



Notes on Sandy Hill in the new Central and East Downtown Core Secondary Plan (CEDCSP)

- In the draft new Official Plan, Sandy Hill is part of the newly designated Downtown Core Transect. Sandy Hill's Secondary Plan (originally conceived in 1979) has been folded into a new [Central and East Downtown Core Secondary Plan](#).
- In general, the role of secondary plans is to provide the strategic planning direction to guide future development and redevelopment. While the Official Plan contains policy direction, SPs begin to use more specific geographic and neighbourhood references to guide future development and redevelopment. A further level of direction is found in Community Design Plans (such as the one for Upper Rideau).
- The new CEDCSP has amalgamated Sandy Hill, Centretown, and seven additional downtown areas into one document. The Centretown and Escarpment chapters in the Plan are markedly more developed as they have been through a community design process in recent years.
- Action Sandy Hill's (ASH) position is that the Sandy Hill section of the new CEDCSP, in particular compared to its compatriots with community design plans, fails to:
 - Acknowledge and describe the existing conditions, pressures, and challenges of the plan area (for example, that Sandy Hill is a near-campus neighbourhood to uOttawa, that it has suffered degradation of its built environment);
 - Articulate the cultural and heritage character and values of the plan area (for example, the entire plan area needs to be assessed for its heritage character—not just the area north of Osgoode—with properties identified as contributing or non-contributing);
 - Articulate a community vision for SH, one that:
 - promotes walkable, human-scale development, amenities, and infrastructure,
 - preserves SH's heritage fabric and character,
 - manages growth in ways that accommodate diversity and ensure environmental sustainability,
 - elevates performance standards both in terms of aesthetic and functionality/liveable design,
 - encourages the conservation/restoration of contributing properties, and
 - promotes the redevelopment of non-contributing or non-sustainable

properties; and,

- Recognize that diversity (housing mix) is critical to the preservation/regeneration of Sandy Hill and thus fails to articulate design standards that provide for a mix of housing typologies.
- Other more specific comments and questions can be found in the table below.
- **Action Sandy Hill requests 1) a City-organized community visioning exercise be held, to enable its residents to articulate their vision for this neighbourhood's future (re-)development, and 2) a character area study that will articulate the cultural and heritage character and values of the plan area. These two actions will contribute to filling the gaps about Sandy Hill in the existing CEDCSP.**

Comparison and comment table, as a basis for discussion at a January 19, 2021 community meeting to be held with City Planning staff on the draft new Official Plan

Former SH Secondary Plan	Sandy Hill in the new Central and East Downtown Core Secondary Plan	ASH comments
<p>Location: Sandy Hill is the area bounded by Besserer St to the north, the Rideau River to the east, 417 and Henderson Street off-ramp to the south, Nicholas St, the Rideau Canal and a line joining the two to the west; and Laurier Ave and King Edward Ave to the northwest.</p>	<p>Character Area: 4.7.1 - generally bounded by Besserer Street to the north, the Rideau River to the east, Mann Avenue to the south, and King Edward Avenue to the west. It also encompasses Sandy Hill West between Waller Street, Stewart Street, Cumberland Street, Laurier Avenue, King Edward Avenue, and Besserer Street. It excludes any lots adjacent to Waller Street and Besserer Street which are in the Downtown Rideau Area.</p>	<p>Strathcona Heights and Robinson Village have been assigned to the Lees Station character area in the new Central and East Downtown Core Secondary Plan.</p>
<p>5.3.1 General:</p> <ul style="list-style-type: none"> a) To preserve and enhance Sandy Hill as an attractive residential neighbourhood, especially for family living. b) To provide for a broad range of socio-economic groups. c) To accept a modest increase in population, primarily as a way of housing some of the growth in the Central Area labour force. d) To maintain and co-ordinate both the local functions of Sandy Hill (primarily as a residential neighbourhood) and the functions that serve a wider area (e.g., the mainstreet mixed uses area along Rideau Street and the University of 	<p>4.7.1.2 General Objectives:</p> <ul style="list-style-type: none"> • To preserve and enhance Sandy Hill as an attractive residential neighbourhood, especially for family living. • To provide for a broad range of socio-economic groups. • To accept a modest increase in population, primarily as a way of housing some of the growth in the Central Area labour force. • To maintain and co-ordinate both the local functions of Sandy Hill (primarily as a residential neighbourhood) and the functions that serve a wider area (e.g., the mainstreet mixed uses area along Rideau Street and the University of 	<p>No change in the wording of this section other than the removal of the reference to Amendment 19. This amendment was added to the Sandy Hill Secondary Plan in 2005.</p> <p>What does modest increase in population mean? This increase should be specified either as a percentage or an exact number.</p>

