

1. Zoning By-Law Amendment – 5000 Robert Grant Avenue (formerly 1000 Robert Grant Avenue)

Modification au Règlement de zonage – 5000, avenue Robert Grant (anciennement le 1000, avenue Robert Grant)

Committee recommendations, as amended

That Council approve:

1. an amendment to Zoning By-law 2008-250 for 5000 Robert Grant Avenue to permit development of 18-storey, nine-storey and six-storey apartment buildings as detailed in Document 2, as amended by the following:
 - a. that the holding provision recommended by staff in Document 2 – Details of Recommended Zoning 3. d) iii) a. be revised to the following:

“iii) The holding symbol may only be removed at such time as

 - a. The segment of Robert Grant Avenue between Abbott Street and **Maple Grove Road** has been constructed and opened to vehicular traffic; and”;
2. that no further notice be provided pursuant to subsection 34 (17) of the Planning Act.

Recommandations du Comité, telles que modifiées

Que le Conseil approuve :

1. une modification au Règlement de zonage 2008-250 visant le 5000, avenue Robert Grant, afin de permettre la construction d'immeubles résidentiels de 18, neuf et six étages, comme l'expose en détail le document 2, dans sa version modifiée par ce qui suit :
 - a. que la disposition d'aménagement différé recommandée par le personnel dans le document 2, « Details of Recommended Zoning », sous-alinéa 3 d) iii) a., soit modifiée ainsi :

iii) The holding symbol may only be removed at such time as

- a. The segment of Robert Grant Avenue between Abbott Street and **Maple Grove Road** has been constructed and opened to vehicular traffic;
2. qu'aucun nouvel avis ne soit donné en vertu du paragraphe 34(17) de la Loi sur l'aménagement du territoire.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated April 26, 2021 (ACS2021-PIE-PS-0054)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 26 avril 2021 (ACS2021-PIE-PS-0054)
2. Extract of draft Minutes, Planning Committee, May 13, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 13 mai 2021

**Report to
Rapport au:**

**Planning Committee
13 May 2021 / 13 mai 2021**

**and Council
et au Conseil
26 May 2021 / 26 mai 2021**

**Submitted on 26 April 2021
Soumis le 26 avril 2021**

**Submitted by
Soumis par:**

**Lee Ann Snedden
Director / Directrice**

Planning Services / Services de la planification

**Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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**Ward: STITTSVILLE (6) / STITTSVILLE
(6)**

File Number: ACS2021-PIE-PS-0054

**SUBJECT: Zoning By-law Amendment – 5000 Robert Grant Avenue (formerly
1000 Robert Grant Avenue)**

**OBJET: Modification au Règlement de zonage – 5000, avenue Robert Grant
(anciennement le 1000, avenue Robert Grant)**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 5000 Robert Grant Avenue to permit development of 18-storey, nine-storey and six-storey apartment buildings as detailed in Document 2.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of May 26, 2021 subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant le 5000, avenue Robert Grant, afin de permettre la construction d'immeubles résidentiels de 18, neuf et six étages, comme l'expose en détail le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 26 mai 2021, à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommend Approval

This report recommends that Council approve the Zoning By-law amendment for 5000 Robert Grant Avenue. The zoning amendment will facilitate the phased

development of a high-rise tower at 18 storeys, two mid-rise buildings of nine and six storeys and an amenity building. Upon completion, the project will include 504 dwelling units, together with approximately 705 parking spaces and 250 bicycle parking spaces in an underground parking garage.

The proposal locates the high-rise building close to the Robert Grant Avenue frontage furthest from the existing low-rise residential area, and has incorporated setbacks, stepbacks, a compact floor plate and a podium/tower design to minimize impacts on the surrounding area. A mid-rise building of nine storeys, as permitted by the current zoning, is also proposed along the Robert Grant Avenue frontage. The lower mid-rise building located along the opposite frontage on Livery Street steps down from six to four storeys, providing appropriate transition to the townhouses across the street. The proposed zoning schedule implements height restrictions along Livery Street that are lower than the nine storeys permitted by the current zoning. A Floor Space Index (FSI) of 3.5 is also proposed in order to establish a maximum floor area for the site that is consistent with what is permitted by the current zoning. Although the proposed rezoning will allow more height in the quadrant of the site along the Arterial Mainstreet, it will not permit additional floor space or a greater number of apartments. The intent is to redistribute the amount of floor space that would be permitted in multiple nine-storey buildings, if the site developed by taking full advantage of the current zoning provisions.

Concerns were expressed by the public regarding the incomplete roadway network in the surrounding community, specifically the lack of connection between Abbott Street and Hazeldean Road. To address this issue, a holding provision is recommended, which would prohibit construction of the high-rise apartment building until Robert Grant Avenue has been opened from Abbott Street to Hazeldean Road as well as addressing a future commitment for a pathway at the time of the Site Plan Control application.

The proposal aligns with applicable Official Plan policies for the Arterial Mainstreets and the General Urban Area. Staff are satisfied that the requested Zoning By-law Amendment is consistent with the Official Plan and represents good planning.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Zoning By-law amendment applications.

A Community Comment and Information Centre was held at the CardelRec Recreation Complex Goulbourn, on March 3, 2020 to discuss the proposed development with the

community. Approximately 150 residents attended. During this meeting, display boards were available for viewing, the consultant team provided a presentation of the proposal and staff explained policy, process and next steps. The presentation was followed by a question and answer period.

Approximately 175 comments were submitted during the review process. Five comments were submitted in support of the application, with the remainder in opposition based on building height, density, traffic, neighbourhood character and site layout. Two petitions in opposition to the proposal were also received.

RÉSUMÉ

Approbation recommandée par le personnel

Le présent rapport recommande l'approbation par le Conseil municipal d'une modification au Règlement de zonage visant le 5000, avenue Robert Grant. Cette modification de zonage permettra l'aménagement par étapes d'une tour de 18 étages, de deux immeubles de hauteur moyenne (neuf et six étages) et d'un bâtiment de commodités. Une fois terminé, ce projet comprendra 504 logements ainsi qu'environ 635 places de stationnement pour véhicules et 250 places pour vélos, aménagées dans un garage souterrain.

La tour serait construite près de l'avenue Robert Grant, à l'endroit le plus éloigné du secteur résidentiel de faible hauteur. Ses retraits sont intégrés, sa surface de plancher est compacte et la conception socle-tour de l'ensemble est destinée à limiter les répercussions sur le secteur environnant. Un immeuble de hauteur moyenne (neuf étages), autorisé en vertu du zonage actuel, serait par ailleurs construit le long de l'avenue Robert Grant. L'autre immeuble de hauteur moyenne, moins élevé, sera construit sur la façade opposée de l'emplacement donnant sur la rue Livery. Sa hauteur passera de six à quatre étages afin d'offrir une transition appropriée vers les habitations en rangée situées de l'autre côté de la rue. L'annexe de zonage proposée met en place le long de la rue Livery des restrictions de hauteur plus basses que les neuf étages autorisés en vertu du zonage actuel. Un rapport plancher-sol (RPS) de 3,5 est également proposé afin que la surface de plancher maximale soit conforme aux dispositions du zonage actuel. La modification de zonage proposée permettra une hauteur supérieure dans le quadrant de l'emplacement donnant sur l'artère principale, mais ne permettra ni une surface de plancher plus importante ni un plus grand nombre de logements. Cette modification a pour objet de redistribuer la surface de plancher qui serait autorisée dans plusieurs immeubles de neuf étages si l'emplacement était

aménagé en tirant pleinement parti des dispositions du zonage actuel.

Des préoccupations ont été soulevées par les membres du public au sujet du réseau routier incomplet dans le secteur environnant, plus précisément en ce qui concerne le manque de liens entre la rue Abbott et le chemin Hazeldean. Pour résoudre ce problème, l'application d'une disposition d'aménagement différé est recommandée afin d'interdire la construction de la tour d'habitation jusqu'à l'ouverture de l'avenue Robert Grant entre la rue Abbott et le chemin Hazeldean, et jusqu'à ce qu'un engagement à l'égard de l'aménagement d'un sentier soit pris au moment de la demande de réglementation du plan d'implantation application.

Le projet est conforme aux politiques du Plan officiel s'appliquant aux désignations d'artères principales et de secteur urbain général. Le personnel constate que la modification demandée au Règlement de zonage est conforme aux politiques du Plan officiel et représente une bonne démarche de planification.

Consultation publique et commentaires

Les membres du public ont été avisés et consultés conformément à la politique en la matière adoptée par le Conseil municipal pour les demandes de modification au Règlement de zonage.

Une réunion communautaire d'information a été organisée au Complexe récréatif CardelRec le 3 mars 2020, afin de débattre du projet avec les membres de la collectivité. Environ 150 résidents ont participé à cette réunion. Pour l'occasion, des tableaux explicatifs ont été installés, l'équipe du consultant a présenté le projet et des membres du personnel ont expliqué les politiques pertinentes, le processus et les prochaines étapes. La présentation a été suivie d'une période de questions.

Environ 175 commentaires ont été soumis pendant la durée du processus d'examen de la demande. Cinq d'entre eux étaient favorables à la proposition et les autres y étaient opposés pour des questions liées à la hauteur des bâtiments, à la densité, à la circulation, au caractère du quartier et à la configuration de l'emplacement. Deux pétitions exprimant une opposition à la proposition ont également été reçues.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

5000 Robert Grant Avenue (formerly 1000 Robert Grant Avenue)

Owner

Fernbank Apartments Inc.

Applicant

Lépine Corporation

Architect

NEUF Architects

Description of site and surroundings

The subject property is located on the east side of Robert Grant Avenue, between Abbott Street and Bobolink Ridge in the Fernbank community. The site is legally described as Block 203 on Plan 4M-1503, the plan of subdivision for the first phase of the Fernbank Crossing Subdivision that was registered in 2013. The vacant 2-hectare property is a through lot extending 141 metres from Robert Grant Avenue to Livery Street, with 125 metres of frontage on Robert Grant Avenue and 130 metres of frontage on Livery Street.

To the south are two large vacant blocks between the site and Bobolink Ridge, also zoned as Arterial Mainstreet, permitting a variety of uses. The abutting property to the east, on the north side of Livery Street, is occupied by two four-storey buildings of stacked units and there are townhouses on the east side of Livery Street, across from the site. On the west side of Robert Grant Avenue is the Westwood subdivision, where the parcels backing onto Robert Grant Avenue will be developed with back-to-back townhouses.

