

# Carleton Heights & Area Residents' Association

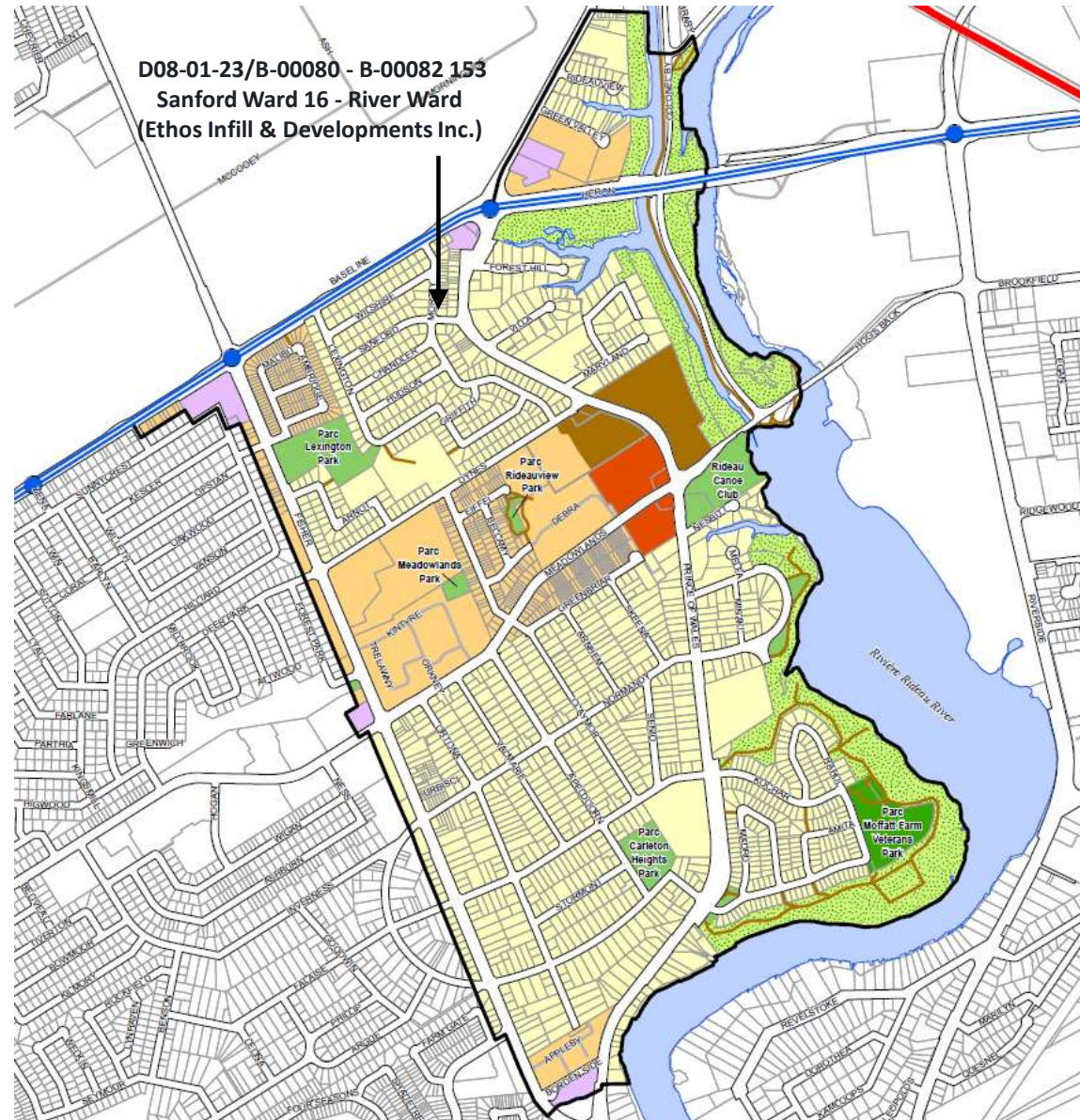
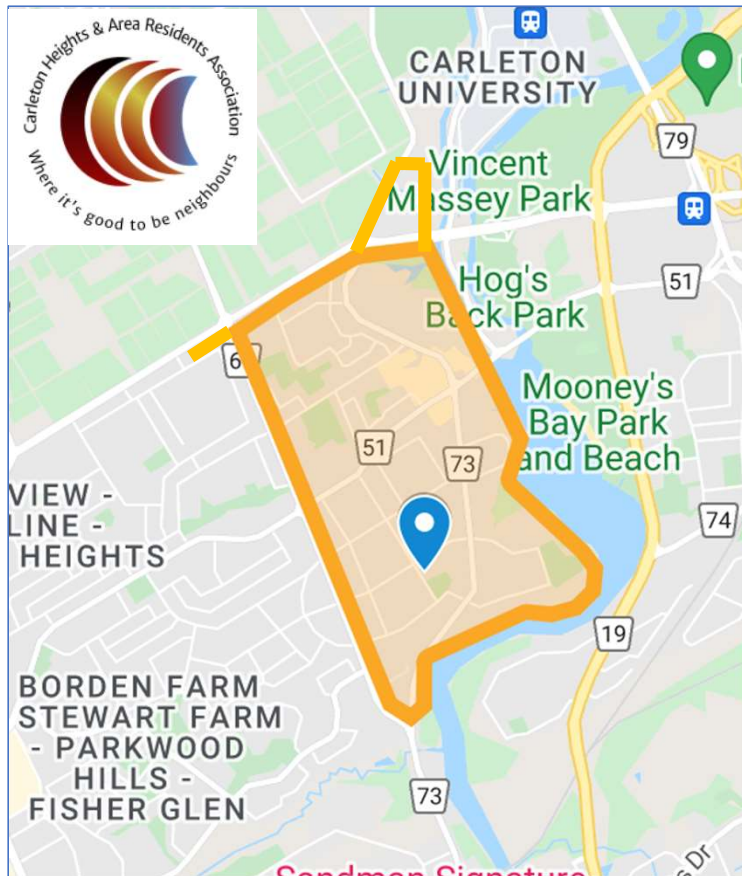
D08-01-23/B-00080 - B-00082 153 Sanford  
Ward 16 - River Ward  
Ethos Infill & Developments Inc.

