

Document 11 – Letters Received



To: Taavi Siitam (Project Manager)
CC: advocacy@bikeottawa.ca; Robin.Bennett@ottawa.ca
Via email: Taavi.Siitam@ottawa.ca

Date: March 28, 2020

Subject: Gladstone Station District Secondary Plan

Dear Mr. Siitam,

Bike Ottawa is excited about the plans for the Gladstone Station Secondary District. The design is very forward thinking for Ottawa, by placing an emphasis on people and how they move around the community using active transportation. With nearby LeBreton Flats seeming to be heading in the same direction, this could really be a catalyst to change how we design our neighbourhoods.

We ask that Vision Zero principals are followed as the default policy for all road construction, in order to keep our most vulnerable road users safe from collisions with drivers of motor vehicles.

More specifically, we'd like to provide the following comments and feedback for the current plan:

- The planned E/W bikeway west of Somerset and connecting with the planned Laurel footbridge is great.
- The Trillium MUP should be widened between Bayview LRT station and Beech St. to separate pedestrians and bicycles. This works very well between Carling Ave. and Beech St. and would conceivably allow for a higher density of users to use the pathway as the neighbourhood grows.
- Trillium MUP crossing at Gladstone Ave. desperately needs a pedestrian & bike priority crossing. This includes an underpass, bridge, or if at street level, a raised continuous crosswalk/crossride (using same brickwork as ped area) as well as a pedestrian/cyclist island (see <https://www.trafficchoices.co.uk/traffic-schemes/refuge-island.shtml>).

- By making Oak St. a one-way street, this would narrow the road, making it safer for pedestrians to cross. We also support traffic calming including properly designed raised continuous crosswalks at every intersection - pedestrians and cyclists must have priority.
- Segregated cycling infrastructure is desperately needed on Gladstone, a key spine cycling route.
- For cycling infrastructure on Gladstone, consider cyclists that will be travelling east, downhill past Loretta Ave. N and then turning left onto Trillium MUP or accessing Gladstone LRT Station. Traffic calming would be needed before this point to slow car traffic, followed by a properly designed raised continuous crosswalk at the Trillium MUP and a pedestrian/cyclist island. These measures would make it easier and safer for cyclists to make this turn.
- If planning a street level crossing at Trillium MUP and Gladstone: when cyclists transition into Neighborhood Station Plaza, consider maintaining the same brickwork instead of asphalt & green thermoplastic paint. This way cyclists understand they are transitioning into a ped priority zone. They would slow and give way.
- If planning an underpass or bridge across Gladstone, this may not be as much of a concern as cyclists would pass by the Neighborhood Station Plaza at another grade.

We thank you for reviewing our recommendations and look forward to seeing infrastructure in this new neighborhood that will prioritize the safety of residents using active transportation.

Kind regards,

Dave Robertson
Advocacy Working Group
Bike Ottawa



Gladstone Station District Secondary Plan
OPA and Zoning Amendments

File N°/ N° de dossier:
D01-01-20-0011 (OPA);
D02-02-20-0067 (Zoning By-law
Amendment)

Notification Sign-up Form/ Formulaire d'inscription aux avis

Your contact information/ Vos coordonnées

Name/Nom: MARTIN DE ZUVIRIA

Organization/Organisation/Affiliation:

Address/Adresse: 477 BOOTH ST

City/Ville: OTTAWA

Postal Code/Code postal: K1R 7L1

E-mail/Courriel: dezuviria@gmail.com

Telephone/Téléphone: 613-712-0276

**Best way to reach you/ La meilleure façon
de vous joindre**

☒ E-mail/Courriel ☐ Mail/Poste ☐ Tel./Tél.

**Check all that apply/ Veuillez cocher tout ce
qui s'applique**

☒ I want to be notified of any public open houses
and committee meetings where this proposal
will be discussed./J'aimerais être avisé des dates
des séances portes ouvertes et des réunions du
comité où il sera question de cette proposition.

☒ I want to be notified of City Council's decision
regarding this application./ J'aimerais être
avisé de la décision du Conseil municipal en ce
qui concerne cette demande.

**Please submit your comments by/ S.V.P.
envoyez vos commentaires d'ici le :
27 August, 2020**

Let us know what you think! Dites-nous ce que vous en pensez!

I OPPOSE THE DECISION MADE BY THE CITY OF OTTAWA TO RE-ZONE
THE LANDS ACROSS BOOTH ST FROM MY HOME TO BUILD TWO
25-STOREY BUILDINGS TOGETHER WITH SEVERAL OTHER BUILDINGS.
THESE LANDS ALLOW THE CONSTRUCTION OF BUILDINGS NO TALLER
THAN 11 METERS IN HEIGHT UNDER ^{THE} CURRENT ZONING -

Send this to/ Envoyer à:

Taavi Siitam, Planner/ urbaniste

City of Ottawa/Ville d'Ottawa

110 Laurier Avenue West/Ouest, 4th Floor/ 4^e étage

Ottawa, ON K1P 1J1

Tel/Tél.: 613-580-2424, ext./poste 27788

Fax/télécopieur:

Taavi.Siitam@ottawa.ca

Let us know what you think! Dites-nous ce que vous en pensez!

I BOUGHT MY PROPERTY ON 477 BOOTH ST IN 2006 BECAUSE THIS AREA IS RESIDENTIAL AND THIS DECISION BY THE CITY OF OTTAWA NOT ONLY WILL MAKE ME FEEL MISERABLE BUT WILL HAVE AN IMPACT (NEGATIVE) ON MY WAY OF LIFE.