On Schedule D of the Official Plan (Rapid Transit Network), Robert Grant Avenue is classified as a Bus Rapid Transit route, with a Rapid Transit Station to be located immediately north of the site. On Schedule E of the Official Plan (Urban Road Network), Robert Grant Avenue is classified as an Arterial Road. The Transportation Master Plan also identifies Robert Grant Avenue as a Spine Route for cycling. Robert Grant Avenue is currently constructed as a two-lane cross-section with a central grass median, with both a sidewalk and multi-use pathway on each side of the street. In the future, the Bus Rapid Transit (BRT) route will be constructed in the middle of the right-of-way. A transit

station with a park-and-ride lot is proposed in the Hydro corridor at the intersection of Robert Grant Avenue and Abbott Street, immediately north of the site. As an arterial road and transit priority corridor, Robert Grant Avenue will eventually serve as an important link in the transportation network between Fernbank Road and Hazeldean Road.

Summary of proposed development

The proposed development for the property at 5000 Robert Grant Avenue is three rental apartment buildings containing approximately 504 one-bedroom and two-bedroom units. The building height strategy is intended to provide a transition in built form. A stepped building of four, five and six storeys (Building A) is proposed to face Livery Street while a nine-storey building (Building B) and an 18-storey building (Building C) are proposed to flank the main entrance at Robert Grant Avenue. A one-storey clubhouse with a pool, gym, meeting rooms and social areas would be included in the centre of the site, together with landscaped areas and a system of pathways. A public pathway would be located along the northerly property line, connecting Livery Street and Robert Grant Avenue. By increasing the height for one of the buildings, the building closest to the townhouses can be reduced in height, with similar resulting densities, and more open space will be created in the centre of the apartment complex allowing the provision of pedestrian connections.

Two levels of underground parking would provide approximately 705 parking spaces and 252 bicycle parking spaces. A small surface parking lot with sixteen spaces is also proposed for additional visitors' parking. The primary vehicular access to the site would be from Robert Grant Avenue, with an additional access to the parking garage from Livery Street.

Summary of requested Zoning By-law Amendment

The site is currently zoned Arterial Mainstreet Zone, Exception [2152] (AM [2152]) which permits a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings. The current zoning permits mid-rise apartments up to nine storeys in height (30 metres). The height provisions of the AM zone also limit building height to 15 metres or 20 metres for the portions of the site abutting an R4 zone.

Exception 2152 denotes the following site-specific exceptions:

- Minimum building height is 11 metres;

- A minimum of 50 per cent of the frontage along Robert Grant Avenue must be occupied by building walls;
- There is no maximum floor space index (FSI); and
- Stacked dwellings shall not exceed 60 dwelling units in total.

The proposed zoning amendment requests the following:

- That 'Apartment Dwelling, High Rise' be added as a permitted use;
- That a new height schedule be implemented, permitting a maximum height of 18 storeys (60 metres) in the northwest quadrant of the site along Robert Grant Avenue and a maximum height of six storeys (21 metres) in the northeast quadrant of the site abutting the R4Z Zone on Livery Street;
- That a Floor Space Index of 3.5 be applied to restrict the amount of floor space permitted to the amount that is currently permitted;
- That the provisions of Urban Exception [2152] be revised to permit the following:
 - That the requirement for 50 per cent building frontage along Robert Grant be deleted;
 - That an exception to Section 101(6)(c) permit a maximum of 16 surface parking spaces without eliminating the reduction in the number of underground parking spaces permitted; and
 - That a holding provision 'h' be applied to the northwest quadrant of the site, prohibiting construction of the high-rise building until Robert Grant Avenue has been opened between Abbott Street and Hazeldean Road, and a public pathway has been secured through the Site Plan Control process

Brief History of Proposal

The original submission proposed a six-storey building along Livery Street, with a 15-storey building and a 12-storey building flanking the entrance on Robert Grant Avenue. Two levels of underground parking would provide approximately 637 parking spaces and 250 bicycle parking spaces. Access to the parking garage was proposed from both Livery Street and Robert Grant Avenue.

The application requested that high-rise apartments with a maximum height of 15 storeys (54 metres) be permitted in the west portion of the site fronting on Robert Grant Avenue. An increase in height from 15 and 20 metres to 21 metres was requested for the east portion of the site abutting the R4Z Zone on Livery Street.

The original submission also included a request to reduce the minimum required resident parking rate from 1.2 spaces per dwelling unit to 1.0 space per dwelling unit and to reduce the minimum required visitor parking rate from 0.2 space per dwelling unit to 0.1 space per dwelling unit.

In response to technical and public comments reflecting concerns with the original proposal, particularly regarding the parking reduction and building profiles, the applicant submitted revised plans, which have evolved to the concept attached as Document 4. The main zoning revisions undertaken in the revised proposal submitted in July 2020 included the following:

- Withdrawal of the request for reduced parking ratios; both resident and visitor parking requirements will be satisfied;
- A 10 per cent reduction in the proposed number of apartment units from 555 to 504 units;
- Additional building setbacks and stepped-back upper floors for Building A along Livery Street, to improve compatibility with the neighbouring townhouses;
- Revised height strategy with one high-rise 18-storey building (Building C) and one mid-rise nine-storey building (Building B) along Robert Grant Avenue;
- Proposed holding provision 'h' to defer construction of the portion of Building C above grade until Robert Grant Avenue is constructed between Abbott Street and Hazeldean Road;
- Reduced building footprint for Building B along Robert Grant Avenue;
- Reduced building footprint and introduction of a four-storey podium for Building C along Robert Grant Avenue;
- Introduction of a Floor Space Index of 3.5 to limit gross floor area to what would be permitted under the current zoning;
- Deletion of the exception provision of AM [2152] Zone requiring that 50 per cent

of the Robert Grant Avenue frontage be occupied by building walls.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Zoning By-law amendment applications.

A Community Comment and Information Centre was held at the CardelRec Recreation Complex in Stittsville on March 3, 2020 to discuss the proposed development with the community. Approximately 150 residents attended. During this meeting, display boards were available for viewing, the consultant team provided a presentation of the proposal and staff explained policy, process and next steps. The presentation was followed by a question and answer period.

Approximately 175 comments were submitted during the application review process. Five comments were submitted in support, with the remainder in opposition based on concerns regarding building height, density, traffic and site layout.

For this proposal's consultation details, see Document 8 of this report.

Official Plan designation

The property is designated General Urban Area and fronts onto the segment of Robert Grant Avenue that is designated as Arterial Mainstreet on Schedule B of the Official Plan. The General Urban Area designation permits the development of a full range and choice of housing types to suit all life circumstances in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The Arterial Mainstreet designation identifies streets that offer some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment.

The Urban Design Guidelines for Arterial Mainstreets guide development to promote compact development that will respect the recognized or planned character of the street; to promote a pedestrian-friendly environment and attractive streetscapes; to achieve a high-quality built form while transitioning to more intensive forms of development by accommodating retail, services, commercial, office and high density residential use. The Arterial Mainstreet policies outline that building heights up to nine stories are permitted as of right, and the Official Plan provides direction that high-rise

buildings may be permitted subject to a zoning amendment and where the building satisfies certain locational criteria, provides a community amenity, and provides adequate transition.

The Urban Design Guidelines for High-Rise Housing speak to high-rise buildings being well designed including a mix of land uses to support urban services and amenities, contribute to an area's livability, and shape and define public street and spaces at a human scale. Guidelines include addressing compatibility through massing, setbacks and transitions, including a podium, orienting the towers to minimize the extent of shadowing, designing with compact floor plates, and improving spaces for pedestrians and the public realm.

Section 2.2.2 of the Official Plan directs where growth will occur and supports opportunities for intensification by recognizing that residential areas will continue to mature and evolve. Growth will be directed to areas where infrastructure and services already exist, and target areas for intensification are the Central Area, Mainstreets and Town Centres. Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Consideration of the surrounding area's character is a factor in determining compatibility within a community. All intensification will occur in accordance with the provisions of Section 2.5.1 and 4.11, dealing with matters of urban design and compatibility.

Section 2.5.1 of the Official Plan provides direction with respect to compatible development practices and new building projects. Compatible development is defined in the Official Plan as development that is not necessarily the same as or like existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It 'fits well' within its physical context and 'works well' among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments. Relevant considerations include defining quality public and private spaces through development, allowing built form to evolve through architectural style and innovation, accommodating the needs of a range of people of different incomes and lifestyles at various stages, and maximizing opportunities for sustainable transportation modes.

Policy 3.6.3 states that the Arterial Mainstreet designation identifies streets that offer significant opportunities for intensification through higher density and mixed-use development along streets that are Transit Priority Corridors. The objective of the Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Policies

encourage a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

Policy 3.6.5.12 provides specific direction for Arterial Mainstreets to accommodate additional height. The Official Plan notes that unless a secondary plan states otherwise, building heights up to nine storeys may be permitted as of right but high-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:

- Within 400 metres walking distance of a Rapid Transit Station on Schedule D of the Official Plan; or
- Directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of the Official Plan; or
- Directly abutting a Major Urban Facility.

As well, in the review of such a rezoning application, the development shall provide a community amenity and adequate transition must be provided to adjacent low-rise development.

Section 4.11 addresses urban design and compatibility, with new developments being evaluated using the policies of this section. These aspects of urban design and compatibility include building profile and height, potential impacts, building transitions, and intensification within established neighbourhoods. The purpose of reviewing these design aspects is to ensure that new development is sensitive to the existing context while providing appropriate transitions between new and existing development.

Fernbank Community Design Plan

The property is subject to Fernbank Community Design Plan, which was approved in 2009 to guide development in the Fernbank Community.

The CDP identifies the blocks on the east side of Robert Grant Avenue between Abbott Street and Bobolink Ridge as Mixed Use and the lands form part of the Community Core. The Mixed Use designation along Robert Grant Avenue was to focus primarily on higher density residential uses. The area around Robert Grant Avenue and Abbott Street, which was identified as the central Community Core, was intended to develop with a high school and a mix of commercial and high-density residential uses to create an active and interesting community core close to the transit station.

A Village Green was also identified in the center of the Mixed Use area to provide a civic gathering place and passive open space for residents. The zoning exception requiring the provision of a 2500-square metre landscaped area or central plaza is applicable to the property immediately south of the site.

Urban Design Review Panel

The property is within a Design Priority Area (Arterial Mainstreet) and therefore the Zoning By-law amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting on November 1, 2019. The panel's full recommendations can be found in Document 9.

