Summary of Written and Oral Submissions

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

Note: This is a draft Summary of the Written and Oral Submissions received in respect of Zoning By-law Amendment – 5000 Robert Grant Avenue (formerly 1000 Robert Grant Avenue) (ACS2021-PIE-PS-0054), prior to City Council's consideration of the matter on May 26, 2021.
The final Summary will be presented to Council for approval at its meeting of June 9, 2021, 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'. Please refer to the 'Bulk Consent' section of the Council Agenda of June 9, 2021 to access this item.

In addition to those outlined in the Consultation Details section of the report, the following outlines the written and oral submissions received between the publication of the report and prior to City Council's consideration:

Number of delegations/submissions

Number of delegations at Committee: 4

Number of written submissions received by Planning Committee between May 3 (the date the report was published to the City's website with the agenda for this meeting) and May 13, 2021 (committee meeting date): 42

Primary concerns, by individual

Andrew Bonner (accompanied by Jennifer Kong) (oral submission)

- as residents in the Blackstone development, they are opposed to the entire development as it is incongruent with the neighbourhood
- raised specific concerns about the traffic impact that this development will have as well as concerns about the safety of families living around Blackstone Park
    - they have seen firsthand the impact that low-rise rental apartments been built along Livery Street have had on traffic within the neighbourhood because there is no through road from Livery to Robert Grant, so traffic gets funneled through neighbouring streets
    - this proposed development will add another 700 cars (about two to three thousand more vehicle trips) to those streets, which is a little high considering it's going to be built next to a proposed transit corridor

- they have seen many very close calls with children at Blackstone Park because of drivers who speed and ignore stop signs; adding 2,000-3,000 additional car trips down every single day seems incongruent with the safety of neighbourhood
- they don't understand why this needs to be 18 storeys tall, (they also own a condo and residential building downtown that isn't that high) in an area that isn't designed for it; there is still developable land within the green belt to build these apartments
- they don't think this will be safe if there is garage access through Livery, where residents of these buildings will be able to access residential streets; it should be limited access to Robert Grant avenue

Neil MacLellan (oral and written submission) (also submitted a petition in opposition in April 2020 for circulation in respect of this report and to be noted in the Minutes of this meeting)

- the proposal doesn't meet any of the three criteria required to amend the current by law
- there isn't an abutting major urban facility, nor a main street abutting another main street on a transit priority corridor
- it is unknown if a rapid transit station will be located within four hundred metres of the site because the exact location of the station is unknown; using an estimated location on Google Maps, it is questionable that the station is within that 400 m parameter; there doesn't seem to be any documentation to substantiate that the City is planning a transit station he could not find any site plans, designs, engineering reports, reserve funds, budgets, advertisements or mapping to support it)
- to think that Lépine could have their application approved based on a conceptual map alone is not very comforting, particularly in light of the public opposition to the project, as indicated by the petition he submitted to the City
- a rapid transit station will not be required in Stittsville at a later date because major employers, including the Government of Canada, may not be renewing their rental agreements because they will opt to have their employees work from home post-pandemic; a rapid transit station in Stittsville should be adjacent to a Major Urban Facility like the Canadian Tire Centre that is proximal to hotels, a major highway, substantial retail outlets, existing parking and transit facilities; bringing arena patrons 4.5 kms south of the facility to Abbott St., necessitating a transfer to another bus to complete the trip, would not be practical
- under Official Plan, section 4.1.1, wind and shadow patterns need to be evaluated and it's not evident this has been done

- the construction of this massive building will be within 50 metres of a 500,000 volt transmission line, which raises concerns about arcing as the building will include steel structural and cladding and be fully loaded with electrical wiring, tvs and appliances; it is also not evident if the City is confident that long term exposure to the emissions from 500,000-volt transmission wire will not be detrimental to the health to those choosing to occupy these buildings
- councillors should consider how people might feel twenty years from now about the decision to allow the construction of a 200 ft tall tower at this location, especially in light of employers continuing to encourage employees to work from home, resulting in less demand to rent or own office space in the city core, and how businesses functioned prior to 2020 will likely bear no resemblance to how businesses will operate in 2040 and beyond
- questioned what mechanisms could be put in place to ensure that Lépine, or a new owner, would not build Building C before the Robert Grant extension is completed; saying that it will be written into the new by-law is not terribly reassuring because a by-law can be amended at any time

