian friendly designs in Kanata West include backing service lanes onto arterial roads and incorporating “eyebrow” roads along arterial roads. The use of eyebrow roads is an alternative to locating homes directly onto arterial roads. These are residential streets that run parallel to the arterial road and when these roads approach an intersection they curve away from the arterial roads forming a “curve. When two of these residential roads come together at the intersection they are said to resemble an eyebrow. The use of back service lanes and eyebrow roads allow for safer environments on arterial streets. Mattamy Homes calls this style of development a “Face to Major Streets” as opposed to “Back Loting”.

Traffic Density versus Traffic Flow.

Suburban communities are now being planned with arterial roads that allow for a traffic density of 1500 to 2000 vehicles per hour. However, traffic density of 400 per hour is considered “high” and traffic densities that are greater than 600 per hour cause neighbourhood concerns and will generate protests.

Traffic density is also calculated in vehicles per minute and sometimes this value can be used when a traffic measurement needs to be taken in a brief period of time.

The following chart shows the conversion between vehicles per minute and vehicles per hour:

5 vehicles/min = 300 vehicles/hour
10 vehicles/min = 600 vehicles/hour
15 vehicles/min = 900 vehicles/hour
20 vehicles/min = 1200 vehicles/hour

Roundabouts

Bob Streicher of the city of Ottawa made a presentation on the use of “Roundabouts” or “Traffic Circles”. Mr Streicher said that the use of Roundabouts reduces vehicular crashes since their design prevents head on collision. Roundabouts are said to reduce total collisions by 39 percent and 76 percent reduction in injuries when compared to similar roads that have a traditional intersection design. *Editor’s Note:* while Traffic Circles and Roundabouts increase traffic flow, they are not necessarily good for pedestrians. The main problem with Traffic Circles and Roundabouts is that all vehicles exiting the circle have the right of way. Pedestrians must yield to cars exiting a Roundabout. On the other hand, vehicles entering a traffic circle/Roundabout must yield to traffic or pedestrians. When traffic flow is heavy in a traffic circle, then pedestrians have a difficult time crossing to the other side of the street since they can only have the “right of way” on one half of the street. On the other half of the street, vehicles have the “right of way. The use of traffic circles and Roundabout also reduce platooning between intersections. Platooning occurs when vehicles have to slow down and bunch up at an intersection. This reduction in traffic speed actually makes it easier for pedestrians to cross a street. In Europe the problems of unsafe pedestrian crossing are solved by the building of pedestrian underpasses under traffic circles where there is very dense traffic flow or traffic lights are installed at the entrance of Roundabouts to allow pedestrians to cross the street before vehicles enter the Roundabout/Traffic Circle.

Road Dieting.

Ron Clark Manager of Planning, Delcan Corporation and Max Ross, Senior Engineer of the City of Ottawa made a presentation on “A Main Street Road Diet and other Health Choices: The Renewal of Ottawa’s Wellington Street West”.

The area of Hintonburg known as Wellington Street West is being redesigned and the project is divided into two phases: East of Parkdale and West of Parkdale. The project's purpose is to create a street design that "fits the community". This includes the following Road Corridor Design guidelines:

- Losing width and gaining respect. i.e. removing lanes or sections of lanes and widening sidewalks.
- Use of neck-downs, bulb-outs at intersections to reduce the distance pedestrians need to cross the street.
- Street Greening. Adding various forms of plants and trees.
- Extending street-scaping onto bordering properties. For example, cooperating with various merchants to use their front sections as an extension of the sidewalk. This allows for a wider sidewalk and enhances the street for merchants as well as pedestrians.
- Green Roof Project: This part of the project encourages building owners to add such features as rooftop gardens and lawns. The purpose of these "natural features" is that vegetation will absorb rainwater (both retention and evaporation) and in doing so will reduce the amount of rainwater than goes off the building and into the city's storm sewers.
- Somerset Square Park: This is a small triangular park at the intersection of Wellington and Somerset Streets. This used to be a "hangout" for "undesirable people". Street-scaping in the form of benches, paving stones and community notice boards helped transform this part of the street into a people friendly place. *Editors Note:* What was down in this Hintonburg "triangle" could perhaps be done to the triangle at Merivale and Carling.
- Somerset Street Bridge: Studies have shown the few pedestrians use the Somerset Street Bridge to go to or from Hintonburg and the Preston Street area. Users of the bridge felt that its design was not pedestrian friendly. The plan to make this bridge friendlier to pedestrians includes removing the curb lane on each side of the roadway. The sidewalk will also be widened and other street-scaping features will be added to encourage pedestrians to use this bridge.