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Ottawa). [Amendment 19, January 12, 2005]	Ottawa).	
<p>5.3.2 Land Use:</p> <p>1 a. Residential Land Use</p> <ul style="list-style-type: none"> i. To preserve and enhance the existing stock of good housing. ii. To distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them. iii. To provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs. iv. To permit public uses that complement the residential ones in type and intensity. v. For the lands known municipally as 85 Range Road, designated as High Profile on Schedule J, the maximum building height is 10 storeys and the tenth storey may only be used for amenity space and mechanical equipment. [Amendment 87, July 14, 2010] vi. A mix of institutional, commercial, and residential uses that serve both the University and the adjacent residential community will be permitted at 261, 265, 271, 275, and 281 Laurier Avenue East and 400 Friel Street. [Amendment #134, OMB File #PL140348, November 12, 2015] vii. For the lands known municipally as 213, 217, 221 and 223 Henderson 	<p>4.7.3 Land Use and Built Form:</p> <p>4.7.3.1 Local Neighbourhood</p> <p>98) Preserve and enhance a stock of good housing.</p> <p>99) Distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them.</p> <p>100) Provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs.</p> <p>101) Permit uses that complement the residential ones in type and intensity.</p> <p>102) A mix of institutional, commercial, and residential uses that serve both the University and the adjacent residential community will be permitted at 261, 265, 271, 275, and 281 Laurier Avenue East and 400 Friel Street.</p>	<p>Minor changes in wording – primarily to reflect the language in the draft OP.</p> <p>There is no mention of housing for students in 100). Yet almost all of the redevelopment in Sandy Hill over the past 10 years has been for students. This omission detracts from the credibility of the document as a secondary plan for Sandy Hill.</p> <p>v. The reference to 85 Range has been removed in the new SH Secondary Plan as the 10-storey building has been constructed.</p> <p>Why is the reference to 261, 265, 271, 275, 281 Laurier Ave and 400 Friel continued in no. 102? This residence has already been built.</p> <p>Section vii of the old plan is not included in the new plan, The new residence on the</p>

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<p>Avenue and 65 Templeton Street, small-scale commercial uses are permitted. [Amendment #205, March 30, 2018]</p> <p>viii. The lands municipally known as 315 Chapel Street shall be recognized as a Design Priority Area, and a mix of community and commercial uses that serve the Sandy Hill community will be permitted on the site. [Amendment #207, April 26, 2018]</p> <p>b. Commercial Land Use</p> <p>i. To provide for small-scale shopping areas that serve the immediate residential sector and to have them distributed generally throughout Sandy Hill.</p> <p>ii. To locate shops serving a wider market in areas where they will be readily accessible and will least affect the residential environment.</p>	<p>103) The lands municipally known as 315 Chapel Street shall be recognized as a Design Priority Area, and a mix of community and commercial uses that serve the Sandy Hill community will be permitted on the site.</p> <p><u>4.7.3.2 Commercial Uses</u></p> <p>104) Provide for small-scale shopping areas that serve the immediate residential sector and to have them distributed generally throughout Sandy Hill.</p> <p>105) Locate commercial uses serving a wider market in areas where they will be readily accessible and will least affect the residential environment.</p> <p>106) Laurier Avenue East is designated as a Minor Corridor in the Official plan. A mix of institutional, small-scale commercial and residential uses that serve both the University and the adjacent residential community will be permitted along this Avenue. The City will support the efforts by the NCC and the local community to establish a Prime Ministers' Row theme on this street.</p> <p>107) Somerset Street East is designated as a Minor Corridor in the Official Plan. Micro-</p>	<p>corner of Henderson and Templeton (65 Templeton) has been built.</p> <p>315 Chapel is part of the allSaints property.</p> <p>Sections 106 – 108 are new. Laurier Ave. was supposed to be residential. However, it is evolving into a mixed-use corridor. Prime Minister's Row includes a number of streets in Sandy Hill. This section has been sent to Prime Minister's Row for review.</p>