Tanya Hein, President, Stittsville Village Association (SVA) (oral submission)

- this application generated more comments from residents to the SVA than any other in the last decade; Stittsville residents have long balanced the history of the village with one of the most intense growth rates in the city, and while residents in the adjacent neighbourhoods have been the most vocal in their concerns, it is not a NIMBY situation because almost every person has voiced support for reasonable growth, including mid-rise buildings; they are opposed to precocious growth in an area that is not ready to support it yet; people have repeatedly expressed concerns about too much height and density
    - the existing zoning allows for 9 storeys, which is already a tremendous leap over anything else in Stittsville; having 9-storey buildings would have a significant and permanent change on the character of the community; Stittsville needs a variety of rental options including affordable housing, and units suitable for larger families, not *just* one or two bedroom luxury units
    - the staff report uses the words ‘sensitive’ and ‘compatible’ when talking about setbacks and how the buildings transitioned to the existing neighbourhoods, but the development is neither sensitive or compatible with the neighbouring communities and it is going to change the landscape in Stittsville drastically
    - everyone understands that compatible doesn’t mean ‘the same as’, but the people who actually live in the area now know that Livery is already a crowded

residential street, that a parking garage access to hundreds of homes is not going to help, that set backs are not going to disguise a building that is four and a half times taller than anything else in the community, that Robert Grant isn't yet functioning as the arterial main street that it is meant to be, and that the rapid transit that this application is based on is more of a distant dream than a plan

- if the zoning is approved it is going to set a precedent that will likely be repeated as the next blocks within that 400 m radius are developed, which would compound the problem
- a more moderate approach to intensification is preferred, one that comes only when the appropriate infrastructure is in place; that means a more incremental growth pattern and not a disproportional 18-storey benchmark influencing other premature development long before the infrastructure is in place, a developer with Lépine's experience has the talent and resources to create a really vibrant set of buildings that can also respect the existing zoning and surrounding neighbourhoods in a better way
- while the amendment (motion) presented by Vice-chair Gower (during the Planning Committee meeting) might address this, putting a hold on the tower until Robert Grant is extended only to Hazeldean might delay some of the problems headed toward the neighbourhood but it is not going to solve the issue and it's not going to get anyone to abandon their cars in favour of taking a bus; rapid transit is more than a decade away, as likely is a proper connection from Robert Grant to the Queensway, and until those things happen, the impact of Stittsville's Infrastructure deficit are going to continue to be amplified
- the community amenity that is being proposed to support the zoning application, a pathway and small piece of side walk, is underwhelming; the developer should offer an amenity that is more in keeping with the scope of the variance that is being requested, not just putting up a little bit of space that would have been used as a pedestrian cut-through anyway

Arash Ghasemmehdi & Sepideh Afsar Doost (written submission)

- this zoning is more suited to downtown area and not a suburb neighbourhood in Kanata/Stittsville with detached houses
- it would depreciate the value of existing properties and turn the neighbourhood into an unlivable area

Anuj (email sender 'Anuj Saxena') (written submission)

- concerns about neighbourhood and community impacts, including loss of character, loss of privacy and increased traffic
    - homeowners on Livery Street will lose privacy due to the height of the buildings, and people being able to look into their windows; Livery Street is a residential area, so the closest building should be no more than three storeys high
    - high-density housing belongs in a downtown setting and does not fit with the character of the neighbourhood; even at the allowable nine storeys, these apartments would be the tallest residential buildings in Stittsville/Kanata South, and in a neighbourhood of detached houses and three-storey back-to-back townhomes, there is no need to build 15 storeys
    - the proposed increase in height is not consistent with the characteristics and aesthetics of the existing and planned neighborhoods, and is not consistent with the Fernbank Community Design Plan (CDP); to disregard the intent of the CDP so early in the development of this community is unacceptable and will set a precedent to increase the overall height and population density for future developments along the Robert Grant corridor
    - this proposed change in zoning does not provide any positive benefits to the community; 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 they should 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
    - this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, negatively impacting 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 - 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 this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at rush hour, and possibly cause accidents
- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on those residential streets that already have high traffic volume, 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' is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities

Amanjot Singh (written submission)

- a high rise building is going to ruin the feeling of peace in nearby areas
- more worried about the traffic as there are going to be a number of schools nearby which will cause even more traffic in the area

email sender 'Bill Allan' (email unsigned) (written submission)