More information about street dieting can be found on Internet search engines by typing: "Street Dieting".

Strategies for Sustainable Transportation Planning.

Geoff Noxon, P.Eng of Noxon Associated Limited then gave a presentation on "Strategies for Sustainable Transportation Planning: A Briefing from the Transportation Association of Canada" (TAC).

Noxon told the audience that Canada is using more fuel per capita today than we were back in the 1980s. This is an 11 per cent increase and it occurred in an era where multi-modal transportation was being trumpeted. Most cities in Canada including Ottawa had a per capita increase. The exceptions were: Calgary, Victoria, Regina, Saskatoon and Montreal.

So what is wrong with transportation planning?

Noxon said that transportation planning needs to be *"realistic and do-able"*.

He said that many cities have a *"Champagne taste", but have a "beer budget"*.

Noxon again stressed that we must have Realistic Plans.

There is also the problem of a lack of consistent land use policies.

Another common problem is the disconnect between Transportation Plans and Municipal yearly budgets. i.e. while there may be money to build a transportation network, there is no money, or not enough money allocated for its maintenance and upkeep on a year-to-year basis.

The proper way to create sustainable transportation planning is to integrate Landuse Planning and Transportation planning.

***Noxon** then asked the question: *"We still need to remind people of this in 2007. Why?"*

Other factors are also important such as:

- The Environment;
- Incorporating social objectives such a health;
- Economic Development. There must be "System Resiliency" in the case of a future energy crash. **Noxon** said that cities that have a transportation system that is too *"car dependent"* will "crash", since they will not be able to effectively move people to and from their homes because there will not be enough fuel available for all transportation users.
- Strategic;
- Multi-modal. i.e. each mode must be sustainable;
- Must manage transportation demand;
- Must manage transportation supply:
 - Infrastructure
 - Congestion Management
 - Asset Management
 - Life cycle Approach;
- Provide implementation guidance. i.e. adjusting the plan on an ongoing basis: e.g. delays and fluctuating budget;
- Providing financial Guidance: We often do not know what to do with the money that we have;
- Measuring Performance. i.e. progress. According to Noxon the City of Ottawa has the best Transportation Performance Plan he has seen. This plan can be found by searching the Ottawa.ca site;
- Create a hiring plan.

Noxon listed the following cities as having good transit plans:

- Portland Oregon
- Halifax
- Calgary
- Ottawa (the Ottawa Rapid Transit Expansion Program (**ORTEP**))
- Montreal

Noxon concluded his presentation that solving traffic is always a problem. However, he said that traffic congestion could also be our friend. Why? Because ongoing traffic congestion will help stop urban sprawl, while free flowing traffic encourages automobile use.

Noxon can be contacted at: geoff@noxonassociates.com

This was the last presentation of the day. There was also an additional presentation at 7:00 pm that was free and open to the public.

Brian Bochner repeated much of what he covered in his lecture earlier in the day. His presentation was again on CSS (**Context Sensitive Transportation Solutions**) and he elaborated that not everyone is going to buy into a Transportation Plan, but it is important that a consensus be reached among the various stakeholders. **Bochner** defined a consensus (according to the US courts) as representing between two thirds and three quarters of the stakeholders.

He also said: “We don’t like to do it, but sometimes projects have to be redone”.

His comment generated quite a humorous reaction from the audience. *Editors Note:* Ottawa’s recently cancelled North-South Light Project is a well-known and often cited project in the Transportation Planning community.

The goal according to Bochner is to do enough preparation so that conflict, litigation etc. does not “derail a project”.

“We need to do it right the first time, every time”.

Therefore, we have to assemble a multidisciplinary team that includes the following factors:

- Collaborative;
- Visioning;
- Context and thoroughfare type identification;
- Alternative analysis;
- Post Construction Assessment;
- Operations;
- Maintenance.
-

Bochner said that more information on this can be found on Google using the term “ASHTO”.