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<p>c. Institutional</p> <p>i. To permit orderly development of the University of Ottawa, and to encourage useful links between the University and the adjacent community, a mix of institutional, commercial, and residential uses that will serve both the University and the adjacent residential community will be permitted to locate along both sides of King Edward Avenue between Laurier Avenue East and Templeton Street [Amendment 51, March 28, 2007]</p> <p>d. Open Space, Parks and Public Uses</p> <p>i. To maintain, improve and where desirable, add to public open space and parks.</p> <p>ii. To minimize conflicts with other space demands by using vacant lots and street closings, incorporating open space within new developments, etc.</p>	<p>retail and small-scale, locally-oriented commercial uses that serve the needs of the immediate vicinity will be permitted along this street.</p> <p>108) Permit and encourage small commercial uses on Ring Lane</p> <p>4.7.3.4 Institutional</p> <p>109) Permit orderly development of the University of Ottawa, and to encourage useful links between the University and the adjacent community, a mix of institutional, commercial, and residential uses that will serve both the University and the adjacent residential community will be permitted to locate along both sides of King Edward Avenue between Laurier Avenue East and Templeton Street, <u>and between Cumberland and King Edward between Wilbrod Street and Laurier Avenue East.</u></p> <p>4.7.3.5 Parks and Public Realm</p> <p>110) Maintain, improve and where desirable, <u>add new parks and privately-owned public space.</u></p>	<p>Ring Lane – See Schedule B – This lane runs from Laurier to Wilbrod beside the Firehall located at the corner of Laurier and King Edward. The only vacant parcels of land in the lane are: side yard of the school and St. Paul's Lutheran Church parking lot. There is a private residence at 212 Ring Lane and the rectory of the Church. Where does the City envision these small commercial uses and how successful would commercial entities be in this lane? Would it better fill a need as a linear park, given the lack of greenspace in this area of Sandy Hill?</p> <p>109) is a new addition to the existing SP. Why is the south side of Wilbrod St singled out for UofO institutional development? Why has this just been dropped into the SP? This is not an appropriate location for UofO institutional development. It is a residential street, located in a Heritage Conservation District.</p> <p>Brief mention of privately-owned public space in Section 4.4 of draft OP. There is a small park at Wurtemberg and Daly (Identified in Schedule B of the Official Plan) located in a space owned by the Rio Vista apartments. This small park should be used as an example of privately-owned public space in 4.7.3.5 110.</p>

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<p>iii. To enhance the relationship of the western edge of the University with the Transitway and transit stops, Nicholas Street and the Rideau Canal, in collaboration with the National Capital Commission and the University of Ottawa and through inclusion of the area within the</p>	<p>111) Minimize conflicts with other space demands by using vacant lots and street closings, <u>incorporating new parks and privately-owned public space within new developments, etc.</u></p> <p><u>112) The City will investigate the provision new park or privately-owned public space as part of redevelopment of 174 and 200 Wilbrod Street.</u></p>	<p>110) should be more specific about the location of these parks e.g. The planned park at the corner of Chapel and Lees Avenue or the property which is for sale on Blackburn Ave.</p> <p>174 Wilbrod St is the site of the St Joseph's Church and 200 Wilbrod is its parking lot. Does the City own this property and will it be tearing down the Church to put in a Park? Since this is a church should the Diocese or the Oblates be consulted? This makes no sense or is this part of a larger development the City is planning in partnership with uOttawa?</p> <p>There is an ongoing situation for 244 Fountain Place where the City is providing the developer part of the Besserer St. Park to access parking spaces. Section 4.7.3.5 should include a section that preserves the parks in Sandy Hill and does not allow any part of our parks to be taken over by developers for uses other than a park.</p> <p>The new plan is silent on any relationship with uOttawa. How can we operate in isolation of such a close neighbour which has such a huge impact on us? Section 4.7.3.4 109 mentions a connection with the university and encouraging useful links which would imply a relationship. Therefore, there must be some acknowledgement of</p>

