

## Summary of Written and Oral Submissions

### Zoning By-law Amendment – 353-357 Gardner Street

Note: This is a draft Summary of the Written and Oral Submissions received in respect of Zoning By-law Amendment – 353-357 Gardner Street (ACS2021-PIE-PS-0043), prior to City Council’s consideration of the matter on April 14, 2021.

The final Summary will be presented to Council for approval at its meeting of April 28, 2021, in the report titled ‘Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of April 14, 2021’. Please refer to the ‘Bulk Consent’ section of the Council Agenda of April 28, 2021 to access this item.

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 Committee: 3

Number of written submissions received by Planning Committee between March 29 (the date the report was published to the City’s website with the agenda for this meeting) and April 8, 2021 (committee meeting date): 1

#### Primary concerns, by individual

**Chris Greenshields, Vice President, Vanier Community Association (VCA)** (oral submission)

- the VCA continues to have reservations about this project
- this project is one of many in Vanier’s western sector , the “ring of fire”, with new buildings and residential conversions representing more than 2300 new residential units and an estimated 4000 new residents in quite a small area, which will have significant traffic, shadowing, and other impacts, and they are concerned about the lack of consideration of the overall impact
- the site is complex one, especially for a development of this scale
- Montreal Road District Secondary Plan implies a number of important policy directions; under the plan, height limits are specified at 6 storeys for small lots like this; while the Zoning permits 25 m, one would have expected at least a stepback at the 6<sup>th</sup> floor for a more human scale at the street level; the proposed rezoning to allow

an additional storey (to 29m), which, with the penthouse amounts to 10 storeys, is excessive without further setback or mitigation

- the development should complement the other three corners of the McArthur/Vanier Parkway intersection, a major intersection under the Secondary Plan, should maintain the public realm at the four corners, and the intersection should be modified to meet policy directions for major intersections under the Secondary Plan
- both developer and VCA propose that the corner pork chop adjoining the development be eliminated to mitigate the development's impact and lack of setback, and to increase safety, as per the Secondary Plan; the VCA hopes staff will ensure compliance with the Plan, which will also better situate this development
- on Gardner, the project would better integrate with the residential streetscape with further setback, and the building's transition to the existing two-storey buildings to the rear, to the north, is inadequate; rear yard balconies should be eliminated to maintain privacy for the adjacent residents
- ground floor commercial at this key site is needed, as the UDRP pointed out, and is essential to promote McArthur as an active Traditional Main Street
- the VCA welcomes the City's intent to conduct a design study for McArthur - better late than never
- Vanier risks losing a heritage building, which doesn't appear to be mentioned in the staff report; the City's heritage authorities should consider, with the applicant, how the building can be preserved through relocation
- the VCA expects to continue consultations regarding the site plan control process and the enhancement of the development at the ground level

## Primary reasons for support, by individual

**The Applicant, as represented by Daniel Paquette, Paquette Planning Associates Ltd., and Rosaline Hill, Rosaline J. Hill Architect Inc.** (oral submission and slides)

- provided context on the design of the proposed development, particularly in respect of its pedestrian-centric aspects, and indicated how the additional height proposed meets the City's planning and policy objectives for the area
  - ❖ the intersection of Vanier and MacArthur has existing challenges and is pedestrian hostile, as it was designed for cars; it can be imagined that the City will reinvent this intersection, and this development will help to frame the street and have a cumulative impact on pedestrian improvements for the area

- ❖ the development will have buildings with clear base features that provide a shape and help carve out space on sidewalks to help pedestrians feel safer, and will include using planter boxes, changes of grade and a column feature
- ❖ the development will have active, interesting pedestrian space on McArthur and at the corner facing the porkchop, and leading toward the porkchop there will be a column on the Right of Way space with a canopy over it to make it feel a more welcoming and safe pedestrian place and build into that future where this intersection will be more for people; there will be green space up to the sidewalk on the McArthur side, but there will also be pedestrian space behind the trees in a walkway adjacent to the building, with bench window sills to welcome people to move through and enjoy the space in different ways; there will also be a bike repair station along this side, outside, and a bike repair and storage space inside, behind the windows, celebrating bikes and making a place for them in the front of the building
- ❖ to respect the green parkway character of the Vanier Parkway, there will be trees and plantings along that side to give a green corridor effect; the Vanier Parkway view will have a green buffer as you approach the development that way; the development is designed with strong vertical element that draws the eye and colours that are interesting at a distance, and pedestrian friendly up close; this side of the building will also have lots of prickly rosebushes that take up space and prevent loitering
- ❖ there's an entrance on the Gardner Street side, so for all practical purposes people will be coming and going on that side, but there will also be an entrance at the intersection of Vanier and McArthur that will begin to be used more frequently over time and start to feel more like the primary entrance, as the intersection becomes a great place
- ❖ on the Gardner Street side, there will be a primary entrance door and a double door into the bike room, which makes use of bikes very convenient there
- ❖ there are trees proposed on the Gardner Street side to imply ownership of some of City land to the left of the building that is currently misused, to make it look like it belongs to the building and encourage better behavior there
- ❖ eight storeys are currently permitted here and this proposal is asking for a ninth floor
- ❖ on the southeast corner, there's generally tall buildings now, to 18 storeys; on the northeast corner, there's a new office building of about 10 floors; there will likely be a future proposal for the Loblaws corner; from a planning

perspective, announcing volume and massing and a little more height at major intersections tends to define edges

- ❖ from a policy standpoint, the Secondary Plan has references to 6 floors, but there are west-sector policies and interior west sector policies; the west sector policies indicate anything with frontage on Traditional Mainstreet (TM) can go from 6 to 18 floors, depending on lot size and frontage
- ❖ in this case, the author of the Secondary Plan indicated that an Official Plan Amendment application would not be necessary because this property is an anomaly that doesn't have "normal" TM access, the access being off Gardner Street, making it a kind of an internal lot
- ❖ what does apply is the interior west sector policies, which don't deal with height; rather they deal with transition to low-rise; the design of the development has been massaged to deal with transition, recognizing there's 2.5-storey structures to the north, by pushing the main wall back on the north side to 4 m so there's a 4 m space to the nearest next property where the ramp to the garage is proposed; the 9<sup>th</sup> storey is only an ask for the south part of the building; it will basically step down from 9 floors at the corner down to 8, which is the permitted height today
- ❖ the number of balconies on the north side has been reduced from the number in the original proposal to address the issue raised by the VCA
- ❖ in theory, in the fullness of time there may be an 8-storey building to the north of this development, making the transition seamless

**Effect of Submissions on Planning Committee Decision:** Debate: The Committee spent 38 minutes in consideration of the item.

Vote: The committee considered all submissions in making its decision and carried the report recommendations as presented.

### Ottawa City Council

Number of additional written submissions received by Council between April 8, 2021 (Planning Committee consideration date) and April 14, 2021 (Council consideration date): 0

### Effect of Submissions on Council Decision:

Council considered all submissions in making its decision and carried the report recommendations without amendment.