

NEW EDINBURGH NEWS

November, 1978

Officials Praise Neighbourhood Playspot at Ribbon-Cutting

The New Edinburgh Playground at Crichton Schoolyard was officially opened at 12 noon on October 27 by Jane Dobell representing the Board of Education and then - Deputy Mayor Marian Dewar, on behalf of the City. A number of area residents and the school children were on hand for the ribbon-cutting ceremony.

There is no supervision of the playground so that parents are responsible for their own children.

Unfortunately, there have been reports of skirmishes between some of the older, more forceful children and teens who are drawn to the area and the apparatus. Area parents should stress that this



With scissors in hand, Deputy Mayor Marion Dewar delivers a few words to those present before cutting the ribbon to declare the playground officially open. The ribbon was tied to two of the many maple saplings which now enhance the previously-barren playground. To her left is Jane Dobell, for the Board of Education.



The playground, built by the City at a cost of \$64,100 is leased from the Ottawa Board of Education for a ten year period. The facility, along with the one currently under construction at L'Ecole Barrette, has been on the books for several years; it has been included in the budget for more than two and is now finally a reality.

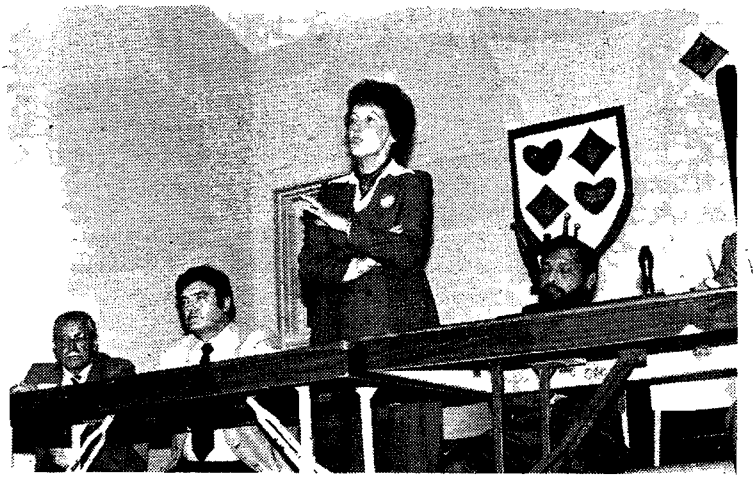
Although situated in the Crichton yard, it is a playground meant for the use of the entire neighbourhood, after 3:30 pm and on weekends.

playground is for the use of every age group and that their older children should be considerate of the younger ones enjoying the playground. Some of that consideration should be demonstrated not only in a willingness to help the younger, less adept children but in a restraint on language while the younger children are present.

"We cannot police the school playground; we can ask that the older children take the responsibility and see that it is a pleasurable attraction for all.

New Edinburgh Community Association congratulates Marion Dewar, a long time friend of the Burgh, on her November 13 election as Ottawa's new mayor. Pictured here at the well attended All Candidates Meeting held October 26 at Crichton School, Dewar in a typical stance, answers a question from a member of the audience. She will assume office Dec. 1. Rideau Ward Alderman Rheel Robert was re-elected to Council for a seventh term.

Association Congratulates Mayor-Elect



OMB Hands Down Roads Decisions Examine Impact on New Edinburgh

By Ed Browell

Following the completion of its hearings on the main part of the Official Plan of the Ottawa-Carleton Planning Area on May 16, the Ontario Municipal Board (OMB) delivered decisions on what had been presented to them by municipalities, citizen's groups and private citizens since the time the Board commenced hearings in Ottawa on February 14, 1977.

The hearing was one of the longest in the history of the OMB and involved 325 witnesses and over 1000 exhibits. Although the OMB did not agree to hold hearings during evenings, it did agree, under pressure from citizens' groups to meet on certain evenings to hear evidence from citizens who were not able to leave their employment during daytime hours. Since the one portion of the Plan in which the greatest citizen interest appeared was in regard to "Transportation Links", the Board met with citizens' groups on Tuesday and Wednesday evenings from January 16 to March 16, 1978 for this purpose. The Board particularly mentioned "the assistance received from the manner of presentation and quality of the evidence and presentations by the citizens' groups and other individual members of the public".