April 19, 2023

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# Introduction

Carleton Heights and Area Residents' Association



On behalf of CHARA, we kindly request that the Committee of Adjustment *adjourns this application sine die*, placing the application on hold indefinitely, pending additional information or major changes to the file.

**D08-01-23/B-00080 - B-00082 153 Sanford Ward 16 - River Ward  
Ethos Infill & Developments Inc.**

- 1** This is not a simple consent application to sever properties but a complex development application that involves up to 36 bedrooms, almost no parking and broad use of a site that raises numerous infrastructure and public safety concerns.
- 2** The applicant has not met the burden for sufficient public notice. With the Easter holidays, the signage was posted for only eight business days. Also, the signage was not posted adequately for public visibility as the signage had fallen to the ground for six of the business days.



Our association supports intensification as a key tool for the City to respond to new challenges and opportunities.

*However, we believe in smart and sensible intensification to ensure the City safeguards the health and safety of our residents.*

# Local context

Predominantly developed in the 1950s,

- 1 Our community has rural arterial roads, and narrow streets (e.g., 25-28ft wide), with no areas for permanent on-street parking and no sidewalks.
- 2 Many bus routes that used to serve the community no longer run. Among the bus routes that remain, buses run less frequently and unreliably.
- 3 Water, sewers, stormwater and collection systems are ageing, and failing, having remained largely the same from the original development.
- 4 Large streams flow underneath residents' homes and standing water is commonplace. Poorly maintained drainage ditches, culverts and catch basins barely manage peak water flows during spring thaw or heavy rainfall events.



Baseline Road August 1956, City of Ottawa Archives CA40149



**Conventional Urban Street:**

- 30' wide
- Sidewalks on one or both sides
- Separate areas for 2-way traffic and parked cars
- Flex sticks calm traffic



Pedestrian being driven off street by a passing vehicle

**Typical Street in Carleton Heights / Courtland Park**

- 25' wide
- No sidewalks
- Roads can accommodate: 2 lanes of traffic or; one lane of traffic and parking or ; two lanes of very slow traffic and pedestrians but; never all four uses
- Flex sticks endanger pedestrians





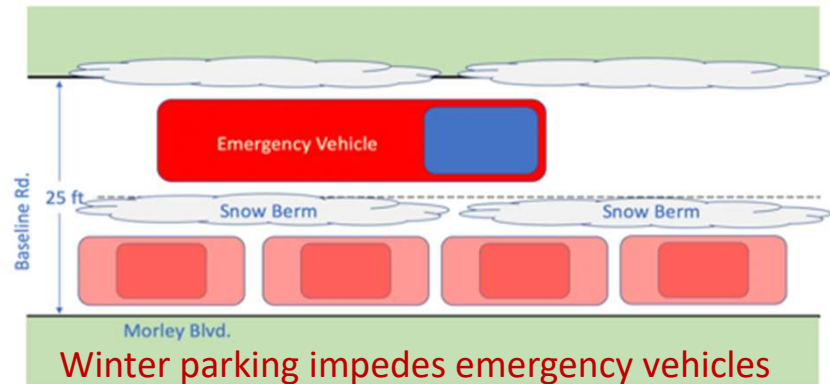
“Overflow” parking on Morley Blvd. from 2014 Intensification on Baseline Rd.



