Summary of Written and Oral Submissions: **Zoning By-Law Amendment, 2480 Walkley Road**

In addition to those outlined in the Consultation Details section of the report, the following outlines the written and oral submissions received between the publication of the report and prior to City Council's consideration:

Number of delegations/submissions

Number of delegations at Planning Committee: 0

Number of written submissions received by Planning Committee and Council between April 29 and May 22, 2019 : 2

Primary concerns, by individual **Danielle Ritz** (written submission)

- generally supports the development, and sees it as a positive proposal, but concerned about traffic safety issues, including and mainly on Melfort Street at Walkley for the following reasons:
    - Melfort Street is a collector street that does not have sidewalks; it is a main walking route for elementary school students and a main path for any residents walking to or from the Giant Tiger site, or to or from Elmvale; two school buses turn onto and stop to pick up on Melfort at Walkley in the morning and afternoon
    - in the first block of Melfort, there is no parking, vehicles with accessible parking permits so park on-street and narrow the route, making it difficult for vehicles turning onto Melfort, especially the school buses; the school buses end up blocking traffic for the period it takes to load / unload, because they end up in the opposite lane of traffic because of parked cars, and when cars come around the corner, pedestrians on the opposite side of the road have to watch themselves because cars have to turn so wide
    - Walkley eastbound gets very busy in the afternoon peak, and many vehicles use Melfort as a cut-through to get to Russell or St-Laurent area; also, most cars exiting the housing project will turn right on Melfort to cut through to other areas, as it is difficult to turn left (eastbound) on Walkley; cars turning onto Melfort are generally travelling at higher speeds than they should be for a turn, and, as mentioned above, most have to make wide turns because of the parked cars

        - the proposed new entrance to Giant Tiger will be right at Melfort, and if there is traffic on Walkley, cars will likely go straight through on Melfort to get around it

- advanced the following recommendations:
    - make the exit from Giant Tiger "no straight through" to Melfort, at least during afternoon peak periods
    - make the first block of Melfort "no stopping", and not "no parking", so that those with accessible permits must park further from the corner (if required, make it a bus stop zone for the school buses, if they are not allowed to stop in a no stopping zone)
    - request at least one block of sidewalks on Melfort (to the corner of Magnus), at least on the east side of the road, to allow students (and adults alike) to be off the roadway for the most unsafe portion of the road (and to give students somewhere safe to stand when waiting for the school buses)
- requested that traffic assessments of car volumes on Melfort be done as a part of this year's traffic counts
- concerned there will be a spike in jaywalkers in the block of Walkley between Russell and Melfort, as most people will not walk to one of the signalized corners to cross; suggested installation of a barrier on the island to mediate

email sender 'Anita Lloyd' (written submission)

- questioned how the proposed anti-bird strike design measures would successfully prevent birds from being injured or killed by the proposed two glass-clad office towers and the atrium, noting she has contacted the applicant but has not received clear responses
- suggested the artist's conceptual drawings of the buildings exemplify many of the worst practices for designing bird-friendly buildings
- suggested Giant Tiger has the opportunity to continue to be both a good neighbour and have its reputation enhanced by constructing its Headquarters as a showpiece that demonstrates exemplary birdfriendly practices

- questioned why Planning Committee would approve the rezoning of 2480 Walkley Road if the increased permissible height of the structures would simply increase their destructive effect on birds

- suggested the following factors should have been incorporated into the applicant's designs:

    - bird strikes happen most frequently with glass of all kinds, whether reflective or not; the less glass in a building, the less bird strikes

    - the proposed use of 4x4 cm spaced visual markers would have a "feather friendly" effect if it was used on the outside panes of all of the glass windows and walls, including the entirety of the glass atrium; the visual markers would need to have a high contrast effect with the glass so that birds would see them

    - different birds see different colour spectrums, so grey-coloured window glass would not prevent bird strikes; using low-reflective glass with high contrast visual markers and reducing the volume of glass cladding would be much better

    - most bird strikes occur with glass located on the first four floors of a building; since Giant Tiger is constructing two 4-floor glass office towers plus an atrium, virtually the entire Headquarters will be a threat to birds

    - the landscaping should not consist of bushes or trees because birds are attracted to such vegetation and will fly into the glass cladding of the Headquarters if they see landscaping reflected by glass

    - placing blinds on windows would be an ineffective means of preventing bird strikes unless all of the blinds were automatic and centrally controlled, were placed on all of the glass-cladding walls of the office towers and the atrium, opened to a maximum of 2 inches during the day, and were automatically fully closed from dusk to dawn

- wondered why the justification presented to the Planning Committee for the rezoning of 2480 Walkley Road is based on an unaffordable and unrealistic 2018 Ottawa Rapid Transit plan, rather than the realistic 2018 "Affordable" plan

- noted that only the residents who received the notice about the May 9, 2019 Planning Committee meeting would have been informed of the transit rationale, as it was not mentioned in any previous notices from the City or at the public consultation on April 9, 2019, and suggested that, had it been raised, residents would most likely have provided very different input into this public consultation process, regardless of its restricted focus

- suggested it would be realistic to expect that the City's priority transit planning activities and funding will be directed to the LRT project in Ottawa's eastern, central, western and southern areas over the next 11 years, not the Walkley/St-Laurent/Russell area, and that if the rezoning of 2480 Walkley Road is being justified based on a speculative, unaffordable transit plan, the planning committee will not be making a transparent and well-reasoned rezoning decision

Primary reasons for support, by individual

None provided

Effect of Submissions on Planning Committee Decision: Debate: The committee approved this item on consent, without discussion or debate

Vote: The committee carried the report as presented, without change to the report recommendations.

Effect of Submissions on Council Decision:

Council considered all written and oral submissions in making its decision and CARRIED this item as presented, without change to the report recommendations.