

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 21-98-1573**
 Your File/V/Réf.

DATE 18 December 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **1999 ST. PATRICK'S DAY PARADE**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve that special events, including the 1999 St. Patrick's Day Parade, not be permitted on Bank Street south of Highway 417 until the Department's Special Events Policy is revisited.

BACKGROUND

The Department's Special Events Policy was approved by Regional Council on 25 February 1998. Council policy places the following limitation on parade routes: the crossing of Rideau Street at Sussex Drive or MacKenzie Avenue or the crossing of the Rideau Canal on Rideau Street or Laurier Avenue cannot be included as part of a parade route if the magnitude of the event may cause (a) northbound traffic on Nicholas Street to back up onto Highway 417 or (b) southbound traffic to back up on King Edward Avenue and restrict traffic exiting the Macdonald Cartier Bridge. Also of relevance is the Council policy that traffic, except emergency vehicles and buses under police supervision, not be permitted to cross a parade route until it has passed.

On 18 November 1998, in response to numerous recent business claims of adverse economic impact resulting from parades by Bank Street merchants south of Highway 417, the Transportation Committee approved a motion which directs staff to conduct further public consultation on the use of Bank Street between Laurier Avenue and Lansdowne Park as a parade route. At that time, staff committed to reporting back with recommendations in March 1999.

Until that time, the only special event staff is aware of that would like to proceed along the subject area is the St. Patrick's Day Parade.

DISCUSSION

The application for the 1999 St. Patrick's Day Parade, to take place on Saturday, 13 March, has been received. It outlines two parade route choices. The first includes Lyon, Somerset, Bank, Queen, Elgin, Wellington, Rideau and Dalhousie Streets. The second includes Lyon, Somerset and Bank Streets (ending at Lansdowne Park).

The first route option includes the crossing of the Rideau Canal on Rideau Street. This is an option which Council policy prohibits due to the magnitude of the St. Patrick's Day Parade. The parade organizer agrees to the parade obeying the traffic control signals on Rideau Street at both MacKenzie Avenue and Sussex Drive and funding the Police costs necessary to supervise the traffic operation at both locations. This however would require the crossing of the parade in progress by general traffic, a violation of Council policy.

The second parade route choice includes the Glebe area along Bank Street. Although our present policy does not preclude this as a parade route option, it is recommended that this area not form part of parade routes until our policy is revisited. This is recommended so that staff can conduct the necessary public consultation directed by the Transportation Committee prior to further approvals being granted in the area under investigation.

The specific reasons for our inability to approve either route option were thoroughly discussed with the St. Patrick's Day Parade organizer. Staff have further offered to meet with the St. Patrick's Day Parade organizer to help select an alternate parade route, one that can be approved now. This offer was declined as the parade organizer does not wish to consider other route options at this time.

PUBLIC CONSULTATION

Due to the obvious time constraints and specific focus of this report, usual public consultation has not been carried out. Rather, the principal stakeholders (i.e. the St. Patrick's Day Parade organizer, Glebe Business Group, Bank Street Promenade, Somerset Village Business Improvement Area, Somerset Heights Business Improvement Area, Glebe Community Association and Centretown Citizens Community Association) will be circulated a copy of the report and will be invited to present their views at the Transportation Committee meeting.

FINANCIAL IMPLICATIONS

There are no financial implications.

*Approved by
Doug Brousseau*

JT