



**Glebe Community Association
Minutes of the Board Meeting
Tuesday, January 24th, 2017**

Present:

Board Members: Christine McAllister, Sharon Chartier, Sylvie Legros, Vaughn Guy, Scott Blurton, Bob Brocklebank, Dan Chook Reid, Tim Hore, Angela Keller-Herzog, Rochelle Handelman, Peter Leyser, Carolyn Mackenzie (Sarah Viehbeck), Carol MacLeod (Elizabeth Ballard), Nini Pal, Brenda Perras, Johanna Persohn, Judith Slater.

Others: Councillor David Chernushenko, Bill Price (Co-Chair Heritage Committee), Jennifer Raven (Health and Social Services Committee), June Creelman, Janet Stewart, Alex Nobert, Andrew Butler, Mike Morrice, Lauren Hills.

Regrets: Sarah Viehbeck, Matthew Meagher, Elizabeth Ballard

Approval of the Agenda

The agenda was adopted with no change.

(Christine McAllister / Sharon Chartier) Carried

Approval of the Minutes

The minutes of the meeting of November 22nd, 2016 were approved.

(Sylvie Legros / Christine McAllister) Carried

PRESIDENT REPORT – Christine McAllister

- 1- Two people related announcement: Teena Handel passed away recently. She had been involved with GCA over a number of years and was very active in volunteerism. Ken Slemko is back home and visits are possible with some advance notice.
- 2- June Creelman has been named as GCA representative for Underground Sound. The Board endorsed the commitment.
- 3- Basia Vanderveen resigned and we are looking for someone to fill the Communication role. There are some interest so we may be able to fill that role. Tim Hore also announced that he would like to step down in September as the Chair of the Education Committee.
- 4- Sharon reiterated that Christine is stepping down in June and this time is for real so the task of finding a new President is urgent as June is approaching fast. Christine will stay in as past president so the person filling the spot will have good support.

GUEST SPEAKER

Jeff Turner from Kind Canada came in to talk about this new initiative and provides ideas on how the GCA can support the project. Kind Canada is an initiative that aims to promote kindness within our society. So far, activities have been focused in three areas within society (1) school, (2) workplace and (3) health care system. The movement had great success in schools so far as children embrace the organized activities that raise awareness on group behavior and address issues such as bullying. One of the goals of the program is to instill a culture of kindness using various activities throughout Canada. The organization is also working with Senator Vern White to institute a 'Kindness Week' in Canada which could happen this spring. This year, the organization is also giving Kindness cards (that can be purchased at a minimal cost to recover expenses) that can be distributed to people who displayed a gesture of kindness. The receiver can log in to the Kind Canada website where he got it and give the card to someone who has been kind and so on. Jeff had some suggestions on ways the GCA can be part of Kind Canada:

- Put a link to Kind Canada on the GCA website
- Take a pledge to kindness
- Promote membership which is \$10
- Make a donation
- Buy Kindness cards to give to kind residents

As first steps of support the Board decided to

- talk about Kindness Canada in the next President Report in the Glebe Report
- the Health and Social Services will put a link to Kindness Canada to their website
- The Board delegated to the Health and Social Service Committee to come up with a plan for GCA involvement.

ISSUES FROM COMMUNITY

- There was a lot of discussion on how the snow removal is prioritized in the neighbourhood. For instance, Fifth Avenue wasn't cleared for quite a long time relative to other streets despite the fact that this is a major street for the fire trucks to get through the neighbourhood. As well, some streets appear to be 'over maintained' while others have snow piling up until it's practically extremely difficult to get out of driveways. Sidewalks are also an issue and very unsafe and clearing of sidewalk and streets around schools don't seem to be a priority anymore. Transportation Committee may contact the Councillor or the City to get clarification on what are the rules and how they are applied.
- Bob Brocklebank provided an update on FCA. Regarding the neighbourhood rezoning, the City will come up with proposed new ruling in February that will limit the number of bedrooms in building so to prevent the building of rooming houses. Coach houses are still on the menu. More information will be posted on the FCA website for consultation.

COUNCILLOR'S REPORT – David Chernushenko

- i) The final design of Textbook building at the corner of Carling and Bronson has been approved today. The issue on too few parking spots has remained throughout the process as the City wants to have downtown core residents to use public transit or other means instead of having a car.

- ii) Hockey rink. Not resolved as they were could not secure a new spot. The Sylvia Holden Park was the last option but nearby residents were opposed to the project due to already too heavy traffic in the area. Departure of staff at City hall following a restructuring in September also didn't help as people assigned to the project were let go.
- iii) There was a question why two large spruces on Fourth Avenue were cut down despite the developer making a pledge not to touch these trees. The developer also damaged a maple on nearby property so badly that it had to be cut down. The Councillor was unaware of the issue and asked the member to send him information that she has.

MOTIONS

Motion 1 – Attendance to the Ontario heritage conference (Heritage Committee)

Background - The Ontario Heritage annual conference is being held in Ottawa this year on June 8-10. - The conference theme is "Canada 150: Past, Present, and Future of Heritage Conservation". The conference is very relevant to Community Heritage issues.

