

OVERBROOK • CASTLE HEIGHTS • FORBES • CUMMINGS • VANIER SOUTH

AUGUST/SEPTEMBER, 2025

the Corridor. magazine

UPDATED

The **Transformative Power** of the *Expressway to Boulevard* Phenomenon

*Rethinking Urban Space
for a Healthier, More
Connected City*



the Corridor magazine

The Corridor is currently a sole proprietorship, available online and aimed at approximately 50,000 homes, businesses, and organizations in the Eastern Ottawa communities of Overbrook, Castle Heights, Forbes, Cummings and Vanier South.

We are digitally produced six times per year, for the periods of December/January, February/March, April/May, June/July, August/September, and October/November.

Each issue, we will publish 500 print copies that will be distributed to specific area locations, and at special community events.

The *Community News & Current Events* section of our digital issue is updated on the second Wednesday after publication.

Opinions and information published through letters, articles or columns are those of the author and do not necessarily reflect the opinions of this publication.

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OUR MISSION

The Corridor Magazine is committed to disseminating quality news, current events, and feature writing, with a goal to promote communication and understanding between people of different cultural traditions, languages, faiths and ideologies who reside in the communities of Overbrook, Castle Heights, Cummings, Forbes and Vanier South.

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**The deadline for the October/
November edition of *The
Corridor* is September 26, 2025**

Letters to the Editor

Editor@corridor.news

Clarification

Regarding your article on Page 6 in the most recent edition of The Corridor magazine referencing the proposed ring road in the context of Council approving the Transportation Master Plan in July. Specifically: Included is an explicit study of a ring road. During earlier committee deliberations, the ring road proposal appeared only as an eleventh-hour amendment.

We wanted to confirm that the ring road study **was not included** in the final Transportation Master Plan, which was approved by City Council on July 24, 2025. As Councillor King noted in the [July 25th edition of his Rideau-Rockcliffe newsletter](#), the ring road study appeared only as an eleventh-hour amendment during committee deliberations.

"I was particularly satisfied that Council demonstrated vision and leadership by choosing to exclude an explicit study of a ring road from the final plan. Had such a project demonstrated genuine merit through the City's rigorous, evidence-based evaluation process, it would have naturally emerged as a recommended infrastructure priority. Instead, the ring road proposal appeared only as an eleventh-hour amendment during committee deliberations."

The following sentence in the Corridor article - since it comes after the ring road reference - also may incorrectly imply that Council endorsed

the ring road within the final approved TMP, since it follows your incorrect statement that the ring road is included in the approved Plan: *Council's decision to maintain focus on the city's municipal transportation solutions, which were informed by comprehensive analysis and community consultation, reflects Council's commitment to strategic, accountable infrastructure planning.*

You also wrote that a ring road may alleviate intercity truck traffic. Do you mean alleviate interprovincial truck traffic? I ask because the Councillor had written the following:

"Arguments had been made that a ring road would help alleviate interprovincial truck traffic. The reality however is that a ring road simply cannot address interprovincial traffic. Ring roads serve regional traffic circulation, while crossings serve interprovincial capacity, with most truck demand in our region destined to service Ottawa's urban core. Because these traffic flow patterns are entirely different, an east-west bypass of the city core cannot address north-south interprovincial traffic between Ottawa and Gatineau. These are fundamentally different transportation needs that require different solutions."

Follow-up clarification in the next edition would be appreciated.

Erin McCracken
for Councillor Rawlson King

Fourty-one years ago, my first international trip was to Brazil.

We based ourselves in Rio de Janeiro, because why not, and for three weeks took side trips to visit other cities. The giant Sao Paulo, the Amazonian Manaus, the magnificent Iguacu Falls and, because I was studying architecture at the time, I needed to see the new, purpose-built capital city, Brasilia.

Brasilia is rife with magnificent architecture conceived by the greatest architects of the Sixties, but my first impression was not the buildings.

My first impression was how the architects designed Brasilia for cars before people.

There were more roads, highways and boulevards running through Brasilia and almost no one walking the tree-lined streets.

The greatest architectural minds had been following the popular thinking of the day that to have a suc-

cessful city you had to think of cars first so that motorists could conveniently access the city.



This is Brasilia, the purpose built capital of Brazil that was conceived in the 1950s when the automobile was king.



Nobody can argue that the Queensway is not convenient. On a good day, at the right time of day, travel time from Overbrook to IKEA can be as little as ten minutes.



Note the proportion of pedestrians and cyclists to cars in the above photo.

In heavy traffic, the same route could take more than an hour.

But what if that trip were slightly longer, say by 20 minutes, but instead of the ugly, dusty, noisy, and smelly ride it is today, we would drive through a tree-lined boulevard with

shops, new homes, and parks as we traverse downtown Ottawa.

I can already hear the naysayers arguing that the concept is unrealistic because of the sheer amount of traffic. Then what if there were clearly laid-out alternative routes for travel through the city.

The fact is, more than 75 cities around the world, including Montreal, Toronto and Vancouver, have embraced the *Expressway to Boulevard* philosophy of dethroning the motor vehicle as ersatz King of the City and returning urban space to the people, most of whom do not own a vehicle.

We have already disproven the “let’s add another lane” theory to resolve traffic snarls. The facts prove that with more lanes comes more traffic.

In expressway design, more is not better, and forward-thinking urban planners are now embracing *Expressway to Boulevard* movement.

In city after city, it is proving to be the best way to efficiently regulate traffic through the urban core without the smells, dirt, and noise of a half-million vehicles plowing through.

Ottawa, we need to talk about the Queensway.

What do you think? Email your thoughts.

editor@corridor.news

Signature



**Centre de ressources communautaires
RIDEAU-ROCKCLIFFE
Community Resource Centre**

Overbrook • Forbes • Carson Grove • Manor Park
Lindenlea • Rockcliffe • New Edinburgh

*Everyone is welcome in our programs
and in our spaces.*

***Tout le monde est le Bienvenu dans nos
programmes et nos espaces.***

the Corridor
magazine

**SURVEY
KETTLE ISLAND BRIDGE**

The Corridor is taking a poll of Ottawa residents to find out what you think about the Federal government’s plan to build a new Ontario-Quebec bridge link in the east end, crossing at Kettle Island.

The [survey](#) is in a simple “yes or no” format. An with an opportunity to comment on each question, if you wish.

Access the link above simply by clicking, or use the link on a digital format of The Corridor found on our website, [Corridor.News](#).

The Local



HEATHER AMYS
Heather@overbrook.ca

Boyle and I, along with councillor Rawlson King and city staff, joined Morguard staff to learn more.

St. Laurent Shopping Centre is integrated with OC Transpo at St. Laurent station, which serves the O Train Confederation Line and multiple bus routes. It is one of the busiest hubs in the city. However, when the mall is closed, transit users have to navigate around the mall in the dark with no signs or side-walks. For years, Overbrook residents and the Overbrook Community Association have lobbied to have these major safety concerns addressed but with no progress - until now.

Morguard staff acknowledged the problem areas, and suggested solutions during the walkabout. The next iteration of their development plans is expected to include reasonable solutions.

Crossing busy Coventry Road from Hardy Avenue is a challenge at the best of times. A detailed walk reviewing pedestrian-friendly routes to and from the community revealed safety issues with the city road allowance area, but even worse, when snowbanks flank the sides of the road.