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<p>University's master plan;</p> <p>iv. To work with the University of Ottawa to identify and safeguard key areas of open space within the campus area.</p> <p>e. Mixed Uses</p> <p>i. To transform these lands into an attractive and pedestrian/cycling-friendly environment</p> <p>ii. To intensify the lands in proximity to Lees Transit Station with high-profile, mixed-use buildings</p> <p>iii. To transition down to the surrounding low profile areas with medium profile, mixed-use buildings [Amendment #132, OMB File #PL140185, March 9, 2015] [Amendment #156, OMB File # PL150947, #PL160044, #PL161004, January 17, 2017] [Amendment #166, January 12, 2016]</p>		<p>this relationship in the Plan, as well as the challenges it brings.</p> <p>'these lands' should be defined in the new SP. Pedestrian/cycling is covered in Section 4.7.4 Mobility below.</p> <p>This will be part of the Lees Station Plan.</p>
<p>5.3.3 Transportation</p> <p>i. To provide a transportation system that combines good access with minimal adverse effects on the physical and social environment.</p> <p>ii. To emphasize public transportation and bicycle and pedestrian networks over the private auto.</p>	<p>4.7.4 Mobility</p> <p>113) Provide a transportation system that combines good access with minimal adverse effects on the physical and social environment.</p> <p>114) Prioritize public transportation and bicycle and pedestrian movements over motor vehicles. <u>In particular, the City will:</u></p> <p>a) Provide frequent and comfortable pedestrian and cycling crossings of Waller Street, King Edward Avenue, and Laurier</p>	<p>There is a need for at least one additional pedestrian crossing on Laurier Ave. in the vicinity of Strathcona Park at Range Road.</p>

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<p>iii. To direct through auto traffic around rather than into the neighbourhood.</p> <p>iv. In future planning, to make land use the initial determinant of transportation needs. The latter should then be used to set any necessary limits on future development in the light of access requirements.</p> <p>v. To provide additional secure bicycle parking, particularly within the campus area. [Amendment 24, May 24, 2005]</p>	<p>Avenue; and</p> <p>b) Implement traffic calming on Cumberland Street to reinforce its role as a main pedestrian and cycling link between Rideau Street and the University of Ottawa. The City should consider preparing a streetscaping plan to address paving, lighting, public realm amenities, street trees and landscaping, and reducing through-traffic; and</p> <p>c) Enhance Ring Lane as a pedestrian link.</p> <p>115) Direct motor vehicle through-traffic around rather than into the neighbourhood <u>using various traffic-calming measures and filtered permeability.</u></p> <p>116) In future planning, to make land use the initial determinant of transportation needs. The latter should then be used to set any necessary limits on future development in the light of access requirements.</p> <p>117) The City will undertake targeted strategies to implement the Downtown Ottawa Urban Design Strategy. This includes the King Edward South Beautification: a streetscaping plan for King Edward Avenue (as part of a larger</p>	<p>Cumberland is important as a main pedestrian and cycling link, as such it is more important to add wider sidewalks and focus on improving the public realm e.g., the tree canopy.</p> <p>Section 114) should also include:</p> <ul style="list-style-type: none"> • The re-development of the Waller transit mall. • Somerset St. E. has become one of the busiest on-road cycling links in the City and improved cycling conditions should be part of the long term plan for this corridor. <p>The intent of 116) is not easily understood. This section needs to be written in plain English.</p> <p>v. has been eliminated in the new SP. This should be left in as new commercial entities open and new development is undertaken more secure bicycle parking will be required. Reference to the uOttawa campus should be removed.</p> <p>The King Edward South Beautification was</p>

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	streetscaping plan extending from Rideau Street to Mann Avenue) including street tree planting, lighting, improved sidewalks, public art, street furniture, traffic calming, and landscaping.	included in the previous SP.