Motion - That the GCA provide financial support to send the Heritage Committee Co-chairs to the conference at an expected cost of \$500 (\$250 per person)

(Johanna Persohn/Tim Hore) Carried

Discussion. The Board was happy to support the motion as it was felt that there was a lot that could be gained by attending, plus the costs are at their minimal since the conference is held in Ottawa. The maximum has been approved however, only one ticket may be purchased for both Co-Chair is one of them can attend to only one day.

Motion 2 – Heritage plaques during the Great Glebe Garage Sale (Heritage Committee)

Background - For the past 2 years during the GGGs, the committee has sent out an open invitation to area residents to put up temporary plaques in front of their houses outlining the heritage of their homes. This is part of the committee's plan to step up our outreach and heritage awareness. A number of residents responded and feedback was great, but overall, involvement was more limited than we'd hoped.

This year we'd like to get more residents involved and link this year event to our new in process HCD and help celebrate Canada 150.

Motion - *Whereas the Heritage Committee would like to further promote the Glebe's rich history and architecture and encourage involvement by residents;*

The Committee requests the GCA authorize expenditures of up to \$350 for materials (foam board, sticker sheets and wood posts) to produce approximately 150 temporary plaques for all buildings in the current and proposed Clemow Estate HCD's.

(Johanna Persohn / Carol MacLeod) Carried

Discussion. The Board were very supportive of this project and acknowledged the community appetite to preserve heritage building and the district in the neighbourhood.

Of note, there are people going around the neighbourhood to inquire homeowner about their house and determine if it should be listed as a heritage building. There is a link on the Heritage Committee website that home owner can refer to if they want information on their house such as its history, previous owners, etc. Not all houses are listed. Link?

Angela acknowledged the great work of the Heritage Committee which was promptly supported by the rest of the Board. The Board is very happy with what the Committee has achieved.

COMMITTEE REPORTS

Planning Committee

- **Textbook Suites.** The Bronson / Carling development had final approval with 6 storey instead of the 15 storey that were planned. The Planning Committee is satisfied with the final plans and is very happy with all the compromises they managed to get on this project. The Board is very happy with the Committee achievements.
- **Beer Store site.** Still very unhappy with the 8 storey building which has a significant impact on surrounding houses and the look on Bank Street. Negotiations are still in course.

Education Committee

- **Fifth / Bank.** There is no crossing guards at Fifth and Bank and several parents are concerned for the safety of children as this is the intersection to get to Mutchmor School. Tim asked members to email to Parent Council Chairs to ask for a crossing guard to add pressure on them.
- Ottawa School Board is doing an accommodation review which may result in some school closures.
- Bus cancellation. There appears to be no transparency over the process of school bus cancellation due to weather. More, the Ottawa School Transportation Authority doesn't seem to be accountable to anybody. Several parents think that bus cancellations are excessive and unnecessary (for example, buses had been cancelled the day of this meeting and no snow had fallen) and want to have a review of this process
- Tim plan to step down as the Chair of the Education Committee so we need a new leader for the new season in September.
- More details in report attached in Annex A

OTHER BUSINESS

New Board of Directors manual is now on the website.

ADJOURNMENT

The meeting adjourned at 9:05 p.m.

(Christine McAllister / Tim Hore)

Carried

ANNEX A

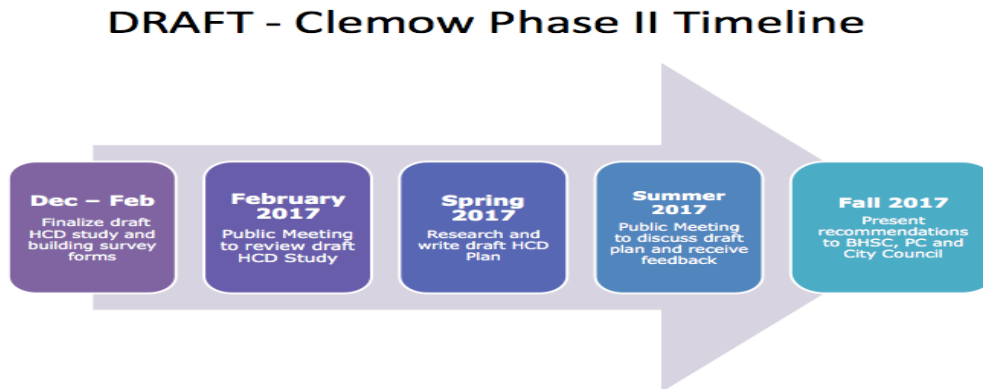
1 - GCA - Heritage Committee Report – January 24, 2017

Clemow Estate Phase II HCD Update

The City is hoping to have a public meeting to bring forward a draft of the Heritage Conversation District (HCD) Study this winter. This is in advance of the HCD Plan. As defined by the Ontario Heritage Act, an HCD study will:

- Examine character and appearance of the area including buildings, structures and other property features.
- Examine and recommend area boundaries.
- Consider and recommend objectives of designation and content of HCD plan.
- Recommend changes to Official Plan and municipal bylaws including zoning bylaws.

