

Pontiac Street Closure
Public feedback as of November 1, 2016

Comment break down:
Total # of comments: **63**
Via e-mail: **57**
Comment form: **5**
Phone call: **1**

Opposed to Pontiac closure:	11 (e-mail)	0 (comment form)	0(phone)	total: 11
Supportive of Pontiac closure:	46 (e-mail)	5 (comment form)	1 (phone)	total: 52

Community consultation attendance: **49** signed-in residents

Feedback summary:

Please note that these notes have been edited or condensed for clarity. Further, these notes are a summary representation of the provided feedback. We did not include a comment from every single e-mail received, we highlighted the major questions, comments or concerns.

Supportive of closure	Opposed to closure
I am 100% supportive and will be the first in line to help pull up some pavement! Can't possibly imagine that traffic impacts could derail this. Extremely low volume section of roadway.	Traffic has to go somewhere and it will be bumped to other streets. The remaining three east/west streets will have to absorb the traffic.
I like the idea of creating continuous parkland, and I like the idea of slowing down or eliminating the fast through-traffic on Pontiac.	The idea of a groomed ski trail on the NCC lands is a fantastic idea and there is plenty of buy-in for that but there is no need to join the park to NCC lands, just let the situation be as it was last year when skiers crossed Pontiac to avail themselves of the trail.
I support extending the park.	There are issues of broad genuine concern such as cut-through traffic, speeding traffic, parking abuses, etc.
My family already greatly appreciates the wonderful park we have a connecting it to the river would be a great addition.	I live on Carleton so the traffic diversions would probably affect me in a good way.
We are in favour of the Pontiac portion to be closed, but would really appreciate the parking problems on Keyworth be addressed at the same time.	I am opposed to the closing of Pontiac, one of 4 east/west streets in Champlain Park. This will only push traffic onto the other east/west streets and also impact the north/south streets.
I think the park extension would be, on balance, a positive for the neighbourhood.	The closure would mean increased traffic along Cowley from parents dropping off kids at St. George's and looping around the block to head back south to Clearview.
As part of a car-free family, I would like to see anything that takes a little road away from cars and returns it to the people.	In a neighbourhood with only 3 full east-west streets, losing one of those will be an inconvenience to us and to many residents.
I am supportive of increasing parklands whenever it can be reasonably done. Far too much of our community has been paved and far too much land covered by buildings for a sustainable environment.	We feel the status quo (keeping Pontiac open) is by far the best choice.
I would like to see the park expanded and permanent closure of Pontiac street.	I am not certain that the extension of Champlain Park at the expense of a block of Pontiac Street is warranted.
My wife and I both support this expansion.	Turning it into two 'dead-end' portions will in essence destroy this community as

	a 'community'. It will obstruct the accesses/uses and force detours for residents and visitors, delivery and contractor services, and especially the twice daily fleet of school buses, as well as of parents in family vehicles delivering and recovering children from St. George's Catholic school. This will force high safety-risk encounter points for traffic, and dangers especially for the many young children (and seniors) in the area.
We are in favour of closing Pontiac between Carleton and Cowley. I frequently walk over to the Carleton entrance to the NCC park and cars can come around the corner from Northwestern quite quickly. Any traffic calming option would help, not mention the benefit a removing just a little pavement from our environment.	Blocking Pontiac between Cowley and Carleton will alter not only the traffic pattern, but also the parking patterns in the area. Although I'm a huge supporter of Champlain Park and the nearby NCC trail system, as well as the newly introduced ski path network, I can't see this idea being good for the neighbourhood or the local school. I can say with great confidence that driving will become messy if parents doing drop off are unable to leave the school via Keyworth, then Pontiac, then Cowley or Carleton and instead have to U-turn on Keyworth.
I just wanted to express my support for the proposal. I think it's a wonderful idea and I personally am not concerned about the impact on traffic.	I would suggest that a permanent road closure is very complicated, involving potentially moving curbs, servicing, asphalt, and require new sidewalks, pedestrian pathways within the segment to be closed. Not to mention expensive, and I recognize that there are many other pressing issues in the Ward that require funding.
Just wanted to add our voices of support to the trail project expansion to Champlain Park and the eventual closing and removal of the relevant section of Pontiac St.	It is a crazy idea and does not serve a good purpose for many of us who live here.
I love the idea of extending the park.	We are against the proposal due to the fact that money would be better spent on installation of one hour 7am to 4pm Monday to Friday parking signs in the Champlain Park area and daily monitoring.
Love the idea!	I am opposed to this plan. I believe Champlain Park is large enough to accommodate both present and future activities and there is already sufficient access to the parkland.
Solidifying green space is always a good thing! More roads/routes means more cars. Fewer roads/routes means fewer cars.	I would like to add my voice to the growing number in the community who oppose the proposed closure of roads and changes to park access in our community. The changes that are being proposed will provide increased access to our community at a huge cost to those of us who call it home.
I support this proposal! Anytime you can remove a road and increase green space it's a good thing. Fantastic idea!	
Great idea! Very supportive of initiative. Look forward to other programming ideas for non-winter parts of the year as well.	
We strongly support the proposed expansion.	
I fully support this opportunity and hope it will be realized.	
The expansion plan for the Champlain Park is innovative, simple that can share the park's benefits including people outside our Community. I support this proposal.	
I think it is a good idea, especially when you consider the amount of green space that is being eaten up when new houses are built that take up almost the entire lot.	
I think it is a good idea.	
I am in favour of closing Pontiac between Cowley Ave and Carleton Ave.	
I am writing to you to support the closing of the section of Pontiac to expand the	