In response to the Panel comments, the proposal was redesigned. The revised proposal incorporated numerous modifications to the original concept, primarily to improve the transition to the surrounding area. The number of units per floor in the proposed high-rise building was reduced in comparison with the original application, in order to reduce the floor plate of the high-rise building by approximately 10 per cent to provide a slimmer building. A four-storey podium was also introduced, with stepping back off the upper floors. The massing of the building is no longer that of a bar building, a short and wide high-rise building with a large floor plate. The proportions and massing of Building C are now closer to those of a point tower. Building B was reduced in height from 12 storeys to nine storeys, making it a mid-rise building as permitted by the current zoning.

Building A along Livery Street was modified as well to provide an improved transition. The new design offered a four storey façade, the stepping back of terraces on the fifth and sixth floors and ground floor patios for street-level interest. With the reductions in the number of apartment units in Building A along Livery Street due to the stepping back of terraces and Building B reduced in height from 12 to nine storeys, the height of Building C was increased to 18 storeys.

This approach reflected the Panel's suggestion that buildings of greater height (20 storeys) be provided along the frontage of Robert Grant Avenue. The revised concept also includes modifications pertaining to separation distances between buildings, building footprints, massing, site layout, circulation on site, and access to pedestrian, bicycle, and road networks off site.

The recommendations contained within this report for the requested rezoning are consistent with the comments from the Panel. The final design will be determined through the associated Site Plan Control application and will have regard for some site-

related items that were not related to the rezoning application.

Planning Rationale

Official Plan Policies

This application has been reviewed under the consolidated Official Plan (2003) and amendments in effect from Official Plan Amendment 150 (OPA 150).

The property is designated General Urban Area and fronts onto the segment of Robert Grant Avenue that is designated as Arterial Mainstreet on Schedule B of the Official Plan. Residential intensification through infill will respond to the existing character to enhance desirable patterns and built form, while also achieving a balance of housing types and tenures, as desired in the Official Plan.

The Arterial Mainstreet designation is intended to provide a mix of uses and have the potential to evolve into more compact and transit-friendly places. Buildings of nine storeys are permitted as of right. High-rise buildings may be permitted subject to a zoning amendment and where the building satisfies certain locational criteria, provides a community amenity, and incorporates adequate transition.

In considering the proposed Zoning By-law amendment, the key policy considerations are found within the Official Plan, as well as Design Guidelines for Arterial Mainstreets and Urban Design Guidelines for High-Rise Buildings, as described above.

Because the proposed development is immediately adjacent to a future Bus Rapid Transit (BRT) Station identified on Schedule D of the Official Plan, it satisfies the locational aspect of the criteria found in the Official Plan. In terms of providing a community amenity, the proposed development will provide a public pathway along the northern property line to serve as a direct pedestrian connection from Livery Street to Robert Grant Avenue, offering easy access for residents living in the neighbourhood east of the site to the future BRT. In terms of providing adequate transition to the adjacent low-rise community, the concept has been designed to place the high-rise Building C farthest from the low rise development and offer the stepped mid-rise Building A closest to the nearby townhouses. Building A offers a transition of building heights, with a four storey facade closest to Livery Street, and significantly recessed and terraced fifth and sixth storeys. The design aspects of transition are dealt in more detail later in this report.

The project contributes to the area's livability, defines the public street through

stepbacks, is compatible to the surroundings in its approach to building orientation, massing, setbacks and transitions, and improves the space for pedestrian and public realm, all in keeping with the Urban Design Guidelines for High-rise Buildings. The proposed development introduces a new high-rise apartment that conforms with the Official Plan and is consistent with the high-rise guidelines.

Height Strategy

The current zoning of the site would allow approximately 550 apartment units in multiple nine-storey buildings, but the resulting concept would have buildings with large floor plates, leaving little room for open space on the site. The strategy for redistributing building height on the site was based upon rearranging the building heights to accommodate the same number of apartment units in higher or lower buildings, depending on their locations within the site and the context in relation to nearby development. The intent was to maximize the amount and quality of open space, minimize impact on adjacent existing residences, provide pedestrian connections and offer well landscaped street frontages.

The resulting concept achieves the following:

- Places the buildings around the perimeter of the site;
- Allows passageways between the buildings so that pedestrians can circulate through the site, sunlight can penetrate into and around the site, and the longest shadows would be cast away from residential areas towards the future Rapid Transit Station;
- Limits the proposed height increase to only Building C, adjacent to the Rapid Transit Station, with 18 storeys;
- Places the tallest building along Robert Grant Avenue, adjacent to the future Rapid Transit Station, and reduces the building floor plate;
- Places a mid-rise building along Robert Grant Avenue, adjacent to the undeveloped parcel to the south, to provide increased compatibility with unknown future development;
- Places the lowest building along Livery Street to address massing;
- Provides variation in Livery Street building façades with taller ground floor, ground-oriented apartment patios and variations in articulation and window

patterns to distinguish lower, middle, and top floors.

The Official Plan compatibility policies direct that building height and massing transitions should be accomplished through a variety of means, including incremental changes in building height, setbacks and stepbacks. In this proposal, building footprints will be set back from the property line, and upper floors will include building stepbacks and terraces to achieve appropriate transitions in height. The design of the first floors, including higher ceilings, will create the desired differentiation between the base and middle of the towers. The main entrances for the buildings will be accentuated by design features, articulation, a variety of massing, and landscaping. In addition, generous separation distances are proposed between the buildings to allow landscaped open area.

Building A

The stepping back of Building A fronting onto Livery Street will provide a compatible transition of building heights toward the neighbouring two-storey townhouses in the R3Z Subzone, which has a maximum height of 11 metres. The proposed terracing will present an east façade of four storeys (15 metres) across the street from the townhouses. This is the same height as the recently constructed stacked dwellings on the abutting property on the north side of Livery Street. The stacked units across the street from existing townhouses have a front yard setback of approximately four metres, whereas the four-storey façade of Building A would be set back approximately nine metres from the front lot line, allowing ample room for landscaping.

The proposed stepback for the fifth storey is an additional three metres abutting the R4 stacked townhouse block and the Livery Street right-of-way. Given the two-metre setback of the abutting stacked townhouses from the property line, the distance from the fifth floor façade to the stacked townhouse façade would be 14 metres

The recently constructed stacked townhouses immediately to the east of proposed Building A are set back only two metres from the property line abutting the subject site, whereas the four-storey portion of Building A directly facing the stacked townhouses is proposed to be set back at least 10 metres from the same property line. Considering the peaked roof on the stacked townhouse buildings, the top of the fourth floor of Building A will be the same height as the stacked townhouse buildings.

The six-storey portion of Building A will be set back 15 metres from the Livery Street property line. Most of this six-storey area will be adjacent to the stacked townhouses to the east, with a maximum of 16 metres of the sixth floor façade opposite the north-south

leg of Livery Street.

The proposed building on Livery Street provides an effective transition of building heights from the higher buildings on the westerly half of the site toward the residential development to the east. The façade of the building across from the townhouses incorporates significant stepping back of the fifth and sixth floors, thereby presenting a four-storey façade to the street. This is the approximately the same height of the stacked units on the abutting lot. The building setbacks, ground-oriented apartment patios, landscaping, upper floor terraces, and compliance with angular plane provisions have addressed compatibility issues. The proposal orients the principal façade and entrance of the building on Livery Street to that street to integrate it with the surrounding homes.

Although the primary access point for all vehicles parked underground will be at Robert Grant Avenue, a secondary entrance to the underground parking garage will be provided from Livery Street and the treatment minimizes the visual appearance of this entrance. The garage door will be set back more than 37 metres from the sidewalk with a landscaped roof that will extend over most of the driveway entrance as it descends to the garage door. The garage door will be approximately 1 metre lower than the curb, with hedges and trees planted on both sides of the driveway. In addition, the garage door will be angled at 45° to reduce its visibility from the street. This will eliminate the effect of a garage door facing the street.

Building B

Building B is a nine-storey mid-rise building that complies with zoning provisions, and is not affected by the proposed Zoning By-law amendment

Building C

Building C is an 18-storey building located in the northwest quadrant of the site, immediately next to Robert Grant Avenue and the future Transit Station. The building is located as far as possible from the low-rise development surrounding the Livery Street frontage on the opposite side of the site. The number of units per floor in the proposed high-rise building was reduced in comparison with the original application, in order to reduce the floor plate by approximately 10 per cent to provide a slimmer building. A four-storey podium was also introduced, with stepping back of the upper floors. The massing of the building is no longer that of a bar building, a short and wide high-rise building with a large floor plate. The proportions and massing of Building C are now closer to those of a point tower. The building has a 15-metre setback from the northerly

lot line abutting the transit station and 7.5-metre setback from Robert Grant Avenue providing ample room for landscaping. The lands on the west side of Robert Grant Avenue are vacant but will be developed with back-to-back townhouses or stacked units oriented to the internal street, Putney Crescent, in the Westwood subdivision. The 44.5-metre width of the Robert Grant Avenue right of way provides a generous separation distance, so the proposed high-rise would have minimal impact of those properties.

The requirement for an adequate transition is in keeping with the Urban Design Guidelines for high-rise buildings and is being met through massing, building footprint, and setbacks to create an appropriate angular plane between the proposed buildings and the stable low-rise buildings to the east.

- To maintain a high quality, pedestrian environment, any mechanical equipment will be placed in the underground parking garage and any equipment that must be placed at grade will be screened and integrated with service areas. Any equipment that must be placed on roofs will be screened or integrated with other rooftop elements.

Although there are currently no high-rise buildings in Stittsville, the City's intensification policies apply to all urban areas of the City. Intensification is directed by the Official Plan to occur in Arterial Mainstreet designations and over time mid-rise buildings can be developed all along the Arterial Mainstreet as of right. With the large parcels on Robert Grant Avenue being vacant, the existing built form does not reflect what the planning context will allow in the future. This rezoning to permit the development concept described above is recommended for the following reasons:

- The proposed architecture has been revised from the original submission to address the visual impact of the buildings and provide improved transition to the surrounding neighbourhood. The application represents good land use planning and is appropriate for the site for the following reasons:
- The proposed development is consistent with policies promoting efficient use of land, existing infrastructure, and public facilities. This proposed development exemplifies cost-effective development patterns and standards, which will minimize land consumption and servicing costs.
- The proposed Zoning By-law amendment conforms to Official Plan goals, objectives, and policies for the General Urban Area in relation to promoting a full

range of housing choices. The site location provides the opportunity to take advantage of transit, employment, retail, service and institutional uses in the area. This development will add variety and market choice to Stittsville and the Fernbank CDP area. The design of large common areas in the amenity building and apartment buildings will provide future adaptability for potential conversion of those spaces to local service commercial or small retail uses.