<p>5.3.4 Heritage To preserve and restore buildings, structures, sites and areas of architectural, historical and cultural significance.</p> <p>1. a. Overall Rationale Generally, the value of heritage as a planning concern lies in the following reasons:</p> <ul style="list-style-type: none"> i. Cultural, Educational - Heritage structures and areas are a manifestation of our history and our past values, and contribute to our national identity; ii. Physical, Social - Heritage structures offer rich, irreplaceable architectural styles providing the character and variety essential to a vital urban environment. They provide an identifiable, cohesive sense of "place" within the City; iii. Economic, well-maintained heritage areas become significant tourist attractions. Also, older homes often offer economic alternatives to new construction. <p>b. Sandy Hill Rationale In establishing heritage designations in Sandy Hill, the following neighbourhood planning considerations are involved:</p> <ul style="list-style-type: none"> i. The location of individual designated buildings and heritage districts generally corresponds to the intention to preserve as much of the existing neighbourhood structure as possible, with areas of change located on the periphery of the community; 		<p>The new SP for SH silent on Heritage. Why has this entire section been removed from the new Secondary Plan. Heritage is generally covered in Section 3.4 of the Central and East Downtown Core Secondary Plan, and Sandy Hill is referenced there. At a higher level, Heritage is generally covered in Section 4.5 Cultural Heritage and Archaeology in the draft new Official Plan. Heritage Conservation Districts in Sandy Hill are shown in Annex 4 of the Official Plan.</p> <p>There must be a Heritage section in the new Sandy Hill Secondary Plan. The section must reference the distinctive heritage character of the area and set out policies for the future of heritage in Sandy Hill. Without such a section, heritage character and historical significance of this character will become extinct in Sandy Hill.</p>
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<ul style="list-style-type: none"> ii. In addition to preservation of the existing physical structure of the neighbourhood, the intention is to further the sense of "community". The existing historic structures, with their special associations and architectural character, identify Sandy Hill as a unique neighbourhood and contribute to this sense of place and community; iii. Preservation of heritage structures, now primarily residential, corresponds to the intention of maintaining Sandy Hill as a residential neighbourhood. <p>c. Means of Carrying Out the Heritage Program</p> <ul style="list-style-type: none"> i. Zoning By-law - the purpose is to set out specific appropriate land uses compatible with the maintenance of the heritage character of a building or neighbourhood. Uses which are incompatible are those which are incompatible with the heritage character of the building or neighbourhood, and the appropriate residential, commercial or public component of the zone. Yard, setback and open space requirements are regulated in accordance with the heritage character of the neighbourhood. Ontario Heritage Act - includes various controls over old and new buildings, design controls. ii. Financial assistance, etc. iii. City of Ottawa Act - includes controls 		

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<p>and financial authorization.</p> <ul style="list-style-type: none"> iv. Demolition Control under The Planning Act. v. Development Control under The Planning Act. vi. Design review by the City. vii. Small conditional grants to owners who restore heritage buildings. viii. Heritage landscaping and street furniture program. ix. Heritage Advisory Committee. x. Revolving funds for restoring properties that the City acquires for re-sale. 		

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<p>5.3.5 Physical and Social Services To provide adequate physical and social services (e.g., sewer systems and recreation guidance) and, in the case of new development, to provide them concurrently with population growth.</p>	<p>4.7.5 Servicing and Infrastructure 118) Provide adequate physical and social services (e.g., sewer systems and recreation guidance) and, in the case of new development, to provide them concurrently with population growth.</p>	<p>Only the description of the section has changed in the new Plan.</p>