Current Timeline from the City is as follows.



We hope to encourage the city to complete the process this year and possibly link a celebration of some sort with the GCA's planned celebration at the end of the year.

Plaque Project Great Glebe Garage Sale 2017

For the past 2 years during the GGGS, the committee has sent out an open invitation to area residents to put up temporary plaques in front of their houses outlining the heritage of their homes. This is part of the committee's plan to step up our outreach and heritage awareness. A number of residents responded and feedback was great, but overall, involvement was more limited than we'd hoped. This year we'd like to get more residents involved and link this year event to our new in process HCD and help celebrate Canada 150.

Our Plan: Prepare and provided completed temporary plaques to all houses in the current and proposed HCD. This would essentially cover all of Clemow Ave, Monkland, Linden Terrace and Glebe Avenue east of Bank. Most of the plaques for the existing district already exist, however the committee will need to create the plaques for the new proposed district. Our hope is that by being provided the actual plaque the majority of the residents will display them this year. However if they are not comfortable to do so, they can simply not put out the plaque.

Motion

Whereas the Heritage Committee would like to further promote the Glebe's rich history and architecture and encourage involvement by residents;

The Committee requests the GCA authorize expenditures of up to \$350 for materials (foam board, sticker sheets and wood posts) to produce approximately 150 temporary plaques for all buildings in the current and proposed Clemow Estate HCD's.

Ontario Heritage Conference

This annual conference is being held in Ottawa this year on June 8-10. - The conference theme is "Canada 150: Past, Present, and Future of Heritage Conservation". The conference is very relevant to Community Heritage issues.

Previously the GCA has supported the chair attending the Heritage Canada conference, and the committee would like to request the board similarly support the chairs to attend this conference.

The Committee Co-Chairs are considering participation in the event (Joining in on a "Spark" session on the challenges and opportunities of HCD's) which will likely reduce the cost of the conference.

The early bird attendee fee is \$250 per person, The chairs would like to attend both days, however if not possible, only one chair could attend or for only one day each.

Motion

That the GCA provide financial support to send the Heritage Committee Co-chair to the conference at an expected cost of \$500.00 (\$250 per person).

2 – ENVIRONMENT COMMITTEE



Over the past 2 months the following issues were pursued by members of the GCA Environment Cttee

Climate Change and Energy

- Old Home Earth Day Event (April 22 2017)

- Organizing Cttee met on Dec 6 and was discussed at EC meeting 2017 01 17.
- Survey to Glebe residents to get input on topics and programming is almost ready (Paul Cairns)
- Free versions of Basecamp and Survey Monkey are limited use or limited volume – this presents handicaps. Looking to find alternative free softwares.
- see draft budget prepared by Bill Nuttle (head of organizing cttee)(attached below)
- articles for Glebe Report to be prepared by Suzanne Kam
- Yasir Naqvi has committed support to the event

- Learning from Project Neutral in Toronto. Angela KH was in touch over the holidays with Katie Harper, Director of Project Neutral, a neighbourhood action project seeking to use social marketing for

behavioural change in regards to energy conservation and reducing residential carbon footprints. The project is currently re-tooling. While the project was successful in meeting local objectives, it was having trouble replicating and scaling up. If funding via Ontario Ministry of Environment materializes, they would look to roll out sister projects in other cities in Ontario including Ottawa in 2018.

- Exploring idea of neighbourhood ‘groupings’ for **residential lighting audits and 100% conversion to LEDs**. Discussion with Etrilum Light Inc regarding this idea, perhaps linked to Old Home Earth Event. Cost analysis does not seem promising and provincial incentive programs are only for commercial sector for retrofits or at level of light bulb coupons in hardware stores.

- Fossil Fuel Divestment of City Endowment Funds

- received response letter from David Chernushenko (Dec 22 2016). The letter is both positive and negative. Its logic in not supporting a near-term move to divest is a little obscure for the Environment Committee. Whereas the authority to allocate investments already rests with the City (within the confines of the prescribed investments under the Municipal Act), the letter states that the City is “unable” to divest from fossil fuels (approx. 4% of current holdings) “until the City is given ‘Prudent Investor Status’” (allowing more international and higher risk classes of investments). The letter states that Councillor Chernushenko would look for opportunities to look for “fiscal instruments to actively promote the transition away from fossil fuels and towards renewable energy”. We believe that this refers to City of Ottawa following developments in municipal issuance of green bonds.

- the Environment Cttee will follow up and share this information with peers via CAFES (Community Associations for Environmental Sustainability).