- This development respects the policies and guidelines of the Fernbank Community Design Plan. The scale of this project creates a small community in itself, while providing an effective and compatible height transition between the lower profile residential uses to the east and the Robert Grant Avenue Arterial Mainstreet.
- The height strategy presented in this application conforms to the compatibility criteria established in the Official Plan and the Urban Design Guidelines for High-rise Buildings.
- This application meets the intent of the Zoning By-law. The proposed new use of 'apartment dwelling, high-rise' is requested in order to accommodate the change in performance standards to allow the height of one building to be 18 storeys. The proposed heights for the apartment buildings along Robert Grant Avenue will create a landmark for this important future transit node.

In addition to the compatibility and transition aspects of the proposed development, other elements considered in evaluation of the rezoning were as follows:

On-Site Open Space and Amenities

The proposed development will include a significant amount of landscaping throughout the site, as well as pedestrian connections to the adjacent development, with the open space occupying approximately 58 per cent of the total site area. Among the amenities will be playground equipment, street furniture and outdoor structures such as a gazebo.

The Fernbank CDP provides for a Village Green to be developed on the parcel immediately to the south of the site. It would be a civic gathering place and public open space in an urban context. Non-residential uses surrounding the Village Green will be encouraged. The proposed development is designed to connect to and complement the future Village Green.

Provision of Public Pathway

A direct pedestrian pathway between Livery Street and the future Rapid Transit Station on Robert Grant Avenue will be provided as a community amenity. At the time of Site Plan Control Approval, the developer proposes to dedicate the lands for a publicly accessible walkway over the northeast corner of the site and along the northerly property line to connect the Livery Street sidewalk to the Rapid Transit Station. Detailed design of the path will be determined through the Site Plan Control process.

Potential Mixed Use

The Arterial Mainstreet zoning provides for retail commercial uses on the site and those uses are not affected by this rezoning. Although mixed use buildings with ground floor commercial uses are encouraged on Arterial Mainstreets, it is premature for the proponent to commit to any particular commercial uses on-site due to current uncertainty with respect to the future of retail commercial in this neighbourhood. Nevertheless, the ground floor amenity spaces proposed in the residential buildings and the amenity building could potentially be converted to small scale service retail uses to serve the needs of the local community at some time in the future.

Parking Requirements

With respect to vehicular and bicycle parking, by-law requirements specify requires 1.2 resident parking spaces per unit and 0.2 visitor parking spaces per unit. Although the original rezoning request sought a reduction in required parking, that request was withdrawn, and the application is no longer seeking any relief with respect to this by-law provision. Based on a concept for 504 units, the proposal will provide 605 residents' parking spaces and 101 visitors' parking spaces. The required bicycle parking of 252 spaces will also be provided.

Transportation

Robert Grant Avenue is an Arterial road meant to carry a high volume of traffic. The Transportation Impact Assessment submitted in support of the application concluded that the road network can safely handle traffic generated by the proposed development because the application does not increase the number of units permitted, there is minimal traffic impact.

Infrastructure

An Adequacy of Public Services Assessment was prepared in support of the

application. It demonstrated that the servicing infrastructure can handle the proposed development in accordance with the Fernbank Master Servicing Study.

Transit Station

Schedule D of the Official Plan, 'Rapid Transit Network', identifies the intersection of Robert Grant Avenue and Abbott Street, immediately north of the site, as a future transit station for the Bus Rapid Transit Route that will operate on Robert Grant Avenue. A Park-and-Ride would be constructed within the hydro corridor abutting the site. A 'future transit station' offers the opportunity to consider a rezoning to permit additional height on an Arterial Mainstreet.

Floor Space Index

Although the existing provisions of Exception [2152] state that there is no maximum floor space index for development on this site, this Zoning By-law amendment would introduce a Floor Space Index of 3.5. In evaluating the development potential of the site under the existing zoning, it was determined that two apartment buildings with heights of nine storeys could be accommodated along Robert Grant Avenue as well as a third building along Livery Street, with most of the building being nine storeys and the northeast corner abutting the R4Z Zone at four storeys. It was determined that, based on the projected unit mix, approximately 560 apartment units could be provided under the current zoning. This number was incorporated into the proponent's Transportation Impact Assessment.

The calculation for the as-of-right model resulted in a floor space index of 3.5 FSI, which represents the development potential under the existing zoning. This is therefore a reasonable standard to apply to the proposed design with one 18-storey building, one nine-storey building, the lower building on Livery Street and a large landscaped area. This provides the rationale for the proposed height strategy, which is to place height where it will have the least impact on neighbouring properties; to place a lower than permitted building along Livery Street, where sensitive transition to other properties is necessary; and to create more landscaped open space on site than many similar developments.

Zoning Schedule

To implement the particular concept developed for the property as described previously in this report, the proposed by-law would capture the setbacks, stepbacks and building heights through a site-specific zoning schedule. The zoning schedule establishes

specific building envelopes for Buildings A and C. Building B is not defined by a particular building envelope because at nine storeys, it complied with current zoning provisions.

Holding Provision for High-Rise Building C

This Zoning By-law amendment proposes that a holding provision 'h' be applied to the construction of high-rise Building C until the extension of Robert Grant Avenue has been constructed and is open between Abbott Street and Hazeldean Road. The 18-storey Building C storeys contains approximately half of the total proposed 504 apartment units.

The purpose of the holding provision is to defer construction Building C until the road network is more complete and can handle the increase in traffic generated by the proposed development at full build-out. This holding provision is proposed even though the Transportation Impact Assessment demonstrated that the existing road network, even without the extension of Robert Grant Avenue, has the capacity to accommodate this number of units. The holding provision will allow time for that segment of Robert Grant Avenue to be completed and improve traffic flow in the community before the final 250 units are built.

An additional criterion to be satisfied prior to lifting the holding provision is that the Site Plan Control application be approved, incorporating the requirement for provision and construction of the public pathway along the northeast corner of the property and along the northerly property line from Livery Street to Robert Grant Avenue.

Exception [2152] provisions removed

The current exception provisions of Exception 2152 are being removed because they are not applicable to the proposal. The site-specific exception prohibited certain automotive-related uses and stated that a certain minimum density was applicable for stacked units. These provisions are no longer required. An additional provision stated that required 50 per cent of the Robert Grant Avenue frontage to be occupied by building walls. Although this particular provision was intended to implement design guidelines from the Fernbank CDP, the frontage as proposed less than 50 per cent is more compatible, given the height configuration.

New Exception [2152] Provision

This application proposes a new exception to provisions of Section 101(6)(c), which

permits a slight reduction in the number of parking spaces required in underground parking garages, provided no surface parking is provided. The intent of the provision is to provide an incentive for the provision of underground parking. The proposed exception would permit a maximum of 16 surface parking spaces to be provided without eliminating the parking reduction (20 spaces) permitted by this provision. All required resident and visitor parking will be provided in the underground parking garage, but the additional 16 surface parking spaces would provide convenient and accessible parking for visitors without compromising the provision of open space or pedestrian connections.

Proposed Zoning Details

With respect to the proposed zoning details, they are as follows:

- The site is being rezoned from AM [2152] to AM [2152] F(3.5) Syyy and AM [2152] F(3.5) Syyy-h.
- 'Apartment dwelling high-rise' is added as a permitted use and a Floor Space Index of 3.5 is implemented.
- Schedule 'yyy' establishes specific setbacks, stepbacks, building envelopes and building heights to ensure that the positive design attributes of the concept are implemented at the time of the Site Plan Control application.
- The current provisions of Exception [2152] are deleted and replaced with a new provision to permit a surface parking lot with 16 spaces, while continuing to utilize a minor parking reduction applied to underground parking;
- That a holding provision 'h' be applied to the northwest quadrant of the site, prohibiting construction of the portion of the high-rise building above grade until:
 - Robert Grant Avenue has been constructed and opened between Abbott Street and Hazeldean Road.
 - The application for Site Plan Control Approval has been approved, incorporating the requirement for provision of a public pathway block along the northern property line of the site between Livery Street and Robert Grant Avenue to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2014 and 2020 Provincial Policy Statements.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Gower provided the following comments:

“This proposal has generated more community feedback than any other recent development in Stittsville, mostly due to the height increase and the lack of transportation infrastructure, both roads and transit. The reaction from residents is completely understandable. In general, we want to see more density near transit stations, and there is currently a strong demand for apartments in Stittsville and Kanata. Lépine’s proposal can meet both objectives... someday.

Lépine is allowed to ask for more height because the building will be within 400 metres of a future rapid transit station on an arterial road (Robert Grant Avenue). Transit would be a very attractive transportation option for the people living in these apartments—but the station doesn’t exist yet, and it won’t for at least a decade.

Lépine has agreed to hold off construction of the 18-storey tower until the next phase of Robert Grant Avenue is built, from Abbott Street to Hazeldean Road. This is a nice stopgap measure to reduce traffic volume on roads like Iber and Huntmar – but it does nothing to get people out of their cars and onto transit, which is the whole point of encouraging density near transit stations.

I do acknowledge some of the significant changes that Lépine has made to their original plan to address community concerns:

3. Lowering the number of apartments by about 10% to reduce overall density on the site.
4. Redesigning the building on Livery to be more compatible with the existing townhomes on Livery, including a “step back” transition to the taller buildings – instead of a 9-storey building as the zoning currently allows.

5. Meeting all minimum parking requirements and building most of the parking underground. This will create more open space on the site.
6. Including recreation pathways to improve connections with the surrounding neighbourhood.

Lépine has put forward a decent proposal: A high-density, mixed used apartment building within easy walking distance of a future transit station. Now the City needs to step up and commit to a realistic timeline for connecting rapid transit to Stittsville.”

LEGAL IMPLICATIONS

Should the recommendations be adopted and the resulting zoning by-law be appealed to the Local Planning Appeal Tribunal, it is anticipated that a five day hearing would be required. It is anticipated that this hearing can be conducted within staff resources. In the event that the zoning application is refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner and possibly, depending on the reasons for refusal, an external transportation consultant.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the approval of the zoning amendment. In the event the zoning amendment is refused and appealed, external resource(s) may be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

The proposed building will be required to meet the accessibility criteria contained within the Ontario Building Code. The *Accessibility for Ontarians with Disabilities Act* requirements for site design will also apply and will be reviewed through the Site Plan Control process.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-19-0137) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications due to the complexity of issues surrounding the proposed development and associated revisions to the plans.