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<p>5.3.6 Site Development</p> <p>a) To ensure that the scale, form, proportion and spatial arrangement of new development cause minimal intrusion on the sunlight, air and aspect enjoyed by existing adjacent development. Wherever possible, such new development shall contribute to the overall physical environment.</p> <p>b) To ensure that new development shall provide for internal and external on-site amenity areas.</p> <p>c) To enhance development with landscaping, especially for parking and loading areas and as a buffer between dissimilar land uses.</p> <p>d) To ensure that new infill development along the eastern side of King Edward Avenue is of a scale that transitions down from the larger university buildings to the smaller residential buildings of Sandy Hill.</p> <p>e) To ensure that new development between the Central Area and the north side of the University respects the scale and character of the historic university core and the scale of Laurier Avenue. [Amendment #24, May 11, 2005]</p>	<p>4.7.6 Site Development</p> <p>119) Ensure that the scale, form, proportion and spatial arrangement of new development cause minimal intrusion on the sunlight, air and aspect enjoyed by existing adjacent development. Wherever possible, such new development shall contribute to the overall physical environment.</p> <p>120) To ensure that new development shall provide for internal and external on-site amenity areas.</p> <p>121) Enhance development with landscaping, especially for parking and loading areas and as a buffer between dissimilar land uses.</p> <p>122) Ensure that new infill development along the eastern side of King Edward Avenue is of a scale that transitions down from the larger university buildings to the smaller residential buildings of Sandy Hill.</p> <p>123) Ensure that new development between the Central Area and the north side of the University respects the scale and character of the historic university core and the scale of Laurier Avenue.</p>	
<p>5.3.7 Public Participation To provide for the continuing involvement of the public in the development of Sandy Hill.</p>	<p>4.7.7 Public Participation 141) Provide for the continuing involvement of the public in the development of Sandy Hill.</p>	

<p>5.4 Implementation The policies of this Chapter provide a framework for the future development of Sandy Hill. The success of these policies depends on effective implementation. The City of Ottawa has the jurisdictional authority to carry out many of the policies of this Plan; however, certain policies can only be implemented with the co-operation of other public authorities, including the Regional Municipality of Ottawa-Carleton, the Province of Ontario, and the National Capital Commission. Wherever such co-operation is required, the City of Ottawa will initiate discussions with these authorities to determine a joint course of action.</p> <p>Targeted Strategies City Council shall consider undertaking the following targeted strategies (see Annex 9) to implement the Downtown Ottawa Urban Design Strategy:</p> <p>King Edward South Beautification 1. a streetscaping plan for King Edward Avenue (as part of a larger streetscaping plan extending from Rideau Street to Mann Avenue) including street tree planting, lighting, sidewalk enhancement, public art, street furniture and landscaping.</p> <p>University Planning Program 1. The minimum densities set out in this Secondary Plan will result in the achievement of transit-supportive development densities over the long term. The intent of requiring minimum densities is to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market</p>		<p>Why has this section been removed from the new SP?</p> <p>Included in Section 4.7.4 (117) of new SP.</p> <p>New Plan silent on University Planning Program as this has already occurred.</p>
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<p>pressure for density exists. In response to this the implementing TD zones provide flexibility by permitting existing constructed uses of land to be expanded and rebuilt at densities under the targets in this Secondary Plan. Also in response, land estimated to be subject to development intensification pressure beyond 2031 in the TOD Plan for the related station area is permitted to remain in the existing zoning until such time as the owner requests rezoning in response to intensification pressure. At that time the property is to be rezoned to the appropriate TD zone in accordance with this Secondary Plan and the minimum densities and maximum building heights specified in the TD zone will take effect.[Amendment #132, OMB File #PL140185, March 9, 2015]</p> <p>5.5 Interpretation This Chapter establishes broad principles to guide future development and redevelopment in Sandy Hill. Amendments to this Plan will only be required in the case of major changes in policy.</p> <p>Schedules - Sandy Hill Schedule A – Site specific policies Schedule J – SH Land Use Schedule K – SH Pedestrian and Bicycle Network and New Parks Schedule L – SH Maximum Building Heights</p>	<p>Schedules Schedule A - Character Areas Schedule B - Designation Plan</p> <p>Schedule C - Maximum Building Heights</p>	<p>Schedule B – shows Chapel as a minor corridor. Does this imply more intense development according to the Hubs and Corridors focus for intensification? Why is Chapel singled out as a minor corridor? Similarly Schedule B shows Cumberland along St Joes Church as a minor corridor. Why has this area been declared as a minor corridor?</p> <p>Schedule C shows heights of Northwest SH</p>