The City's Environmental Assessment Study of Coventry Road between Belfast Rd and St. Laurent Boulevard included quantification of pedestrian activity. We were pleased to learn that pedestrian traffic flow has finally exceeded the cutoff numbers needed to get crosswalks installed!

City staff have identified two locations for



The May 30 group touring the proposed development area.

new crosswalks (see map). The next public consultation is planned for this autumn and hopefully the cross walks will be in place for 2027.

In 2022, St. Laurent Shopping Centre was the third largest mall in Ottawa. It has won the BOMA BEST (link www.bomacanada.ca) *Platinum Certification for Sustainability* with initiatives like LED systems, waste reduction, and energy efficiency.

Morguard is the largest commercial property owner and manager in the national capital region.

Morguard Corporation, the owners of St. Laurent Shopping Centre and led by Canadian businessper-



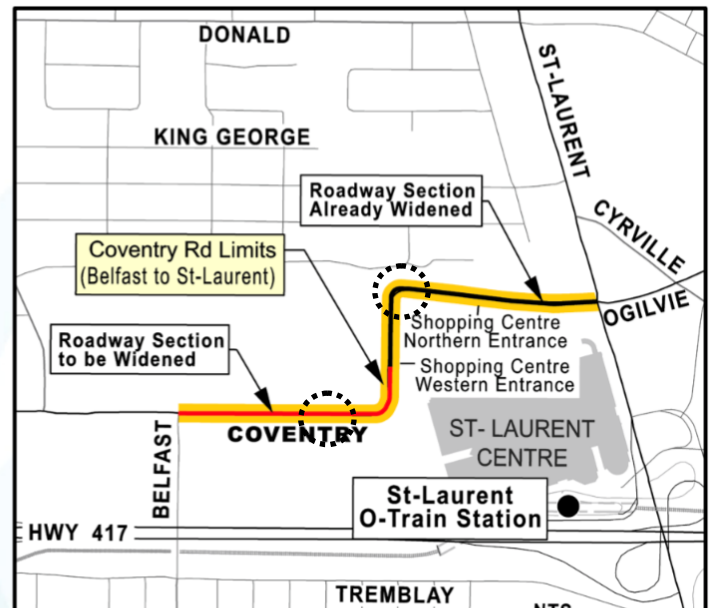
Morguard's proposed 28-story tower on Coventry Road.

son Rai Sahi, is exploring major mixed-use development of its excess land adjacent to the mall.

The company has filed a development application for a 28-story apartment tower at 500 Coventry Road with a target completion date of 2028. This is the first phase of a larger mixed-use development of the area.

The application proposes 309 rental apartments, including 140 one-bedroom units, 138 two-bedroom units and 31 three-bedroom units; underground and surface parking; with more than 50,000 square feet of amenity space, and a public park of approximately one-third of a hectare (0.8 acre).

On May 30, OCA co-president Stephen



Project western limit: Intersection of Coventry Road and Belfast Road.

Project eastern limit: Coventry Road at St. Laurent Blvd.



***Denotes identified pedestrian crossing areas at Hardy Avenue and at Coventry Road.**

COMMUNITY NEWS AND CURRENT EVENTS

Serving Overbrook, Castle Heights, Vanier South, Cummings and Forbes.

Another Successful “Overbrook Day”

In what has become an annual event, the Overbrook Community Association (OCA) once again hosted “Overbrook Day” on Saturday, August 23.

More than 500 people descended on Overbrook Park to celebrate the Overbrook community.

lard and City Councillor Rawlson King.

The OCA manned the barbecue and handed out a record number of Halal hot dogs.



There were long line-ups for the food, including delicious popcorn compliments of CRCRR, and food compliments of

The young folk were thrilled to be able to check out a real Ottawa City fire truck and a police vehicle. A few minutes after arriving on site, the kids were thrilled as the siren blared and the truck took off for a real emergency. They returned not long afterwards to continue their fascinating demonstration of the equipment.



Kiosks representing the Community Resource Centre of Rideau Rockcliffe (CRCRR), the Ottawa Library, Bird Friendly Ottawa, the Ottawa Wildflower, and Electrify613 and For Our Kids were there to promote their upcoming Heat Pump House Tour.

Representatives of our local politicians were on hand, including MP Mona Fortier, MPP Louise Col-



OC Transpo Introduces Fare Capping for Presto Cards

Beginning on August 1, OC Transpo is introducing a monthly “fare capping” for Presto card users to ensuring that Presto cardholders will not pay more than the cost of a monthly pass.

Described as a step forward towards removing financial barriers to public transportation the new fare system applies to any given month when using a Presto card to board a bus, train or when using Para Transpo.

Previously, transit users who have been unable to afford the cost of a monthly pass have had to decide between spending \$135 at the beginning of each month or pay higher per-trip fares that often exceed that monthly cost.

The new feature will prevent Presto card holders from spending more than the cost of a monthly pass on individual fares. For example, a passenger paying the \$4 adult fare will ride for free for the rest of the month once they've spent \$135, the price of a monthly pass. This change recognizes that not all residents have the financial flexibility to pay substantial sums up front, even when it would result in long-term savings.

Like the O-Payment System, Presto fare capping OC Transpo aims to ensure that transit affordability is not contingent upon having access to credit cards or smartphones.

Surge in “Distraction Thefts” in Ottawa

The Ottawa Police Service is warning about recent distraction thefts across the city.

Often, suspects will approach lone individuals in public spaces, particularly in parking lots, and engage in conversation under false pretenses. They may ask for directions or offer a gift. In many cases, they attempt to place a necklace around a potential victim's neck while distracting them.



Typically, victims will realize that a valuable item has been stolen after the fact. These suspects are known to use charm and deception to get close, and they often target those wearing visible jewelry or carrying personal belongings.

Police recommend the following to protect yourself:

- Do not display expensive or sentimental jewelry in public and keep it covered in public.
- Stay alert to your surroundings, especially in parking lots and less busy areas.
- Do not allow strangers to invade your personal space or touch you, and if anyone tries to place an object on you, be aware.

Anyone approached by a suspicious individual should walk away and seek help. Thieves may target jewelry, but also wallets, phones, and purses are at risk.

For more information visit ottawapolicy.ca

Get Pumped for Heat Pumps

Overbrook Heat Pump Home Tour Coming Soon

Heat pumps are quickly becoming a go-to home heating and cooling solution, and residents will soon have the chance to learn all about them on a local *Overbrook Heat Pump Home Tour* being organized by the Overbrook Community Association (OCA), [Electrify613](https://www.electrify613.com) and [For Our Kids](https://www.forourkids.ca).

This free, in-person event will offer a rare opportunity to visit a variety of types of real homes in the neighbourhood that have already made the switch.

Participants will get to speak directly with residents about their experience selecting, installing, and using heat pumps. Volunteer guides will

lead groups along a curated route with stops at Overbrook homes that have heat pumps.

This is a great opportunity for anyone interested in learning about how heat pumps can be used for a more comfortable, healthier and sustainable home!

Stay tuned for the event date and registration link—coming soon.

If you are not able to make the tour, this simple animated video is a great place to start learning more about them! <https://www.youtube.com/watch?v=4Hq1dAoKZsQ&t=1s&pp=2AEBkAIB>



Transportation Master Plan Will Study Ring Roads

After six years of study and public consultation, Ottawa City Council has finalized its *Transportation Master Plan* which outlines multiple investments in our road and active transportation network that will accommodate urban growth for the next twenty years.