The Board made a tour of the Region by air and also toured the proposed and existing transportation links.

Board Takes Overview

Throughout the hearings — and in its report — the Board made it clear that it would not accept any suggestion that the Official Plan as a whole, or in part, could be returned to the Region for complete review and updating. The Board noted that its responsibility was to supply to the Region an approved Official Plan, even though the Plan might not be totally up-to-date and as satisfactory as might be desired by all participants. The Board noted that the Regional Official Plan "is only the first step in the formulation of the complete planning scheme for Ottawa-Carleton. It is to be followed by local area official plans, secondary plans and zoning by-laws and in that order".

In view of the fact that these decisions of the OMB have been

widely reported by the local media, the balance of this article deals only with the two issues of direct concern to residents of New Edinburgh: the Ottawa River (East) Beechwood-Hemlock/St Patrick Street link and the Vanier Parkway.

In its opening remarks on transportation matters, the Board noted: "It was argued that such an extensive network may not now be required bearing in mind the decrease in population growth experienced since the Plan's adoption in 1974. However, the Board agrees with Regional Council that useful existing roads as well as potential rights-of-way should now be declared and protected. That is not to say that the entire system so designated will be immediately developed. The conclusion arrived at followed the consideration of various potential growth areas as well as places of employment, and the development of the system will be staged as required by the general development within the Region. Indeed, some portions of the system may never be required, or not so for many years to come, but the routes and rights-of-way should now be protected until the final determinations are made. Such a policy also permits the release of local municipalities to those presently existing Regional roads which are not now considered necessary for the overall Regional road system". The Board also noted that as a result of ongoing studies since the adoption of the Official Plan, Council of the Regional Municipality of Ottawa-Carleton (RMOC) has reconsidered certain of the transportation links.

Beechwood-Hemlock

On the Beechwood-Hemlock link, the Board commented as follows: "The route is far from being an accomplished fact, with much negotiation and study still required. In the meantime, it is the position of the Regional Council that the right-of-way be protected. The Board would agree", and "The evidence supporting the Region's position indicated that the link has been performing a Regional function in the past and will continue to do so. It would also provide additional

access to the proposed Kettle Island Bridge as well as the proposed Outer Ring Road". And finally "It is clear from the evidence that the link is, in fact, a major roadway today and will undoubtedly remain so. St Patrick Street is a relatively wide roadway and it would not appear that widening would be required. In such an eventuality, the Regional Official Plan policies would protect heritage locations, and as well a degree of protection is afforded under the Ontario Heritage Act, 1974. Should traffic volumes require it, the Region would undoubtedly consider a one-way pairing".

Parkway Still on Books

The Board's decision on the Vanier Parkway was "The Region is concerned that much of the area, through which this parkway would pass, is or will be available for redevelopment. There is congestion now, and increases in traffic volumes resulting from such redevelopment could not be adequately handled by existing neighbourhood streets. The Vanier Parkway, which has been partially constructed, will eventually link the Queensway with the Macdonald-Cartier Bridge and is in accordance with an agreement between the National Capital Commission, the Regional Municipality and the Cities of Vanier and Ottawa. While the section which is proposed to pass through the Overbrook Community will, in fact, tend to divide that community, there appears little alternative since River Road, which does skirt the area to the west, is very narrow and cannot be widened to the extent that would be necessary. It is deemed essential to meet the future demands throughout the corridor. Traffic plans for neighbouring communities have been based on the assumption that the Vanier Parkway was a committed facility and would help to relieve traffic pressures in those neighbourhoods. It was argued that while its location may have some detrimental effect to the citizens of Overbrook, there really was no viable alternative and that the roadway would assist in relieving local Overbrook streets of some traffic. There is,

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