

11 March 2021

Ms. Laurel McCreight MCIP, RPP
Planner, Development Review West
Planning, Infrastructure & Economic Development Department
City of Ottawa

Dear Ms McCreight

RE: Zoning By-Law Amendment Application – 1356 Clyde Avenue (D02-02-20-0032)

Thank you for your work on this project to date. Please consider this letter input to Application # D02-02-20-0032.

Summary:

We do not support this proposed by-law amendment. From our perspective, the proposal is incompatible for the neighbouring community regarding the intensity and height.

The subject property is currently zoned Arterial Mainstreet, Subzone 1, with a height permission of 9 metres (AM1 H(9)). The applicant is seeking relief to permit building heights of 74.5 metres (24 storeys) and 86.5 metres (28 storeys), as well as an increase to the permitted Floor Space Index from 3.5 to 5.4.)

The proposed high-rise development may be an excellent proposal for many reasons. The additional intensification near (future) bus rapid transit, with rental units within walking distance to shops, and for other reasons – are all positive aspects. However, this large development proposal is not appropriate for this small piece of land with problematic traffic issues.

Vehicular access into and out of this site – and around the neighbourhood – is extremely problematic already for existing residents (including as pedestrians, cyclists, those with mobility devices, and vehicles) at the neighbouring townhomes, condos, commercial properties, and other properties in Copeland Park and Bel-Air neighbourhood. The traffic problems have been on record for many years and have not been adequately addressed. Traffic volume, traffic patterns, noise and overall impact will be negatively affected by the newly approved (95% approved and ready for construction) 1357 Baseline Road for the two 15-storey towers. The proposal at 1356 Clyde only exacerbates these negative issues on this north side of Baseline, on Clyde, but also on Maitland and Erindale. Traffic studies are not considering all of the near-miss collisions that occur daily – whether it be vehicles, or active transportation alternatives (pedestrians, cyclists, as well as mobility devices for the high number of seniors currently and planned for this immediate area).

As well, for pedestrians, noise is also already problematic for the enjoyment of walking and frequenting outdoor patios (for example at St. Louis Bar and Grill on Clyde).

We ask that the City consider a comprehensive and integrated plan for the Baseline, Merivale and Clyde (BMC) triangle, incorporating all best aspects of residential, commercial, and community space for the regeneration of this area as encouraged by the new Official Plan – and helping with need for rental property in Ottawa. This corner of Baseline and Clyde will already be supporting three 12-storey condos, two 15-storey retirement units, the rest of the Smart Centre, and in the future hopefully a well-planned BMC triangle, and likely new development where the Mr. Lube is currently located.

Terminology and personal context:

We use the term “Manor condos” to encompass the three existing buildings / properties at Century Manor (1485 Baseline), Manor Garden (1465 Baseline), Manor Square (1505 Baseline).

We own a unit at Century Manor where our daughter lives with her young family. We also have lived in Copeland Park on Greyrock Cres for the past 20 years, experiencing many of the traffic problems in the area (especially at the mismatched intersections of Erindale and Glenmount, and the too small U-turn at the corner of Clyde and Baseline), as well as the noise walking and the dangerous cycling conditions along Maitland and Clyde Avenues.

Timing:

According to the Golpro documents, Phase 1 consisting of a 24-storey building with 210 apartment units, plus office space and commercial space – is planned to be constructed by 2022; and Phase 2 with a 28-storey building consisting of 248 apartments and additional office and commercial space – is planned to be constructed by 2026.

This aggressive zoning by-law amendment, including aggressive project timing, is being addressed by the City during a time when the Ward 8 constituents do not have appropriate representation by their City Councillor (docked of his pay for inappropriate behaviour until November 2021 and also removed from the Planning Committee), not to mention the challenges of coordinating input during COVID. Yes, there was a June 2020 Zoom webinar with Ward 8 and two other City Councillors present (Chiarelli, Egli, Brockington), and resident petitions and letters emphasizing overwhelming objection to this proposed project. There has been little representation since the Zoom webinar - proper consultations for this development application have not been undertaken. I have sent / been copied on at least three emails requesting Ward 8 input with no response received (not all emails specific to this project).

Furthermore, the planned development completion date in 2022 gives the impression of trying to rush this development through during a time when Ward 8 is not in a position to adequately respond. There are a lot of senior citizens in Ward 8, many of whom have

lived in the neighbourhood for numerous decades. Virtual consultations are just not adequate in many cases.

Golpro assumes that the Baseline Road Bus Rapid Transit (BRT) will be constructed between 2022 and 2026. Estimated timing from the City Planner is sometime after 2031, and others have suggested even out to 2040. These delays impact the traffic study forecast reductions.

We feel that it would not be appropriate for the City of Ottawa Planning Committee to grant approval to this exceptional Ward 8 zoning by-law amendment application while Ward 8 is lacking in adequate representation by their city councillor.

Traffic:

Our main concerns are safety/congestion/cut-through traffic and noise impacts by the aggressive intensity and height of the building on this site, and the resulting increase in residents with both active and vehicular transportation. The Golpro team updated their Traffic Impact Assessment [study](#) in 2021. In addition to the 1356 Clyde site with 419 parking spaces, the 1357 Baseline Road development also plans 324 parking spaces. Parking spaces equal potential traffic.