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	<p>Schedule D - Uptown Rideau Density Redistribution Schedule E - Centretown Conceptual Parks Annex 1 - Centretown Character Areas</p>	<p>(King Edward to Cumberland, Laurier to Besserer) as 6 stories. This is a Heritage Conservation District – how can there be 6 storeys in this area? This would also be contrary to Schedule B which identifies this area as a “local neighborhood” as well as the new R4-UD zoning which limits heights to 3 or 4 stories.</p>
	<p>4.8 Lees Station 4.8.1 Character Area This Sub-section applies to the Lees Station area as shown on Schedule A - Character Areas. It is generally bounded by Mann Avenue, the Rideau River, Springhurst Park, and Nicholas Street.</p> <p>4.8.2 Land Use and Built Form 124) The City will: a) Direct development density and building height towards the immediate vicinity of the Lees O-Train station; and b) Direct major non-residential uses towards the Lees O-Train station; and c) Maintain the low- and mid-rise character of Robinson Village.</p> <p>125) The City will permit community uses on the Sandy Hill Arena Lands. These include a community centre, community garden, day care, emergency service,</p>	<p>This will include Robinson Village and 2 Robinson as well as Strathcona Heights.</p>

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	<p>library, municipal service centre, park, recreational and athletic facility, and/or sports arena.</p> <p>126) Active Frontages will be required along: a) Lees Avenue between Mann Avenue and Robinson Avenue; and b) Lees Avenue and any future streets segments directly adjacent to the Lees O-Train station</p> <p>4.8.3 Public Realm: 127) Parks and Recreation Facilities will be provided in the following ways:</p> <p>a) Acquire land for urban parkettes/plazas and work with developers to combine smaller parcels of land through a number of developments to create neighbourhood parks. New parkland will be acquired and amenities be funded through cost-sharing agreements through agreement of multiple landowners; and</p> <p>b) Springhurst Park shall be expanded at least up to the line of the proposed Alta Vista Corridor.</p> <p>128) The Open Space corridor along the shoreline of the Rideau River at Lees Campus will be considered as University Open Space which will remain in the ownership of the University of Ottawa. These lands will be publicly accessible. The provisions of the City's Official Plan and the Greenspace Master Plan shall continue to apply and the pathway must be built and maintained at least to City standard.</p> <p>4.8.4 Mobility</p>	

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	<p>129) The City will pursue the construction of the pedestrian and cycling bridges as described in the TOD Plans. They should be designed to separate bicycle and pedestrian traffic in order to accommodate current and future growth in traffic. The City may require the bridges as part of the development of nearby sites. The bridges include:</p> <ul style="list-style-type: none"> a) An overpass over Highway 417 between Chapel Street and Lees O-Train station; and b) A bridge over the Rideau River between the Lees University campus and Hurdman Station. <p>130) The City will prioritize the comfort and convenience of walking and cycling, notably at the Key Pedestrian Crossings as identified in the TOD Plan. In addition to permanent infrastructure, the City will consider interim improvements and traffic calming along Lees Avenue, Mann Avenue, and King Edward Avenue. Interim and permanent improvements include:</p> <ul style="list-style-type: none"> a) Dedicated, separated, and all-seasons infrastructure with separate spaces for bicycles and pedestrians <ul style="list-style-type: none"> i) Along the entire length of Lees Avenue, connecting to the MUP adjacent to the O-Train right of way; and ii) Along the north and west banks of the Rideau River; and iii) Along the north side of Highway 417; and iv) Over Highway 417 parallel to Nicholas Street; and 	