- the City has shown a lack of regard for the existing community by allowing this zoning amendment
- the City should show good judgment and withdraw and / or change the zoning for this address to comply with the existing neighborhood's footprint

Bobbi Ostafichuk (written submission)

- does not object to the original plan submitted by Lépine; only to the proposed 18-story tower, which will overwhelm an already busy neighbourhood
- opposes an increase in height to protect the character of the 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, this would be the tallest residential building in Stittsville/Kanata South; in a neighbourhood of detached houses and three-storey back-to-back townhomes, there is no need to build 18 storeys; the developer should conform with the current zoning and only build up to nine storeys
- homeowners on Livery Street will lose privacy due to the height of the buildings, and

people being able to look into their windows; 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 or aesthetics of the existing and planned neighborhoods and will be a very significant and noticeable change for this area
- approval would 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, and 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
- the proposed change in zoning does not provide any positive benefits to the community
- it is difficult to justify the increased height by citing the provision of more greenspace on the property; instead of a clubhouse, the amenities should be relocated in one of the buildings and open space left along Livery Street
- mid-rise apartment buildings would lessen the impact for Livery Street residents; the nine-storey buildings should be built next to the hydro corridor
- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic and will negatively impact conditions at the Abbott/Robert Grant traffic circle, which is already congested in front of the high school at the roundabout
- 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from the building will interfere with the flow of traffic on Robert Grant Avenue and possibly cause accidents as Robert Grant Avenue is already backed up between the roundabouts at rush hour and cannot handle the additional traffic generated by this development
- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on residential streets that already have high traffic volume (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' is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities

Bill Sobering (written submission)

- opposes having his views/skyline blocked by an 18-storey apartment complex (directly in his line of sight from his back yard)
- this area is not a city center and should not be treated as such; regardless of concerns about parking, traffic, congestion, etc. (al valid points) the bottom line is this is not the downtown core where such buildings are commonplace; even a nine story building goes completely against the overall feel of a suburban community
- bringing rental complexes to the area brings higher crime rates and should be discouraged from being allowed; a high rise complex like this will allow teens from the local high school to walk over to it and buy drugs
- by approving this, the door will be opened for future developers to push the boundary further until there are buildings here that rival downtown in terms of height, absolutely ruining the community feel that is most highly prized in this area
- questioned the point of holding public forums and taking public opinion if it is ignored; this is another example of shortsightedness on the part of public officials where the almighty dollar wins, not what the constituents of the area (who elected the public official!) actually want; there is absolutely zero benefit or incentive for current residents to even consider this

The Graingers (written submission)

- opposed an increase in height to protect the character of the 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 or aesthetics of the existing and planned neighborhoods and this will be a very significant and noticeable change for this area
- 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 and 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
- the 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
- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, particularly at the Abbott/Robert Grant traffic circle, which is already congested 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at

rush hour and cannot handle the additional traffic, and possibly cause accidents

- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on the residential streets that already have high traffic volume (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' is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities
- the concerns of the existing community, who have chosen to raise their families in a suburban community and would like it to stay as such, should be taken into account prior to approving such a grand scale urban development; they are concerned about the safety of their children playing in the neighbourhood with the potential traffic impacts, and want them to have and feel a sense of community where they know their neighbours; oftentimes, large scale urban development does not promote a culture of community and knowing and interacting with neighbours; they also want their children to know that their city hears and values the voices of the community members and that it is worth coming together as a community to solve a problem

Ian Butt (written submission)

- there is no way the city has the infrastructure to support this and there is no way there is enough parking zoned
- there is no transit to justify this development for the next 10 years
- this sort of thing would make sense along Hazelden
- illegal parking will be an issue on Livery

Jennifer Stewart (written submission)

- opposed an increase in height to protect the character of the 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 or aesthetics of the existing and planned neighborhoods and this will be a very significant and noticeable change for this area
- 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 and 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
- the 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
- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, particularly at the Abbott/Robert Grant traffic circle, which is already congested 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at

rush hour and cannot handle the additional traffic, and possibly cause accidents

- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on the residential streets that already have high traffic volume (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' is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities
- the concerns of the existing community should be taken into account prior to approving such a grand scale urban development
- it is important to her that her children grow up in a suburban community in a city that takes into account the voices of the residents

email sender 'Robyn Parsons' (email unsigned) (written submission)

