

**Carlington Community Association.
The Winter-Spring "E" Newsletter.
January-May 2008.**

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**Carlington Community Association.
President's Report 2007-2008.**

The following is a summary of activities, events and projects that occurred during term of the current executive. For more detailed information on specific items please refer to the minutes of meetings for the current year.

General Association meetings.

We had 8 association meetings throughout the year. Our First Association meeting was on June 12, 2007 and was hosted by Royal Ottawa Hospital. Most meetings had a guest speaker and some involved a potluck snack/ meal and or a short video on local history and planning. Two meetings did not a quorum and served as information sessions only.

Guest Speakers:

June 12, 2007. Graham Bird, Bruce Swan (CEO). Graham Bird welcomed the CCA to the ROH and introduced Bruce Swan, Chief Executive Officer of the Ottawa Health Care Group, which is centred here but also has facilities in Brockville. Mr. Swan gave a brief overview of this organization, which serves this region but in particular through its Research Institute, is part of the wider search for cures and effective treatment for various mental health problems.

General Meeting 4 September 2007. Professor Weller on the Community's Role in Municipal Affairs and presented his theory of roles and responsibilities for urban affairs.

There are three key inputs for municipal planning and three major groups are involved, each with a responsibility for one set of inputs. Thus:

- Municipal **values and attitudes** should be based on the preferences, complaints and questions expressed by **the public**;
- **Interpretation and implications** of (1) should be developed in the form of plans and proposals by the City's **professional staff**; and
- **Decision-making** is the responsibility of **elected officials**.

Our role, as members of the public, is *not* to make proposals, but to tell our elected representatives what we would like, what we don't like and what causes us concern. Concerns are best expressed as questions. Discouraging the use of the telephone, Professor Weller emphasized the importance of presenting our concerns in writing (paper or e-mail) with copies to as many officials and staff as may seem appropriate. Thus a paper trail is created and action or at least a response is more likely to ensue.

Teresa Grant's Study of Walkability. Teresa Grant, whose background is in physiotherapy, is a PhD student at the University of Ottawa, carrying out a study of walkability, especially with respect to senior citizens. She is covering many aspects of this topic such as safety and security, the state of roads and sidewalks, the ability and willingness of seniors to walk alone, the channels of recourse open to seniors when problems are experienced, and the role of communities in identifying problems and finding solutions to help their seniors in this respect. Carlington is one of her research areas.

General Meeting 13 November 2007. Tracey Lauriault, a geographer with the Social Planning Council, began by saying that there are very few places in Ottawa that provide access to the Internet via wireless technology. The WiFi Ottawa-Gatineau (ogWiFi) is a network of volunteers who are endeavouring to provide wireless facilities in public places by building infrastructure and encouraging citizens to become involved in this initiative. The ogWiFi perceive this as a way to increase communication and democracy. The necessary facilities are a computer, router, Internet line, an annual fee of \$50, and a "hot spot" user agreement.

General Meeting 11 December 2007. Bertie Mo of the **Carlington Health Centre**, the new staff person at the Carlington Health Centre was our speaker. Bertie will be running the program for seniors. She would like to have some input from the CCA or individual members on ideas for a user-friendly community and possibly senior centre activities at Westgate. Jerry suggested she get involved in the planning for Harrold Place Park. She would like to do a major research study of health in Carlington.

General Meeting 11 February 2008. Staff Sergeant Lynne Turnbull is responsible for the West District Operations, Patrol Services, of the Ottawa Police. This was also a follow-up to the discussion on prostitution, drug houses and other neighbourhood security issues at our special January meeting. The Police encourage citizens to report security concerns immediately, not only so they can respond promptly but also so they can maintain statistics and track patterns of crime by area.

General Meeting 11 March 2008. David Darwin introduced and welcomed our guest, **Kathy Ablett**, our representative on the Ottawa Catholic School Board, which she chairs. Eighty-four schools come under this Board but, for our interest, she focussed her remarks on two schools in Carlington, namely Saint Elizabeth and Saint Nicholas.

General Association Meeting. April 8 2008. Gust Speaker. Riley Brockington. Trustee, Ottawa Public School Board. Riley talked about various issues related to public schooling. He also addressed questions regarding the use of grounds at W.E. Gowling School on Anna Avenue. Apparently some people have been reported using the school grounds in the late evening for possibly illegal activities. Mr. Brockington said such incidents should be reported to the police on the basis of Trespassing on school property.

Veteran's Parade. We talked to Bruce Kane at the Legion about the idea of a Parade next May to commemorate VE Day and the return on the veterans to Canada. The parade of veterans, cadets, etc. would wind through Carlington and terminate perhaps at Gowling School where some displays could be set up, possibly something to do with vet houses. The Mayor and other politicians might be interested in participating in this event.

Memorial Heights Monument. There was once a war memorial on what we now call the Carlington Reservoir. That area was originally called Memorial Heights in the 1950s. Images of this monument were located in the city of Ottawa archives and can be seen on our association's Internet site. We do not know what happened to this monument, but if it could be located, perhaps it, or a reproduction could be placed in the triangular shaped boulevard bounded by Merivale and Carling Avenues.