SUPPORTING DOCUMENTATION

Document 1	Location Plan
Document 2	Details of Recommended Zoning
Document 3	Zoning Schedule
Document 4	Concept Site Plan
Document 5	Aerial View
Document 6	View from Robert Grant Avenue
Document 7	View from the South
Document 8	Public Consultation
Document 9	Urban Design Review Panel Recommendations

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the proposed Zoning By-law amendment, which supports the direction of the Official Plan. The proposed development introduces intensification through a high-rise building in a manner which conforms to the Official Plan and is consistent with the relevant design

guidelines. The high-rise building is located at the front of the site, furthest from neighbouring low-rise residential properties, incorporates stepbacks above the podium, provides desirable yard setbacks, and is appropriate in the built form context.

The mid-rise building closest to the low-rise development is stepped from six storeys down to a four-storey façade, with recessed upper floors, terracing and landscaping to provide appropriate transition.

Staff are satisfied that the proposed design modifications and use of stepbacks provide for appropriate transitioning from the adjacent development and will contribute to a positive urban design experience. The amendment is consistent with the policy direction and criteria for Arterial Mainstreets to consider such an increase and considered both appropriate for the site and good land use planning.

The proposed development will also contribute to ensuring provision of a full range and choice of housing types in the community. Furthermore, staff have assessed the availability of the existing municipal servicing infrastructure and road network to support the intended uses and have not identified any concerns. The proposal represents good planning and staff recommend approval of the proposed Zoning By-law amendment.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

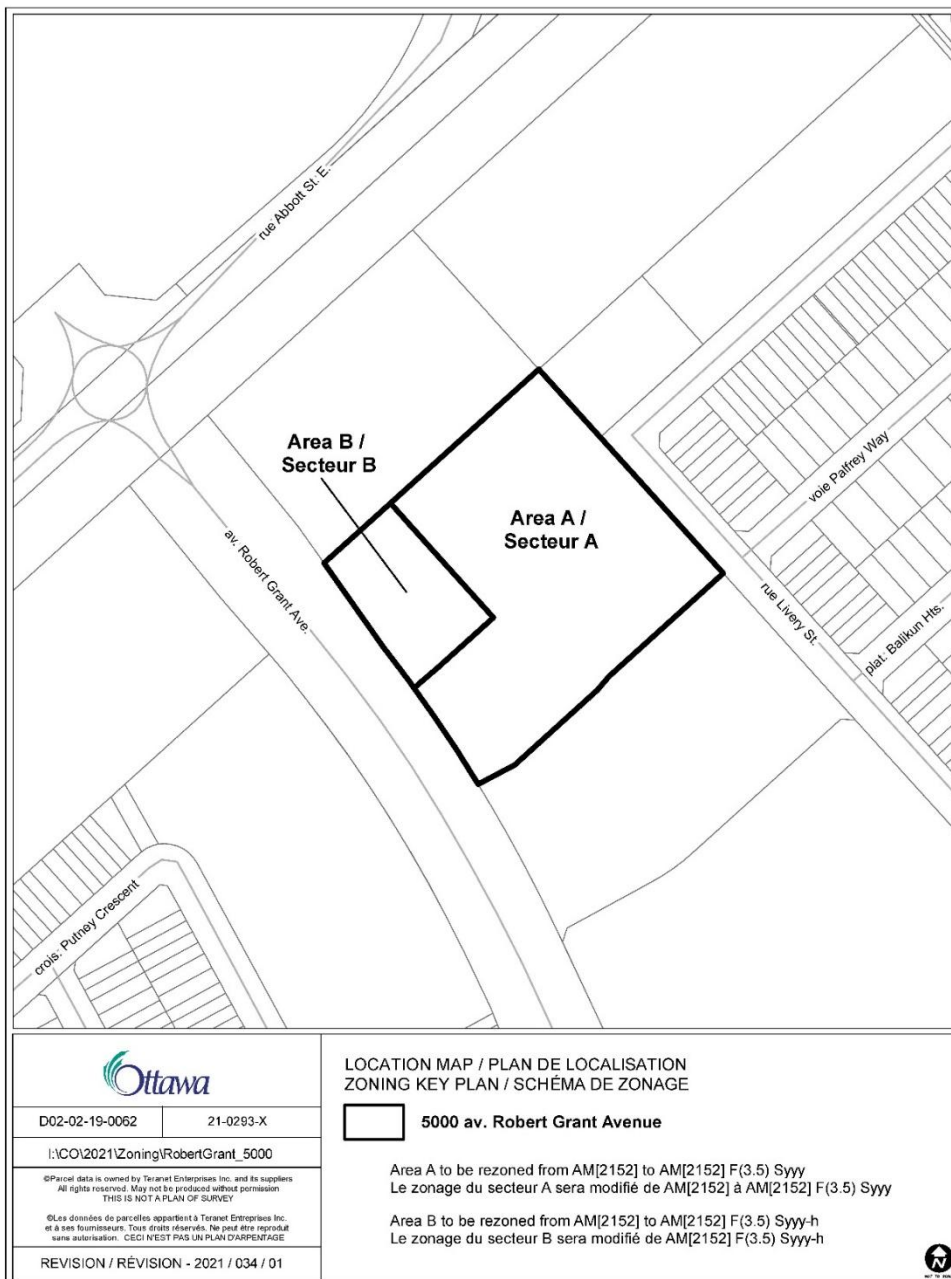
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Plan

For an interactive Zoning map of Ottawa visit geoOttawa.

The plan shows the property being rezoned, which is located on the east side of Robert Grant Avenue, between Abbott Street and Bobolink Ridge.



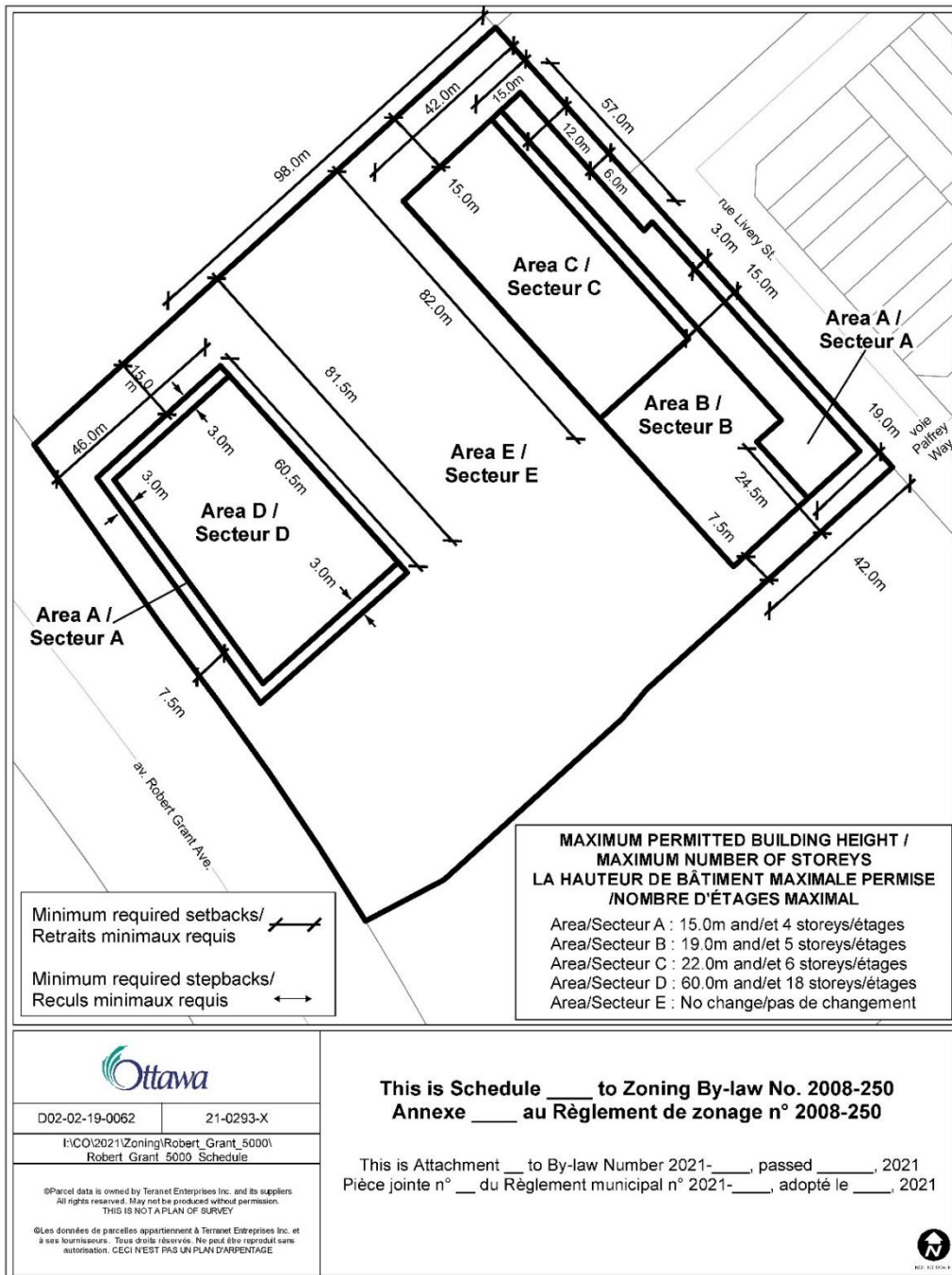
Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 5000 Robert Grant Avenue:

1. Rezone the lands shown in Document 1 as follows:
 - a. Area A to be rezoned from AM[2152] to AM[2152] F(3.5) Syyy
 - b. Area B to be rezoned from AM[2152] to AM[2152]F(3.5) Syyy-h
2. Amend Part 17 by adding a new Schedule “yyy”, as shown in Document 4.
3. Revise Exception 2152 of Section 239 - Urban Exceptions to add provisions similar in effect to the following:
 - a) In Column II, delete ‘AM [2152]’ and replace with ‘AM [2152] F(3.5) Syyy’;
 - b) In Column III, add the text, ‘Apartment Dwelling High-Rise’
 - c) In Column IV, delete the current text and replace with the text: ‘the portion of the high-rise building above grade’ until such time as the holding symbol is removed
 - d) in Column V, delete the current text and replace with the following text:
 - i. Minimum required yard setbacks, building setbacks and maximum permitted building heights as per Schedule yyy;
 - ii. That Section 101(6)(c) shall continue to apply when a maximum of 16 surface parking spaces are provided;
 - iii. The holding symbol may only be removed at such time as
 - a. The segment of Robert Grant Avenue between Abbott Street and Hazeldean Road has been constructed and opened to vehicular traffic; and
 - b. An application for Site Plan Control Approval has been approved, incorporating the requirement for provision of a public pathway block along the northern property line of the site between Livery Street and Robert Grant Avenue to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

Document 3 – Zoning Schedule

The schedule illustrates the required setbacks, stepbacks and maximum heights.