- opposed an increase in height to protect the character of the 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 or aesthetics of the existing and planned neighborhoods and this will be a very significant and noticeable change for this area
- 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 and 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

- the 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
- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, particularly at the Abbott/Robert Grant traffic circle, which is already congested 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at rush hour and cannot handle the additional traffic, and possibly cause accidents
- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on the residential streets that already have high traffic volume (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’ is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities

Samar Akkila (written submission)

- opposed an increase in height to protect the character of the 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 or aesthetics of the existing and planned neighborhoods and this will be a very significant and noticeable change for this area
- 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 and 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
- the 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
- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, particularly at the Abbott/Robert Grant traffic circle, which is already congested 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at rush hour and cannot handle the additional traffic, and possibly cause accidents
- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on the residential streets that already have high traffic volume (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' is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities

Sharon Anderson (written submission)

- opposed an increase in height to protect the character of the 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 or aesthetics of the existing and planned neighborhoods and this will be a very significant and noticeable change for this area

- 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 and 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
- the 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
- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, particularly at the Abbott/Robert Grant traffic circle, which is already congested 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at rush hour and cannot handle the additional traffic, and possibly cause accidents
- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on the residential streets that already have high traffic volume (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’ is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities

Samar El-kaseih (written submission)

- opposed an increase in height to protect the character of the 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 or aesthetics of the existing and planned neighborhoods and this will be a very significant and noticeable change for this area
- 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 and 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
- the 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

- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, particularly at the Abbott/Robert Grant traffic circle, which is already congested 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at rush hour and cannot handle the additional traffic, and possibly cause accidents
- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on the residential streets that already have high traffic volume (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' is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities

Sylvie Guilbeault (written submission)

- the report outlines a unilateral disapproval of the proposal at hand; hundreds of residents, and two community associations have expressed their utter disapproval, yet the Planning Committee still recommends approval
- the proposal, which recommends a doubling of the height restriction in the historic village of Stittsville, is an affront to the preservation of the town, as it leads to the construction of multiple future high rises in a town that currently comprises mostly two-storey houses and buildings
- the argument to make Stittsville just like Kanata or the rest of Ottawa (high rises and all) contravenes the village atmosphere that residents love (about Stittsville); Manotick is the example of how to preserve Stittsville's small town feel
- Councillors are voted into office by their constituents for the sole purpose of

representing them and serving them; voting for this by-law amendment would be voting against the electorate and the will of the people of Stittsville and does not represent the constituents

Victoria Joyal (written submission)

- opposed an increase in height to protect the character of the 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 or aesthetics of the existing and planned neighborhoods and this will be a very significant and noticeable change for this area
- 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 and 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
- the 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

- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, particularly at the Abbott/Robert Grant traffic circle, which is already congested 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at rush hour and cannot handle the additional traffic, and possibly cause accidents
- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on the residential streets that already have high traffic volume (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' is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities

Nargiz Babashli (written submission)

- Lépine took advantage of the AM – mixed-used zoning and proximity to the future transit station (to be built 10 years later) to apply for a height increase, but there is huge opposition to this zoning request and the City should consider one of the following options to alleviate the traffic congestion problems and comfort the residents:
    - request some reduction in height, or
    - add a provision that construction of the 18-storey high-rise is delayed until either Robert Grant Ave. is extended to the 417 Queensway or the Rapid Transit Station is built, whichever happens sooner
- this has become an emotional issue for many residents and has been taking a toll on the mental health and well-being of many who already suffer from COVID lockdowns

Brad Joyal (written submission)

- opposed an increase in height to protect the character of the ‘master designed’ neighbourhood; residents choose to live in Blackstone for a reason and such high-density housing belongs in a downtown setting, not in a picturesque Stittsville community
- 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 or aesthetics of the existing and planned neighborhoods and this will be a very significant and noticeable change for this area
- 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 and 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
- the 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
- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, particularly at the Abbott/Robert Grant traffic

circle, which is already congested 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at rush hour and cannot handle the additional traffic, and possibly cause accidents
- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies traffic on the residential streets that already have high traffic volume (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’ is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities

Tara Vargas Nicol (written submission)