I WOULD LIKE TO SEE THE STUDIES FROM THE CITY OF OTTAWA IN RELATION TO TRAFFIC INCREASE ON BOOTH ST AND THEIR ASSOCIATED NOISE AND POLLUTION IMPACT

I WOULD ALSO LIKE TO KNOW THE IMPACT OF THIS DECISION ON MY PROPERTY TAXES WITHIN THE NEXT 10 YEARS

I AM SENDING A COPY OF THIS MESSAGE TOGETHER WITH THE REST OF THE INFORMATION PROVIDED BY THE CITY OF OTTAWA TO MY LAWYER, MR. JAMES WHYTE, AND I KEEP MY RIGHT TO SUE THE CITY OF OTTAWA FOR THIS RE-ZONING.

I ALSO KEEP MY RIGHT TO COMMUNICATE MY VIEWS TO THE LOCAL, NATIONAL AND INTERNATIONAL MEDIA AND TO INFORM THEM OF EVERY ASPECT OF THIS PROCESS THAT I CONSIDER RELEVANT.

PLEASE, DO ACKNOWLEDGE RECEPTION OF THESE COMMENTS BY AUGUST 20

Notification and Submission Requirements/ Avis et exigences de soumission :

If you wish to be notified of the decision of the City of Ottawa in respect of the proposed development application, you must make a written request (i.e. return the notification sign-up form) to the City of Ottawa. If a person or public body does not make, oral statements at a public meeting or provide written submissions to Council prior to the Council making its decision, the person or public body is not entitled to appeal the decision of the City of Ottawa to the Local Planning Appeal Tribunal. If a person or public body does not make, oral statements at a public meeting or provide written submissions to Council prior to the Council making its decision, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Board, there are reasonable grounds to do so. / Pour recevoir un avis de la décision de la Ville d'Ottawa concernant la demande d'aménagement proposée, veuillez en faire la demande par écrit à (c'est-à-dire, renvoyez le formulaire d'inscription aux avis) à la Ville d'Ottawa. Si une personne ou un organisme public ne présente pas d'observations orales lors d'une réunion publique ou ne présente pas d'observations écrites au Conseil municipal avant que ce dernier ne rende sa décision, cette personne ou cet organisme public n'a pas le droit d'interjeter appel de la décision de la Ville d'Ottawa devant la Tribunal d'appel de l'aménagement local. Si une personne ou un organisme public ne présente pas d'observations orales lors d'une réunion publique ou ne présente pas d'observations écrites au Conseil municipal avant que ce dernier ne rende sa décision, cette personne ou cet organisme public ne peut pas être joint en tant que partie à l'audition d'un appel dont est saisie la Tribunal d'appel de l'aménagement local, à moins qu'il n'existe, de l'avis de cette dernière, des motifs raisonnables de le faire.

DALHOUSIE COMMUNITY ASSOCIATION

755 Somerset Street West, Ottawa, Ontario, K1R 6R1

23 August, 2020

Taavi Siitam

Planner and Project Manager

Planning, Infrastructure and Economic Development Department

City of Ottawa

110 Laurier Avenue West

OTTAWA ON K1P 1J1

Re: GLADSTONE SECONDARY PLAN

RE-ZONING 818 & 933 GLADSTONE AVE

D01-01-20-0011 / D02-02-20-0067

Sir:

We are pleased that this Secondary Plan is moving forwards to completion. We are particularly glad to see the addition of the "Transition and Neighbourhood Line" component (4.2.5). Confirmation that the Laurel St. bridge will not be constructed to accommodate cars is appreciated (5.3.2).

Unfortunately, however, there are still fundamental problems.

PARKLAND: 1010 SOMERSET & 933 GLADSTONE

The entire Secondary Plan, west of Preston, does not work without the acquisition of the land required to extend Plouffe Park westward. The Plan proposes that any major re-development of 1010 Somerset be subject to the transfer of land to the City so as to be able to extend Plouffe Park (4.1.2.4). **This might never happen.** Or, like Lebreton Flats, take 60 years. Even City Centre's re-development plans have sat un-implemented for 40 years.

The development of **933 Gladstone provides no park space**. The extension of Plouffe Park is supposed to take care of this (and the existing community) parkland deficit.

Until such time as the City is in possession of the land to extend Plouffe Park westward, an equivalent part of the 933 Gladstone site should set aside for parkland. Therefore a hold on re-development should be placed on the full width of 933 Gladstone between Oak and Laurel, or else, between Oak and Larch east of Street "A". This area should be, in the interim, designated "park". The proposed re-zoning should also be so revised to put this area on hold.

Without addressing the parkland issue this Secondary Plan is untenable.

Taavi Siitam
23 August, 2020

MATURE RESIDENTIAL NEIGHBOURHOOD(BLISS)

The mature residential low-rise neighbourhood between Oak and Balsam should be designated differently than "Mixed Use Neighbourhood". The proposal to introduce "live/work alternatives" (4.1.4 & 8.7) beyond those already permitted in residential zones will denigrate the character of this enclave. This was what was fundamental to the 2015 version of the CDP and should not be watered down despite being included in the Carling CDP. Such an approach was achieved in a revision to the Bayview CDP for the Spruce, Elm and Primrose area north of Somerset. So it can be done here too.

LARCH vs. BALSAM (5.2.16)

We can see absolutely no justification for allowing Larch St. to be a through traffic access street, rather than, or in addition to, Balsam. Balsam is already compromised by Preston Hardware's operations. Why also ruin Larch. These Larch options negate the Secondary Plans "Goals" (#2) of reducing car and truck activity. Let's not allow "transportation studies" to supersede our urban design goals. We should remove all reference to Larch as a through street and any reference to "studies".