Regarding safety, congestion and cut-through traffic:

Maitland is a Minor Corridor - with restricted truck traffic between Woodward and Clyde. Baseline, Merivale and Woodroffe are Mainstreet Corridors and are best suited to larger vehicles (during construction, and ongoing).

This proposal will generate additional traffic on Maitland Avenue. Maitland remains a residential street with a school/daycare, a crossing guard at the bizarre staggered intersections at Erindale and Glenmount, as well as a dangerous corner complete with steel guard rails, where Maitland meets Clyde Avenue.

Access to the 1356 Clyde site is limited. For a right-hand turn into the site, just past the Maitland/Clyde junction, consideration is needed to avoid any traffic coming out of the townhouse community on Clyde. Alternatively, coming north on Clyde, it is a left-hand turn across two lanes of traffic, with limited visibility around the Maitland corner. According to the 1356 Clyde TIA (Parson's report section 4.6 page 25), "due to the limited inbound left-turn maneuverability of the site-accesses, traffic may utilize Erindale Dr to access the site via an inbound right-turn." Erindale is a local road, with children and families walking and cycling to school, parks, daycare facilities. There has historically been too much cut-through traffic, highlighted in one example in [2009](#). Traffic calming measures (additional stop sign?) have not resolved this cut-through issue. Now the Golpro development is actually encouraging cut-through development. Clyde north of Baseline might be considered by the City as an "Arterial Road" (as Baseline, Merivale, Woodroffe are), but it does not support higher density development regarding access to the 1356 Clyde site.

We didn't notice if any consideration into delivery vehicles is included in these applications traffic studies (1356 Clyde or 1357 Baseline). With the pandemic, online shopping has increased drastically causing a constant flow of delivery vehicles. So even if a household at 1356 Clyde does not have a car, residents will be more likely to order online, have delivery of goods to their home, and generate local traffic.

According to the assigned City Planner "Although this portion of Maitland might not be designated as a "truck route", this does not apply to construction vehicles. ... The only access to this site is from Clyde, so naturally construction vehicles will have to travel via Maitland to Clyde to enter the site." These construction vehicles accessing the development site are of particular concern from safety and noise perspectives.

There are other issues with traffic. The Baseline and Clyde intersection is problematic for several reasons, but the 1357 Baseline and the 1356 Clyde traffic studies state that the traffic issues will be resolved in the Baseline Road Bus Rapid Transit. How many pedestrians, cyclists, vehicle drivers will be impacted in the intervening years (decades?) until the BRT is operational? Also, for the Manor condos, there are existing egress issues that will be made worse with the proposed developments (using the condo legal right-of-way exiting onto Clyde; and for east travelling onto Baseline).

We must protect existing stable residential communities, and decline this zoning amendment.

Density:

We aren't clear how density is calculated. However, if you consider the Baseline / Clyde corner, the population of the Manor condos is 570 units, then the 402 at the 1357 Baseline retirement community represents a significant density increase.

We'd been hearing from the Ward 8 Councillor for decades about development at the Baseline / Merivale / Clyde triangle. That site would provide an excellent site for regeneration without the need for cut-through on Erindale and the left-hand turn into 1356 Clyde access issues. All of these developments will, however, impact traffic on Maitland, especially until the BRT is operational.

Noise:

We expect that forecast noise levels will exceed the allowable limits specified by the City of Ottawa's Environmental Noise Control Guidelines for the Manor condos. The development at 1356 Clyde should not proceed if the traffic noise impacts the existing Manor condos.

The recently approved 1357 Baseline Road development includes a study "[Detailed Transportation Noise Assessment](#)" by GradientWind Engineers & Scientists, 15 January 2020 concluded that forecast noise levels **exceed** the allowable limits specified by the City of Ottawa's Environmental Noise Control Guidelines. The result is that

- building components with a higher Sound Transmission Class (STC) rating will be required;
- the development will require air conditioning, or similar mechanical ventilation, which will allow occupants to keep windows closed to maintain a comfortable indoor living environment. A Warning Clause will also be required to be placed on all Lease, Purchase and Sale Agreements.

Figures in the 1357 Baseline study report show the strip mall at 1356 Clyde Avenue, indicating that the GradientWind noise study did not account for the additional traffic from the proposed 1356 Clyde tower development.

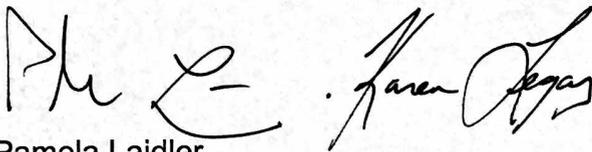
If the 1356 Clyde zoning amendment is approved, and their noise study also confirms that noise is excessive, how will the 1970s-era Manor condos accommodate for this additional noise, and who will pay for it?

Other:

It is not clear to us if this zoning amendment actually follows the guiding principles of the Climate Change Master Plan. GHG emissions will be vastly increased with the proposed development (i.e. planned carbon sequestration methods and the role of green infrastructure are not evident), etc. Aggressive intensification doesn't necessarily mean the climate lens is applied appropriately.

In summary, we appreciate your work on this file and look forward to receiving further input from you, from Golpro, and also your report to the Planning Committee.

Best regards,

Handwritten signatures of Pamela Laidler and Karen Legasy. Pamela's signature is on the left, and Karen's is on the right.

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