- this project will greatly impact the lives of many young families and children
- they took great care in choosing a neighborhood to raise their family to find one with a community feel and a safe place for them to enjoy outdoor play; though their street is pretty safe, it corners Livery/Bobolink, which is already a concern because with all of the high density townhomes and the new condos that have recently been built the traffic is overwhelming; it won’t be long before a child will get seriously hurt because of parked cars and speeds that residents travel down this road; many of the new residents in the condos do not have the same concerns about low speeds and traffic reduction, and many do not have young children
- they fear this situation will worsen with the proposed apartment complex
- most of the current homeowners bought their homes to raise children in and feel that as they currently reside there preserving this area for what it was intended to be is important

- just with the new condos their streets are busier and the speeds on Livery and Bobolink are not safe for children
- this area was built for families and those who want the village feeling that it provides; this new project is not in line at all with this community feel and certainly not now with the lack of transportation and infrastructure to support the project; the timing of it seems incredibly poorly planned
- if nothing else, the infrastructure and roads should be built first to support this project and likely more residents would be more open to the concept; there is zero value to this project for the current people that live here
- Lépine is a large corporation and their focus is not necessarily on the preservation of an already established community, but the community is asking that some consideration and reasonability be applied
- when they bought their property they were told that the land across from them would be developed but they were told that it would be commercial development that would enhance the community and provide value to the people who reside there; this project is self-centered, premature to the current state of infrastructure that exists to support such a large complex, and provides no current value to the people who live there now; it is a large project will further crowd the roads, making them unsafe for children to play and offering nothing of value in exchange
- it might be a better approach to create the Village Green and other spaces that help this community to grow and thrive
- having an entrance into the facility from Livery is dangerous and would impact daily life for many families; regardless that studies show that the street can take 200 cars per hour, the question is whether it should, given the density of young families there; if nothing else, a different entrance should be built that keeps the congestion from these buildings away from the existing families and off Livery; the community already struggles with parking and speeding and this will add to it
- the community, in collaboration with Lépine, can likely accept this new project if the City can provide assurance that the safety of the children is at the top of their minds

Mutikul Khan (written submission)

- as a house owner in the same neighbourhood, is concerned about the proposal of 18 storeys and would not have purchased here if told that there would be a huge building in front of Livery Street and his house
- this development plan is not feasible

Simon Heaton (written submission)

- has little issue with a development coming into the neighborhood to provide additional housing options for residents and is very appreciative of Council's earlier decision with Lépine to reduce the height of the Livery Street facing building to 4 floors, which will make a big difference for the natural neighbourhood density transition, but has serious concerns related to the recently amended 18 story apartment building being proposed, and the required rezoning of this area from 9 stories to 18 stories, including the Livery Street entrance for vehicles to support this additional occupancy
    - Livery street is already being used as a cut-through for many in the neighbourhood to reach Terry Fox, many coming past their house with speeds that pose risks for children playing nearby, and the street is also already littered with street parking, as most of the residences already on Livery have only a single car driveway/garage; this additional traffic and associated dangers are worrisome, particularly for those with (or planning to have) children.
    - the proposal to rezone a 9-storey residential plot to an 18-storey one so far from any urban area seems a far cry from acceptable; Robert Grant's proposed transit plan is so far off from completion, that it is questionable whether it will actually be delivered as currently proposed to support such an influx of population (the additional 9 floors of units); additionally, there are only 4 storey height buildings anywhere near this proposed development; they are concerned about how this one building will impact the community style, atmosphere, and attraction over the next few years

Vladimir (email sender 'Vlad D') (written submission)

- opposed an increase in height to protect the character of the 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, this would not look or be appropriate; there is no need to build 15 storeys
- it would open possibility for future high rise development
- at even 200 apartments, that is still 250% over density for the site
- 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

- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic
- 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
- 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' is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities
- delaying construction of the tallest building proposed until the next phase of Robert Grant is constructed does not carry ant value; he is opposed to the entire proposal
- it is not clear if sufficient parking will be provided to accommodate the number of dwellings plus visitors
- despite the proposed redesign of the tallest tower, it is not sufficient to reduce the mass of the tower

Manon Lacasse (written submission)

- questioned how the community would be able to benefit from this extra density when there is no transit system in place now to sustain the new construction in the area; the nearest 2 bus stops are more than a 10-15-minute walk with no shelters in place for inclement weather, the nearest shopping centre is Walmart or No Frills, a 30-minute walk with no sidewalks available on Cope Drive and Iber Road; Robert Grant is from Fernbank to Abbott and will take a few years before it goes to Hazeldean and Queensway, and there is currently have one high school and two others just being built, with an expected occupancy for 2023