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	<p>v) Between Mann Avenue and Colonel By Drive; and vi) Along Greenfield Avenue.</p> <p>b) pedestrian priority (including reduced crossing distances, and horizontal and vertical deflection) at: 53</p> <p>i) Mann Avenue at King Edward Avenue, with special considerations to improve pedestrian comfort under the O-Train and Nicholas Street overpasses; and ii) Lees Avenue at the northbound Highway 417 off-ramp; and iii) Lees Avenue and Robinson Avenue; and iv) Lees Avenue and Chapel Street; and v) Lees Avenue at the Lees O-Train station; and vi) Mann Avenue in front of the Minto Sports Complex; and vii) Mann Avenue at the future MUP east of Russel Avenue; and viii) Mann Avenue at Chapel Street.</p> <p>c) the narrowing and rationalization of vehicular lanes in order to redistribute the space to active modes, street trees, and public realm improvements along the length of Lees Avenue, particularly between Mann Avenue and Robinson Avenue.</p> <p>131) Should the City proceed with the construction of the Alta Vista Transportation Corridor (AVTC), it will prioritize the comfort of local residents and users, as well as the quality of active transportation connectivity above other considerations. This includes:</p>	

Former SH Secondary Plan	Sandy Hill in the new Central and East Downtown Core Secondary Plan	ASH comments
	<p>a) Maintaining and enhancing the Major Recreational Trail along the Rideau River; and</p> <p>b) Widening and enhancing the sidewalks and cycleways on Lees Avenue. The AVTC overpass in particular should be designed in such a way as to prioritize the comfort and interest of pedestrians; and</p> <p>c) The provision of a pedestrian and cycling link from Lees Avenue to the Major Recreational Trail along the Rideau River by means of the City-owned parcel on the east side of the AVTC; and</p> <p>d) Measures which minimize and mitigate all negative environmental impacts such as noise attenuation, lower vehicular speeds, limited vehicular capacity, and implementation of the landscape concept. Other mitigation measures can be found in the AVTC Environmental Assessment and may be added to this Plan without amendment.</p>	

Additional comments and questions:

- Over the last 10 years, approximately 2000 bedrooms have been added in the neighborhood. Yet demographics such as families, retired couples, single professionals have a challenging time finding suitable accommodation, due to the existing market pressures in this near-campus neighbourhood. The pandemic has shown that the intensification policy (or lack thereof) in this neighbourhood has failed. Despite a housing crisis in Ottawa, we see for rent signs on low rise apartment buildings, which were supposedly built for people of all ages and incomes. There are many darkened units in these buildings and garbage and noise are significantly reduced. Some of the local businesses are struggling or have closed because their main clientele, students, are not in residence. The draft new Secondary Plan does not address these challenges. No Community Design Plan (CDP) process for Sandy Hill has been scheduled to guide more intensification or regeneration as proposed under the draft new Official Plan. Without a minimum of a community

visioning exercise and a character area study to guide (re-)development, we can only expect more of the same. By comparison, the Centretown Secondary Plan, based on the CDP for Centretown, sets out the vision of this area in a very clear and concise manner. In order to preserve and make our neighborhood a diverse and vibrant community, it is imperative that a CDP be developed for Sandy Hill.

- There are many embassies in Sandy Hill. The new Secondary Plan is silent on these entities. A section must be added in the new Secondary Plan to establish their existence in the community and how to manage their evolution so that they do not become office buildings instead of residences.
- The relationship between Sandy Hill and uOttawa must be set out in the new Secondary Plan. There is also a need to set out a requirement for more on campus housing. To maintain the general objectives of the Secondary Plan (4.7.1.2), we believe that the secondary plan should state that there be no uOttawa institutional development east of Henderson including residences.
- There is an opportunity to add into section 4.7.3.2 language to allow/encourage pop-up and dedicated seasonal market stalls and stands throughout SH. Key locations could be Strathcona Park, Mann between Blackburn and Chapel, the Sandy Hill Community Centre, along Somerset St. and Laurier Ave, and in the new developments planned for the Lees Station Area, which include City lands.
- There is an error in Schedule C - Maximum Building Heights in the new Secondary Plan for Central and East Downtown Core. This shows all of Sandy Hill as having a maximum of 4 stories. However, there is a small area in the south east corner of Sandy Hill which is designated as R1TT.