Winter on-street parking makes it hard to plow



Winter parking reduces road to one lane





## *No transit projects and no vehicle spaces create health and safety hazards for residents*

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The City of Ottawa confirms there is no timeline or funding for a transit project in our area.

With recent infill development, residents' vehicles permanently and illegally take up space on our narrow streets. (e.g., 25-28 feet wide).

Without designated pathways, moving and parked vehicles, pedestrians and cyclists compete for space on our streets.

With traffic congestion, vehicles get backed up and block larger streets. Near accidents have occurred. In winter, services cannot access the neighbourhood.



Reduced safety and access for vehicles, pedestrians, cyclists in Carleton Heights

## *Lack of adequate public transit reduces affordability and accessibility of our community*

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Public transit is less frequent, more unreliable in Carleton Heights

Our community used to be served by many more transit routes, many have been cancelled – including the 3, 13, 113, and 175. Bus routes 88 and 118 run less frequently, are often cancelled or run late. The 111 route often fails to stop.

Students and low-income families, including those served by the Debra Dynes Family House, rely on public transit to get to work. Commutes can be 1-1.5 hours twice a day, even longer when overfilled buses fail to stop.

Residents who rely on public transportation to try and meet their basic needs are the most affected - those who can afford second and third vehicles resort to paid or illegal parking on City streets.

With these transit deficiencies, the N.O.P. decreases the affordability of living in our community.

## *Limited infrastructure capacity leads to expensive redevelopment and repairs*

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Infrastructure capacity is currently “based on the present (1980s) zoning.”

City data and third-party reports provide conflicting assessments of the quality, capacity, and even flow directions of water, sewer and stormwater services serving Carleton Heights.

Infrastructure maintenance and upgrades for water systems (stormwater, wastewater and drinking water) are needed to support intensification. Failures cause damage to public and private property and unplanned, expensive repairs.

The Provincial Policy Statement requires that the City of Ottawa ensures the *infrastructure* and *public service facilities* are available, appropriate for, and efficiently used for expansion to occur.



Water main needs repair in Carleton Heights (2020)