New CCA Brochure. David Darwin has created a new CCA brochure. He designed the brochure so that the contents won't have to be revised often and thus we can have a large number printed. It was suggested that we ask for permission to use the Alexander Community Centre as our postal address. That permission was granted.

Harrold Place Picnic. Members of the association held an informal Potluck Picnic at the Harrold Place Park in August. About 10 people attended. It was nice!



Internet: Website and e-mail. E-News. The web site had technical problems and had to be shut down and rebuilt. There were also several temporary interruptions to email for the executive members. This was fixed after a short while and both the e-mail and Internet site are functioning normally. The E-mail distribution system was also used to send several electronic (E-NEWS) Newsletters to members.

Annual Return. Jeanne Burgess completed the Annual Return required by the Ontario Ministry of Government Services and Ontario Ministry of Finances. This is a simple update of Board and Executive members and is required because the CCA is incorporated under provincial law.

Community "sidewalk/garage" sale. This is an annual June event. Many people participated in this event. Some residents on Harrold Place also used the centre boulevard as a location for sales. This year's date is June 10.



Community Clean up May 10. These are community clean up days organized by Wendy Vasbinder. The goal is a “Spring” clean up of litter from areas of Carlington.

Provincial All candidate’s Debate. The All-Candidates Meeting on 26 September went well, with all seven candidates and about 70 other people attending. The venue was the main auditorium at W.E. Gowling. It took many meetings and trips to the various campaign offices to talk to candidates or their staff, but eventually all agreed to attend. There was particular interest in the referendum question concerning proposed changes to the voting system. The event was advertised by notices sent to media, posters placed on telephone poles, use of free advertising in local news papers and the distributing of approximately 1000 leaflets to Carlington area homes that were located in Ottawa Centre.



The **Winter Carnival** on 26 January was a great success. There were more children than last year and everyone enjoyed the games. We spent \$27.60 for prizes, which were well received.



Special Meetings. Meeting with Mayor of Casselman. At the invitation of the Glengarry North Prescott-Russell Transport Commission I and members of Transport 2000 travelled from Ottawa to Casselman on Friday 25 January on a VIA train. We were met at the station by the Mayor of the village of Casselman, Conrad Lamadeleine, who has been the strongest proponent of improved public transport to Ottawa for the neighbouring communities in Eastern Ontario. Mr. Lamadeleine showed us Casselman's heritage-designated railway station, which has been transferred by VIA Rail to the village. The mayor discussed his plans to create a 350 space park-and-ride at the station, to integrate commuter bus services with the new mid-day train, and to hopefully transition in future to commuter rail service. Such a train-based commuter service would benefit us in Ottawa since it would take many cars off of Ottawa's roads.

CPO (Crime Prevention Ottawa) Workshop on Managing Volunteers. I attended a workshop in February 4, 08 about attracting and retaining volunteers. One item that was emphasized is that any volunteer that is placed in an area of handing money or working with children should first provide the organization with a Police Records Check. This can be obtained free of charge at the Police Station and basically protects the volunteer organization from liability in case something unfortunate occurs. It also creates a self-filtering/screening system since people who cannot pass a police check will not volunteer for such activities.

Planning Primer courses. The City of Ottawa is offering Free Planning Primer Workshops. Information is available on the city of Ottawa Internet Site and notices are also sent via the Carlington e-mail message system. There are two compulsory courses and two optional courses. The courses last half a day and participants receive a certificate upon completion. These courses are very useful and provide valuable information on how the city operates. A course binder is also provided to each participant. According to the seminar on planning I attended, the binder contains information about **Community Design Plans**. According to this, Merivale Road is designated a "traditional main street" in Schedule B and thus is automatically eligible as the subject for a Community Design Plan.

ROH Sign. At the June 12 Association meeting Elizabeth Pattey complained about excessive light from the main sign on the ROH tower. Mr. Bird explained that the intent was to make the facility easy to identify from a distance. Apparently the ROH put up the sign before they applied for a Sign Minor Variance request and once this was found out through a Citizen's complaint, the issue went through a formal approval process. The CCA submitted letter on behalf of concerned residents to modify the sign in terms of size, brightness, colour or height. Images of the illuminated sign at the nearby Civic Hospital were included as an example of an acceptable type of sign for a hospital.

City Café workshop. Saturday, November 24, 2007. Location: Lansdowne Park. The format of the workshop had residents gathering in small groups exchanging ideas around clustered tables, or "stations," devoted to each of the nine white-paper topics. After 25 minutes, a bell was rung and participants moved on to the next station, where previous exchanges were summarized and new discussions begun. At one session on renewable energy the question of generating electricity from wind power was discussed. There are many positives to this idea, but also some negative factors such as the sound that is caused by wind turbines. I made a suggestion that such wind turbines (or wind farms) could be placed along busy highway corridors since the noise they would generate would be partially if not completely drowned out by the noise from the vehicles.

FCA (Federation of Citizen's Associations) Meetings.

