

DALHOUSIE COMMUNITY ASSOCIATION

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

DRAFT

March 17, 2026

Natalie Persaud
Planner III, Realty Services
City of Ottawa

By email: Natalie.Persaud@ottawa.ca

Dear Natalie Persaud:

Re: Street Closure Application: D07-14-26-0002, Brickhill Street

I'm writing on behalf of the Dalhousie Community Association's Mobility Committee in response to your request for comments on the city's proposal to formally close Brickhill Street in order to "form a developable parcel with the abutting City owned lands 615 and 625 Albert Street."

Brickhill Street is publicly-owned land, and as such is available for public use. While it currently is incorporated in the construction site for Ādisōke, when construction is complete Brickhill Street can be returned to its role as a public right-of-way, and as a component of the public realm in our neighbourhood.

The street closure proposal implies that the because Brickhill is "not required for use as a road" its closure for development is justified. It is true that Brickhill has no future as a roadway for use by vehicular traffic, but the Brickhill road allowance still has several essential public uses:

- As a component of the local active transportation network, providing access to pedestrians and cyclists to the MUP linking Pimisi Station to Ādisōke on Albert Street.

It is notable that the landscape design for the west side of Ādisōke includes pathways which link to Brickhill. The road allowance, as a multiuse pathway, offers the only exclusive active transportation link from Albert to the MUP in the three blocks from Commissioner to Booth. (Empress Lane is designed for vehicular access to the Odenak development a 665 Albert, with access for pedestrians and cyclists via a concrete MUP on its east side.)

- As open space to provide a buffer between the large public plaza and green space, including an amphitheatre, planned for the west side of Ādisōke.

Brickhill will help to provide a transition zone between Ādisōke's "intimate [outdoor] space for meeting and socializing" and the private residential uses that are proposed for Ādisōke's western edge.

- As an element of Ottawa's cultural heritage.

Brickhill (or Hill Street) has been an enduring part of the plan of subdivision for LeBreton

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Flats since the 1840s. As such it has helped to organize the urban space in this area of the city for nearly two hundred years, defining the property on which Ādisōke now stands. The road allowance can play this role in the future, and provide some of the “permeability” that is needed on LeBreton Flats, much of which will be lost if the historic street grid is transferred.

For these three reasons we propose that Brickhill be retained as a public road allowance.

Thank you for the opportunity to comment on this proposal.

Sincerely,

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‘

Ed McKenna
Chair, DCA Mobility Committee

cc. Councillor Ariel Troster
Laura Mueller, Chief, Development Implementation, NCC