Ninel & Anatoli Dermanski (written submission)

- opposed an increase in height to protect the character of the 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 or aesthetics of the existing and planned neighborhoods and this will be a very significant and noticeable change for this area
- 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 and 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
- the 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
- this large development will cause problems for the community by creating heavy morning and afternoon commuter traffic, particularly at the Abbott/Robert Grant traffic circle, which is already congested 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, which is essentially a one lane street due to congestion caused by on-street parking by residents and visitors, is an accident waiting to happen since it is a local street occupied by young families with children; additional traffic from the apartments weaving around parked vehicles will be a danger to pedestrians and children playing
- additional cars coming and going from this building will interfere with the flow of traffic on Robert Grant Avenue, which is already backed up between the roundabouts at rush hour and cannot handle the additional traffic, and possibly cause accidents
- it is unacceptable for vehicles to use Bobolink Ridge to access the site as it intensifies

traffic on the residential streets that already have high traffic volume (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' is what leads to neighbourhoods having a lack of road and transit infrastructure in their immediate communities

Rachel Brazeau (written submission)

- understands now the mass exodus from the neighborhood the reason for a petition against the proposal - building high rises in a nice residential community that will not be able to support the thousands of cars with its abysmal infrastructure
- the City of Ottawa considers this good planning, but she disagrees, having worked for over 30 years in planning and design; did research for this neighborhood and did not find any of this high rise planning
- the traffic from the existing school at one end of Robert Grant is already making it hard to get out of this area in the morning, at lunch and at the end of the day and another school is on its way, mid-way to Robert Grant; it will not be pleasant when there is only one street to access a residence once thousands of new residences are added
- the City is just wanting to make more money and will not consider the opposition
- unless other means of egress from the Westwood community is planned this will now be a dangerous neighborhood

Soni (email sender 'Ankushh Partap') (written submission)

- as a resident of the Blackstone community who lives less than 150 meters from the proposed 18-storey development, will be directly impacted by it
- supports growth in the area but not an 18-storey development that not only distorts the make-up of the whole neighbourhood, where no other building has more than 3-4 storeys, but also impacts the traffic and accessibility conditions for its current residents
- understands the need for increasing density across the city to tackle housing unaffordability but an 18-storey development in the middle of a suburban neighbourhood is neither in tune with any zoning policy nor in accordance to the wishes or the needs of its residents

- if this development goes through, it will be seen as haphazardly planned and forced upon its residents; a high-rise complex on a random suburban land parcel in the middle of a low rise neighbourhood just doesn't fit

Natalia Goncharova (written submission)

- there is inadequate public transit infrastructure in the community now, causing safety issues; it is not clear how delaying construction of the tallest tower until the extension of Robert Grant Avenue is completed from Abbott to Hazeldean Rd. will help to avoid traffic crisis in this and nearby communities; not having an adequate public transportation system in place (Transit Station and Bus Rapid Transit) will leave future residents of Lépine buildings no choice but to own multiple vehicles per household, which will make traffic in this and nearby communities much worse than it already is
- since Lépine is requesting high density buildings based on transit, the community would like to be provided the plan for the transit station and bus rapid transit in Blackstone so they can have the timelines and understanding of how they will pay for it
- parking is another issue that is extremely concerning because, even without these buildings, street parking is horrendous considering that the transit system is almost non-existent, which forces residents to buy more than one vehicle per family; when the buildings are constructed with no adequate public transit, it'll be much worse; residents already complain that with cars parked on both sides of residential streets there is no room for emergency vehicles or school buses to go through, and that will get worse with this development, which is a huge safety concern
- the new schools being built in the area belong to English boards and there aren’t enough French schools, and those that are already need portables to accommodate the students; there will be hundreds of families living in the new buildings that will require school accommodations

Vusal Babashov (written submission)

- proposed the following recommendations to alleviate the height and incompatibility concerns while preserving the density at 504 apartment units, and to provide a guarantee that the transit station will in fact get built (i.e., the plan with a funding is indeed a plan) and that improvement in transit services will handle mobility needs of the increased population in the area
    - build two 9-storey buildings instead of one 18-storey building
    - delay construction of two 9-storey buildings until Robert Grant Ave. is extended to Hazeldean Road and there is City-approved funding for a rapid transit station

adjacent to the land

Seckin Ergun (written submission)