Trees & Greenspace

- Jennifer Humphries has stepped forward to lead the Environment Committee ‘trees team’ and catch up on responding to the community responses to the **150 Trees in the Glebe** campaign.
- Jennifer is also writing a regular tree column in the GR that is receiving positive reader feedback.
- Loss of trees. Both Enviro and Planning Cttees (Carol Mac & Carolyn Mc) have been following up on **the trees (both on private and city property) that have been removed without permission by Basscon Group at the 5th/QED/4th Ave development**. The City has charged and fined the developer \$615 under the Municipal Trees and Natural Areas Protection By-law and Basscon has paid an additional \$4,537.76 in fees to the City for the estimated replacement cost of the trees. This money will be used for tree planting “within the area”.

Communication & Administration

- on the todo list is to update and upgrade the EC content on the GCA Website.

Draft budget – Old Home Earth Day Event

Budget - Old Home Earth Day Event		
Venue	Hall rental	508.66
	insurance	500.00

	A/V rental	500.00
	Signage and displays	250.00
Admin	Misc supplies (paper, printer ink,makers,etc	250.00
Promotion	Graphic design	500.00
	Printing - flyers, posters	250.00
In-kind	personnel/time	n/c
	phone	n/c
	internet	n/c
Total Budget Estimate		2,758.66

3- TRANSPORTATION COMMITTEE

The Committee will be meeting on Monday January 30 at 7:15 p.m. Issues before the Committee this month include:

- 1. Speeds on Bronson Avenue** – Before Christmas the Committee met with City officials to discuss a number of transportation issues in the Glebe. One of the key issues that was discussed was the speed of traffic on Bronson Ave, and safety around pedestrian crossings. The City provided some aggregate speed data from its speed boards at Broadway, but the Committee is still waiting for a breakdown of the vehicle speeds and timings. Once that information is in hand, we intend to use it to pursue additional safety measures on the corridor.
- 2. Re-routing of traffic when QED is closed** – A few times per year, the NCC closes the QED to accommodate events taking place on the QED or at Lansdowne. Often the closure is implemented at Fifth Avenue, and southbound traffic is re-routed west on Fifth to Bank St. In

order to effect the change, the City places traffic police at the intersection of O'Connor and Fifth to allow cars to proceed through the intersection, which is normally not permitted. The cost of the police is charged to the event organizer. Recently residents in the area received a notice that the City is considering permitting the organizers of non-profit events to avoid this cost, meaning that traffic will be permitted to proceed through the intersection without active direction from police. We have contacted the City to obtain further information on the number and duration of these detours, as well as measures to ensure the safety of the intersection. Comments on the proposal are required to be submitted by February 5, and the Committee will be developing comments on behalf of the GCA.

3. **Snow Removal in the Glebe** – With the unusual (or perhaps usual) freeze-thaw cycles in the weather this year, there have been more complaints about the quality and frequency of snow removal in the neighbourhood. In particular, concerns have been raised with respect to pedestrian safety and emergency vehicle access. The Committee will be re-visiting previous work done on snow-clearing standards to see whether there are ways to improve the responsiveness of City staff.

4- HEALTH AND SOCIAL SERVICES COMMITTEE

MOTION Re: COMMUNITY POLICING (ACTION FOLLOW-UP)

Our motion from the November GCA meeting passed unanimously (it is pasted at the end of this email for reference). I have prepared a letter to the Police and Police Services Board with messages consistent with below.

Also, Constable Matt Hunt finished his role with us on Jan. 19th. He was in touch to let me know that his replacement is Constable Stephanie Lemieux, lemieuxs@ottawapolice.ca. I emailed her to welcome her on behalf of the GCA to welcome her and to let her know how we have worked with Matt Hunt in the past. I have also asked that Christine McAllister include this information in her next Glebe Report column. I also wrote Matt to thank him for his service.

KIND CANADA (ACTION FOLLOW-UP)

In follow-up to our discussion of the hate crime that occurred in the Glebe, I reached out to KindCanada (www.kindcanada.org) about a possible partnership with the GCA to promote acts of kindness as part of our 50th anniversary as an association and as part of Canada150. He will attend the January 24th GCA full board meeting and will explore options with the Board. Our committee hopes that the outcome of this discussion will be a clear signal from the Board, one way or the other, regarding whether the Board feels this should be a partnership you would like our Committee to pursue. We will be discussing follow-up at our committee meeting on Jan 25th.

GLEBE RINK (FOR INFORMATION)

Along with our GCA Parks Committee, we followed up with Councillor Chernushenko for a status update on a second Glebe Rink (likely to be at Sylvia Holden). The response we received is that this remains a priority for funding and action, but is on hold until the new Parks Planner at the City is in role.

We will be discussing this at our next committee meeting (tomorrow) as a letter appeared in the January Glebe Report with some misinformation from one of the staff in Councillor Chernushenko's office about the history on this issue and the GCA action/position. We will be working to correct that, but may consider further follow-up action on this file to ensure that pressure is maintained once the Parks Planner is in place at the City. A motion would come back to the Board before we pursue and we will proceed in step with the Parks Committee.