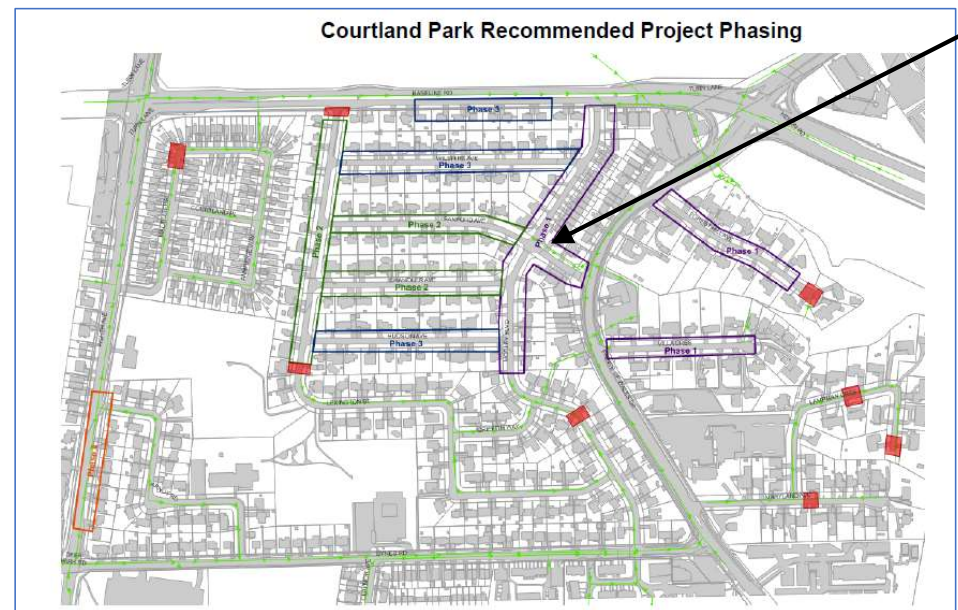
# Poor water infrastructure

- 1973: LD marks original, low-density neighbourhoods developed in the rural environment of the 40's and 50's
- 1973: Developers wanted to build a high-rise apartment complex in the 70's but
- 1973: City engineers determined the sewers were inadequate and required rebuilding prior to intensification
- 2022: Sewers have not been rebuilt
- 2022: City cannot locate original engineering reports
- 2022: City claims that the sewers do not need to be rebuilt to support intensification
- 2023: Recommended project phasing for a drainage renewal program of the area suggests, Phase 1 includes Morley Boulevard, Forest Hill Avenue, Villa Crescent, and Sanford Avenue (between Morley Boulevard and Prince of Wales Drive). These streets have been included in the first phase of construction as they are in closest proximity to the Rideau Canal outlets.
- ***Intensification could 'break' the infrastructure and flood homes in Carleton Heights and Courtland Park***



Source: Ottawa Journal, November 8, 1973, Page 3.

D08-01-23/B-00080 - B-00082 153 Sanford Ward 16 - River Ward (Ethos Infill & Developments Inc.) at site for Phase 1 for drainage renewal program



Source: Robinson Consultants, RCI File No. 22052 , February 2023, Page 14.



## Water problems with recent development

With a new development in 2016, the resident next door reported the loss of positive drainage from the culvert at his property to City officials using 311. The culvert at the new development had heaved, and the ditch southward had shallowed by 12 inches. The City promised they would fix the problem in 2017. By 2018, the problem still had not been fixed.

Planners had directed the builder to set the ditch depth to the level of the shallowed ditches and heaved culvert, leaving upstream homes without positive drainage— and standing water.

A City official “reassured” the resident the problem would be dealt with “after the construction was complete.” If this had been allowed to happen, then the City would have had to deepen the ditches by:

- . Digging up all eight brand new driveways,
- . Digging up all eight brand new culverts,
- . Resetting the brand-new culverts at the correct depth,
- . Replacing the brand-new fill,
- . Repaving the brand-new driveways, and
- . Expensing the work entirely to the City of Ottawa.

Residents had to engage Councillor Brockington and Mayor Watson to stop construction and rectify the situation. The City had to halt the infill project while the City re-ditched. The ‘restored’ ditches in the new developments are too deep and steep-sided to be safe for residents, pedestrians and vehicles.

The City was unable to maintain the integrity of the ditch. They were unable to respond to a homeowner’s plea to restore the lost integrity of the ditch. They failed their obligation to ensure that the 2018 infill development did not make the ditch a whole lot worse.



New development leaves upstream homes without positive drainage and standing water in Carleton Heights in 2016.

# Safe and sustainable intensification

**We support safe and sustainable intensification that uphold the health and safety of our residents, increase the affordability and accessibility of our neighbourhoods, without putting further stress on our area's limited services and ageing infrastructure.**

- 1** Transit service levels to our area have decreased in our recent history. There are **no funded transit projects** forecasted for completion within the next ten year, including the Baseline Rapid Transit Corridor.
- 2** Public transit reduces reliance on private vehicles, supports housing affordability, and 15-minute neighbourhoods. **Illegal parking puts us at risk**; By-law cannot ensure our health and safety.
- 3** Recent infill has overburdened our community's ageing and fragile infrastructure. With no clear plans to address pre-existing infrastructure deficiencies, the City **lacks the comprehensive evidence to support its growth** assumptions.
- 4** Development can exacerbate **existing deficiencies of our infrastructure**, undermine housing affordability and assume that the best time to upgrade water, sewer, stormwater systems, roads and transit services is when they fail. Observed recent changes in precipitation trends and cycles coupled with climate model projections of future precipitation require more of City planners.