LANES and ALLEYS; Oak/Laurel/Larch

1. It has always been our understanding that the west end of Laurel, like Larch, would be opened to east-west bicyclists and pedestrians, but definitely **not to cars**. The north-south back lane shown on Schedule "C", running between Oak and Larch (almost) should not allow car vehicular connection to Laurel. Please correct.
2. As presently illustrated this north-south lane would allow a traffic loop down Laurel and back up Oak unless made discontinuous somewhere between Oak and Laurel. Correcting item 1 above will solve this problem.
3. Article 5.2.32: The redundant east-west back lanes located between Oak and Laurel, and Laurel and Larch, have largely been replaced with legal front yard parking. There seems no point whatsoever thinking of creating additional east west bicycle/pedestrian routes when Laurel, and even Oak and Larch, perform this function. this article should be deleted.

AFFORDABLE HOUSING

Articles 8.1 and 8.2 use the term "should be" in reference to affordable housing. that's meaningless. They should read "shall be" since that's what's intended. Say what we mean, even if inclusionary rezoning is still required.

SCHEDULES (maps)

These maps have yet to be updated to reflect on-going changes and discussions. For example: the reduced recreation area on Schedule A and B should be like Schedule D. Additional park space is both required and intended at 818 Gladstone so Piazza Dante should be shown expanded accordingly on Schedules A, B, C and D.

Yours truly,

Michael Powell, President
Dalhousie Community Association
McKenney

cc: Councillor Catherine

OCH: Cliff Youdale



PLANT POOL RECREATION ASSOCIATION

August 24, 2020

Mr. Taavi Siitam
Planner and Project Manager
Planning, Infrastructure and Economic Development Department
City of Ottawa
[110 Laurier Avenue West](#)
[OTTAWA ON K1P 1J1](#)

Re: GLADSTONE SECONDARY PLAN
RE-ZONING 818 & 933 GLADSTONE AVE
D01-01-20-0011 / D02-02-20-0067

Dear Mr. Siitam:

The Plant Pool Recreation Association (PPRA) can not support this Secondary Plan since it does not guarantee any additional green space/recreation area while allowing for more population density in the area surrounding Plant Recreation Centre and Plouffe Park.

Undertaking a major redevelopment in a community like ours, already coping with a serious shortage of parks/playing fields and significant intensification pressures, without providing more greenspace simultaneously with more population density is really bad planning. Given the realities of COVID-19, continuing to short-change inner city communities on badly needed greenspace amounts to a serious misunderstanding of what's needed today to create healthy, viable communities.

Therefore, the PPRA is in strong agreement with the comments sent to you by the Dalhousie Community Association, most particularly that as the status of 1010 Somerset is still not decided and until it is, this Secondary Plan cannot be supported as it stands.

To elaborate, the PPRA fully endorses the Dalhousie Community Association's position as restated below:

PARKLAND: 1010 SOMERSET & 933 GLADSTONE

The entire Secondary Plan, west of Preston, does not work without the acquisition of the land required to extend Plouffe Park westward. The Plan proposes that any major

re-development of 1010 Somerset be subject to the transfer of land to the City so as to be able to extend Plouffe Park (4.1.2.4). This might never happen. Or, like Lebreton Flats, take 60 years. Even City Centre's re-development plans have sat un-implemented for 40 years.

The development of 933 Gladstone provides no park space. The extension of Plouffe Park is supposed to take care of this (and the existing community) parkland deficit. Until such time as the City is in possession of the land to extend Plouffe Park westward, an equivalent part of the 933 Gladstone site should set aside for parkland. Therefore a hold on re-development should be placed on the full width of 933 Gladstone between Oak and Laurel, or else, between Oak and Larch east of Street "A". This area should be, in the interim, designated "park". The proposed re-zoning should also be so revised to put this area on hold.

Without addressing the parkland issue this Secondary Plan is untenable. [DCA letter of Aug. 23, 2020 to Taavi Siitam]

The PPRA looks forward to the support of the City in strengthening the future health of our community through ensuring sufficient outdoor green space is incorporated in all relevant planning documents and implementations.

Yours truly,

Suzanne Nash, President
Plan Pool Recreation Association

cc: Catherine McKenney
Ottawa City Councillor Somerset Ward

Date: August 26 2020

File: 082420 - Canadian Bank Note

To: Taavi Siitam Planner II, M.Sc.Pl., MCIP, RPP
Planning, Infrastructure and Economic
Development City of Ottawa

110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

RE: GLADSTONE STATION DISTRICT SECONDARY PLAN

Dear Taavi,

On behalf of the Canadian Bank Note Company Limited (CBN), Q9 Planning + Design, is officially submitting comments and concerns with regards to the proposed Gladstone Station District Secondary Plan, which includes Official Plan and Zoning Amendments pertaining to the parcels 933 Gladstone and 818 Gladstone.

My client has concerns related to components of the Gladstone Station District Secondary Plan. There are further concerns with regards to the proposed rezoning and Official Plan Amendment for 933 Gladstone. The following letter details identified objections and concerns.

Gladstone Station District Secondary Plan (GSDSP) - Issues of Concern and Objections

1. CBN objects to the identification of their lands (975 Gladstone Ave) as “Mixed Use Neighbourhood” in the Schedule A - Character Areas map. Neighbourhood indicates residential and the current use is industrial and the stakeholder at this location is a long-term land-owner with no intentions of redevelopment towards another use. The proposed redesignation is prohibitive.
2. The identification of the parcels north of Laurel Street as “Mixed-Use Neighbourhood” also

implies future residential where there is currently only some residential and mainly existing light industrial uses (i.e. Capital Self Storage). This designation supports more residential intensification in an area in close proximity to an existing noise generating use.