With population growth reaching 1.4 million residents by 2046, this growth will generate approximately 1.2 million additional daily trips across all transportation modes, including more than 620,000 new daily vehicle journeys.

With a motion endorsed by the majority of city councillors, they committed to engage all senior levels of government to prioritize sustainable, data-driven transportation infrastructure investments, including more effective management of truck traffic throughout the city, including the urban core.

Included is an explicit study of a ring road. During earlier committee deliberations, the ring road proposal appeared only as an eleventh-hour amendment.

While a 2022 provincial report referenced a ring road study for Ottawa, that document clearly positioned it as a *preliminary option* for future consideration for construction by the Government of Ontario rather than an approved and funded recommen-

dation.

Council's decision to maintain focus on the city's municipal transportation solutions, which were informed by comprehensive analysis and community consultation, reflects Council's commitment to strategic, accountable infrastructure planning.

While a ring road may alleviate inter-city truck traffic, it cannot address interprovincial traffic. Ring roads serve regional traffic circulation, while crossings serve interprovincial routes. Most local truck traffic is destined to service Ottawa's urban core. Because these traffic flow patterns are entirely different, they require different solutions. An east-west bypass of the city core cannot address north-south interprovincial traffic between Ottawa and Gatineau.

Through its motion, Council will explore tangible, data-driven solutions with government partners to address traffic growth. Solutions will include leveraging the \$7 billion investment in light rail, as well as exploring solutions for interprovincial truck traffic, such as a downtown truck tunnel, rather than the federal government's proposed interprovincial bridge at Kettle Island (see article *The Corridor*, June/July 2025).

Written with information from [Councillor Rawlson King's Newsletter](https://www.councillorrawlsonking.ca/newsletter).

OTSS's NEW FREE LUNCH PROGRAM

When students at the Ottawa Technical Secondary School (OTSS) returned to school on September 2, a new, important program was available to them.

Head Chef Graham Anderson and Vice-Principal Matt Armstrong have launched a *Free Lunch Program* that will ensure that any student in need will have one because a hungry student is unable to do their best work.

Anderson and Armstrong are reaching out to individuals and businesses to help make the program a success. To prove his dedication to the cause, Matt made the first donation of \$1000.

The program funding has three categories of donation.

A \$50 donation provides one free lunch every day for one month. A \$250 donation ensures one free lunch every day for one semester, and a \$500 donation provides a free lunch every day for one school year. All donations are tax deductible. Get more information by clicking on the lunch bag below.



ADULT PROGRAMS

Knitting & Crochet Club
Tuesdays 1 pm to 3 pm

Club de tricot et crochet
Les mardis 13 h – 15 h

English Conversation Group
Thursdays 6:30 pm – 8 pm
Practise English or French in a friendly, relaxed environment.

Groupe de conversation en français
Les mardis, 18h30 — 20 h
Pratiquez l'anglais ou le français dans un milieu amical.



St-Laurent English Book Club
Last Thursday of the month
September 25th, at 10 pm
The Alchemist by Paulo Coelho

Drop-in / Free Movie Nights
September 8th at 6 pm
"Harriet"

Portes ouvertes
Les soirées de cinéma gratuites
Le 22 septembre à 18 h
"Illusions perdues"

Creating a Bird-Friendly Habitat
September 20 at 1 pm
Gardening with birds in mind will help provide food and resting spots for many migratory birds and offer safe nest sites for others. Learn how to make your yard or garden more welcoming to birds, pollinators and other species. Presented by experts from *Bird Friendly Ottawa* and *Wild Pollinator Partners*. Registration required.

Journée franco-ontarienne
Présentation du film *La sacrée* (en français)
Le 25 septembre à 13h | 90 minutes
La vie de François, arnaqueur professionnel, bascule quand il

St-Laurent Branch
515 Côté Street

Hours

Monday to Thursday from 10 am to 8:30 pm
Friday from 1 pm to 6 pm
Saturday from 10 am to 5 pm
Closed Sunday

apprend qu'il est infertile. Il retourne à contrecœur dans son village natal, Fort-Aimable, pour relancer la bière miraculeuse "La sacrée".

National Truth and Reconciliation Day

September 30, from 10 am to 5 pm
Discover books and resources that share the stories, histories, and voices of Indigenous Peoples. Take part in special activities that encourage learning, reflection, and dialogue.

la Journée nationale de la vérité et de la réconciliation.

Le 30 septembre, de 10 h à 17 h
Découvrez des livres et des ressources qui racontent les histoires, les réalités et les voix des peuples autochtones. Participez à des activités spéciales qui encouragent l'apprentissage, la réflexion et le dialogue.

Children's Programs, Drop-In Stay and Play
September 3, 8 and 10, 10:30 am

Programmes pour enfants, portes ouvertes

Jouons à la biblio
les 3, 8 et 10 septembre

Baby Stay and Play (English)
September 2 and 9, 10:30

Family Storytime (In English)
September 20, 10:30 am

Stay and Play
September 15, 22, 29 at 10:30 am

Babytime followed by Stay and Play Bébés à la biblio, suivi de Jouons à la biblio

September 16 and 23, 10:30 am
les 16 et 23 septembre, 10 h 30

Contes en famille, suivi de Jouons à la biblio (en français)
Le 17 et 24 septembre, 10h30

You can also check the library website to see all our programs and to register.

Vous pouvez aussi aller sur le site web de la bibliothèque pour voir tous nos programmes et pour vous y inscrire.

Dear residents,

As summer unfolds, I want to take a moment to share some positive news and highlight a few important programs that are supporting our community here in Ottawa–Vanier–Gloucester.

While the House of Commons is on summer recess, the work continues on the ground — to support families, create opportunities for youth, and make our cultural and natural spaces more accessible to everyone.

The Canadian Dental Care Plan (CDCP) is now open to all eligible Canadians. This program helps cover dental care costs for those without private dental insurance and with a net family income under \$90,000 — an important step toward accessible health care for all. To find out if you're eligible, visit Canada.ca/dental.

We're also supporting youth employment through the Canada Summer Jobs program. This year, 430 young people are gaining work experience at over 130 small businesses and organizations across the riding

Federal Politics



The Honourable Mona FORTIER
MP

mona.fortier@parl.gc.ca

— from community centres to museums to day camps.

These jobs provide youth with hands-on skills while earning a paycheck.

Families are also benefiting from an increase in the Canada Child Benefit (CCB) amount. As of this month, they can receive up to \$7,997 per child under 6 years old and up to \$6,748 per child aged 6 to 17 — an increase of up to \$500 compared to last year. The CCB is a non-taxable monthly payment that helps cover

childcare costs and school supplies.

Finally, summer is the perfect opportunity to discover the cultural and natural richness of our country. The new Canada Strong Pass provides free or discounted access to many national museums, parks and historic sites across Canada. Youth 17 and under can travel for free on VIA Rail when accompanied by an adult, and young adults aged 18 to 24 receive a 25 percent discount on VIA Rail fares. I encourage residents of Ottawa–Vanier–Gloucester to take advantage of these opportunities to visit our museums, support our cultural institutions, and explore the heritage treasures of our region and across Canada.

Whether it's dental care, jobs for youth, or support for families, our government is working to make life more affordable and help Canadians thrive. My office remains available to support you. Please don't hesitate to reach out if you need assistance accessing federal programs or services.

