

Committee of Adjustment
101 Centrepont Drive
Ottawa, ON K2G 5K7

770 Fielding Drive
Ottawa, ON K1V 7G3

October 29, 2014

With respect to Public Hearings on:

- Minor Variance/Permission Applications Under Section 45 of the *Planning Act*
- Consent Applications Under Section 53 of the *Planning Act*

Ben Franklin Place

Adjourned to November 5, 2014

**Respecting Files: D08-02-14/A-00275 to D08-0214/A-20078,
and D08-01-14/B-00285 to D08-01-14/B-00288**

On October 8, 2014 we submitted to the Committee an amended letter for the adjourned hearing of October 15.

Our concerns relate to the safety of traffic and pedestrian flow in close proximity to Fielding Drive Public School, which adjoins the property in question. We note that similar concerns were also raised to the Committee in a letter to it from the Ottawa Carleton District School Board on RND's applications.

RND Construction has kindly copied us letters, commissioned from Parsons and dated October 16 and 23, referenced as *2970 McCarthy Road Transportation Impact Assessment*. Passages in the letters led us to believe that the assessment had been commissioned, at least in part, to address concerns that we had raised to the Committee.

We offer the following observations on the Assessment contained in the October 23 letter. With reference to *2.0 Existing Conditions*:

1. The time of the reported PM Peak Hour Volumes (4:30-5:30PM) has no relevance to the traffic volume around school closing at Fielding Drive Public School, which is probably greatest somewhere between 2:45 to 3:15PM. Consequently, we have no more comments on the PM counts.
2. The reported AM Peak Hour Volumes are for the period 7:30 to 8:30AM, which obscures the period of greatest traffic volume around school opening that is probably somewhere between 7:30 and 8:00AM (our observations suggest that it is between 7:40 and 8:05AM).

3. The AM Peak Hour Volumes are, at best, suggestive of the volumes of entrance toward and exit from Fielding Drive Public School. They provide no information about additions to those volumes of entrances toward and away from the school from Rankin Street and Fielding Drive west of Rankin, both of which impact vehicle and pedestrian traffic on the southern side of 2790 McCarthy (or what we have previously designated "*the front.*")

Referring to AM Peak Hour Volumes cited in the letter we see that a total of 200 vehicles entered and left Fielding Drive within the hour of observation. What we do not see is what proportion of that number were observed during the shorter period around school opening. Our impression is that the majority of the 200 vehicles of traffic would have been during that period.

Some 115 vehicles are reported to have left Fielding turning onto McCarthy, and 85 vehicles to have turned off of McCarthy onto Fielding. How many of the 85 vehicles have entered Fielding, stopped, turned and returned to McCarthy to be counted in the 115?

It is fair to assume that some of the 115 vehicles leaving Fielding had entered from Rankin Street and Fielding west of Rankin, stopped to let children out of the vehicle, and continued to McCarthy. An obvious question is where did these vehicles stop?

In response to the October 16 letter we had raised a series of questions to RND about other 'behaviours' of the observed vehicles. The October 23 letter attempts to address some of them in *3.0 Public School Curb Side Operation*:

Apparently the observations contained in the letter were based upon being on site "a few times" during periods of school opening and closing. While some issues were observed, there were "none to the extent suggested by the residents."

Daily, residents witness and experience Fielding Drive traffic through all kinds of weather and other circumstances. More than 70 of them signed a petition in opposition to RND's proposed project largely because of stated traffic safety and parking concerns. We residents are always here, not just a "few times." Surely our observations are as valid as Parsons/RND staff.

For examples, we wonder where their additional observations are about:

- parents who park on Cowan Crescent and Rankin Street and have to walk their children to school across Fielding Drive
- the seven (not three) buses routinely stopped in front of the school
- vehicles that turn onto Cowan Crescent and Rankin Street from Fielding, perform Y-turns in residents' driveways and return to Fielding

- the greater number of students (than 12) who walk away from the school in the afternoon because they had been dropped off in the morning apparently `to make their ways home in the afternoon

The report does provide some observations that are consistent with concerns that our neighbours and we have expressed to the Committee and RND. It is encouraging that RND has attempted to familiarize itself with the complexities of pedestrian and traffic flow around its proposed construction site and the adjacent school. However, we are not persuaded that the characterization that it has obtained is representative.

That said, we acknowledge that, over the past month or so, the traffic flow appears to have improved somewhat. Our impression is that, as noted in the Parsons letter, parents are making greater use of the 'drop-off loop' in the School's west end parking lot. Hopefully the practice will increase and the weather will continue to make it convenient.

The letter offers a germ of an idea that we believe is worthy of pursuit. It calls upon the School to make better use of its space and the City to do a better job of enforcement to reduce or eliminate problems on Fielding. We believe that solutions will be found in complimentary and collaborative actions of authorities, including RND. A rigorous traffic study around the School might be a good first co-venture.

Building upon our earlier suggestion to the Committee, we suggest that it propose to RND Construction, the School Board and the City that they collaborate to implement measures to ensure pedestrian and traffic safety, particularly of the school children, during the period of construction and thereafter.

Finally, in our October 8 submission to the Committee we suggested that at least one entrance to the proposed houses be onto McCarthy. Under *5.0 Review Of Driveway Locations And Other Connecting Streets In The Area*, repeated as a conclusion, the letter asserts that the suggestion is "seriously misguided." This conclusion ignores the fact that the current entrance to the property in question is off of McCarthy, and has been for decades.

Thank you for your continuing attention to this matter.



Karen and Don Ogston