LIGHTING IN PARKING GARAGE (FOR INFORMATION)

There is a resident that has raised concerns about lighting pollution in his residence from the parking garage between Second and Third Aves (behind Metro) has been in touch again. The lighting remains an issue and he is dealing directly with the City, but keeping me informed.

November Motion on Community policing (as reference)

Whereas the Community Police Centre (CPC) mission is:

- ***To provide an opportunity for the public to learn about the role of the OPS (Ottawa Police Services) in their local communities.***
- ***To provide an important and direct link between the community and the OPS, creating an opportunity for ongoing communications between community members and police.***
- ***To provide opportunities for police officers to increase their involvement with the communities they serve.***
- ***To create mechanisms through which the OPS can consult with communities in an effort to create or adapt its services to meet the needs of the communities it serves.***

Whereas Community Policing, including the role of the Community Policing Officer, is a valued aspect of crime prevention, community protection, and outreach.

Whereas a single point of contact, through Community Policing Officers, within OPS is an asset for the Glebe Community Association.

Whereas the OPS's "Service Initiative" creates uncertainty around community policing resources within the Glebe and other Ottawa neighbourhoods due to the planned reduction in Community Policing Officers from 15 to 10 and an ongoing prioritization exercise is being undertaken for those Officers.

Whereas the Community Policing Officer assigned to Centretown, including the Glebe, will no longer be in his role as of December 22, 2016 and a replacement has yet to be named for the Officer's area.

Be it resolved that the GCA advocate to the OPS, its Board, and City Council to:

a) Express the value of Community Policing approaches and communicate concerns regarding the impact of the proposed changes on the Glebe and other Ottawa neighborhoods.

b) Closely monitor, at the neighbourhood level, changes in crime statistics, call volume, and other relevant data throughout the transitions proposed under the Service Initiative.

c) Consider geography, alongside other criteria, when developing the prioritization of neighbourhoods so that all neighbourhoods in Ottawa can maintain a single point of contact through a Community Policing Officer.

d) Express the importance of community association engagement through the Advisory Group and other mechanisms in the prioritization exercise.

5- EDUCATION COMMITTEE (next page)



GCA EDUCATION COMMITTEE

Education Committee Update to the GCA Board

January 24, 2017

Summary of Issues we are Tracking:

Issue	Implications	Actions
<p><u>5th & Bank crossing guard</u></p> <ul style="list-style-type: none"> • Many parents are concerned about the safety of kids walking to and from school via this high traffic crossing • Individual member of Mutchmor SC has been pushing to get a guard but the City of Ottawa does not believe one is required. See attached email exchange with City staff 	<ul style="list-style-type: none"> • Safety of 200+ kids who walk to and from school via 5th and Bank intersection 	<ul style="list-style-type: none"> • Sending an email to Parent Council chairs that they can forward to school parents, asking them to email Councillor Chernushenko and Mayor Watson • Mutchmor parent council is also working on a petition • GCA Board encouraged to email 311@ottawa.ca
<p><u>OCDSB Accommodation Reviews:</u></p> <ul style="list-style-type: none"> • Ontario Government is pushing Boards to close schools to create a closer match between enrollments and capacity • OCDSB is doing reviews for West and East this year, Alta Vista / Hunt Club starting in Sep 2017 and Centretown (including our area) starting Sep 2018 	<ul style="list-style-type: none"> • Possible closure of Glashan • Glebe CI as a 7-12 school? • Possible program changes at Canterbury HS 	<ul style="list-style-type: none"> • Monitor outcomes from East and West accommodation reviews • Stay informed of provincial and Board policies and plans • Be prepared to fight school closure(s) if proposed in 2018-19
<p><u>OCDSB Green Employer Policy</u></p> <ul style="list-style-type: none"> • Consultations in 2014 led to "guiding principles" but no follow-up by the OCDSB • Policy development started partly due to Mutchmor yard vs. parking issue during renovations • OCDSB is reluctant to recognize the cost of maintaining parking, or to implement measures that would truly reduce driving 	<ul style="list-style-type: none"> • Requirement for parking on downtown school sites can conflict with the need for green or play space 	<ul style="list-style-type: none"> • Monitor the situation – ensure that the OCDSB and OCSB do not unilaterally convert play space to parking • Support other urban school councils that push the OCDSB to recognize that play space needs to be prioritized over parking

Issue	Implications	Actions
<p><u>OSTA & Bussing Policies</u></p> <ul style="list-style-type: none"> Concerns raised that OSTA (Ottawa School Transportation Authority) lacks accountability to taxpayers and parents 	<ul style="list-style-type: none"> Policy for bussing via YMCA breakfast program Excessive/unnecessary cancellations 	<ul style="list-style-type: none"> Plan to survey local Parent Councils to find out their views Communicated with OCDSB staff and Trustees
<p><u>Succession Planning for GCAEC</u></p> <ul style="list-style-type: none"> Need a new Chair for September 2017 No successor has been identified Need to add to our membership 	<ul style="list-style-type: none"> Need a new leader 	<ul style="list-style-type: none"> Plan to recruit people in the email about the 5th and Bank crossing guard