Wishing you all a safe and joyful summer!



the Corridor magazine

We are looking forward to receiving your emails with your comments, thoughts, ideas, suggestions, critiques, or recommendations — positive or negative — we welcome them all, and we will take your input very seriously. We welcome new

contributors who have a story to tell, particularly those who share in our mission to promote communication and understanding between people of different cultural traditions, languages, faiths and ideologies. Everyone is welcome! Please take a moment to email us at editor@corridor.news



The library's two *Bookmobiles* each has its unique collection. An appointment is not required to return items or pick up holds at the *Bookmobile*.

Browsing our small collection is permitted at all stops. For our current schedule and stops, please read check the [Bookmobile](#) website. To see whether an item you want is available, please call 613-580-2424 ext. 32629.

StopOverdoseOttawa.ca

Ottawa Public Health and Ottawa's Overdose Prevention and Response Task Force are working to advance Ottawa's Overdose Response Strategy.

Anyone interested can register to receive email alerts from the *Stop Overdose Ottawa Alert System*, or sign up by visiting our [website](#), then click "Subscribe to Drug Alerts" and fill out the form. A confirmation

email will be sent to ensure that any future alerts sent out through the new system are received.

Stop Overdose Ottawa alerts are issued when Ottawa's Overdose Prevention and Response Task Force becomes aware of issues related to toxic drugs circulating in the community, including increased risk of overdose; new drug toxicity risk and contaminants; new or noteworthy drug trends presenting in the local unregulated drug supply.



REINVENTING THE QUEENSWAY

The Expressway to Boulevard Movement is About to Take Over the World.

By David FERGUSON

Author's notes: It would be impossible to tell the story of the Queensway without first explaining the rapid and often unregulated growth of the motor vehicle industry. Published online, a separate article called "Roads, Rules, Regulations and Regret," dives deeper into the history of roads in Canada, and the potential for Ottawa. Find it here: [corridor.news](https://www.corridor.news)

The Queensway was one of Canada's most ambitious urban highway projects.

The *Plan for the National Capital, General Report*, fondly known as The Gréber Plan, was published in

1950 under the direction of Prime Minister Mackenzie King who foresaw a total reorganization and modernization of Ottawa's road and rail network.

French landscape architect Jacques Gréber was engaged as the visionary



On the map above, the *regional roadway hierarchy* system is shown with limited access roads in red, scenic driveways in green, and arterial roads in yellow.



Taking inspiration from the grand boulevards of Paris, the French landscape architect Jacques Gréber conceived the Queensway as an elegant beaux-arts boulevard.

for the project. It was he who conceived the yet-unbuilt Queensway as an elegant Beaux-Arts boulevard, replete with grand homes, stately government buildings and elegant shops.

The report recommended an east—west corridor using the existing Canadian National Railway (CNR) line, and in 1954, the Federal District Commission, forerunner to the National Capital Commission (NCC), began to acquire properties alongside the route expanding the former CNR property of 24.4 metres (80 feet), to almost 55 metres (180 feet).

The 'Cross-Town Parkway' cut through the city, joining up with the *Eastern Entrance Boulevard*, east of the Rideau Canal. Plans called for a broad, landscaped boulevard with three travel lanes in each direction at grade level. In addition, Catherine and Isabella Streets would each have two lanes and function as "feeders" for the boulevard.

The thoughtful plan had a *regional hierarchy* of road systems that would feed the Queensway at various points through Ottawa, rather than the single major entrance to the city from west and east.

By the 1960's, the ambitious boulevard concept was a distant memory, and Ottawa planners decided to follow the example of misguided city planners from every major city across North America.

CONTINUED FROM PAGE 9

The Queensway was built in four phases, beginning with the span from Riverside east to Montreal Road, which opened to traffic on November 25, 1960.

Phase Two was from Richmond Road (Bayshore) to Carling (Kirkwood) and opened in October 1961. Phase Three, from Carling to O'Connor Street, had two parts, the first of which opened in May 1964, and the remainder was completed that September.

The western section of the Queensway, through the middle of the city, was complicated. The builders believed that the limited access highway should be elevated, and the cheapest way to do that was to build it atop a continuous mound.

Shocked by the possibility of a cross-town barrier (except where it was pierced with roadway tunnels) Ottawa City Council delayed the project for a year while it costed a freeway elevated on concrete columns. Somehow that seemed like a better idea.

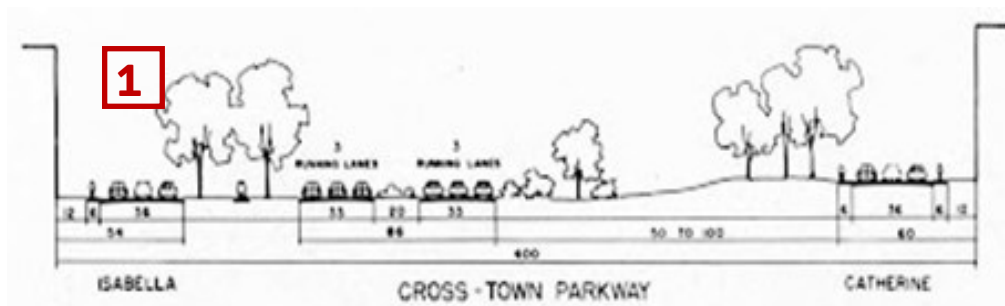
Council reasoned that this would free up more land, and would be easier to cross from underneath, but the concept was found to be too expensive, and they returned to "the mound" idea.

The city was spared the ubiquitous elevated concrete expressway in favour of an elevated concrete expressway on a mound.

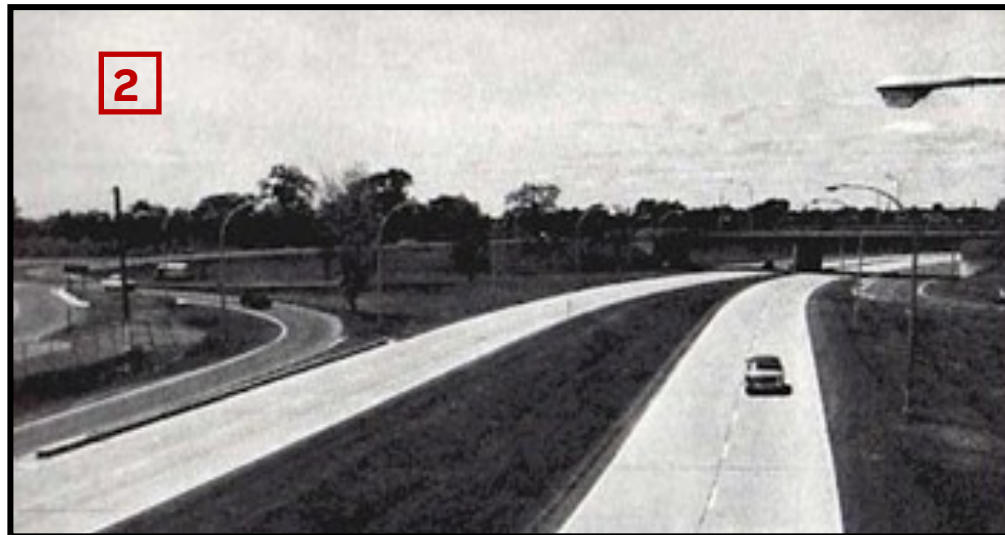
Phase Four was the most complicated part, going from O'Connor to Riverside, and crossing both the Rideau Canal and the Rideau River.