3. To the point above, CBN should not be required in any way to front costs related to noise mitigation of any kind resulting from new noise-sensitive land uses that did not exist prior to their existing use and operation. If the City of Ottawa or developers are seeking noise sensitive uses in proximity to an existing stationary noise source, it is their responsibility to assess any Noise Impacts and install or provide any noise mitigation measures at-source that may be required.
4. Similar to above, CBN objects to the identification of Area 8 on Schedule D as being identified as a “Mixed-Use Neighbourhood”. It is an existing industrial use with 24/7 industrial operations. There is no planned future redevelopment of the site towards anything other than industrial and the stakeholder has expressed this in the past and it is reiterated here.
5. This site offers a large degree of employment in a core location and it should be preserved through the Secondary Plan, not hindered. Future expansion of this employment and existing industrial use should not be impacted or hindered through this Secondary Plan.
6. The Provincial Policy Statement 2020 identifies the importance of preserving employment land uses. The proposed Secondary Plan does not institute any measures to ensure the preservation of this employment use.
7. Specifically, Section 1.3.1(b) of the PPS states: “Planning authorities shall promote economic development and competitiveness by:
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, **and take into account the needs of existing and future businesses;**”
8. Section 4.1.3 of the GSDSP indicates that the “Mixed-use Neighbourhoods” applies to the areas in the district that are primarily residential in character and function. The entirety of section 8 and a large proportion of 9 are not residential.
9. Section 4.1.3, when referencing the CBN property identifies it as “Canada Bank Note”. This should be corrected to: Canadian Bank Note Company.
10. Although the Secondary Plan in Section 4.1.3 acknowledges that the CBN property will not redevelop in the short or long term towards residential, by designating it as residential through the GSDSP, limits expansion or development of the existing use that will be necessary for continued CBN operations (see existing SPC application D07-12-19-0209).
11. By permitting additional residential in proximity to an existing 24/7 operational industrial

use is inviting conflict and will result in complaints to both the Councillor's office and CBN. There has not been sufficient consideration given to this outcome, nor has there been any measures imposed through the Secondary Plan that would require future developers to fully consider and evaluate the impacts of noise generated from existing CBN operations.

12. Promotion of walkability and cycling and any redesign of right-of-ways need to consider the existing and continued presence of large transport trucks going to and from the CBN site. There is no identification in the document to ensure safe routes for transport trucks to access the loading dock on Loretta.
13. Under Section 11.2 - *Special provisions for Review of Development Applications*. There is no mention of the need for a detailed noise study, noise assessment, nor the imposition of noise mitigation measures.

Any proposed residential increase in this area and designations to permit future residential will likely result in the need for designations of Class 4 Noise Areas, as per the Provincial Guidelines. This is a broader consideration with large impacts that needs to be part of the discussion within this document.

Notwithstanding the requirements for noise studies identified elsewhere in the City of Ottawa Official Plan, a holding provision should be imposed in order to require a Noise Impact Study for any rezoning to permit an increase in density of a noise- sensitive use, or to rezone a use from an existing non-sensitive use to a noise- sensitive use.

Further, the cost of any noise mitigation measures, at-source required or otherwise, is to be the sole responsibility of the developers seeking noise sensitive uses in proximity to existing noise-generating use.

14. CBN is an employment use that as per the PPS, the municipality has a responsibility to consider their needs. Should new noise sensitive residential be approved, it jeopardizes the CBNs environmental compliance. This is an undue, adverse impact resulting from the implementation of policies of the Secondary Plan and from the related rezoning to permit additional residential space that did not exist prior. A holding provision through Section 11.2 should be included that would require the installation of at-source noise mitigation measures as specified through a Noise Impact Study, at no cost to CBN.
15. Further to the above, an additional Section 11.2.2 should be added indicating that any Site Plan Control application that includes the provision of residential in the Gladstone Station District Secondary Plan Area requires a detailed Noise Study (as per the City's Noise Control Guidelines) which is to include detailed noise mitigation measures in consideration of the 24/7 industrial operations related to CBN. These mitigation measures are to be reviewed and approved to the satisfaction of the appropriate department within the City of Ottawa, and any at-source noise mitigation measures are required to be installed as a Condition of Site Plan Agreement.

A separate point within 11.2.2 could also specify that any approved Site Plan Control

application which is to include the provision of residential in this area will be subject to notices on title for the identification of 24/7 noise generating land uses in the vicinity.

It is the aim of CBN, and hopefully aligning with intents of the Councillor's office, to mitigate and minimize any conflicts between future users, residents, and existing operators within this area.

16. The Plan speaks to public realm criteria that are largely residential focused in Section 5, and particularly sub-section 5.1. It does not recognize throughout nor is there protection for the existing employment and existing industrial operations that continue to exist in this area, such as the movement and routes of the transport trucks for CBN operations.
17. Lastly, the proposed increase in building height on the 933 Gladstone property cannot proceed until a proper noise impact study has been completed. We note that if the rezoning of 933 Gladstone were a developer-led project, a Noise Impact Study would be required. As per the City of Ottawa's own policies, Section 4.8 of the Official Plan which states that Noise Feasibility Study or Detailed Noise Study is required "where a new noise-sensitive land use is proposed in areas affected by noise from existing stationary sources"

Further, that study is required, not simply through the OP but as per the City's own Environmental Noise Control Guidelines (ENCG, Part 1, section 3.1) as well, since the proposed zoning change meets the applicable criteria:

- CBN Gladstone is an existing Stationary Source;
- the zoning change at 933 Gladstone would permit new noise-sensitive development (at greater heights than the current zoning allows); and
- the CBN Gladstone property is less than 100 metres from 933 Gladstone.