Regards,

Tim Hore

Chair, GCA Education Committee

Attachments:

- Draft email from GCAEC to Parent Councils (2 pages)
- Email exchange between Roselle Adler (concerned Mutchmor parent) and Krista Tanaka (City of Ottawa Program Manager, Road Safety and Traffic Investigations) (4 pages)

Attachment #1: Draft email from GCAEC to Parent Councils

Urgent note to Glebe area School Council Chairs and interested parents:

I would like to ask for your assistance in getting parents engaged in getting the City of Ottawa to place a crossing guard at the corner of 5th and Bank, a high volume intersection that many Glebe children must cross at least twice each weekday get to and from nearby schools and activities. Many parents have raised concerns about our kids' safety at this corner, but unfortunately the City of Ottawa refuses to assign a crossing guard at the intersection. More background on the City's decision is provided below. For now, I would like to ask you to please forward my email to all parents on your list, in hopes that they will help to push our municipal politicians to ensure that a crossing guard is provided. I believe that a few dozen strongly worded emails from the community will encourage the City to reconsider.

What can parents (and community members) do to encourage the City to reconsider?

We are asking parents to send two emails to let the City know that we are concerned about the safety of our kids at this intersection and want a crossing guard assigned to it:

- Send an email to 311@ottawa.ca suggesting that 5th and Bank requires a crossing guard. If you have any "supporting information" – i.e., reports that you personally have seen dangerous near misses at the intersection – please include this information. See the Ottawa Safety Council website (<https://ottawasafetycouncil.ca/crossingguards/>) for more information on their crossing guard program including an FAQ section on "I think there is an intersection that should have a Crossing Guard – what do I do?"

2. Send an email to David Chernushenko (David.Chernushenko@Ottawa.ca) and Jim Watson (jim.watson@ottawa.ca) letting them know that you feel that getting a crossing guard at 5th and Bank is important, and why you think it should be an immediate priority.

I would appreciate it if you would please copy me on any emails you send on this topic, so that I can track how many people have contacted the City, and follow up with Messrs. Chernushenko and Watson to find out what action is being taken.

Background Information

For the last several months, parents have been raising some serious concerns about the safety of children crossing Fifth Avenue at the corner of Bank Street and Fifth Avenue. We have raised this issue with our Councillor, and also with the City of Ottawa's "Transportation Services Department". We learned that the City completed a review for a possible crossing guard sometime in 2016, but the intersection "did not achieve the required council approval warrants to have a crossing guard installed." Interestingly, the intersection far surpassed the first criterion, that there be at least 10 students in Grade 8 or below crossing within a period 30 minutes prior to school start-up or 30 minutes after school dismissal, with 195 students crossing. However, their second criterion is that there be 2 or more minor conflicts observed, and their review showed only one such conflict. Accordingly, a crossing guard was deemed unnecessary. See the email from Stacey Rathwell forwarded below, and her exchange with concerned parent Roselle Adler.

It is important to note that traffic volumes at this intersection have increased significantly at 5th and Bank since the new Lansdowne complex opened, and that the number of Glebe students walking to nearby Mutchmor PS has increased significantly since the EFL program was switched there from First Avenue PS in 2014. While we do not know which day or days the City surveyed the intersection, residents know that traffic tends to increase on Fridays and particularly on days when there is an event at Lansdowne. Winter conditions also tend to increase the likelihood of pedestrian-vehicle conflicts. What points should you raise in your emails?

We encourage parents to find their own words to encourage our City Council to provide a crossing guard at this intersection. Some of the points you could raise include:

- ☐ Indicating that you find the intersection very busy and are seriously concerned for the safety of your child/ children crossing to get to and from school each day
- ☐ Describing any "near misses" that you are aware of, or have seen first-hand
- ☐ Pointing out that you are aware of the study conducted by the City's "Road Safety and Traffic Investigations" and that you are surprised (skeptical) to hear that only one "low conflict" was observed
- ☐ Asking the city to take a more proactive approach by immediately adding a crossing guard, rather than waiting until there is a serious accident involving the injury (or worse) of one of our children
- ☐ Noting that given parents' concerns about the very real dangers at this intersection, it appears to be dangerous and short sighted to save a few thousand dollars by not providing a crossing guard

Please feel free to contact me if you have any questions about this email or the GCA Education committee.