Construction took years to begin due to issues of land assembly, relocation of the rail lines, and the final, detailed design by transportation planners DeLeuw-Cather. It was that company that translated the idyllic, tree-lined promenade into the faceless modern freeway that we have today.

Imagine what a magnificent, mature tree-lined boulevard it would be today if the original plan was honoured.



(1) As shown in the above cross section drawing for the Queensway, the "Cross-Town Parkway" was to have wide, landscaped verges and a grassy median.



(2) The original highway was built with wide shoulder-less lanes, a wide green median strip, and a concrete roadbed as pictured in Image #2. From the early 1960s, the image looks west as it cuts through Overbrook, towards the Alta Vista overpass.



(3) From that same overpass, this image is viewed from the west and shows the greenery and the grass median sacrificed for an additional travel lane.

The Queensway's original configuration had one major flaw in that it had too many off-and on-ramps close together, creating dangerous interweaving through the high-speed lanes.

At the time of the Queensway's construction, elevated highway had been or would be embraced by every medium to large city in North America.

To maintain speed through the city core, it made sense to raise the highway out of the way of intersections, and away from pedestrians and cyclists.

The consequence of creating a dirty, unusable concrete barrier every half mile or so was seen as unavoidable. No attempt was ever made to humanize those "tunnels" with better light, artworks, music or anything that would make them appear anything less than what they were.

Many argue that the worst of the elevated Queensway is in how it carves a nasty scar through the city, creating two, distinct types of areas where there was once one separated by a single railroad track in each direction.

Freeway Removal

Fast forward to 2025, and every municipality that fell victim to the elevated highway fraud of the 1950's was reconsidering that decisions.

In San Francisco, the battle to demolish the Embarcadero had been struggling until the 1989 Loma



A view of the Embarcadero in San Francisco, with the Ferry Building at the right and Alcatraz Island in the background.

PHOTO: Bob Collowan/Commons/CC-BY-SA-4.0

What's in a name?

City Planners originally dubbed the highway "the Crosstown Parkway" before it was officially renamed "the Kingsway" until the death of King George VI.

The new monarch precipitated its current name, the Queensway.

Prieta earthquake which damaged the freeway beyond repair. Initially, drivers experienced traffic congestion, but it did not lead to permanent traffic disruptions. The network of intersecting streets, roads and boulevards have easily absorbed a large amount of traffic, given their previous underused capacity.

In addition, the annual Bay Area Rapid Transit (BART) ridership experienced an immediate 15 percent increase.

The scales of public opinion shifted towards removal when residents saw the redevelopment potential.

Evolving cost projections, which climbed from \$15 million to \$69.5 million for freeway reconstruction, changed the debate in favor of a boulevard--with a final cost less than \$50 million.

The new Boulevard, built in 2002, was an impressive success.

Built as a dynamic multi-use boulevard, it contains two banks of thoroughfare traffic, three lanes going in each direction and a streetcar line running down the center. This allows for the accommodation of significant auto traffic but also gives residents options other than private vehicles.

Economic Development in the area has sprung to life since the freeway demolition and more than 40.5 hectares (100 acres) of land along the waterfront that had once been dominated by the elevated freeway, gave way to a new public plaza and waterfront promenade.

Dense commercial de-

velopment now lines the street and housing in the area has increased by 51 percent. Jobs have increased by 23 percent.

High profile redevelopments have continued to transform the waterfront, and adjacent areas are now being redeveloped as dense, mixed-use neighborhoods.



Chatanooga's Limited Access riverfront highway. Source: fhwa

In the late 1960s, the decline of the manufacturing industries that lined the Chattanooga River in the city's downtown core precipitated the rejuvenation discussion.

By the 1980s public discussion focused on how to best utilize the valuable real estate that the highway had claimed. For decades opponents and proponents debated the potential transportation consequences following highway removal.

In the early 2000s, a plan was agreed upon to replace the four-lane, obsolete highway with a more pedestrian-friendly and easily accessible boulevard.

CONTINUED ON PAGE 12

For the next 20 years, residents discussed and debated how to capitalize on the prime real estate that was now abandoned.

In addition to reducing the number of lanes from four to two, the converted boulevard contained a variety of aesthetic and pedestrian improvements, including wide sidewalks, gutters, plants, and trees as well as pedestrian crossings.

For years, citizens of Toronto have called for the removal of the elevated Gardiner Expressway as it runs from downtown eastward, and they have achieved some success. In 1999, the far eastern portion was removed, and in its place is a beautiful linear park that includes bike paths and public art installations.

However, the eastern portion of the Gardiner remains, but the City of Toronto and WATERFRONToronto has determine the future of the 2.4 km elevated section of the expressway from Jarvis Street to just east of the Dan Valley Parkway, abutting Lake Ontario.

The collective is considering four possibilities:

- maintaining the structure at a cost of \$235 million,
- removing it altogether, for be-

tween \$240 and \$360 million,

- improving it for between \$420 and \$630 million, or
- replacing the structure for between \$610 and \$910 million.

Toronto City Council had already approved a budget of \$500 million for rehabilitation of the downtown expressway. Any maintenance work will proceed from west to east, in anticipation of the removal campaign's success.

Former Toronto Mayor David Miller believed demolishing the Gardiner to be "the most practical approach and offers the greatest public benefits", but in June 2015, City Council voted in favour of the "hybrid" option, and against both the "remove" and the "maintain" option.

To circumvent the tidal waters, rail lines and industries below, in 1915 the city of Vancouver built the elevated freeway known as the Georgia Viaduct. By 1971, council replaced it with the twin elevated freeways, the Georgia Viaduct and the Dunsmuir Viaduct.

The failed goal was to connect the Eastern Core to downtown Vancouver.

Thanks to the quick and effective resistance of the surrounding historical neighborhoods' organizations, and due to lack of incentives from the federal government, these two "mini bridges" were the completed part of a larger plan.



Vancouver has removed all elevated expressways within the city limits.

The expressway plan saw Vancouver's Strathcona neighborhood and its Chinatown severed by the twin viaducts, and approximately 600 homes were demolished in the name of progress.

By 1967, opinions had shifted, and locals expressed their disapproval of the freeway plans by protesting at City Hall, arguing that a "city blighted by the extensive freeway was not the city they wanted to live in".

Vancouver City Council abandoned the rest of the plan and only finished the two viaducts already under construction.

Today, Vancouver is a shining example of a city that can function better without freeways cutting through its heart.

Over the years a development pattern referred to as "Vancouverism" or "The Vancouver Model" has taken shape which focuses on creating urban town centers, investing in transit and pedestrian facilities, and proactive plans for the inner city.



The Gardiner Expressway as it stands today.

Source: [ArchDaily](#)

Montreal is the undisputed World Champion of the elevated highway with no less than seven elevated expressways within the city limits.

Its Métropolitain Expressway is the first, travelling east to west, the Dé-



Montreal's Bonaventure Expressway, (above) after demolition and (left) shortly after completion in early 1967.



carie Expressway, a below-ground expressway travelling north-south, (and which famously flooded about 20 years ago, when it took you truly 18 hours to return home from a meeting in Ottawa).

The elevated Autoroute 20 weaves a spider web over train tracks and connects with the Ville Marie Expressway. It includes a tunnel to move traffic through downtown.

There are others that lead vehicle traffic to Laval, Lachine, Ottawa and St. Bruno, but the city is working on a plan to deemphasize highways in favour of public transit, specifically elevated trains.