Ottawa

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This is Schedule ____ to Zoning By-law No. 2008-250
 Annexe ____ au Règlement de zonage n° 2008-250

This is Attachment __ to By-law Number 2021-____, passed _____, 2021
 Pièce jointe n° __ du Règlement municipal n° 2021-____, adopté le _____, 2021



Document 4 – Concept Site Plan

The concept plan illustrates the proposed layout of the development.



SITE PLAN (1:800)
MASTER PLAN



RENÉ'S COURT - 5000 ROBERT GRANT AVENUE
LEPINE | 1186 | APRIL 1, 2021

NEUF LEPINE

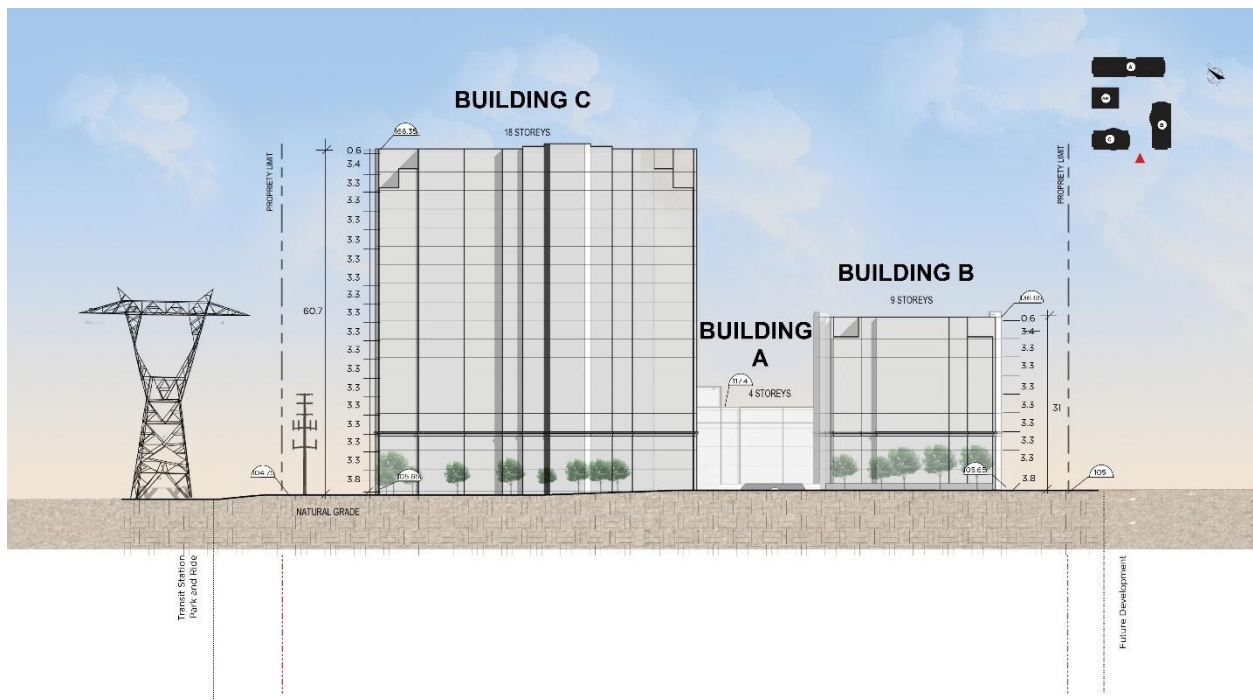
Document 5 – Aerial View

The aerial view of the site (looking toward the southwest) is shown.



Document 6 – View from Robert Grant Avenue

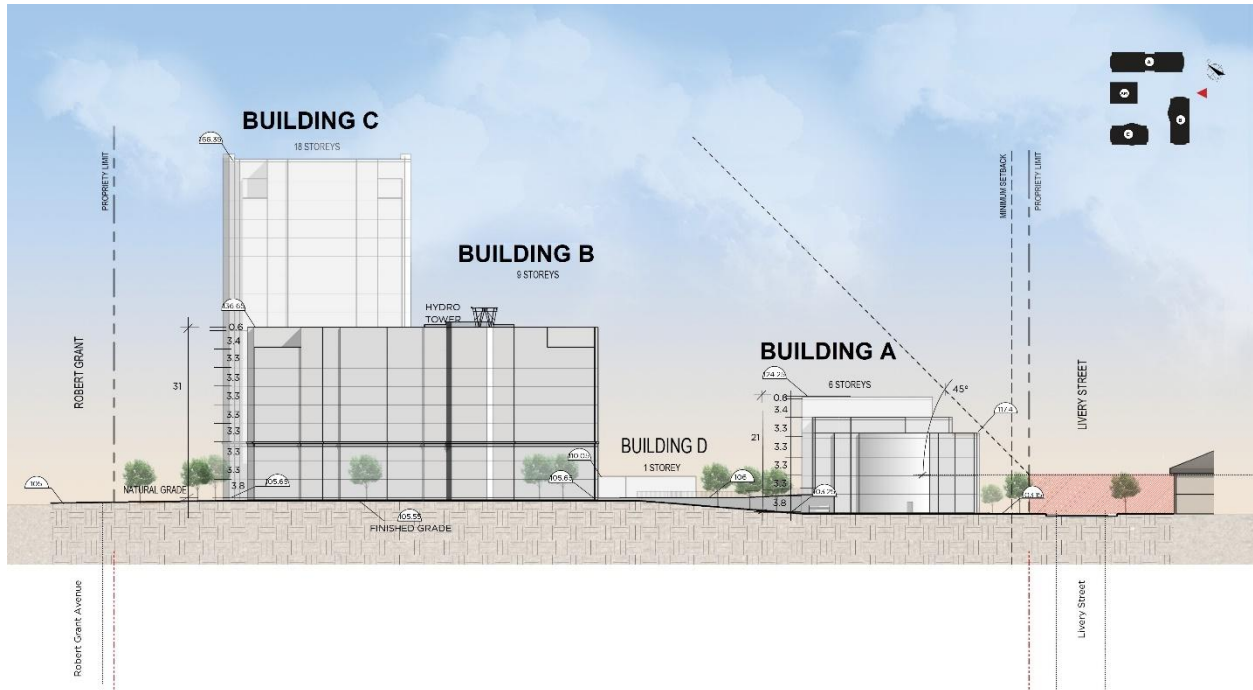
This document illustrates the view of the proposed development from Robert Grant Avenue.



WEST ELEVATION
MASTER PLAN

Document 7 – View from the South

This document illustrates the view of the proposed development from the south.



SOUTH ELEVATION
MASTER PLAN

Document 8 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Zoning By-law amendment applications.

A Community Comment and Information Centre was held at the CardelRec Recreation Complex in Stittsville on March 3, 2020 to discuss the proposed development with the community. Approximately 150 residents attended. During this meeting, display boards were available for viewing, the consultant team provided a presentation of the proposal and staff explained policy, process and next steps. The presentation was followed by a question and answer period.

Approximately 175 comments were submitted during the application review process. Five comments were submitted in support, with the remainder in opposition based on concerns regarding building height, density, traffic and site layout.

Public Comments and Responses

Height and Compatibility

- I oppose an increase in height because I want to protect the character of our neighbourhood. Residents choose to live in the suburbs for a reason and such high-density housing belongs in a downtown setting.
- Even at the allowable nine storeys, these apartments would be the tallest residential buildings in Stittsville/Kanata South. In a neighbourhood of detached houses and three-storey back-to-back townhomes, there is no need to build 15 storeys.
- The current zoning allows nine-storey apartments. The Lépine apartment buildings in Kanata are no more than nine storeys, so they should build that product.
- Homeowners on Livery Street will lose privacy due to the height of the buildings, and people being able to look into their windows. A complex of this nature should be in a high-rise area.
- Livery Street is a residential area, so the closest building should be no more than

three storeys high.

- The proposed increase in height for this development is not consistent with the characteristics of the existing and planned neighborhoods. This will be a very significant and noticeable change for this area.
- A 15-storey high-rise is incompatible with the aesthetics of the neighbourhood. We have seen the impact of similar zoning exceptions elsewhere in the City and don't want to see the same mistakes repeated here.
- Approval of this application will set a precedent to increase the overall height and population density for future developments along the Robert Grant corridor.
- The application is not consistent with the Fernbank Community Design Plan. To disregard the intent of the CDP so early in the development of this community is unacceptable, because it will precipitate similar requests for density increases on other nearby vacant properties. This proposed change in zoning does not provide any positive benefits to the community.
- The developer should conform with the current zoning and only build up to nine storeys.
- It is difficult to justify a height increase from nine to 15 storeys citing the provision of more greenspace on the property. Instead of a clubhouse, the amenities should be relocated in one of the buildings and leave open space along Livery Street.
- The building fronting onto Livery Street should be replaced with townhouses.
- Mid-rise apartment buildings would lessen the impact for Livery Street residents. The nine-storey buildings should be built next to the hydro corridor.

Response: The requested rezoning does not permit increased density; it redistributes the permitted density in a different configuration of buildings. The approximately 500 apartments proposed in this concept is no greater than what could be accommodated in multiple nine-storey apartment buildings, as permitted under by current zoning provisions. The proposed zoning schedule implements a lower height along Livery Street than what is currently permitted. Instead of a nine-storey building being located across the street from townhouses, the building fronting on Livery Street will be a maximum of six storeys, stepping down to five and four storeys, providing improved

transition.

The height and scale of the high-rise building was reviewed in accordance with the Official Plan and key design guidelines as discussed in the report. Robert Grant Avenue is an Arterial Mainstreet which represents a significant opportunity for intensification, and specific policies allow for the consideration of taller buildings in proximity to future rapid transit stations, subject to providing a community amenity and appropriate transition. A public walkway from Livery Street to Robert Grant Avenue will be provided as a community amenity. In terms of transition, the proposed high-rise building is set as far away as possible from the neighbouring low-rise residential community. It is tucked into the northwest corner of the site abutting the Hydro corridor and Robert Grant Avenue.