Regards,
Tim Hore

Chair, GCA Education Committee

Attachment #2: Email Exchange Between Roselle Adler (Mutchmor Parent) and Krista Tanaka (City of Ottawa Program Manager, Road Safety and Traffic Investigations)

From: **Roselle Adler** <roselleadler@gmail.com> Date: Sun, Nov 27, 2016 at 9:43 PM Subject: Re: FW: crossing guard at Fifth and Bank To: "Tanaka, Krista" <Krista.Tanaka@ottawa.ca> Cc: "Chernushenko, David" <David.Chernushenko@ottawa.ca>, "Egli, Keith" <Keith.Egli@ottawa.ca>, "Stratton, Justin" <Justin.Stratton@ottawa.ca>, "Landry, Philippe (Transportation Services)" <Philippe.Landry@ottawa.ca>, Adrienne Annan <adrienne.annan@gmail.com>, Isabelle Flannigan <isabelle.flannigan@ocdsb.ca>, Sheri Segal Glick <sheri.segal.glick@gmail.com>, Mike Todd <mtodd1593@gmail.com>, Shawn.Menard@ocdsb.ca, tim.hore@capitalpark.ca

Dear Ms. Tanaka,

Thank you for your reply.

While your email outlines the existing crossing guard program and its current limitations, the immediate issue of the intersection of Fifth and Bank has not been addressed. It is discouraging that the City acknowledges that "pedestrians and drivers will not consistently do what they are supposed to do, and that driver and pedestrian behavior play a role in the safe performance of intersections", and yet the City is complacent leaving the status of this stated particular problem as is. It is unacceptable that there are no explicit recommendations or intervention for this intersection, and only the possibility of changes to the crossing guard program coming forth in a full year's time.

There are definite discrepancies in the allotment of crossing guards in the Glebe. Currently, there are no alternate routes with crossing guards on the East side of Bank Street for children crossing between Lansdowne Park and Third Avenue; the most proximal crossing guards are at Sunnyside and Bank, and Third and Bank. In addition, there are two crossing guards stationed at the intersections of First and Bank, as well as Third and Bank, and yet none at Fifth and Bank, even though the traffic congestion is just as high as the other intersections. With the majority of the local schools on the West side of Bank, including Mutchmor Public School, Corpus Christi School, Glebe Montessori School, as well as the Glebe Community Center, a crossing guard at Fifth Avenue and Bank Street is warranted to ensure safety of all community members during the peak drop off and pick up times. I would like to highlight that Ms. Rathwell's report found 195 students crossing this intersection in a 30 minute period.

We are appealing to the City's ability to act preventatively, rather than reactively to this urgent and serious problem. With no action, the risk of children continuing to cross this intersection without a crossing guard is analagous to allowing a non-swimmer to swim without a lifejacket. This is an unacceptable risk, especially when an obvious solution is at hand. It seems that the City's primary concern about placing a crossing guard at this intersection is driven by budgetary constraints, rather than concern for the well-being and safety of children.

As community members, we would be pleased to work with you to make this change happen. Please let us know how we can be involved to resolve this issue.

Roselle Adler

On Tue, Nov 22, 2016 at 8:31 AM, Tanaka, Krista <Krista.Tanaka@ottawa.ca> wrote:
Hello Ms. Adler,

Thank you for email. The adult school crossing guard (ASCG) program is funded through the City's annual operating budget. Most years the program is allocated funding for the implementation of 10 new guards at the beginning of the school year. The City typically receives requests to review 40+ locations per year. In 2016, staff reviewed 68 locations due to the changes in busing that occurred. The City uses a Council approved ASCG warrant process to help identify, in an unbiased way, which 10 of the 40+ locations should be implemented in any given year.

The City currently evaluates three different types of crossing locations for adult school crossing guards: mid-block, stop-controlled and traffic signal controlled. In theory, adult school crossing guards should only be required at mid-block locations where, in the absence of a guard, there is no form of traffic control assigning right-of-way to crossing children. At both stop-controlled intersections and signal controlled intersections, pedestrians are provided with the right-of-way to cross at some point. If everybody did what they were supposed to do, there wouldn't be a need for adult school crossing guards at controlled locations. It is understood however that driver and pedestrian behaviour play a role in the safe performance of intersections and so the City's ASCG warrant process includes a method for reviewing these types of controlled locations as well. The criteria at controlled locations relies upon observed issues with driver behaviour as the trigger to warrant an adult school crossing guard. For stop controlled locations we review the compliance with the stop sign (the percentage of drivers stopping at the stop sign) and at signalized locations, we look at conflicts between school-aged pedestrians and turning vehicles.

That being said, the City is working with other municipalities on a joint project through the Ontario Traffic Council to review the criteria for warranting crossing guards. Staff will be reviewing the criteria developed to determine the impacts to our program and will be bringing a report to Council in late 2017 to discuss the new guidelines.

Please let us know if you have any other questions.

Regards,

Krista

Krista Tanaka, P.Eng., P.E.

Program Manager, Road Safety and Traffic Investigations
City of Ottawa, Transportation Services Department
613.580-2424, ext. 23597

From: Roselle Adler

Sent: Sunday, November 13, 2016 8:27 PM

To: Stratton, Justin; Chernushenko, David; Egli, Keith

Subject: Re: crossing guard at Fifth and Bank

Good evening Mr. Chernushenko, Mr. Stratton and Mr. Egli,

Can you please confirm you have received my last email, dated Nov. 6th regarding the crossing guard at Fifth and Bank?