Because the municipal government anticipated that construction of the new Ville Marie Expressway would be



The former Cheonggye Expressway in Seoul, South Korea (top) has become a popular downtown park .. with a river running through it.

late, in 1965, at the direction of Mayor Jean Drapeau, the Bonaventure Expressway (A10) was conceived and built, ensuring that tourists visiting Expo '67 would be able to easily access downtown.

In 2016, crews began to remove the expressway and replaced it with a boulevard.



The Décarie Expressway (left) and the Métropolitain (above right)



Around the world, cities are reevaluating their choice of elevated expressways, and many of them have made great strides towards choosing a more beautiful and people-friendly option.

In the US alone, more than 40 cities have demolished or are in the process of demolishing their expressway infrastructure.

One of the first was the city of Rochester, New York whose elevated highway consciously segregated black neighbourhoods from white.

The city of Seoul, South Korea has seen one of the most beautiful and dramatic transformations when they demolished their elevated monstrosity and replaced it with a pedestrian- and cyclist-first park, complete with a pristine river running through it, lined with thriving vegetation. Noise pollution has been reduced to a din, and the air pollution and subsequent highway dust is no longer a public health hazard.

Paris, Madrid, Milwaukee WI, Providence RI, San Francisco and Oakland CA, Seattle WA and St. Louis MO have all recognized the error of their ways and have removed the expressways and replaced them with new residential buildings, shops and other businesses, and parkland.

Every affected city has reported a dramatic increase in public transportation use, and economic development.

At a minimum, Ottawa is overdue for a public discussion on its east-west expressway to create a better downtown core. 

For more information about how the *Expressway to Boulevard* movement is transforming cities the world over, please check out the [Congress for New Urbanism's](#) (CNU) web page database.

Read more on the topic as it pertains to Ottawa, plus some dramatic before-and-after pictures by clicking [The Corridor Online](#).

Lazy, Hazy Days of Summer

What a beautiful summer we have been having, despite the few days of intense heat. As I watch the young birds start to forage for themselves and the native plants flourish, it reminds me how critical it is that all of find the time to care for the earth and ourselves.



Preparing the site at the Rideau Sports Centre.



Baby turtles at the Kiosk?

Here's some of the things that have been happening in our community:

We have a new group of gardening volunteers (Aaron, Mercedes, Micheal, Selma, David, Stephen, Sahar and Lana) all of whom have spend a few hours each week to care for the plants at the Rideau River Kiosk, the Donald Street Boulevard gardens, the Overbrook Community Centre and Lola Park. It is such fun to see native plants throughout our community!

We also had some interesting visitors to the Kiosk. In early June, turtles lay their eggs, and one large Momma Turtle thought this would be a good site. Stay on watch in September to see if there are any baby turtles that emerge from beneath the screens.

Monarch butterflies are checking out the milkweed and fingers crossed we'll

have some caterpillars to watch soon. Let us know if you spot one. We continue to garden at these three sites and are planning for create more spots where you explore nature in Overbrook and Vanier.

Check out [Bird Friendly Ottawa's](#) website and Facebook page for more

Nature in the City



Deborah DOHERTY
Garden@overbrook.ca



Planting winter seedlings at Overbrook Community Centre

events in the city.

Please contact us at garden@overbrook.ca if you are interested in learning more.

Have a great rest of the summer!

Upcoming Nature Events

Ottawa Library, St. Laurent Branch [Creating a Bird Friendly Habitat](#), September 20.

Junior Explorer's Day, Billings Estate, September 21.

[Gatineau Park Shuttle](#) May to September

[Wild Pollinator Garden](#) events Garden tours and plant exchanges.



Ottawa Technical Secondary students planting seedlings along the Pickelball courts.



Pollinator plants at Lola Park.



Supporting Smart Growth in Overbrook



Overbrook will experience a significant transformation as developers propose strategic development projects that take advantage of the area's *Transit Oriented Development* designation under the Official Plan on Coventry Road, while the City of Ottawa simultaneously advances supporting infrastructure improvements along the corridor to improve transportation infrastructure.

In 2023, the City approved an Environmental Assessment (EA) study, which is now underway, for improving Coventry Road from Belfast Road to St. Laurent Boulevard, to better incorporate Complete Street design principles. The City will design a comprehensive infrastructure upgrade that will enhance active transportation connectivity, improve transit service, and better accommodate vehicular traffic to support anticipated growth in this transit-rich area near the St. Laurent LRT station.

The EA study will address long-standing community requests from the Overbrook Community Association for enhanced pedestrian and cycling infrastructure. These improvements will include proper crosswalks and cross-rides at the north and west entrances to the St. Laurent Shopping Centre, sidewalks connecting to the shopping complex, parallel cycling paths, and a signalized pedestrian crossing at Hardy Avenue and Coventry Road. These infrastructure enhancements will create safer, more accessible connections with the St. Laurent transit hub.

The City has received planning applications for major developments at 400 and 500 Coventry Road, demonstrating the strategic intensification occur-

ring along this corridor in response to improved transit access.

The 400 Coventry proposal would permit six high-rise residential towers, ranging from 21 to 35 stories, along with a new public park, public street, and underground parking. The subject property, currently occupied by surface parking, aggregate storage, and two buildings, is bounded by Coventry Road to the north, Belfast Road to the east, Highway 417 to the south, and a commercial plaza to the west.

At 500 Coventry, Morguard Corporation is proposing a 28-story residential apartment building with 309 units adjacent to the St. Laurent Shopping Centre as the first phase of a larger redevelopment. This development would feature a six-story podium with appropriate setbacks to accommodate future high-rise development on the broader parcel. The proposal includes underground parking, comprehensive bicycle storage, and maintains a 14-metre setback from Highway 417.

These developments, along with another proposed project at 453-455 Coventry Road, are strategically located near the St. Laurent and Tremblay transit stations, making these locations ideal for the type of high-density, transit-oriented development that our City's Official Plan promotes. It emphasizes intensifying areas that are well served by existing and planned transit, helping manage growth responsibly, reducing urban sprawl, and supporting sustainable transportation.

Since the initial application in 2022, the 400 Coventry applicants have made notable changes in response to both the community and City planning staff input by reducing the total number of towers from seven to six and lowering the height of the building bases. The revised proposal also includes improved site connections and better integration with a new public park, with generous setbacks to enhance accessibility and openness.

Widening the new proposed public street at 400 Coventry creates a *Complete Street* design, allowing for space for pedestrians and cyclists and aligning with the broader corridor improvements along Coventry.

The EA will ensure these multiple development projects benefit from coordinated infrastructure planning, including proper stormwater management as road footprints increase and climate change adaptation measures.

Community Politics



Councillor Rawlson KING
rideaurockcliffeward@ottawa.ca

The study will define right-of-way requirements that allow the City to respond effectively to current and future development applications in the area.

Both development applications incorporate sustainability features including landscaped green spaces, dedicated bicycle infrastructure, electric vehicle charging stations, and provisions for alternative transportation. The 500 Coventry proposal specifically plans for reduced parking ratios over time as transit accessibility improves, demonstrating how increased density can support environmental goals and vibrant urban spaces when properly integrated with infrastructure improvements.

At a time when Ottawa faces significant housing demand, this coordinated approach of infrastructure investment alongside thoughtful development can contribute meaningfully to housing supply while creating the complete, walkable neighbourhood envisioned in our planning policies.