- questioned whether the City has an approval from Hydro One for building a park & ride transit station under the high voltage hydro lines and suggested, if not, the application should be put on hold until there is an approval, given the proximity to future park & ride is the main basis for the height increase in this proposal
- asked the committee to consider two 9-storey buildings instead of one 18-storey building due to height incompatibility with the surrounding community
- assuming that Hydro One approves the park & ride, asked the committee to withhold construction of the 18-storey building until Robert Grant Ave. is extended to Hazeldean Road (which is already in the proposal) and there is a City-approved funding for the transit station

Peifang Zhou (written submission)

- the existing transportation infrastructure cannot support the added volume of traffic
- the increased traffic volume pose serious safety risks to families with young children in the neighborhood
- high-rise buildings do not blend in with the rest of Fernbank community

Ben Kirkwood (written submission)

- all options to amend height and density restrictions should be revoked, as this is not a main transit route or link to LRT and the proposal makes no sense at this location
- holding construction until Robert Grant is extended to Hazeldean is not enough; at minimum, a new high-rise development along this route needs to be when Robert Grant reaches the highway
- this development will have a major impact on future development in the area and sets precedent that anything goes in Stittsville if you just present two options to the City knowing that both are both well outside current restrictions

Alison Boudreau (written submission)

- is opposed to the project until appropriate infrastructure is in place to accommodate it; while intensification needs to occur, the City continually approves projects without appropriate transit or roadways in place
- Stittsville is a suburb that lacks the necessary transit to commute within its own community, and has lengthy commutes into the city centre
- in addition to the lack of appropriate infrastructure to support high-density housing,

there are limited well-paying jobs in the area of where this building is to be located, poor transit access, and people will need to drive, but this project does not allow for the necessary parking to accommodate for the lack of transit

- would support the application if the LRT were to be finished in the same timeline as the development

Amy Day (written submission)

- concerns about the level of traffic, parking, and noise the proposal will bring
  - this residential area has quiet streets, but this development will bring a large volume of traffic down their street
  - does not want their street being a cross street, which is inevitable, regardless of entrances on Robert Grant
  - they have a single lane driveway and often (as well as their neighbours) use the other side of their street as quick/temporary parking and visitor parking, since there is one-sided street parking only; it will become a busy parking area for tenants and visitors of the new development, which also brings a new level of noise to their street
  - the area does not have street capacity and public transportation for this type of development; roundabouts on Robert Grant are gridlocked when schools on Abbot are starting and finishing their day; and adding buses and the additional traffic from this and other new housing developments will overwhelm the quiet residential neighbourhood
  - these types of developments belong near main arterial roads and commercial buildings, not in this neighbourhood where there are no shops nearby (such as Lépine's development in Barrhaven and the development in Kanata near Centrum)
- this neighbourhood is not ready for this development and does not want it, several neighbours signed a petition against it last year
- concerns about the construction process and the proximity to their home
  - the development will mean a lot of dirt being dropped on their yard, home, and cars and potential ventilation issues in their home
  - construction may go on for years, drilling, pounding, trucks, dirt and garbage, which can be infuriating, especially with so many people now working from home on a permanent basis and expecting a peaceful environment for work
- concerns about building height and privacy

- they bought their house in Stittsville because of the greenspace around it; this development will completely change the landscape of what is still considered a small town, as these buildings will be visible from afar, an eye-sore for this community
- the heights of buildings will be enough to block the sun drastically for their home; it will cast a shadow on their house and take away the sunshine early in the afternoon
- with approximately 70 units directly across the street from their home, privacy is a massive concern, especially since these are rental units with a greater chance of having a frequent turnover and multiple occupants; the current design doesn't offer any sort of privacy barrier between them and these units looking directly into their home

- if development is a must, it is more appropriate to build low-leveled, 3 storey, 6-plexes along Robert Grant, similar to what is located along Livery St (east-west) and what is currently along Robert Grant near Bobolink; there can be a compromise met that doesn't disrupt the people of Stittsville

Jordan Williamson (written submission)

- the proposal is not culturally appropriate for Stittsville and the buildings are far too tall for this area; it is aesthetically unappealing and would be setting a precedent for the area/community
- transit and connected roads are years away from completion; the development should be delayed until there is an established infrastructure to support it
- there are noise, light pollution and privacy concerns; garbage should be located and maintained off of Robert Grant, and there should be a controlled access into the secondary access point off of Livery (i.e. Gate, required pass, parking arm etc.)
- the very limited parking and visitor parking availability for residents will ultimately force them to park on all the side roads; Lépine should increase the provided parking
- there are no nearby stores that residents of this building can walk to, and no sidewalks on Fernbank or Iber, forcing residents to have a car
- there are safety concerns for children, animals and etcetera on the one-sided sidewalk on Livery where there's a secondary, uncontrolled entrance
- there are privacy concerns for Livery residents where there's plenty of balconies looking directly into townhomes; there should be no balconies facing Livery, stained glass windows facing Livery, shrubbery & tall cedars, landscaping, etc.