The proposed increase in building height produces a new noise-sensitive land use in a space that did not exist before. As such, the proposed Zoning Amendment, put forth by the Gladstone Station District Secondary Plan, cannot proceed until a Noise Study has been prepared.

Final Remarks

We appreciate the time and attention to these matters and concerns raised by the Canadian Bank Note Company. It is our aim to ensure compatibility of future development, intensification, and proper consideration of existing 24/7 industrial operations.

The Canadian Bank Note Company does not object to the redevelopment of the area towards a more intensive mixed-use district in support of the transit systems for the City of Ottawa. The CBN's main concerns are to ensure that their continued use and any

expansion of said use is not hindered or prohibited, and further that any proposed new residential uses or spaces (such as increased height) be required to conduct Noise Impact Studies and institute, at their own costs, any noise mitigation measures that may be required (at-source or otherwise), and further, that if an Amendment is required to permit a Class 4 Noise designation for these proposed residential uses, that CBN be automatically included in the distribution list for comment.

We request these considerations and revisions to the Secondary Plan in an attempt to avoid future conflicts and adverse land use planning situations that may result.

All correspondence on the matter can be directed to the undersigned, as well as to the Legal Department at CBN via email general.counsel@cbnco.com.

Yours truly,

A handwritten signature in black ink, appearing to be 'CM', written over a light blue horizontal line.

Christine McCuaig, RPP MCIP M.Pl Principal Senior
Planner + Project Manager

CC: Gordon McKechnie, Canadian Bank Note Company Limited Gregory
Meeds, Vice & Hunter LLP
Gregory Clunis, Integral DX Engineering Ltd.

Received from: Believe in Livable Side Streets (BLiSS)

27 August, 2020

Taavi Siitam
Planner and Project Manager
Planning, Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Avenue West
OTTAWA ON K1P 1J1

Re: GLADSTONE SECONDARY PLAN
RE-ZONING 818 & 933 GLADSTONE AVE

D01-01-20-0011 / D02-02-20-0067

Dear Taavi:

On behalf of BLiSS, we are pleased to submit this document that captures our consensus response to the Gladstone Station District Secondary Planning Study posted on the City of Ottawa website (<https://ottawa.ca/en/city-hall/public-engagement/projects/gladstone-station-district-secondary-planning-study#proposed-official-plan-amendment-and-zoning-law-amendments-review>, last accessed on August 26, 2020).

BLiSS stands for **B**elieve in **L**ivable **S**ide **S**treets. We are a collection of neighbours who have organized to represent the interests of the residents of the dead-end side streets included in the Gladstone Station District CDP process. The mission of BLiSS is to maintain the essential character for our family homes and family-centered streets, maintaining the phenomenal urban community we have developed while honoring the rich heritage of family life that has shaped our streets for over a century.

BLiSS is focused on representing the interests of the residents of the dead-end side streets off Preston, between Somerset and the Queensway. We are adopting this focus in order to retain an authentic and unique voice for our group, avoiding duplication with other community groups involved in the CDP process.

We are pleased that this Secondary Plan is moving forwards to completion and continue to support Ottawa Community Housing as the developer of this valuable land so close to downtown. We welcome the addition of the "Transition and Neighbourhood Line" component (4.2.5) and the confirmation that the Laurel Street bridge will not be constructed to accommodate cars is appreciated (5.3.2). We would equally like to see confirmed the maximum allowed heights along Somerset to give clarity for future developers of the 1010 Somerset site.

Our response to the draft Secondary Plan material is focused on several fundamental problems that we consistently raised in our previous submissions and that remain in the current draft, along with a new issue that will significantly adversely affect the three rump side streets represented by BLiSS: Larch, Laurel, and Oak.

DESIGN ELEMENTS THAT WE FEEL WERE NOT ADEQUATELY ADDRESSED IN THE DRAFT CDP

Unacceptable imbalance between increased density and new community green space (1010 Somerset and 933 Gladstone)

The entire Secondary Plan, west of Preston, only works if land is acquired to extend Plouffe Park westward. The Plan proposes that any major re-development of 1010 Somerset be subject to the transfer of land to the City so as to be able to extend Plouffe Park (4.1.2.4). We are concerned that this might never happen or would take a long time, while all the proposed dense housing would go ahead. We are very familiar with the history of Lebreton Flats and are also aware and experience the already existing parkland deficit in our ward.

Until such time as the City is in possession of the land to extend Plouffe Park westward, an equivalent part of the 933 Gladstone site should set aside for parkland. We support the Dalhousie Community Association's request to place a hold on re-development on the full width of 933 Gladstone between Oak and Laurel, or else, between Oak and Larch east of Street "A". This area should be designated as "park" until such time as the City of Ottawa has formally acquired the northern portion of the Oak Street complex. The proposed re-zoning should also be so revised to reflect this park designation.

Without addressing the parkland issue, this Secondary Plan is untenable.

Appropriate zoning for the residential side streets

Our mature residential low-rise neighbourhood streets between Oak and Balsam should be designated differently than "Mixed Use Neighbourhood". The proposal to introduce "live/work alternatives" (4.1.4 and 8.7) beyond those already permitted in residential zones will weaken the uniform character of our streets. This was a fundamental element for us in the 2015 version of the CDP, and should be maintained in the current version.