I appreciate that stakeholders have shown willingness to respond to community concerns and work collaboratively. As the development applications and EA move through their respective review processes, I will monitor them closely to ensure alignment with planning best practices and Overbrook community interests.

I encourage residents to participate in ongoing public consultation processes for the development proposals and the EA study as we shape these significant changes to our neighbourhood.

As always, you can contact my office by email at rideaurockcliffeward@ottawa.ca or by phone at 613-520-2483. Also, please subscribe to my newsletter at www.rideau-rockcliffe.ca.

Ontario Holidays and Observances

September 2025

September 1 Labour Day is celebrated on the first Monday of September as a public holiday. Many shops, banks, businesses, and government buildings remain closed. Since 1894, the day honours workers, commemorates workers' rights and serves as a reminder of the progress made over the past 150 years.



September 4 In 2025, **Mawlid an-Nabi**, a sacred day in Islam, will begin on the evening of September 4 and continue into September 5, according to the Gregorian calendar. Celebrated by many Muslims around the world, Mawlid an-Nabi commemorates the birth and life of the Prophet Muhammad with gatherings, poetry, prayers, and communal meals. Also known as **Eid-e-Milad an-Nabi**, it is observed on the 12th day of Rabi' al-Awwal, the third month of the Hijri calendar.



September 8 International Literacy Day is an annual United Nations holiday, created to highlight the importance of literacy, and to raise awareness of the illiteracy problem that impacts almost 800 million adults and children around the world.

September 21 World Alzheimer's

Day is observed annually to raise awareness and fight the stigma surrounding Alzheimer's Disease.

September 21 International Day of

Peace, also known as **Peace Day**, is an annual United Nations holiday promoting world peace. It is also dedicated to individuals who provide humanitarian aid. On this day, UN member countries declare a ceasefire for the day, personally and politically.



September 22 The **Autumnal Equinox**, or the first day of fall in the Northern Hemisphere takes place every year on September 22nd or September 23rd.

September 23 Many Jewish Canadians celebrate **Rosh Hashanah**, also known as the Jewish New Year. It begins on the first day of Tishrei, which is the seventh month in the Jewish calendar, and can last for two days.



September 30 The **National Day for Truth and Reconciliation**, also known as Orange Shirt Day, is a day to remember the victims of the Indian residential school system. It is observed as a public holiday, with some shops and businesses closed, as well as public services such as banks, government offices, and Canada Post.



Adopt a Park Adoptez un parc



The Corridor Magazine is pleased to announce our adoption of **Presland Park** through the city's **Adopt-A-Park** program.

Both *Adopt-a-Park* and *Adopt-a-Road* are city-wide programs that are designed to encourage individuals, families, neighbours, community groups, and businesses to take an active role in helping to maintain our beautiful city.

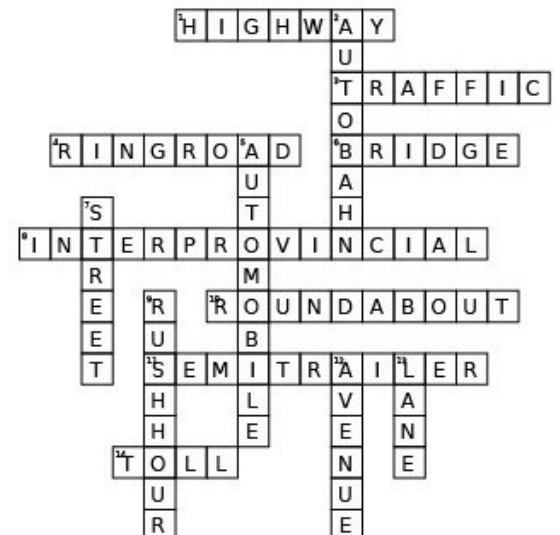
Volunteers commit to maintaining a park or roadway cleanup effort, and to work to improve safety and a healthy, natural environment. A commitment of two to five-years is required, and includes maintaining a litter-free park or roadway.

Volunteers will coordinate a community-driven clean up effort at least twice per year, in the spring and the fall.

To recognize these efforts, a sign displaying the adopting group will be installed at the park or along the roadway following one year of at least two consecutive cleanup report submissions.

Crosswords

ANSWERS



Construction on St. Laurent Blvd.

On September 8, Ottawa will begin a traffic duct installation project to enhance communication links to existing traffic signals and increase the communication capacity and efficiency of the City's *Traffic Signal System* and *Traffic Camera System Network*.

The installation will occur along the west sidewalk along St. Laurent Blvd. between McArthur Ave. and Ogilvie Rd., as well as at the east Transitway Ramp across from the St. Laurent Shopping Centre, and will consist of sidewalk removal and replacement, as well as directional drilling to install the new duct.

The work is expected to be completed by late October 2025.

Various lane reductions and delays are expected as well as sidewalk closures. Pedestrians can use the adjacent sidewalk along the east side. As the various road reconstruction activities are in progress, on-street parking may be restricted and impacted residents will receive 24-hours notice and provided with a Temporary On-Street Parking Permit (orange form) allowing on-street parking within two blocks of their residence.

Construction will occur from 9 am to 3:30 pm, and a minimum of one lane will be maintained at all times.

For more project details, please visit ottawa.ca. [Click here for updates on traffic impacts.](#)

Cleaning the Capital
Le **Grand ménage** de la capitale

Saturday, October 4, 2025
10 am

Le samedi, 4 octobre, 2025
10 h 00

Meet up at the Overbrook Community Centre
Organized by

Dirigez-vous vers le Centre communautaire d'Overbrook
Organisé par

OVERBROOK COMMUNITY ASSOCIATION  **L'ASSOCIATION COMMUNAUTAIRE D'OVERBROOK**



Full subsidies available for Rideau Hub theatre classes

There are still full subsidies available for children and youth living in Rideau-Rockcliffe to join Rideau Hub theatre classes offered by the Ottawa School of Theatre at 815 St. Laurent Boulevard! At least two full subsidies remain—and likely more. Spots are open in the following programs:

- Story Drama (ages 7–8)
- Young Musical (ages 6–8)
- Intermediate Musical (ages 11–12)
- Acting on Camera (ages 13–17)
- Drama Play sessions (ages 4–5)

Browse all classes and register here: [Rideau Hub Classes](#)

Protecting Our Kids Online and Celebrating Summer Together

It's hard to believe we're already nearing the end of July. It's been a whirlwind summer in Ottawa–Vanier, filled with incredible events and wonderful conversations with many of you and there's still so much more to come!

Before I share what's next, I want to talk about something close to my heart: our children's safety online.

As a mother of four and as your MPP, I've seen firsthand both the incredible opportunities and very real risks the digital world presents to our kids. That's why I've reintroduced my private member's bill, the *Kids' Online Safety and Privacy Month Act*. This bill would officially proclaim October as Kids' Online Safety and Privacy Month in Ontario a time each year for families, schools, organizations, and governments to come together in protecting children from online harms like cyberbullying, grooming, exploitation, and threats to their digital privacy.

When our children go online, they should be able to explore, learn, and connect without fear. But the reality is often very different. Algorithms can lead them to harmful content. Data-hungry platforms collect their personal information without proper safeguards. And, unfortunately, there are those who seek to exploit their innocence.

By creating a province-wide, dedicated awareness month, we move beyond one-off conversations. This bill lays the founda-

tion for real, sustained action like workshops in schools, digital-literacy tools for parents, and coordination with law enforcement and child-safety experts to better detect and prosecute online predators.