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## **Outcomes**

- 1. Carleton Heights is designated within the Outer Urban Transect of the Official Plan.**
- 2. City work plan for Baseline Secondary Plan including public consultations.**
- 3. City work plan for a Comprehensive Zoning By-law review.**
- 4. Finalization of Robinson Consultants and other reviews of community infrastructure.**
- 5. New City staff committee to integrate infrastructure planning.**
- 6. OC Transpo is reviewing the restoration of transit services on Prince of Wales Drive.**

## 153 Sanford

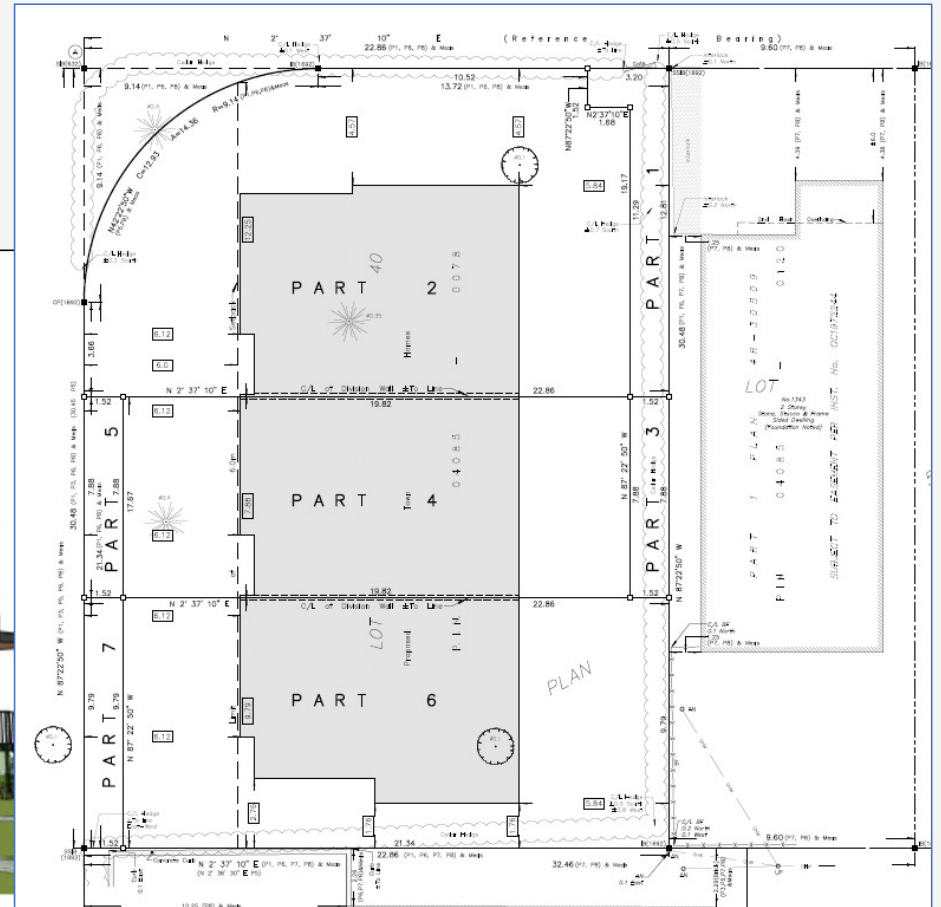
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Ward 16 - River Ward

Applicant has two businesses:  
Ethos Infill & Developments Inc.  
U-Rent Ottawa (a student focused rental business)



# Proposed development at 153 Sanford

The development replaces a single detached dwelling and intensifies the property with a building complex with 3 stories plus a basement equivalent to an apartment building with 9 residential units that have 3-4 bedrooms each up to 36 bedrooms total.



# Proposed development at 153 Sanford

The applicant intends to build, retain and rent all 9 dwelling units, which makes this building a 9-unit apartment building. This new information negates the need for any severances.

Neither the applicant nor the agent have fully disclosed the number of bedrooms. With 9 dwelling units and 4 bedrooms each, it is a 36-bedroom building complex with 1 parking space.