As stated in the Official Plan, compatible development means development that, although it is not the same as or like existing buildings in the vicinity, enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. The existing buildings in the area are setback significantly from the portion of the site being rezoned, which serves to mitigate the impact of the height difference between the proposed 18-storey building and the nearby townhouses. Given the proximity of this area to transit, a high-rise apartment building is appropriate intensification. Consideration has also been given to integration of the proposed building with the future context in the area, and as such, separation distances from adjacent properties have been considered. The height of the proposed high-rise apartment is in keeping with the intent of the Official Plan and through the transitioning of building heights for the mid-rise building at the easterly side of the site, massing is kept away from the nearby low-rise development. The proposal is consistent with the policy framework for considering taller buildings.

Traffic

- This large development will cause problems for our community by creating heavy morning and afternoon commuter traffic.
- The extra traffic from this complex will negatively impact conditions at the Abbott/Robert Grant traffic circle. There is already a backup of traffic along Abbott Street in front of the high school at the round-about.
- Adding 200 cars at rush hour on Livery Street, a residential street, is unacceptable. The traffic from the parking garage should only use Robert Grant

Avenue.

- Having a parking garage entrance on Livery Street is an accident waiting to happen since it is a local street occupied by young families with children.
- Livery Street is essentially a one lane street, due to congestion caused by on-street parking by residents and visitors. Additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing.
- Additional cars coming and going from his building will interfere with the flow of traffic on Robert Grant Avenue and possibly cause accidents.
- Robert Grant Avenue cannot handle the additional traffic generated by this development; it is already backed up between the roundabouts at rush hour.
- It is unacceptable for vehicles to use Bobolink Ridge to access the site. This intensifies traffic on our residential streets that already have high traffic volume on both Livery and Bobolink, resulting from poor community design.
- The City/developers should finish Robert Grant Avenue northbound to Hazeldean Road before this project can proceed.
- A transit priority corridor and a Bus Rapid Transit route will only happen if Robert Grant is extended all the way to Palladium Drive/417. Simply stating that 'if you build it then the infrastructure will come' follow is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities.

Response: A Transportation Impact Assessment was submitted in support of the proposed rezoning and concluded that the adjacent road network can safely handle the anticipated traffic generated by the building. Although the requested rezoning would distribute approximately 500 apartment units in a different configuration of buildings than are currently allowed, the application does not increase the number of units permitted and therefore doesn't affect the amount of traffic generated by development of the site in comparison to the existing zoning. A Transportation Impact Assessment conducted at the time of the plan of subdivision and original Zoning By-law amendment applications evaluated the traffic generation of this and other properties, based on zoning and street layout. The capacity of Robert Grant Avenue, Livery Street, Bobolink Ridge and other streets and nearby intersections was evaluated, and it was determined that traffic generated by the future development could safely accommodated into the

local road network. Based on the street and block layout of the Fernbank Crossing subdivision, It was always intended that Livery Street would provide access to the three, large Arterial Mainstreet blocks between Bobolink Ridge and Abbott Street and accommodate a proportion of traffic generated by the three developments. The location of the Livery Street parking garage access will be examined at the time of the future Site Plan Control application.

Transit Service

- The developer relies on future Bus Rapid Transit and Park-and-Ride to justify proposed exceptions to zoning guidelines. For example, the developer states that the site is located within 400 metres walking distance of a Rapid Transit Station; however, the Rapid Transit Station does not exist and is currently not included in City infrastructure budgets. Wait until it exists.
- The future Transit Station is years away and should not be a rationale for increased development. The transit service to this neighbourhood is poor.
- The transit system in Kanata/Stittsville is lacking in reliability, accessibility and efficiency.
- A 'transit-friendly' development should wait until good transit is available.

Response: Although current transit service only provides service to and from downtown during peak hours, further population growth in the neighbourhood will increase demand for additional local and express bus service. Although current service may be limited, the designation of Robert Grant Avenue as a Transit Priority Corridor demonstrates the intent for improved service in the longer term. Residential development of the scale proposed on the site will accelerate and sustain both transit ridership and the level of bus service planned for this Transit Priority Corridor.

The Official Plan takes a long-term view and the fact that the future Rapid Transit Station at Robert Grant Avenue/Abbott Street is included in Schedule D satisfies the locational criteria to consider a rezoning for additional height on the subject property.

Incomplete Road Network

- Robert Grant Avenue needs to be connected to Hazeldean Road to be a true Arterial Mainstreet. There will no direct connection for residents of this complex heading northbound to Hazeldean Road.

- Fairwinds residents are still waiting for the Robert Grant extension to Palladium to remove traffic from Huntmar Drive. It is irresponsible to allow this kind of major residential development without ensuring that road infrastructure can meet the needs of the existing and future residents.
- There is no indication that there is enough capacity in the current and future road network to accommodate such a significant increase in density.

Response: This Zoning By-law amendment proposes that a holding provision 'h' be applied to the construction of high-rise Building C until the extension of Robert Grant Avenue has been constructed and is open between Abbott Street and Hazeldean Road. The purpose of the holding provision is to defer construction of approximately half of the units until the road network can more easily handle the traffic generated by the proposed development at full build-out. This holding provision is proposed even though the Transportation Impact Assessment demonstrated that the existing road network, even without the extension of Robert Grant Avenue, has the capacity necessary to accommodate this number of residential units. Nevertheless, the holding provision will allow time for that segment of Robert Grant Avenue to be completed before the final 250 units are built. Once completed, that segment of Robert Grant Avenue between Abbott Street and Hazeldean Road will offer improved traffic flow in the community.

Pressure on Schools

- The schools can't handle 500 new residential units. The elementary school serving the neighbourhood is very overcrowded, and there are no plans to build a public elementary school in Fernbank. There is also no public high school.
- High density housing developments will exacerbate the school accommodation problem immensely, even if the target tenants for the buildings are retirees.

Response: Site Plan Control applications for both the new OCDSB elementary and high schools in the Fernbank community have been approved and construction will begin shortly. The four school boards each have an elementary school site reserved in the Fernbank community and they determine if or when a school is required. Because this rezoning does not increase the number of units permitted on the site, there is no impact on projected school populations.

Need for Neighbourhood Commercial Use

- The entire block on Robert Grant Avenue between Abbott Street and Bobolink

Ridge was supposed to be the commercial core for the neighborhood. Residents want a shopping plaza with grocery store, pharmacy and other useful services.

- Residents were told when we purchased our houses that this area would be a commercial centre.
- There have been no concrete plans to provide retail for Fernbank residents, other than the existing Walmart nearby.

Response: The three blocks on Robert Grant Avenue between Abbott Street and Bobolink Ridge are zoned Arterial Mainstreet Zone and this parcel is permitted to have exclusively residential use. The site to the south will accommodate the Village Green and the Fernbank CDP encouraged commercial uses to be located around the public plaza. Either of the two remaining parcels could develop as a commercial plaza, but that is unknown. Although mixed use buildings with ground floor commercial uses are encouraged on Arterial Mainstreets, it is premature for the proponent to commit to any particular commercial uses on-site due to current uncertainty with respect to the future of retail commercial in this neighbourhood. The ground floor amenity spaces proposed in the residential buildings and amenity building could potentially be converted to small scale service retail uses to serve local needs at some time in the future.

Servicing Infrastructure

- Existing servicing infrastructure is not adequate for the proposed use.
- There is no indication that there is enough capacity in the current and future infrastructure to accommodate such a significant increase in density.

Response: An Adequacy of Public Services Assessment was prepared in support of the rezoning application. Because the Fernbank Master Servicing Study had anticipated that the property would develop with a mix of commercial and residential uses based on the Arterial Mainstreet Zoning, the servicing demand of the residential concept had to be evaluated. The report demonstrated that the existing watermain, sanitary sewer and storm sewer infrastructure have sufficient capacity to handle the demands of the proposed development.

Construction Nuisance

- There will be noise, dust, vibration, contractors' traffic and other nuisances during construction.

- This development will cause dirt on our yard, home and our cars. This comes with concerns about ventilation in my home. This development will be phased, causing a few years of construction noise, trucks, dirt and garbage.

Response: Construction activities are regulated by By-laws concerning allowable hours of work, requirements for dust control and permitted noise levels. Although some nuisance is to be expected when a new development is under construction, activities must fall within the allowable guidelines.

Property Values

- This will cause a decrease in property values for nearby owners.

Response: There is no evidence that development applications and new construction adversely affect property values.

Parking reduction

- To say “Reduced parking ratios encourage greater use of public transit” is incorrect if transit service only gets commuters downtown and back on weekdays. Residents will need cars because transit won't meet the needs of the retiree demographic.
- There will be one car per bedroom in a suburban area, especially where adequate transit won't exist for at least 10 years, as is the case here. The applicant makes wrong assumptions that their developments in Vanier or Barrhaven, where transit facilities already exist and the parking rate was successfully reduced, would apply to car-centric culture Stittsville.
- There are already parking issues on Livery Street where residents park their second car on the street. Because of inadequate public transit options, people will choose cars over transit.
- Reducing the number of parking spots for visitors and residents will create overflow parking on local residential streets.

Response: The request for a reduction in parking ratios was withdrawn by the applicant in the revised submission. The number of proposed units was reduced, and the proposal will satisfy parking requirements of the Zoning By-law for provision of both residents' and visitors' parking.

Community Organization Comments and Responses

Stittsville Village Association

I am writing on behalf of the Stittsville Village Association (SVA) to express our opposition to the proposed rezoning of 1000 Robert Grant Avenue. The SVA disagrees with the proposed changes to both allowable maximum height and minimum parking requirements on the site.

The SVA's primary objection is the significant leap in proposed allowable height from mid-rise to high-rise. Although we recognize the city's desire for intensification, we feel the allowable 30-metre/ nine storey AM Zoning provision adequately promotes more dense, compact development. We also feel that, in spite of the proposed height transitions, a 54-metre tall building will stand out wildly from the surrounding low-rise community and is wholly incompatible rather than a positive 'landmark'. Additionally, we do not want a 54-metre tall building becoming the new benchmark for future development and feel that the developer could indeed create the additional desired greenspace noted in the planning rationale without adding six storeys more than the current allowable limit.

We also see no reasonable justification for reducing the minimum parking space rate. While this area will eventually be well served by transit, that is not currently the case, and with no firm timeline for improvements on the horizon, it would be irresponsible to assume resident and visitor parking issues will simply solve themselves in an auto-oriented area with very few practical transit alternatives.

Like many areas of the city, Stittsville is experiencing a significant infrastructure gap, particularly with transit and road capability. The SVA cannot consider this kind of intensification without the supporting infrastructure, or at least a reasonable plan and timeline, in place.