This legislation is about more than symbolism. It's about building a collaborative framework, where government, industry, experts, and families work hand-in-hand to raise awareness and improve education. If passed, it would ensure Ontario keeps pace with the rapidly evolving digital landscape and the challenges that come with it.

The bill is scheduled for second reading after the summer session, and I truly hope it will receive support from all parties. Because protecting our children online is a cause that transcends politics. It's about giving every child the chance to navigate the digital world with curios-

ity, confidence, and safety.

Looking Ahead to August and More Summer Fun

Now, on a lighter note, by the time you read this, we will have already enjoyed our first corn roast of the year in partnership with the Beechwood Market! It's always such a joy to spend time with you at community events, and this summer has certainly kept me busy! From celebrating Canada Day, to grabbing a pint in the park, to joining in on the many fantastic festivals across Ottawa–Vanier.

But we're not done yet!

Mark your calendars for Friday, August 23rd, our annual Corn Roast and Vendor Fair is back, and it's shaping up to be an event to remember. There will be free local corn, face painting for the kids, live music, and dozens of amazing local vendors. It's a great way to support small businesses and enjoy a beautiful summer evening with friends, family, and neighbours. Keep an eye out for my special event newsletter coming soon with all the details.

In the meantime, stay cool, stay hydrated, and take care of one another. As always, my team and I are here for you; if you have questions, ideas, or concerns, don't hesitate to reach out at lcollard.mpp.co@liberal.ola.org or by phone at **613-744-4484**.

I look forward to seeing many of you soon, online and in person!

Lucille Collard
MPP, Ottawa–Vanier



Lucille
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Funding Campaign Continues

The Hurdman's Bridge 150th Anniversary Commemorative Kiosk Project was funded, in part, by the government of Canada through the Department of Canadian Heritage, and by the City of Ottawa, through both

heritage and environment programs. The City also donated a bicycle stand that will be installed at the site.



Many other individuals, organizations and businesses also contributed to the project, whether through volunteer efforts, cash donations or in-kind services.

Through its GoFundMe page, the group will continue to accept donations to help with ongoing maintenance and planned additions to the kiosk.



Anyone who would like to contribute may do so by using the QR code or use the following link to their [GoFundMe](#) page.

Memoires in Poetry by Diane Stevenson-Schmolka

Autumn Crows in our Back Garden

Dedicated to Anne-Marie Macdonald, and her book
"The Way the Crow Flies"

crows are born at thirty something
no one would call them baby-cakes
they know they are not geniuses
some of their friends are simply wild
but none will suffer from overweight
when they are near a feeder
greed never enters their thoughts
only survival.
it is the grackles who have a
substance problem,
and the mourning doves mate too
often
they realize that most smaller birds
are just passive
depressives, jealous beyond action
and that we are automatons who
know no better
they have no qualms
flying up to our rail to check on the
status of the
compost pot is de rigueur.
at least we know how
to make waste, and where to throw it

if they could write, they'd make
novels
they'd know how to sneak up on a
plot
claw up dirt simply by walking on it
each nail could chew up old cliches
create a whole new language
with characters their ancestors once
robbed
and left for dead
with their beaks, they would open a
vein
in conventional scenery
which would split the hairs of even
the best editors
they don't care about book sales and
awards
they know to write is to survive
and what other bird, in their right
mind
would want to do it?

© Nov. 3rd, 2006 Diane Stevenson
Schmolka

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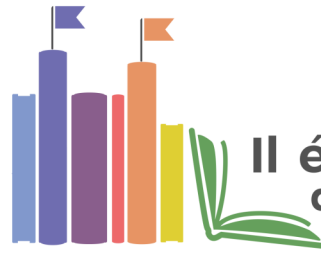
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Upon a Time



Il était
deux fois

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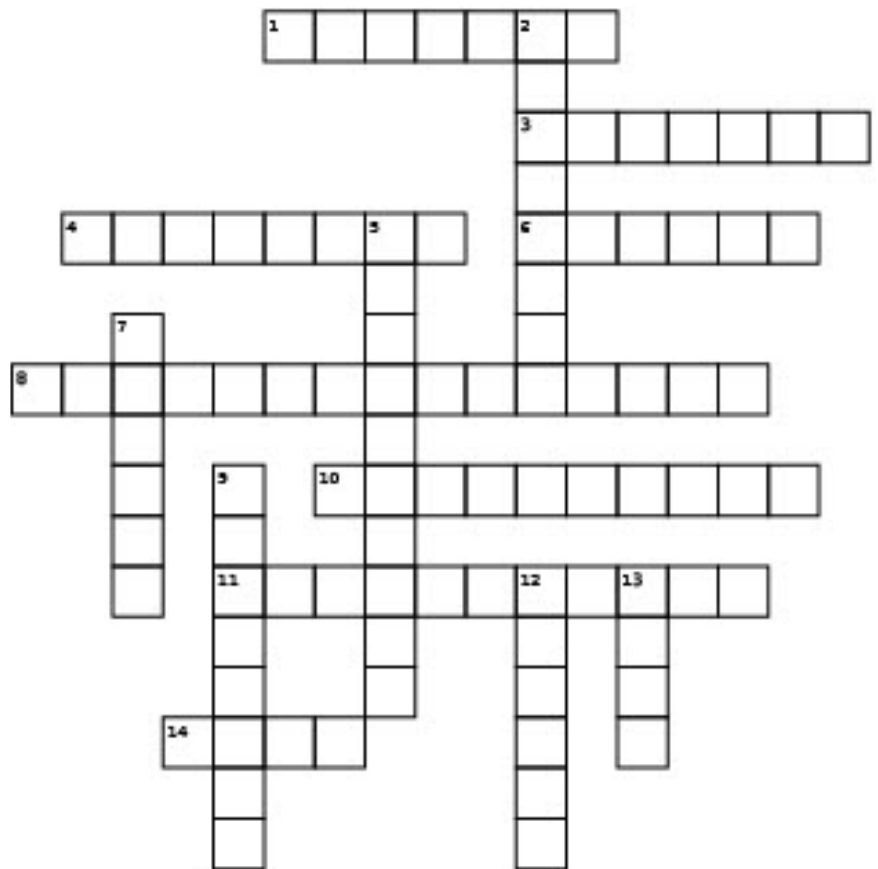
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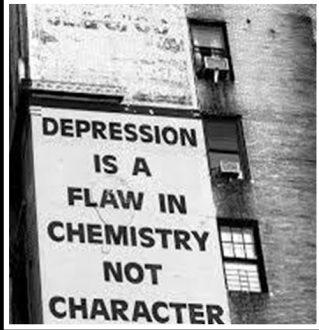
1. road for long distances
3. vehicles on a highway
4. traffic-reducing road around a city
6. a structure spanning a body of water
8. between provinces
10. circular intersection
11. an 18-wheeler
14. charge for a bridge or road

Down:

2. German highway
5. vehicle with four wheels
7. a road with houses on both sides
9. road's busy time
12. a broad treed road
13. narrow rural road



The next time anyone you care about



- **begins isolating themselves**
- **becomes uncharacteristically angry for no apparent reason,**
- **argues “everything is fine”, when it clearly is not,**
- **avoids any human interaction.**

The next time, reach out and keep reaching out.

There may be nothing you can do immediately, but just knowing you are there will be a great help to them.



KNOW THE SIGNS OF DEPRESSION



Rawlson King

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