Attended meetings at various locations through the city. The meetings rotate from community associations that offer to host meetings. The Federation is also a member of the *FUN*, which stands for Federation of Urban Neighbourhoods. The FCA meetings are a forum for community association to meet each other, and to discuss various issues that affect communities across the City of Ottawa. The FCA meeting that was held in Old Ottawa South members of the City Planning staff were in attendance. They asked the people in attendance how to get more people to attend City of Ottawa Open Houses. They said that the same 200 or so people tend to attend these meetings. I made the suggestion that the City should consider having displays at places such as major indoor shopping malls. By doing this, the City would be able to get input from people who normally do not attend Open Houses.

Middle Ottawa President's Breakfasts. Gordon Jenkins of the General Burns Community Association has started an organization where the presidents of community associations in our part of the city meet several times a year for breakfast to discuss issues common to our communities. The breakfasts take place on a Saturday morning at the Greek Souvlaki House at Baseline and Prince of Wales Drive.

History Project. Bruce Elliot, Professor of History at Carleton, is the author of a book on Nepean, which mentions Harrold Place as an example of "new urban design". He is interested in helping us pursue the possibility of a Heritage designation for the Vets Housing area and might be willing to speak at one of our future meetings. Three of our association members (Myself, Jean Burgess and Annabella Elliot) also visited the City of

Ottawa Archives on April 26. We were given a tour by one of the archivists who showed us items that were related to Carlington such Fire Insurance Maps and City Directories.

Combined Hintonburg – Carlington CA Meeting. 16 January 2008. Instead of a regular CCA meeting in January, there was a special meeting with representatives of the Hintonburg Community Association in the Carlington Health Centre. Linda Hoad and Cheryl Parrot from the Hintonburg Community Association provided much helpful information on their experience in developing a Community Design Plan (CDP) and in their efforts to reduce crime, particularly related to drug-houses and prostitution, in their area. They advised us to focus our own CDP specifically on Merivale Road, designated a “traditional main street” in the Ottawa Plan.

Air Quality. A CBC news report mentioned that pedestrians walking along Carling Avenue near the Queensway suck in some of Ottawa's most polluted air. The area has the worst air quality so far among 34 locations where airborne contaminants are being measured, "I'm borderline asthmatic and I would think twice before buying a house in that area," said Natividad Urquizo, who runs the city's air pollution program. The pollution map will help the city decide where to put facilities such as new schools and senior's homes. I contacted Ms. Urquizo and told her of the proposal to convert the Empire West Hotel to a seniors' residence and she was surprised to hear this since a senior's residence should not be located in such zones. A letter was sent to the Committee of Adjustment informing them of the poor air quality at that location and advising them to consider delaying the conversion until more information can be obtained regarding air quality in that part of Carlington. **Note:** An Air Quality Summit will be held this November in Ottawa.

Future Planning.

June 2008 CCA meeting. Bertie Mo will speak on her initiative to organize a walking program for seniors in Carlington.

September 2008 CCA meeting. Ottawa Centre MPP Yasir Naqvi is our scheduled speaker.

FCA Meetings. Carlington should offer to host one of the meetings.

Community Planning. Implementing a Community Design Plan and a Neighbourhood Design Plan. The Neighbourhood study presented at this year's AGM by Elizabeth A. Kristjansson could help us obtain one or both types of plans.

Funding. Seeking funding for Carlington from various Foundations. With increased funding we could afford to increase our outreach into the community.

Logos and Branding. We need to finalize a logo for the association for use on letterheads and other advertising. The use of a mascot such as “Carly the Cow” is something worth considering as well.

Labour. Utilizing labour and expertise from various sources such as high school students needing credits for community service and possibly HRDC grants for workers who need job related experience. The first item is easier to implement since it is a matter of contacting the board of education to inform them of our need of student volunteers. Students could be useful for such tasks as delivering flyers and newsletters (if we get funding) to residents in Carlington.

Wireless network. Based on the presentation by Tracey Lauriault, WiFi Ottawa-Gatineau (ogWiFi) we could start a pilot project on implementing a Wireless service for a section of Carlington. The requirements are a person(s) with high-speed Internet services who is also willing to operate the service out of their home or business location.

Prince of Wales Road Widening. Will the widening of Prince of Wales Drive cause increased traffic on Fisher Avenue? Will this put pressure on Fisher to be widened? How would this affect our community?

New CCA Executive for 2008-2009

The following people were elected to the board of directors for the Carlington Community Association:

- Michael Kostiuk - President
- Wendy Vasbinder
- Jeanne Burgess
- Linda Dodd
- David Darwin
- Gerry Fitzgerald
- Grace McClelland-Crout

Please note: Positions/responsibilities for the executive other than the president have not been assigned yet. This will be done at the June 10 meeting.

Report on Assisted and Guided Roadways.

This is a Carlington C.A. Exclusive.

By Michael Kostiuk

Report on the Presentation on California PATH Program on the ITS topic of Vehicle-Infrastructure Integration (VII) plus a briefing on Transport Canada's plans for VII initiatives in Canada.