Champlain park to connect with the NCC land.	
I am in support of closing off Pontiac at Carleton and Cowley.	
We use the park on a nearly daily basis, and we feel that the proposal will be an improvement to the park and a benefit to the neighbourhood.	
I support the park expansion.	
I am an enthusiastic supporter of this proposal. It is a unique opportunity to reclaim some green space in an urban area - and an opportunity that we should not miss.	
I'm in favour of the Pontiac street conversion, with hopes that the winter ski trail (I enjoyed walking on the groomed path last February) would extend over the former street into Champlain Park.	
We believe the closure would be beneficial in terms of enhancing the natural fabric element of Champlain Park while offering the opportunity to create a stronger linkage between our community and the parklands along the Ottawa River Parkway.	
I am totally in favour, especially if the Champlain Park Field House can be used as a change room – it would bring in people from all over to use it, which can only be a positive for the area.	
I believe the park expansion is an excellent opportunity, it benefits everyone. The parking and traffic drive through problems are issues whether park expansion goes ahead or not and can be remedied.	
I was at the meeting to discuss the changes to Champlain Park. Closing a section of Pontiac at the park to allow for better access to skiing in the winter sounds like a great idea. I hope this will go ahead. I believe all traffic issues will work themselves out. Hooray for more green space!	
As residents in Champlain Park we fully support this initiative and feel that this would add a unique and valuable feature to our neighborhood. It seems that lately our neighborhood has been under siege by developers and speculators that seek to take advantage of our wonderful placement in the city.	

Questions	Comments
Would it be possible to have the very north end of the extended park going into the woods made into a dog park?	I would like to see a paved path or sidewalk going through the park where the street now is, if possible, so that the route would be kept open for pedestrians and cyclists year-round.
Limiting parking on 1 side or both sides of the street during regular hours and restricting it during morning and afternoon drop off/pick up would make our street much safer.	I think a trial closure of that block on Pontiac is a good idea, to find out what drivers will do.
The NCC allows dogs on lead on its bike paths and in the woods bordering our community, while the City of Ottawa expressly forbids dogs in our park. If the "boundaries" of NCC/City of Ottawa land effectively disappear, will dogs on lead be allowed in our park?	Traffic will increase on the bus route at the south end of the park.
The farthest a loop could practically extend into our park would most likely be near the edge of the ball diamond. Is such a short loop extension (<50m from the NCC fence) worth the cost and inconvenience?	Great idea and there will be a tragic impact...but very manageable.
Will/should the fencing change?	The entrance on the south side of the park is unsafe when cars speed down that street. In particular, the entrance to the south end should be permanently fenced off so as to avoid a tragic bus accident when a 3 year old runs into the street.
If access to the Field House and trails is granted, will this increase parking congestion as 'new' skiers try to park around Champlain Park?	To limit traffic that would be diverted to Clearview and Sunnymede, I suggest having No Left Turn signs during morning rush hour for traffic heading south on Island Park Drive. The groomer could just do a U turn.
Changing the local street accesses will funnel the Quebec drivers cutting-thru the neighborhood to get to Island Park Dr. Can we get lights and/or increased police presence at Clearview/Island Park Dr. to control the north-bound turn people?	I would hope that you would show the same zeal in finding solutions to real, everyday traffic problems as compared to the road closure which was not an issue in the community at large, but traffic and parking is.
Rationale behind the extension Using the Field House to accommodate skiers using the NCC ski trails is commendable, but what other uses may or may not be available?	Many Champlain Park families, and probably a larger number from outside our community, use Pontiac Street from both directions to access the bike path along the Ottawa River. This is a major route for bike commuting well as for recreational riding (and strolling with babies, etc.). Closing off Pontiac to automobiles would still require two-way paved access to the NCC pathways from both east and west in order to avoid inconvenience to cyclists, strollers, and rollerbladers the eight+ months of the year that the pathways are snow-free.
Will the ball diamond remain? Will the fence on the north side of the affected Pontiac area be removed? Will there be additional lighting from the park to the ski trail proper? Will there be a Pilot period? Who/How will the use of the extension be monitored? Will additional 'resources' be made available for the expanded use of the Field House? Will this affect the current skating/hockey use?	I do wish that the extension had been sold to the crowd first and foremost as a way to extend continuous green space, rather than as a trail accessory: that trail appears to be a negative to many of the neighbours or at the least a non-benefit.
I'm not entirely clear on the rationale behind the closure, if it is for traffic reasons or for connecting cross country ski trails, in which case, I would suggest that if your end destination was the field house, you could take your skiis off at Pontiac Street and walk on the cleared sidewalk or through the park.	Right now we experience two main parking issues; Tunney's Pasture 'parkers', and both-sides-of-the-street parking during the Winter months. So if the parkland extension is to proceed, all 'feeder' streets must have posted 1 hour parking on 1 side of the street. At least for the Winter season (i.e. December 1 to March 31).
If the road was closed, would it be added to the Park? If so, Parks should be consulted to see about whether they or public works would be responsible for maintenance of a new space.	One idea I had is that an actual intersection be implemented at the bottom of the park. Perhaps at the bottom of Carleton, leading right into the path network, with at least two stop signs (on Pontiac).