Regarding bicycles, **Bochner** showed some slides of bicycle lanes on the traditional sides of roadways and he then suggested an alternative to this by moving the bicycle lanes to the centre of the roadway. This creates a much wider two-way lane for bicycles that is much safer and more practical than the traditional curb method. The centre bicycle lanes can also be separated from traffic by the use of curbs or fixed pylons.

Bochner concluded his presentation about making the city more appealing at night. For example, he said that coloured floodlights could illuminate various large structures such as bridges. The result is a more pleasing nighttime environment.

City Café - Coffee and Conversation

The City of Ottawa hosted a public “brain storming” session from 8:30 a.m. to 1 p.m. on Saturday, November 24, 2007 at the Exhibition Hall, Lansdowne Park.

The opening address was scheduled to be done by Mayor Larry O'Brien, but he was out of town and Ottawa Councillor Peter Hume gave the opening address instead.



Mr. Hume’s address was very similar to the opening address he gave at the November 8, 2007 OPPI’s Second Annual Urban daylong Workshop at Ottawa City Hall. For example, Peter again said that Ottawa’s streets are boring. They are just places for newspaper boxes and advertising. He is tired of hearing that the major focus of street design is for snow removal purposes.

The Guest Speaker was Rod Bryden of Plasco Energy Group.



Mr. Bryden talked about his company's projects such as a Plasma incinerator that is used for "waste conversion". He also mentioned that Ottawa can continue to grow and prosper since it has many knowledgeable entrepreneurs that will drive the private sector economy. Mr. Bryden also said that this local knowledge base will give us an opportunity to be leaders in "Climate Change".

The participants then broke into various groups based on the "White Paper" topics that are being discussed in the Beyond Ottawa 2020 Plan (Ottawa's preparation for its next Official Plan which is renewed ever 5 years).



The time allotted for this session allowed for participation in a maximum of five discussion groups.

The White Paper topics for conversation include:

- [Residential Intensification](#)
- [Balance of Jobs and Housing in Orleans](#)
- [Compensation Options for Wetlands and Other Environmental Lands](#)
- [Moving Forward with Rapid Transit](#)
- [Supporting Growth in Ottawa: Water and Sewer Challenges](#)

- [Addressing Ottawa's Transportation Challenges](#)
- [Climate Change](#)
- [Development in the Great Ottawa- Gatineau Area](#)
- [Ottawa's Natural Environmental System](#)

These White Papers are available at Client Service Centres and the Ottawa Public library branches throughout the City. You can also read and download the White Papers from the City's Web site at ottawa.ca/beyondottawa2020

The questions in each discussion group were quite wide and open ended and some people felt that too much were being asked in too little of time. In one of the sessions on Climate Change the topic of renewal energy was being discussed; in particular, wind generators. The idea to use wind power to generate electricity is growing in popularity and parts of the Ottawa region have potential for the installation of wind generators. However, there is concern that the noise from the wind generators (i.e. wind mills) will cause disruption to nearby residents. I made the comment that you might be able to place these wind generators beside major highways such as the 417 since the noise from the wind generators would not be heard above the noise that is already created by the ongoing traffic on the highway. This idea seemed to cause a positive stir in the session I attended and "if" this idea goes ahead, you read it here first...

After each session was over an old school style bell was rung and the participants moved to another table.

At the end of the morning the participants were thanked for attending the event.

The results of these discussion groups will be included with ideas gathered in the Beyond 2020 On-line forum and the goal is to identify key trends and concerns. Other consultations will be taking place on a ward-by-ward basis.

Transportation Master Plan Interactive Workshop

As part of the Transportation Master Plan review, the City hosted a workshop using touch pad technology to help solicit and verify input from residents. This event occurred on Tuesday, December 4, 2007 from 6:30 to 8:30 pm in the Champlain Room, City Hall.

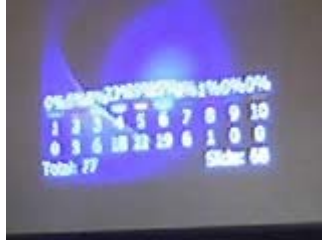


Councillors Alex Cullen and Maria McRae made brief statements on the importance of the Transportation master plan and then left to attend a Transportation meeting.

The participants were then instructed on how to use the touch pad device, which resembled a cross between a television remote, and a calculator.