ITS/VII Workshop - March 4, 6:15 pm.

RA Centre, 2451 Riverside Drive, Courtyard B Room, East Block

(PATH stands for Partnership for Advanced Transit and Highways)

The following URL will give you full details of the event, the speakers and the presentations:

<http://members.allstream.net/~max-com/ottawa.vts.html>

First Presenter:

19:00 - Steven Shladover, PATH - VII - The Vehicle of the Future

Steve Shladover's talk was the most interesting speech and most of the report is about his presentation. As the title suggests, The PATH program is a system that "manages" Intelligent Vehicular Highway Systems or "IVHS".

IVHS provides opportunities for Traffic Management such as "Real Time Data Acquisition and Analysis".

The premise of PATH is to bring roads and highways up to the same control and signalling standards as wait for it: Railways!

For this to work requires that ALL vehicles are equipped with transponders to supply "geo" data. The Data then becomes INFORMATION and through "Assisted Driving Technology" the vehicles are controlled in terms of SPEED, Driving Distance, MERGING, EXITING and Collision AVOIDANCE.

Therefore, ALL vehicles must have these transponders in order for the system to work.

The goal is to create "Intelligent Traffic Systems".

Adaptive Cruise Control and Automatic Speed Control are used in Vehicles to Control Traffic Flow. Along with features such as RADAR, GPS etc. vehicles can be spaced VERY close together on Highways. For trucks this means a SIGNICANT reduction in DRAG. And therefore, significant FUEL SAVINGS. So Peak Oil is delayed...

A video was shown of two transport trucks running extremely Close Together in a Test track. The idea is to have them spaced close together "like Trains" in special dedicated lanes. There are several levels of redundancy and safety measures built into the system to handle various road hazards.

The closer driving distance also means that vehicle CAPACITY can be drastically increased (doubled) for roads. This means less road construction (but probably increased re-surfacing schedules). For this to work also requires that all vehicles have the ability to communicate with each other as well as the Central Highway Control System.

A Question from the Audience asked: “Why should we be increasing traffic density? Shouldn’t we be promoting people to use Rapid Transit? Shladover replied that for states like California, urban and suburban density is too low for rapid transit. Therefore, the solution is to increase the use of existing Road ways to move people in their own vehicles. Transport Canada is also interested in this technology as well.

A video was shown of buses using this technology. The buses are guided along roadways with the aid of magnets placed in the roadbed. The video showed the driver getting out of the seat and the PATH system *safely* drove the bus to a platform. The bus also stopped within one half inch of the raised platform. This is helpful for people in wheel chairs to access such buses.

A video was also shown of a large *Snow Blower* that is used to clear mountain passes in California. Magnets in the roadbed allow the Plows and Snow Blowers to drive right along the edge of guardrails *without* hitting them. Before this system was installed the cost to repair the damage to guards rails and Plows was US\$100,000 per mile.

Other Presenters were:

19:45 - James Misener, PATH - Spanning the Spectrum: Addressing a VII Plan for Now and the Future

20:30 - Barry Pekilis, Transport Canada - Planned VII Initiatives for Canada

Vehicle-Infrastructure Integration - VII is the use of wireless communications to link moving vehicles with each other and with roadside readers to enable safety-related information, traveller navigation-related advice, and location-related information to be freely available in real-time to road users. VII holds the promise to increase safety reduce congestion and fuel consumption, and advance traveller convenience. At California PATH, VII and the future of transportation is a key area of research and development.

Some links of interest:

- <http://www.path.berkeley.edu/>
- <http://viicalifornia.org/>
- <http://www.its.dot.gov/vii/>

Bios of the Speakers:

Steve Shladover, ScD - Research Engineer California PATH (Partners for Advanced Transit & Highways) University of California, Berkeley.

Steve has been researching issues related to intelligent transportation systems for 35 years, since his time as a student at MIT. After eleven years of work in private industry, he joined the University of California PATH program as Technical Director and subsequently served as Deputy Director and Acting Director. He has led PATH's research on transportation automation, and is currently active in a wide range of projects related to vehicle-infrastructure co-operation. He was the first chair of the ITS America Committee

on Advanced Vehicle Control and Safety Systems and currently chairs the TRB ITS Committee. He leads the U.S. delegation to the ISO/TC204 Working group on vehicle-roadway warning and control systems.

Jim Misener - Program Leader - Transportation Safety Research, California PATH (Partners for Advanced Transit & Highways), University of California, Berkeley
Jim is leading the safety-related projects for California PATH, including the intersection collision avoidance project. He is also the California PATH lead for Vehicle-Infrastructure Integration through the Vehicle-Infrastructure Technology Applications Laboratory (VITAL) at PATH. His research sponsors include US DOT, Caltrans and several car companies. He is Chair of ITS California and an active member of SAE J2735 (DSRC Technical Committee), where he leads the Digital Map Subcommittee. He has been a member of IEEE for 13 years.