<p>Why? What's the benefit? Will this have an effect on parking on the other streets close by? What happens in the winter time when you've dead-ended a few streets as a result? Have you counted how many people would benefit from the closing? Who are the people who want this and how many are they? Can't the money be spent on other thing like policing the no right-turn onto Island Park from Clearview after 3:30 PM?</p> <p>Finally, are you really expanding the park by closing a block of street?</p>	<p>There are probably more cyclists and pedestrians that use that section of Pontiac than vehicles, so a path should still be maintained for both those modes.</p>
<p>If you can convince me and especially those in the community who have put forward these concerns that 1) the impacts will be minor (by describing them and quantifying them realistically) and 2) possibly some mitigation can be put in place, I would feel more comfortable supporting the expansion.</p>	<p>Traffic volumes are not high on Pontiac Street, especially compared to other streets in the Ward. Children frequently play on the street due to lack of traffic, so I'm not convinced that there is an issue currently.</p>
<p>With respect to the NCC's role, have there been discussions with the Commission on the improvement and maintenance of the area north of Pontiac?</p>	<p>think that the School boards should be consulted with regard to their bus routes and how a closure might affect them</p>
<p>Reclamation of paved spaces is occurring in other parts of the City. Liaison with groups who already have achieved this goal would be valuable, to help us determine a way forward.</p>	<p>A traffic study should be done to discuss how the closure would impact circulation in the area (other streets would probably experience an increase in traffic).</p>
<p>Verify that the O1 zone (Champlain Park) abuts the EP zone (NCC lands). Geomaps shows all of Pontiac and the northernmost block of Patricia as part of the NCC lands which are zoned EP. Need to ensure that no non-park area will separate the two.</p>	<p>If there was significant momentum for the road closure idea, I would suggest that a pilot project might be a more appropriate way to approach it, without changes to the road configuration, but with blocking it off via the use of bollards/planters, etc. for a time period just to see how it works.</p>
	<p>I would like to retain the backstop behind the softball diamond.</p>
	<p>I would like to see an expanded space for dogs.</p>
	<p>Greenspace is rapidly diminishing in our community and this closure would add some mitigation to the toll that intensification is taking on trees and soft landscaping on private property.</p>
	<p>In my view, the closure has to be tied to plans for a pretty quick de-paving and "greening" including identification of a high probability of this occurring via identification of possible funding sources.</p>
	<p>There is no sidewalk on Pontiac St, so an increase in traffic volumes, or less visibility of approaching vehicles from the changed traffic patterns, would exacerbate existing safety issues. This is particularly the case in winter when snow banks narrow the space and pedestrians have no option but to walk in the road.</p>
	<p>Pontiac St is the lowest point in the Champlain Park community. There has been a history of flooding on Pontiac St. While there have been drainage improvements made over the years, it is notable that there is insufficient drainage on the North side of Pontiac St, so significant pooling can occur during thaws. During thaws, I frequently have to clear drains on the block of Pontiac that is proposed to be closed, to reduce water flow down the grade to the block of Pontiac between Cowley and Keyworth. If that block of Pontiac St is closed, presumably it will not be plowed during winter and possibly plow drivers will dump significant amounts of snow at the corners Pontiac/Cowley and Pontiac/Carleton. With increased snow volume in the area</p>

	and the loss of drains on the closed section of Pontiac, there is a risk of increased pooling and flooding on the block of Pontiac between Cowley and Keyworth.
	I'd love to see if shutting this street down makes traffic go away.
	The cost of expansion will not be insignificant. With the rising costs of city maintenance including existing parks such a project seems unnecessary.
	If you are looking for ways to benefit our community please address the traffic issues, speeders, parking, and petition for improved police and bi-law officer patrols and ticketing at the exit points onto Island Park on weekdays after 3:30.
	I am also in favor of a speed bump or at least another stop sign on the median to the left at clearveiw and northwestern.
	Benefits: environmental, retains valuable park features, provides additional space for active living, social, traffic calming.
	Concerns: cut-through traffic, Tunney's Pasture employees parking in the neighbourhood, school traffic. These need to be resolved but should not be considered as impediments to the park extension.
	Hooray for a bigger park in Champlain Park. But please do not limit attention to park expansion. Please do something now about the ongoing safety concerns along Premier and Patricia. Those chalk SLOW DOWN messages are a sad sign that we need help on safety -- what could be more important?