Fernbank Community Association

On behalf of the interim members of the Fernbank Community Association, the intent of this letter is to formally support our Councillor, Glen Gower, and neighbours in all of their concerns regarding the Zoning By-law amendment Proposal submitted by Don Schultz on behalf of Lépine Corp's project at 1000 Robert Grant Avenue. Based on the content below and the feedback shared by our neighbours, the Fernbank Community Association would like to confirm its position as the following:

- The Fernbank Community Association supports the concerns of our community members and local Councillor, Glen Gower.
- The Fernbank Community Association does not support any access to the property from Livery Street.
- The Fernbank Community Association does not support the proposed Zoning By-law amendment to increase the building heights of the Lépine development.
- The Fernbank Community Association does not support decreasing the ratios for parking spaces for residents and visitors.

Members of our community were invited to meet with Don Schultz and Pascale Lépine on October 17th, 2019 to go over the project and discuss concerns regarding the proposed amendment. Although this meeting was informative, and a useful outlet to open a dialogue and share perspectives from both the developer and the community, we were disappointed to have not received the follow up information that we anticipated being able to review prior to the November 5th public comment deadline.

The Fernbank Community Association, which represents the area south of Hazeldean Road, west of the Carp River, north of Fernbank Road, and east of Shea/Iber Road, is a growing community that is familiar with the process of construction and working with developers to find solutions to challenges. In this spirit, we are a community that appreciates and responds well to open communication. We are not a community that is opposed to development, but we do strongly support development plans that work within the guidelines of City planning and the current zoning rules of a particular project. Despite these guidelines and zoning rules, we look for developers and the City to work with our community to ensure that any new projects in our community are planned and executed with consideration to the reality of the community and the projected growth for the area – just because something fits within the current rules does not necessarily mean that it is appropriate or reasonable.

Please find below our items of concern regarding this amendment application:

1. Building Height
 - a. The Fernbank Community Design Plan, which is the guideline used for development in this area, indicates a plan for mid-rise buildings on this site, which City guidelines define at nine storeys or less. As Robert Grant is an Arterial Mainstreet, we have confirmed that mid-rise buildings

included in these types of development are considered to have a maximum permitted height of nine storeys. We do understand that high-rise buildings exceeding that may be permitted subject to a zoning amendment where the building is located within 400 metres walking distance of a Rapid Transit Station, however our community is seeking confirmation of location (has the hydro corridor property been secured?), funding, and, timeline for construction in order to accept the proposed Rapid Transit Station to the north of the property as the premise of a reasonable argument for the proposed height amendments.

- b. If the proposed zoning is approved, a large section of the property, including the currently planned clubhouse (proposing one storey), Building B (proposing 15 storeys) , and Building C (proposing 12 storeys), will be eligible for a maximum height increase from 30 metres to 54 metres (maximum 15 storeys). Should this re-zoning be successful, what commitments would be made to ensure that no additional storeys will be added to the currently proposed buildings?
- c. With such a considerable increase in building height, there would be significant shadow effects on neighbouring properties, impacting enjoyment of property, and likely property/resale values. What consideration has been made to mitigate this? Will the building plans take in to account consideration for the current residents nearby (limiting reflective siding/windows, strategically placing exterior lights to limit effect on homes)?

2. Parking

- a. The proposal summary indicates: *The proposed amendment includes a request to reduce the minimum required resident parking rate from 1.2 spaces per dwelling unit to 1.0 space per dwelling unit and to reduce the minimum required visitor parking rate from 0.2 spaces per dwelling unit to 0.1 spaces per dwelling unit.* The developer indicated at our October meeting that they are basing their request to lower the parking space ratios for both residential and visitor parking spaces on previous experience at other properties. Our community has not been provided with reasonable documentation/rationale to support those claims. With the high density that will come from an increase in building heights to those

requested, general experience and common sense would not support such a claim.

- b. The proposal summary indicates: *Direct parking garage access is proposed from both Livery Street and Robert Grant Avenue. All other traffic is proposed to access the development via one access from Robert Grant Avenue.* Livery is a residential street that already struggles with overcrowding, so increasing the traffic on the road to include Lépine residents, visitors and contractors from this new development should not be considered appropriate, and no parking/underground parking access/delivery parking should be considered. Access to the property via one or more locations on Robert Grant, an Arterial Mainstreet, is much more appropriate.
3. Stress on Infrastructure
 - a. As discussed at our meeting with the developer in October, this plan includes a shared community building to allow residents access to recreational facilities. It was also confirmed by the developer that the demographic of residents for these apartments with high rental rates are generally empty nesters and retirees (although with the proximity to both the technical parks and DND campus, a high level of interest in these rental units from young professionals and their families seems logical). Despite both of these statements, there is still a high probability that the residents of these buildings will take advantage of local City resources and infrastructure (schools, recreation, etc.) in the area that may not be equipped to handle the increase of load, especially with the proposed building height increases. What measures are being put in to place to address this?
 - b. Currently, Robert Grant Avenue is a one lane North/South road that ends at Abbott Street. This section of road was built in cooperation with previous developers when it was determined that the existing infrastructure could not service the growing community. We understand that the expansion/extension of Robert Grant is a priority for our local Councillor, but that there are challenges with funding/planning this extension, even with Lépine's cooperation in front-ending their development charges. With the request for additional building height, the area would see even higher traffic levels than even the current congestion.

What measures are being discussed in order to expedite this expansion/extension and ensure that these issues are properly addressed?

- c. Many of the premises outlined in both the initial planning documents, including the traffic impact assessment for this project as well as the amendment proposal are based on the construction of the Rapid Transit Station just to the north of the property. For any of these arguments and projections to be considered valid and reasonable, our community is looking for confirmation from the City of location (has the hydro corridor property been secured?), funding, and, timeline for construction for the proposed Rapid Transit Station. A protracted timeline is not acceptable to support this zoning amendment. Could you please provide an update for the Fernbank Community Association on this matter?

4. Communication with the Community

As discussed above, our community is very engaged and responsive when developers and contractors communicate openly and clearly about the impact that their projects will have on our neighbourhood. At our earlier meeting with Don Schultz and Pascale Lépine, we were initially encouraged by the commitment to engage with the community. Although we have yet to receive some of the follow-up information to items discussed at that meeting, we remain optimistic that an open channel can be established throughout this planning phase, the construction phase, as well as beyond, as Lépine has committed to remaining the property managers for the site following construction. We are committed to being a part of the solution, and hope that our partners at the City of Ottawa and Lépine Corporation are equally as committed.

Response:

Staff understand the concerns of residents. The proposal meets the intent of the Arterial Mainstreet designation regarding intensification and compatibility in stable low-rise neighbourhoods. The reasons for support are outlined in the rationale of the staff report and responses to the concerns listed in the Stittsville Village Association and Fernbank Community Association comments are provided in the individual comment topics above.

Petitions

A petition signed by 600 residents in approximately 390 properties was submitted in opposition to the requested rezoning, with the following reasons stated for their

opposition:

Infrastructure: Robert Grant and Livery Street are one lane each way; there is insufficient parking for current residents, disruption of sidewalks, current problems with garbage and insufficient hydro infrastructure.

Services: No weekend transit service, transit station won't be built until 2031 at the earliest, the impact on fire and police service for a community this size.

Properties: An 18-storey building is not compatible with the immediately surrounding neighbourhood and broader Stittsville community. The developer, not residential taxes should be responsible for the necessary improvements. A second petition signed by 170 residents was submitted in opposition to construction of a building higher than nine stories. No reasons were provided for the opposition.

Response:

As noted above, staff understand the concerns of residents. The proposal meets the intent of the Arterial Mainstreet designation regarding intensification and compatibility in stable low-rise neighbourhoods. The reasons for support are outlined in the rationale of the staff report and responses to the concerns listed in the first petition are provided in the individual comment topics above

Document 9 – Urban Design Review Panel Recommendations

Summary

- The Panel appreciates the broader sustainability objectives outlined by the applicant, particularly with respect to the building envelope. The comments from the Panel focus more on the larger site context, as the Panel imagines a more urban and dense area in the future, with this site playing a critical role as it is the first to develop within this node.
- The Panel sees that the main challenge associated with this development is integrating with the existing low-rise neighbourhood while anticipating future commercial uses on adjacent properties.
- The Panel sees considerable potential for further enhancing the public realm and recommends point towers with considerable separation between the buildings. Limiting the access points to the development is also critical to the success of the development.

Massing Distribution

- The consensus from the Panel is that the density should be concentrated on Robert Grant and adjacent to the future transit parking lot. This approach is best for pedestrian access and connectivity, and it reduces traffic and other related pressures on the low-rise neighbourhood. o Clear openings are required to connect pedestrians from transit, and from the low-rise neighbourhood as they circulate through the site.
- The current design concept is reminiscent of the towers in the park approach of the mid-20th century. A shift to point towers on podiums would introduce an architectural language and a character that is more current.
- The Panel recommends smaller footprints and taller buildings as an alternative approach to assist with sustainability goals and could limit the shading to east side (transit parking lot). One suggestion from the Panel is to locate point towers along Robert Grant, up to a height of between 22 to 28 stories in order to yield 400 units in the tower. The other 150 units could be distributed through podiums that define the greenspace on the property, or in other low-rise typologies.
- The Panel's preferred site layouts described above would result in improved access to sun and light for the residents of the proposed buildings, increased sky

views, and would generally make the development feel lighter and airier.

Access and Circulation

- The Panel recommends that access to the development should be from Robert Grant Avenue so that traffic is kept off Livery Street.
- Opportunities for shared access with the adjacent property to the southeast should also be explored in order to allow for improved connectivity to the future transit station, village square, commercial uses, and the existing low-rise residential development.
 - Locate the Robert Grant vehicular access to the south side of the property so that eventually a driveway can be shared between the two properties.
 - The Village Green next door will likely be in the middle of the site to the south. Connecting the open space of this development into the adjacent site will be important.
- The Panel recommends removing the parking access off Livery Street and ensuring parking garage access points are integral to the buildings and not located within the landscape.
- The Panel recommends that the City should provide a full movement intersection at Robert Grant Avenue and the access to this development.

Amenity and Landscape

- The Panel suggests rethinking the placement and design of the podiums as they will be an important aspect of defining the grounds and amenity areas of the property.
- The Panel recommends locating the clubhouse along Livery Street and integrating it into the larger neighbourhood's recreational landscape. Create a dialogue with adjacent greenspaces to help the project get community buy-in.
- With the objectives of lifestyle and sustainability in mind, the Panel recommends designing the landscape with the intent of connecting pedestrians to the Trans Canada Trail. The larger neighbourhood will require feeders into the trail in order to take advantage of this important asset.