Barry Pekilis - Senior Research Co-ordination Officer, Intelligent Transportation Systems, Transportation Technology & Innovation, Transport Canada, Ottawa
Barry is responsible for managing the VII file at Transport Canada. He has a Ph.D. in Software Reliability Engineering from the University of Waterloo and extensive experience in ITS, systems integration, and software development. Barry provides the ITS Policy Branch with technical advice and expertise on a diverse range of ITS-related research projects, contracts and contribution agreements that are funded by the department.

Proposed Regional Commuter Train Service in Eastern Ontario

VIA Rail Travel to Casselman, 25 January, NGPR Transit Commission
David Jeanes. President, Transport 2000 Canada.

At the invitation of the Glengarry North Prescott-Russell Transport Commission, five members of Transport 2000 and its affiliated group, Friends of the O-Train, (David Jeanes, Michael Kostiuk, Tim Lane, Larry Pegg, and George Plunkett), travelled from Ottawa to Casselman on Friday 25 January.

We used the new mid-day VIA Rail service which began 14 January. Train 634, which was made up of a modern P42 locomotive and 1980's LRC passenger cars, left Ottawa at 1:00 pm and arrived in Casselman 22 minutes later. Scheduled average speed for the 47 km trip is 128 km/h, with a top speed of 160 km/h.

We were met at the station by the Mayor of the village of Casselman, Conrad Lamadeleine, who has been the strongest proponent of improved public transport to Ottawa for the neighbouring communities in Eastern Ontario. There has been a very strong public response to surveys, promotional events, and actual use of the increasingly popular commuter bus services to Ottawa.



Mr. Lamadeleine (standing in front of the door) showed us Casselman's heritage-designated railway station, built by the Grand Trunk Railway in 1914, which has been transferred by VIA Rail to the village. The plans to restore it include creating a waiting snack bar, improving the washroom, repairing and repainting exterior woodwork and part of the roof, and displaying a heritage pot-bellied stove.

The mayor then joined us for lunch as his guests at the nearby restaurant, where we continued to discuss his plans to create a park-and-ride at the station, to integrate commuter bus services with the new mid-day train, and to hopefully transition in future to commuter rail service.

We walked together back to the station for our return train to Ottawa, Train 635, scheduled at 2:36 pm. Its arrival from Montreal was delayed about half an hour. We were able to wait in the Spartan but heated VIA Rail passenger shelter, though there were problems with the electric lock release. This shelter will no longer be needed when the station project is complete.

Train 35 was made up of a P42 locomotive and a 7-car Renaissance consist, including baggage car, coach, service/lounge car, VIA 1 car, and three more coaches. As on the earlier train, we had a quad group of facing seats, this time with a table, plus a fifth seat across the aisle. The majority of seats in the car were forward-facing pairs or singles, plus a wheelchair position.

We also visited the lounge and chatted with the VIA crew, who were new to the Renaissance equipment, which is mainly used on the Montreal-Quebec and Montreal-Halifax routes. These cars were built in 1995 for the Eurotunnel night service but never used. VIA purchased them at a very good price in 2000 and made some adaptations for Canadian railway and winter conditions.

Further alterations for accessibility are required by a recent Supreme Court decision. We looked at the existing accessible washroom in the service car,

whose door is not considered wide enough for modern wheelchairs, as well as the space limitations, which were an issue for the wheelchair tie down space and the accompanying person seat. We also looked inside the baggage car.

As we approached Ottawa, the service manager first announced that we would arrive in five minutes, but then apologized that there would in fact be a 10-minute delay. We stopped at M&O Junction, south of Innes Road at 417, then pulled forward onto the east side track of the "wye", a triangle of track used for turning trains. An outbound train to Montreal then passed us.

After a further short delay our train then backed up again through the junction, stopped once more to pick up the train's second engineer, who had been posted at the switch during this manoeuvre, and continued to Ottawa Station. The final arrival was approximately 35 minutes late.

We were able to observe that for most of the route from M&O junction to Ottawa, there is room for a second track, which would prevent such delays, including on the bridge over Innes Road. There used to be such a second track west of St. Laurent Boulevard. There is also a second track for almost 2 km north and south of the junction, currently only used for freight.

In Ottawa Station we were able to see how the tunnel under the tracks could be used for commuter access from the proposed Train yards development south of the station to the Train Transitway station, via the spiral ramp. The signage to the Transitway is good, but the Telidon screen in the station does not indicate to visitors that buses go downtown or to the bus station.

David Jeanes. President, Transport 2000 Canada.

Note: Mayor Lamadeleine mentioned that his town is preparing a park and ride site beside the town station to hold 350 cars. This will be for in-town use as well as commuters from the surrounding area.

Mayor Lamadeleine also said that the train is superior to bus service. Although the bus service is good, it is not good for later trips in the morning due to congestion at the 417/174 Interchange. The train of course is not subject to road delays. Such a commuter based train service would benefit us in Ottawa since this would remove many of the cars that drive into Ottawa every workday. One study indicated that 150,000 vehicles drive into Ottawa from Outside the Greenbelt every workday. *Michael Kostiuk. CCA*

Tragedy in Carlington

The following description of the fire was copied from an article in the Ottawa Citizen on April 1, 2008:

OTTAWA - Two-year-old Khalid Ali Hersi will be remembered by his family and community as an active boy who loved life.