We are glad to see the clustering of height along the tracks but are opposed to the introduction of zoning that would allow 16 storey buildings for the Preston Hardware parking lot.

Maintaining the livability of our residential rump streets

BLISS has always advocated for the prevention of increased traffic on our existing rump streets of Oak/Laurel/Larch abutting the Oak Street campus.

We are pleased to see Section 5.2.14. state that "Laurel Street shall remain a dead-end street to automobiles." However, we remain strongly opposed to opening up Oak Street to deliver traffic to the Oak Street campus and to connect Gladstone and Preston. Neither can we see any justification for allowing Larch Street to be a through traffic access street, rather than, or in addition to, Balsam. Balsam is already compromised by Preston Hardware's operations thus making it the access street would save Larch. The proposed Larch options negate the Secondary Plans "Goals" (#2) of reducing

car and truck activity. We should uphold these urban design goals by removing all reference to Larch as a through street and any reference to "transportation studies". Keeping these streets dead-end would mimic the current, well-functioning set up on Elm and Spruce Streets, North of Somerset.

Lanes and alleyways

We are alarmed to see the proposed treatment of the existing lanes and alleys between Oak/Laurel/Larch.

It has always been our understanding that the future west end part of Laurel Street East would be open only to east-west bicyclists and pedestrians and definitely not to cars (5.2.15.) so that active modes of transportation could be used to reach the N-S O-Train path (MUP) and the Laurel-to-Laurel new pedestrian/cyclist bridge. The new N-S back lane shown on Schedule "C", running between Oak and Larch (almost), should not allow car vehicular connection to Laurel.

Section 4.1.3.5 must also be taken out: the new north-south lane must not be connected with the existing E-W lanes between Oak/Laurel/Larch as this would lead to a traffic loop and directly undermine the point of keeping the existing Laurel Street East a dead-end to cars. This would also enable the removal of the costly proposal of land purchase in sections 4.1.3.6 and 5.2.32.

The existing E-W lanes are hardly used by cars and represent precious greenspace in our neighbourhood, much utilised by children to play. In fact, the one between Laurel and Larch has not seen a car drive on it for more than 22 years, and offers no access to viable parking options which is suggested as a possible future usage. The argument that these laneways should eventually be integrated into the pedestrian/cyclist infrastructure (5.2.28) is misplaced since Laurel on both sides of the O-Train is already designed to provide a low-traffic and straight option to both the new pedestrian/cycling bridge and the MUP – we know that many active modes of transportation users on the MUP are commuters who want to get to work or school and so will want the most direct route to their destination rather than meandering through back lanes.

The Plan is also suggesting that these lanes could be possibly used for car access and parking – which sends a contradictory message. There is no need to upgrade these lanes (alluded to in 5.2.32.) because their use has been largely replaced by legal front yard parking, which was verified by the City during the street reconstruction more than 10 years ago, that satisfies residents' needs for both parking and private backyards. Again, considering how little green space there is in the area the CDP covers and since zoning should be kept residential, leaving these laneways unchanged is essential, especially for Oak Street residents whose peace is already threatened by the idea of their street becoming an access road to the Oak Street complex. The elimination of these open laneway-related ideas would also save the city the expense of expropriating or purchasing privately owned land at the end of the lanes (4.1.3.6. and 5.2.32).

In closing, the present COVID-19 pandemic has revealed serious issues facing the high density areas of our city in terms of ready access to transit, amenities and fresh air, all while maintaining social distancing. The need for a community to have sufficient and accessible green space, in particular, can only be characterized as essential for health. We encourage the City to use the pandemic as an

opportunity to continue to review and modify the plan to ensure there are reduced motor vehicle traffic, safe circulation for pedestrians and non-motor vehicular traffic, and adequate access to green space for all.

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September 4 2020

TO: Taavi Siitam
Planning, Infrastructure and Economic Development Dept.
City of Ottawa

RE: Gladstone Station District Secondary Plan

The Hintonburg Community Association has reviewed the draft Secondary Plan and has the following comments.

Arts, Culture and Creative Industries

We strongly endorse the policies in Section 9 - Arts, Culture and Creative Industries. Our community association identified the Hintonburg area as the Arts District/Quartier des artistes many years ago and has worked to promote artists and the arts by sponsoring such events as ArtsPark. We have promoted the use of Section 37 benefits to support the arts in the Wellington Street West Community Design Plan and other secondary planning exercises.

In particular, we urge the City to implement policy 9.1.3, the preparation of an area specific Community Benefits By-law for the Gladstone Station Area.

“The Gladstone Station Secondary Plan Area is a place where arts, cultural, and creative industries have organically grown to be a defining element of the area’s identity. With enhanced vitality and quality, the area in and around the District will continue to inspire arts-related uses and to encourage creative industries and the local businesses that contribute to their ecosystem.

Active Transportation

We support the proposed Active Transportation Bridge to be built over the O-Train corridor directly connecting pedestrians and cyclists from Laurel Street east of the O-Train corridor to Laurel Street west of the O-Train corridor, and to the broader mobility network. In order to support active transportation and reduce vehicular traffic, this bridge

must be for the exclusive use of pedestrians, and cyclists, as we have consistently advocated.

The north-south, multi-use pathway (MUP) is an important component of the active transportation network and we support the proposed implementation policy.