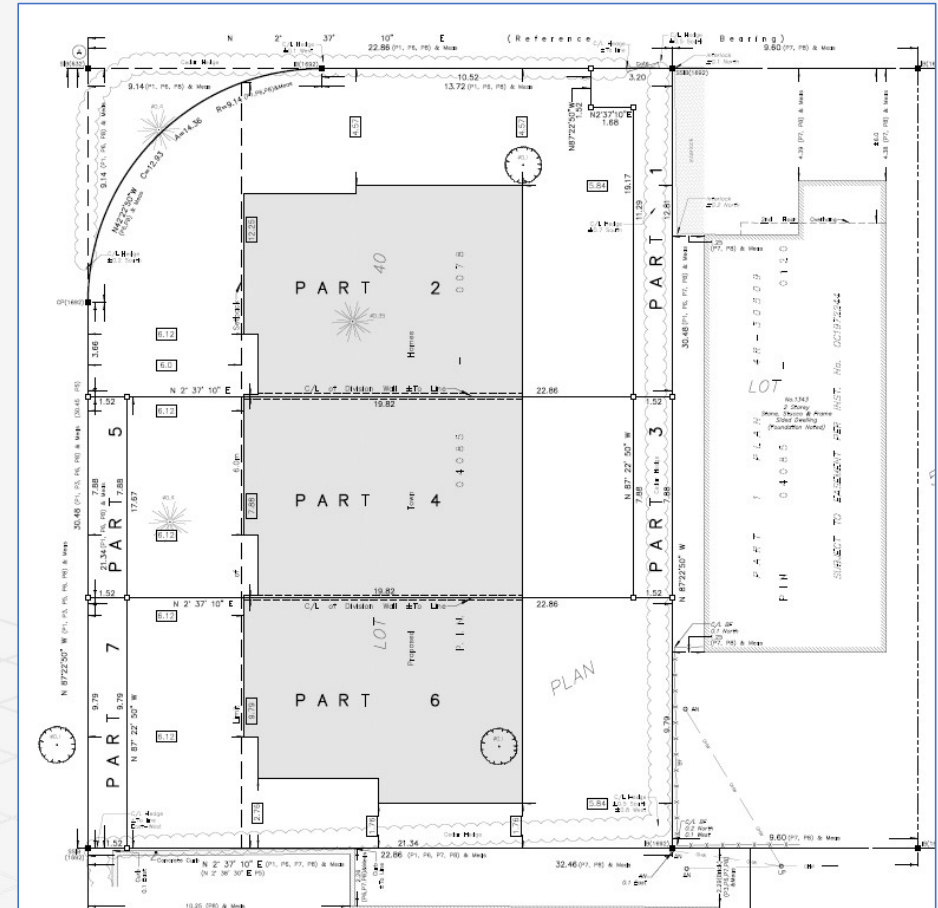
Rooming house conditions need review to uphold students' safety (e.g., regress windows, fire exits).

Unmonitored 9 interior garbage closets and 3 'shared' organics storage bins, for 36+ students need review.

So many young, transient inhabitants on a residential lot with no owners on site will have overburden bylaw and neighbours.

2023 engineering study puts this site at Phase 1 of the rebuild of the stormwater management systems in the area due to poor maintenance and poor performance of infrastructure in the area.

A sidewalk application is being reviewed with the City of Ottawa for Sanford and Morley due to the dangers from illegal parking on narrow streets with recent infill development.



Planning Rationale, 2023

## New Official Plan

*The Carleton Heights Secondary Plan and  
City of Ottawa planning policies have changed.*

# Carleton Heights Secondary Plan

## March 4, 2019

Discussion papers on key issues facing the City and the development of a New Official Plan (NOP).

## December 11, 2019

Council adopts the NOP Growth Management Strategy with growth projections for population, housing, and employment alongside policy directions for the NOP.

## May 1, 2020

Provincial Policy Statement comes into effect with the authority in sect 3 of the Planning Act, providing policies on managing growth with housing mix, use of infrastructure, and climate change.

## November 4, 2021

Council adopts the New Official Plan by By-law 2021-386.

## November 4, 2022

Ministry of Municipal Affairs and Housing issues a Notice of Decision to approve the New Official Plan, adopted by By-law 2021-386, repealing the previous Official Plan (By-law 2003-203).

## Carleton Heights Secondary Plan

As the Bus Rapid Transit (BRT) is not yet scheduled, nor funded, planning for transitions to mature neighbourhoods and limitations of current infrastructure to be safeguarded by the Baseline Secondary Plan – not yet in process.

Further the location is not a hub, nor a Protected Major Transit Station Area; Schedule C4, C7-A indicate Baseline and Fisher are Arterial - Existing Roads

Comprehensive By-law review consultations not yet announced.

Engineering reports indicate Phase 1-4 infrastructure improvements are needed.





## *Ease residents' concerns for health and safety*

- We request that the Committee of Adjustment *adjourns this application sine die*, placing the application on hold indefinitely, pending additional information or major changes to the file.
- Require the necessary review and public notice for an apartment building complex with 36 bedrooms.
- Focus intensification in areas with ***the necessary services and infrastructure***.
- CHARA lacks the following services and infrastructure :
  - Stormwater/wastewater/clean water management
  - Public transportation
  - Street safety
  - Dedicated pedestrian pathways
  - Noise
  - Service disruptions



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Thank you.

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