"Every time we visit the family he comes and hugs me and he jumps over me, that's all I can remember," said the boy's great uncle, Abdi Rizak Warsame. The toddler was killed in a townhouse fire Monday evening.

"He was very active. He liked life, you'd see him running and jumping - a happy child, a very happy child," he added. "God will take him and he will be in paradise."

The fire broke out at 1500 Caldwell Ave. just before 7:30 p.m. Monday. Unit 90 was destroyed in the four-alarm blaze. The boy's father, Abdi Ali Hersi is an OC Transpo bus driver who returned from work to find the home in flames, said Abdi Rizak Kared, of the Somali Centre for Family Services.

"Its tough, they're quiet," said Mr. Warsame, describing the emotional state of the siblings, who range in age from three to 11. Three-year-old Khadiga, the sibling who was closest to Khalid, "will miss him a lot especially. The rest are calm, it cannot be easy for them."

Donations to help the family can be in the form of furniture, clothing, gift cards and money.

Clothing donations: please send them to the Carlington Community Chaplaincy 1465 Caldwell, Unit 102. Attention Linton Worall or Chase McBride. Phone: 613-728-9933

Furniture Donations: can be sent to the Caldwell Family Centre 1100 Medford Street, Unit 20- 22. Attention: Sister Lorraine Morris 613-728-1268

Gift Cards (i.e. for food at grocery stores): can be sent to the Carlington Community Chaplaincy.

Financial donations: can be sent to the CCHS - Carlington Community & Health Service at 900 Merivale Road. Attention: * Janet Bowes.

** Please make a memo on the check to indicate it is for the "Caldwell Fire Victims".*

Troubled Carlington Rates Poorly In Study.

According to recent news reports Carlington was listed as being the neighborhood in Ottawa with the lowest rating according to a study conducted by the University of Ottawa. The following is a portion of that report supplied by the study's lead researcher, Elizabeth Kristjansson, of the University of Ottawa's Institute of Population Health.

Neighbourhood Profile: Carlington

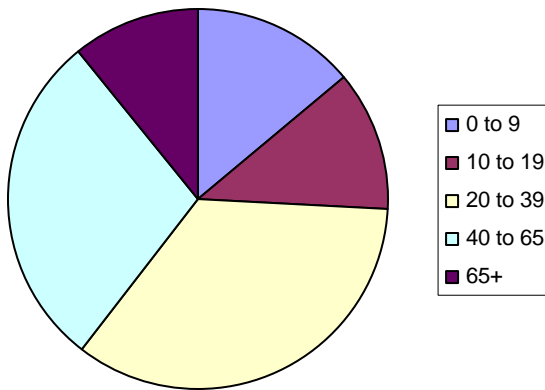
History and Description

Carlington is bounded by Carling Avenue to the north, Kingston Avenue and Caldwell Avenue to the south, Fisher Avenue to the east, and Maitland to the west. This neighborhood contains a small number of older homes that were built after WWII to accommodate returning veterans. These homes were known as “war homes” or “veteran homes”. Many of the street names (e.g., Admiral, Veteran, Marshall) reflect the military heritage of the neighbourhood.

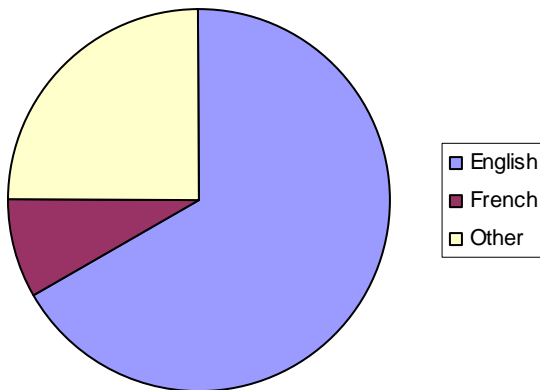
The People

As of the 2006 census, Carlington had 10106 residents. The age structure and languages spoken in this neighbourhood are shown in the pie charts below.

Age Structure



Languages Spoken



In 2001, the average income in Carlington was \$25,114, which is well below the Ottawa average. Unemployment was 8.6%, and the percent of people below the Low Income cut-offs was 34.5%. Eight percent of the residents were in lone parent families. The population was fairly educated, with 71% of residents completing high school, and 13% completing a bachelor's degree. Twenty-nine percent of the population were immigrants, while 6% were recent immigrants (i.e., came to Canada within the last 5 years). Based on the above factors, the socio-economic level for Carlington is 5, which indicates that the neighbourhood is among the least advantaged in Ottawa.

Housing

In 2001, this neighbourhood had 4958 dwellings and the majority (67%) of residents owned their homes, while 33% rented. Housing is unaffordable for some residents in Carlington: 34% of residents pay more than 30% of their income on shelter. The percent of the dwellings that were reported to be in need of major repairs (12%), and the number of people per room (.44), a measure of crowding, were both well above the city average.