Neighbourhood Line

The Neighbourhood Line policy is essential in order to ensure transition between the new and existing neighbourhoods outside the line:

“New developments within the District along the Neighbourhood Line will be compatible to the height, massing, scale, and architectural rhythm of the adjacent low-rise residential buildings, especially when a developing parcel abuts a parcel with an existing low-rise building.”

Breezehill Avenue is adjacent to several tower sites and policies 4.1.3.24 and 4.1.3.25 are essential to maintaining the character of the existing neighbourhood and protecting Devonshire School and school yards.

“Despite Section 4.1.3.21 above, any future redevelopment of the site that includes new buildings or adaptive re-use will be subject to the maximum building height of four storeys for 30m east from Breezehill Avenue to ensure the appropriate transition to the established, low-rise neighbourhood west of Breezehill Avenue.

Linda Hoad
Co-chair, Zoning Committee

Response to Draft Gladstone Station District Secondary Plan Connelly Group

September 11, 2020

Taavi Siitam, Planner
City of Ottawa
110 Laurier
Avenue West
613-580-
2424, ext.
27788

Email: taavi.siitam@ottawa.ca

RE: Review and Comment - Gladstone Station District Secondary Planning Study

Dear Mr. Siitam,

On behalf of the Connelly Group (property owners of 950 Gladstone Avenue) FOTENN is pleased to provide planning comments in response to the recently released draft documents for the Gladstone Station District Secondary Plan lands.

Gladstone Station District Secondary Plan Response for 950 Gladstone Avenue:

4.1.1 Station Area - South-west and South-east quadrant

Policy - 4.1.1..18. High-rise, mixed-use development up to the buildings heights detailed in Schedule B may be permitted within the Station Area.

Response:

- / Detailing location of towers through hatched box on Schedule B is not necessary as this plan already provides guidance on tower floorplates, separation, and mitigating concerns over wind and shadow.

Policy - 4.1.1..20. Mixed-use buildings up to a height of six storeys may be permitted over the balance of the south-west quadrant. They will be sited and designed to create a built form transition from the Station Area character to the existing, mature low-rise character exhibited by the west side of Loretta Street.

Response:

- / Using appropriate design and transitions nine-storeys may be appropriate along Gladstone Avenue.

4.2.1 Animate Building Edge

Policy - 4.2.1..3. Ground floor setbacks should be generally consistent with the existing pattern on

the street and may range from 0m to 3.0m maximum. Setbacks are only to provide space for landscaping and tree plantings, patios, plazas or other spaces consistent with a downtown, urban built environment and supportive of public realm.

Response:

- / At intersections, or in areas with mid-block paths, or public space, permissions for increased setbacks should be permitted to allow for increased area to accommodate at-grade amenity or commercial space (patio, grocer) to animate the public realm.

Policy - 4.2.3..1. A development site that accommodates a high-rise building shall have frontage on public lands along three sides which could comprise of a combination of streets and/or public owned open space (i.e. frontage on three streets or frontage on two streets with one frontage on public owned open space).

Response:

- / This restrictive frontage requirement is not rooted in any other city policy. For instance, the Uptown Rideau Secondary Plan requires two (2) frontages to be eligible for a high-rise building.
- / The height permissions of Schedule B: Maximum Building Heights and Tower Location include numerous high-rise buildings which do not have frontage on three (3) public frontages.

5.1. Public Realm Objectives

Policy - 5.1.13. Prohibit new surface parking across the district, in general.

Response:

- / Suggest changing “prohibit” to “discourage”. Overly restrictive parking policy imposes inappropriate limitations on development affordability in a context where exclusively below-grade parking may not be feasible or could prove prohibitively restrictive.
- / The development will require space for short-term delivery parking, layby etc.. Ride-hailing services (taxi, uber, lyft) also require spaces for short-term parking.
- / Alternative wording suggestions:
 - o “Surface parking for ground-oriented residential units should be provided at the rear of the building and / or visually screened from the public realm.”

5.5 Parking and Servicing

Policy - 5.5.7. All parking for new developments should be provided in below-grade parking structures or within the podium of buildings within the District. Underground parking ensures that scarce ground-level or surface areas and their uses will be occupied and used for people, not vehicles, over the duration of a day.

Response:

- / Contradiction to other policy within this document which permits some limited at-grade parking.

Policy - 5.5.10. All parking should be accessed at one point per block face, avoiding multiple vehicle access points in a single development phase. Parking access locations should be strategically located to avoid unnecessary disruption to the public realm and street edge.

Response:

- / Limiting parking access to a single point on the block will create difficulties for the functionality of individual buildings. Complications arise regarding functional requirements of certain users, wayfinding, ease of use and access, and legal burdens regarding the joint use and maintenance of shared elements.
- / Alternative wording:
 - o “Where possible, avoid multiple vehicle access drives per development block. Parking access locations should be strategically located to avoid unnecessary disruption to the public realm and street edge. Where possible, rear yard and underground parking should be designed to be accessed at consolidated locations, with shared ramps and access drives.”

Policy - 5.5.11. Underground and rear yard parking should be designed to be accessed at consolidated locations, with shared access drives and ramps.

Response:

- / The language in 5.5.11 is preferable to 5.5.10 and other references to parking and location.

Policy - 5.5.14. There shall be no drop-offs or lay-by designs on either public or private streets.

Response:

- / With the increase in popularity in ride-hailing and short-term vehicle rental options, it is true that more people will be able to forgo car ownership, however, it will still be important to respect the needs of future residents and visitors to access a full range of mobility options depending on their personal circumstances.

Policy - 5.5.2. Bike parking rates should exceed the minimum required by the zoning by-law for multi-unit residential buildings to support the required active transportation vision for the district. Zoning By-law amendments should reflect a percentage of required spaces for long term parking and match a minimum rate of 1.0 bike parking space per multi-residential unit.