Thank you,
Roselle Adler

On Sun, Nov 6, 2016 at 8:55 PM, Roselle Adler <roselleadler@gmail.com> wrote:
Good evening Mr. Chernushenko, Mr. Stratton and Mr. Egli,

This email is a follow-up to the recent correspondence in regards to the lack of a crossing guard at Fifth avenue and Bank Street.

I brought this concern forward last year to our Mutchmor school principal Isabelle Flannigan, who promptly followed up with the City to have a review completed for this intersection. The details of this report by Ms. Stacey Rathwell are included below.

While the report suggests that the volume of students warrants a crossing guard, the number of "conflicts" over a 30 minute period was insufficient, and therefore the criteria for a crossing guard has not been met for this intersection. One conflict of essentially a "near miss" of a child with a motorist was described. I am also enclosing your email and that of Justin Stratton's in regards to potential lack of resources for crossing guards.

As a primary care clinician at the now amalgamated CHEO-OCTC, I am shocked that the City cannot allocate funding and resources to take the preventative strategy of instituting a crossing guard at this intersection. It is well documented that typically developing children and adolescents do not reach full brain maturity until the age of 25 years, particularly in regards to executive functions such as impulse control, decision-making, judgement, insight, attention and concentration. As such, children and youth do not fully comprehend negotiating complex and unpredictable scenarios and hazards such as traffic and anticipation of motorists' intentions. Even the most well prepared child will not be consistent in their performance for crossing a street. We have all witnessed the child that runs out to catch a ball in the middle of the road, or dashes across a 25 meter intersection with the hand signal flashing and 2 seconds left on the countdown.

I have observed devastating consequences for children and youth who have been the unfortunate victims of severe motor vehicle accidents. This can range from adolescents who crossed against the light in a busy intersection, even though "they knew better", to children hit on the corner waiting for a light to change. Many have sustained brain injuries and poly-trauma, with often limited return to their baseline function. This translates into an inordinate amount of funding and resources towards medical and rehabilitation management for these children, loss of social and academic opportunities, and extreme emotional and financial strain on families.

I cannot understand why one "low conflict" involving a child in a 30 minute period would not be considered a red flag for the City. Our family crosses this intersection daily, and we have witnessed many near misses of pedestrians, children and adults, in spite of the weather, time of day, or day of the week. It is also evident that traffic has become increasingly heavy because of the new businesses at Lansdowne, and traffic diversion on Bank street because of the construction of light rail and on Main street.

Why is this a risk the City is willing to take? While I can appreciate there are different budgets for different City or provincial programs, the bottom line is that the cost of a crossing guard does not outweigh the cost of care for a child or youth who is injured from a traffic incident.

I urge you to review this request, and I would be pleased to consult further with you in this matter. Please advise if there are other individuals who should be included in this correspondence.

Roselle Adler OT Reg.(Ont.)
Occupational Therapist
Ottawa Children's Treatment Center

radler@octc.ca
613-737-0871 x 4349

----- Forwarded message ----- From: **Rathwell, Stacey** <stacey.rathwell@ottawa.ca> Date: Thu, Aug 4, 2016 at 2:35 PM Subject: Bank St and Fifth Ave - Adult School Crossing Guard Review (SR 201501131714) To: Isabelle Flannigan <isabelle.flannigan@ocdsb.ca>
Good afternoon Isabelle,

We have completed our review for a crossing guard at the intersection of Bank St and Fifth Ave and unfortunately, it did not achieve the required council approved warrants to have an Adult School Crossing Guard installed. I have provided a summary of the results as well as what requirements are needed for a signalized intersection such as this for your information.

Minimum number of students

The critical student crossing mass established for this warrant has been set at ten (10) students. Students included in this volume would be those in Grade 8 and below, crossing within a period 30 minutes prior to school start-up or 30 minutes after school dismissal. Students accompanied with parents or guardians, or on a bicycle are to be included in the volume. If the volume is less than ten, alternative routes should be utilized.

During our review, we observed a total of 195 students crossing; therefore based on this information, the volume warrants were achieved for this intersection.

Signalized Intersection Criteria

For signalized intersections, signal timing and phasing should be reviewed first and modified if possible to accommodate pedestrian and turning vehicle movements such that no delay exists during the time period when elementary school children are crossing at a safe routes to school crossing. If this cannot be accommodated, an assessment of pedestrian vehicle conflicts and need for pedestrians to yield their right-of-way to vehicle traffic is required. If there are 2 or more conflicts identified an adult crossing guard is to be considered. A conflict is defined by a situation where either the driver or pedestrian has to take evasive action to avoid a collision.

Our review showed that there was one low conflict where a child had to yield the right of way to a motorist that turned ahead instead of letting the pedestrian fully cross. Since two conflicts were not observed, we unfortunately cannot suggest an adult crossing guard at this location at this point in time.

Please let me know if you have any questions.

Regards,

Stacey Rathwell, CET Coordinator, School Zone Traffic Safety
City of Ottawa | Transportation Services | Road Safety and Traffic Investigations
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