Civic Engagement and Responsibility

Carlington residents are not well engaged in the political process, with 40% of eligible voters participating in the last municipal election (Fall 2006); this is lower than the city average of 47%. Thirty eight percent (\pm 11.3% of the residents) felt a sense of belonging to their community. The neighbourhood has had some change in its residents, with 20% moving within the last year compared to the city average of 16%. In 2005, the property crime rate was 54 crimes per thousand people, a slightly lower rate than the city average of 58 per thousand people. Personal crimes rates were higher than the city average of 24 per thousand, at 41 per thousand people.

Carlington has some religious organizations within its borders, with a ratio of .72 per thousand people. Carlington has an active Community Association. For more information you may visit their website: <http://carlingtoncommunity.org/> or email them at president@carlingtoncommunity.org.

Neighbourhood resources for health (note that all of these are up to date as of September 2007)

Food. Carlington had better access to healthier food sources than to healthier food; the score on the "Healthy Food Access Index" (grocery stores, specialty stores) was below average, while the "Unhealthier Food Access Index" (fast food outlets, convenience stores) was average for neighbourhoods across Ottawa.

In terms of healthier food, Carlington has no grocery stores, and 1 specialty food store (.10 per thousand people). The closest four grocery stores and specialty stores are 1657.45 meters and 1191.67 meters, respectively, from the population weighted center. In terms of opportunities to purchase healthier food, Carlington has 8 convenience stores (.79 per thousand people) and 4 fast food outlets, or .40 for every thousand people.

The closest four convenience stores are 280.42 meters away from the population center and the closest four fast food outlets are 261.41 meters. Of some concern is the fact that both of Carlington's two schools are within 500 meters (or easy walking distance) of a fast food outlet.

Carlington also has nine sit-down restaurants, or .89 per thousand people, and the average distance to the four closest restaurants is 301.87 meters from the population center.

Greenspace. In terms of greenspace, Carlington has .31 kilometers of greenspace within or near its borders, which amounts to .03 km for every thousand people; this is slightly below average for the Ottawa area.

Parks and Recreation. Carlington has some opportunities for recreation, with four sites for winter recreation (.36 per thousand people), 29 sites for summer recreation (2.62 per thousand people), and three indoor recreation facilities (.27 per 1000 people). It also has .71 meters of bike/walking paths per person. The "Recreation Index" score (indoor, outdoor summer and winter and paths) is 51, near the city average of 50. Carlington also has slightly below the average amount of parks within its borders, with 23.57 meters of park space for every resident.

Education and Culture. Carlington has two schools. There is also some access to a City of Ottawa Library branch, which is located 2814.42 meters from the center of the population; this is a similar distance to the city average, but may be quite difficult for those without cars to access.

Financial services. This neighbourhood has no banks, which is below the city average. However, it has one 'less healthy financial service (check cashing, pawn shops, or payday loan outlets), which is average at a ratio of .10 per thousand people.

Health services. Carlington has no pharmacies, which is below the city average. The mean distance to the four closest physicians from the population center is 291.22 metres; this is below the average distance for the Ottawa area. Three quarters of the residents reported having a regular medical doctor (75.4% \pm 7.8%). This is not statistically different from the average of the 5th SES quintile, but is significantly lower than the Ottawa average of 88.7% (\pm 1.0%). The proportion of residents who visited a dentist in the past year (67.6% \pm 9.6%) was also not statistically different than the Ottawa average of 70.9% (\pm 1.6%).

Neighbourhood Health Outcomes

*Please note that the results from the Canadian Community Health Survey (CCHS) represent combined data from the 2001, 2003, and 2005 waves, and should be considered as preliminary. Results from the Rapid Risk Factor Surveillance System (RRFSS) represent combined data from 2002 to 2006 for self-rated health and body mass index (BMI) and from 2003 to 2006 for physical activity.

The health of Carlington residents is generally below average for the Ottawa area (RRFSS data). From 2002 to 2006, over half of the residents rated their overall health as excellent or very good (58.8% ± 11.7%). This is below to the Ottawa average of 65.6% and similar to the 55.3% for neighbourhoods in the 5th SES quintile. Reproductive health is of concern; the rate of low birth weight births and preterm births in the years of 2002 to 2006 were 8.5 and 10.9 per hundred births, respectively. These rates are well above the city average and the average for neighbourhoods in the lowest socioeconomic quintile.

The number of emergency room visits for Ambulatory Care Sensitive Conditions (conditions such as asthma, diabetes, cellulitis, angina, and hypertension) between 2002 and 2006 was 7188.49 per 100,000 people; this well above the city average and above average for the least advantaged socioeconomic quintile. The rate of hospitalization for the same conditions was 1244.91 per hundred thousand people, which well above the city average and above the average for the least advantaged neighbourhoods.

In terms of physical activity, 60.9% (± 14.1%) of residents were either moderately or highly active across all domains including work activities, leisure time, domestic and gardening activities, and transportation (RRFSS). Specific to leisure time, 50.7% (± 10.1%) of the residents were inactive (CCHS). Forty nine percent (± 12.2%) of the residents aged 18 and over had overweight or obese BMIs (RRFSS).