Response:

- / Requiring 1 bicycle parking space per unit is unprecedented and unrealistic. This is double the existing requirement in the zoning by-law for residential units. Bike sharing can provide for multiple users of individual bikes and provide efficiency in terms of storage requirements.

Proposed Schedules

Schedule B

- / Height limits along Gladstone should be increased to permit 9-storeys as is the

accepted height permission along Traditional Mainstreets within the Official Plan.

- / The specific tower locations ("box with number of storeys") are unnecessary and create inconsistency with the underlying height provisions of the Schedule. For instance, the "red" area permits towers up to 30-storeys. With the area, rather than a 25-storey towers as shown, variations may be proposed (29 and 27-storeys, ...). The schedule should address maximum heights, not storeys of individual towers.
- / A similar consideration, it is not necessary to dictate tower locations within the height areas. With the provisions regarding maximum building height, view planes, shadows, floor plates size, and separation distances, the tower blocks are too restrictive and do not allow for building-placement variations moving forward.

If you have any questions or inquires related to the contents of this review, please do not hesitate to contact the undersigned.

Sincerely,



Miguel Tremblay, MCIP RPP
Partner

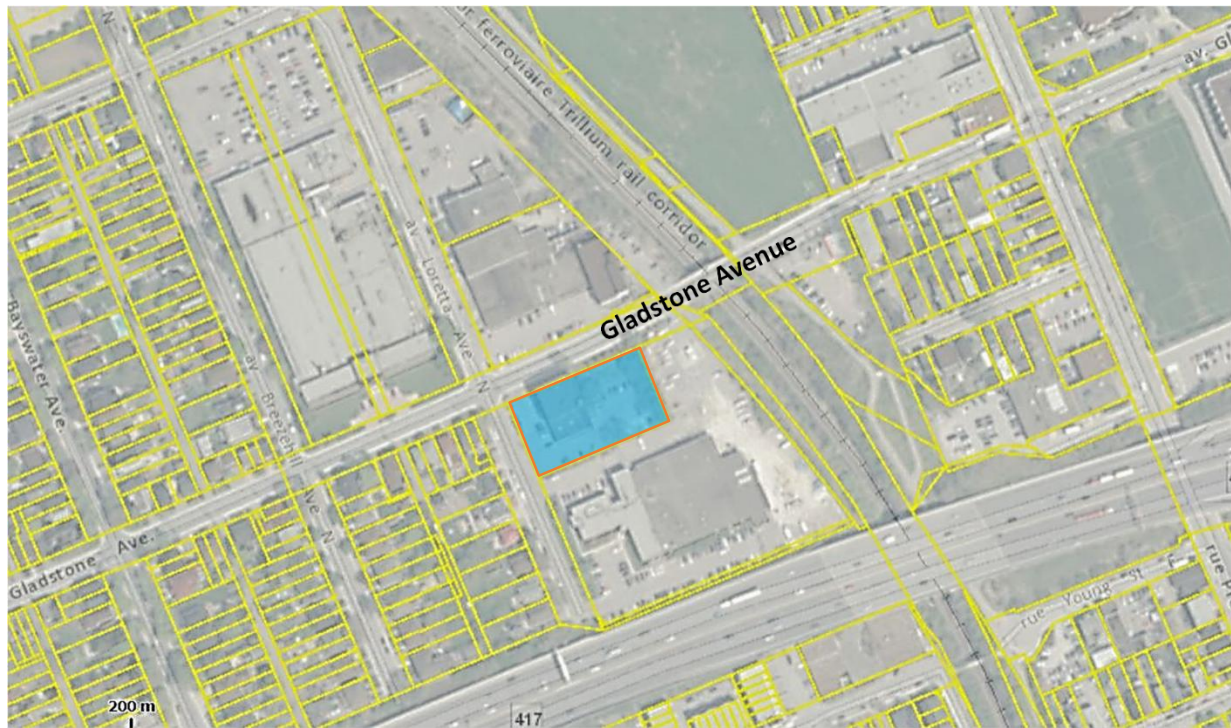


Timothy Beed, M.Planner
Planner

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Appendix A: Site Context



Siitam, Taavi

From: Timothy Beed <beed@fotenn.com>
Sent: September 28, 2020 3:50 PM
To: Siitam, Taavi
Cc: Miguelez, Alain
Subject: Gladstone Station District Secondary Plan - 75 Breezehill

CAUTION: This email originated from an External Sender. Please do not click links or open attachments unless you recognize the source.

ATTENTION : Ce courriel provient d'un expéditeur externe. Ne cliquez sur aucun lien et n'ouvrez pas de pièce jointe, excepté si vous connaissez l'expéditeur.

Hello Taavi,

On behalf of Mr. Unsworth (property owner of 75 Breezehill Avenue North), Fotenn would like to submit the following planning comments in response to the recently released draft documents for the Gladstone Station District Secondary Plan lands.

The areas of concern are in the following topics:

1. Overly specific tower locations on Schedule B;
2. Requirement for three frontages on public realm for high-rise buildings;
3. Limiting remainder of site to 3-6 storeys;
4. Restrictive parking and lay-by provisions;
5. The impacts and implications of the neighborhood line;
6. Excessive bicycle parking requirements; and
7. Private property owners responsibilities and financial liability for proposed public works for the proposed western MUP.

Thank you for the opportunity to provide comment on the draft policy documents and please contact me if you have any questions.

Timothy Beed
Planner

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