The audience was asked a series of questions about various transportation topics such as route design, ride comfort, ride time, speed, and so on. For each question there were a series of choices and the participants would pick their choice using the touch pads. After each question the results were shown on the large bilingual projection screens at the front of the room.



The results of some of the questions created some lively discussion from some of the audience members who felt that some of the questions were too vague or that the choices available were too limited. Based on this audience input, some of the questions were modified and two new questions were added at the end of the regular set of questions. The results of this interactive session will be used in the Transportation master Plan review.

December Sidewalk Snow Removal Issues

December 2/3 Snowfall. The snowfall on Sunday December 2, 2007 created some havoc for Pedestrian and Public Transit users on Carling Avenue between Clyde and Bronson. Communication with other community groups and pedestrian/transit activists confirmed that snow removal problems occurred all throughout the City.

Upon closer inspection it seems that sections of Carling Avenue between Clyde and Bronson *were* initially cleared, but the road ploughs had dumped snow directly onto the sidewalks as opposed to depositing the snow at the side of the road.

The result was vast areas of impassable sidewalks along Carling Avenue. The sidewalks were not cleared on Carling until early Wednesday morning, yet during the same time period, sidewalks on nearby residential streets were cleared multiple times. While it is important that sidewalks on residential roads must also be cleared, it should be obvious that the priority should be to clear the sidewalks on major roadways such as Carling Avenue. The reason is logical: because while it is relatively safe to walk on a residential road, it is NOT safe to walk on a major roadway.



The sidewalks along Carling are part of the transportation network and when they are not functioning properly then a part of the transportation and public transit network is also not functioning. Considering that the sidewalks and bus stops along Carling Avenue were not useable for two days of a five-day workweek, it can be stated that they were out of commission for 40% of the time for the week of December 3 through December 7. Clearly, this is not acceptable.

Therefore, the conclusion that many people had is while the resources to remove the snow from the sidewalks are in place, the problem is that there did not seem to be a systematic method about which sidewalks (and bus stops) should be cleared first. Or if there is a system, it seemed that the system is not working properly.

December 16, Snowfall. This was a record-breaking snowfall for that date with a reported amount of 37 centimetres. Unlike the previous large snowfall, the sidewalks on Carling were observed to be cleared on Sunday evening. The snow banks were not dumped directly onto the sidewalks and while some users reported that they could not walk on sidewalks from Fisher to Preston in the morning of December 17, they were cleared by the early afternoon of December 17. By Tuesday, December 18 the snow banks were also removed from the south side of Carling Avenue. This was a big improvement from the previous snowfall and Carlington residents appreciated the effort.

The sidewalks on the "North side" of Carling Avenue (In Kitchissippi) at Carling and Merivale and in particular, in front of Westgate Shopping Centre and the Royal Ottawa Hospital had not been cleared as of 3:30 p.m. on December 17, but they were cleared by Tuesday December 18.

New Canadian Tire Store to Open in Carlington

You may have noticed the construction that is going on at the south side of Carling at Clyde.

This store is part of a new shopping complex at this location. The complex does not have enough parking spaces allocated for its estimated customer base and therefore, the owners are paying the city a "cash in lieu for parking" to get around this problem. According to one of the construction workers (who lives in the area) some nearby residents are not happy with this situation since they believe that shoppers who cannot find a parking space at this location will park on nearby residential streets. Those Carlington residents who live near the Royal Ottawa Hospital can appreciate this concern.

The Canadian Tire store at Carling and Woodroffe and the smaller one located on Richmond Road near Island Park Drive will close when the Canadian Tire store opens at Carling at Clyde. The staff from those stores will be moving to the new location.

The new store is also built as a “street side frontage” as opposed to the “parking lot style frontage” that is common with shopping centres built in the 1950s and onwards. The reduction in parking spaces for this shopping complex is also designed to encourage people to walk, bike or to take public transit to this location. Covered parking will also be available on the site under the second level of the Canadian Tire Store.

Perceived parking problems aside, this new shopping complex will be a great addition to our community. The projected opening date at this time is for March of 2008.

Send us your articles!

If you have any articles, ideas or suggestions for this Newsletter please send them to president@carlingtoncommunity.org or 45 Viscount Avenue, Ottawa. K1Z 7M8

End of Carlington Community Association “E” Newsletter. November-December 2007.

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