Neighbourhood Strengths and needs

The neighbourhood of Carlington has some strengths, including an active community association, and average access to recreation facilities. It also has two schools within its borders, good access to the bike trails, and a good age and linguistic mix among its residents. However, residents have relatively poor access to healthy food, and the distance of almost 2 kilometers to the closest grocery store is likely to present difficulties to residents who lack reliable transportation. Conversely, Carlington residents have high access to unhealthier food. The health of Carlington residents is cause for concern, as is the sense of belonging. Particular attention might be paid to improving social cohesion, increasing access to healthier food, to decreasing the personal crime rate, and to reproductive health, physical activity rates, and preventative health care.

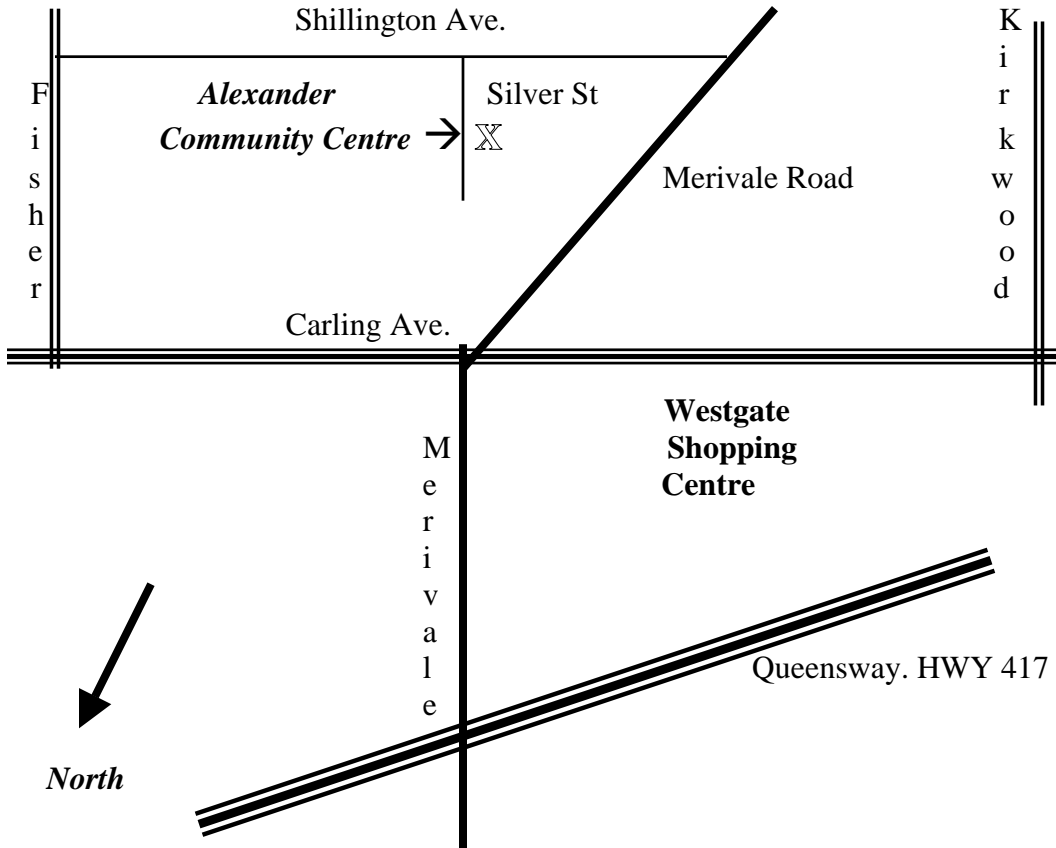
It's a Crime!

Crime Prevention Ottawa released a series of four fact sheets: [Family Violence](#), [Youth, Violence](#) and [Property Crime](#), also available on website: www.crimepreventionottawa.ca. These fact sheets illustrate the reality of crime and victimization in our community. The fact sheets are designed to be an educational tool for schools, community groups and anyone interested in understanding the reality faced by crime victims. The fact sheets encourage reporting of crime and a greater understanding of who gets hurt. All of the [references](#) for the fact sheets are also available. Get help. Make the call. Don't stand by. To order printed copies of the fact sheets please email CPO@Ottawa.ca. This project received generous support from Justice Canada

Send us your articles!

If you have any articles, ideas or suggestions for this Newsletter please send them to president@carlingtoncommunity.org or they can be mailed or dropped off at the Alexander Community Centre, 960 Silver Street. Care of: Carlington Community Association. This is also where the majority of our association meetings are held.

**Alexander Community Centre,
960 Silver Street, Ottawa,
Ontario K1Z 6H5**



End of Carlington Community Association "E" Newsletter. January- May 2008.
Michael Kostiuk on behalf of the Carlington Community Association.
president@carlingtoncommunity.org or michael@michaelkostiuk.com

www.carlingtoncommunity.org