Jeff Ferguson (written submission)

- supports growth in the area and more density but not an 18-storey development that not only distorts the make-up of the whole neighbourhood, where no other building has more than 3-4 storeys, but also impacts the traffic and accessibility conditions for its current residents; supports the 9-storey or less in the existing zoning that this parcel of land is currently categorized as
- understands the need for increasing density across the city to tackle housing unaffordability but an 18-storey development in the middle of a suburban neighbourhood is neither in tune with any zoning policy nor in accordance to the wishes or the needs of its residents
- if this development goes through, it will be seen as haphazardly planned and forced upon its residents; a high-rise complex on a random suburban land parcel in the middle of a low rise neighbourhood just doesn't fit
- regardless of concessions the developer may have agreed to, it is still not clear why an 18-storey building is required instead of two 9-storey ones
- parking and traffic congestion will also be an issue and Councillor Gower's solution to the parking issue was to get the developer to give the residents free bus passes for a year and provide temporary parking across the street, which is a bandaid solution for something that requires stitches
- zoning for this site allows for 550 units but Lépine envisions only 504, even with the massive height change, so they will be bigger, more expansive units and not affordable housing
- there is no transit planned for the next 10 years to support this development and there are no shops or restaurants in walking distance; Hazeldean Road is better suited for this development and even there, developments are not above 9 storeys
- this is not good for the community or existing neighbours

Jem (email sender 'jem guler') (written submission)

- asked the committee to consider two 9-storey buildings instead of one 18-storey building due to height concerns

Juliana Bravo & Jeff Wilk (written submission)

- strongly against the proposed high density development

Gillian Scobie (written submission)

- is aware that the building's proximity to a future transit station is the justification for the 18 storeys but suggested it is odd that with the added 9 storeys there are actually

fewer apartments; the number of apartments has been reduced to 504, meaning they are larger and will therefore cost more, so the density for future transit argument doesn't hold water; more affordable housing is needed as housing is already out of reach for many

- if approved, it will likely set a precedent for Stittsville that will be unlikely to change
- supports development that is done within the context of the environmental, social, and financial considerations, which this proposal does not seem to have taken into account

Primary reasons for support, by individual

Adèle Mayers (written submission)

- supports the initiation and completion of the project, as this type of residential housing is missing in Stittsville and it would meet the needs of many seniors who want to maintain their independence without being forced into a retirement home; many would look forward to new up-to-date accommodation

Patricia Rene Lafleur (written submission)

- as seniors who would like to stay in Stittsville, she and her husband are anxiously waiting for approval for the Lépine rental units to be finalized and constructed

T**he applicant, as represented by Miguel Tremblay, FoTenn, and Pascale Lépine, Groupe Lépine** (oral submission and slides)

- provided an overview of the proposal and spoke to policies that support the application; they noted that the densities proposed on the site are about 10 percent lower than densities anticipated by the Official Plan, the Fernbank Community Design Plan and the existing zoning and that the proposal redistributes density in a way to better integrate it into the site as it currently exists and as the community transitions. A copy of their slide presentation is held on file.
    - the densities proposed on the site are about 10 percent lower than densities anticipated here by the Official Plan (OP), the Fernbank Community Design Plan (CDP) and the existing zoning
    - this is an exercise in density redistribution; building to existing zoning isn't necessarily the best urban design response; everything that Lépine did here was to integrate the project better to the site; the building is taller, but that height afforded to Lépine in those policy documents that allows the City to consider greater height has been to effect a better building form and transition, recognizing that a transition will be necessary to the eventual residential community on the west side of Robert Grant

- the lands are designated Arterial Mainstreet, which permits buildings up to 9 storeys; it also provides an evaluative criterion to assess if greater building height can be accommodated; in this case, Lépine chose to redistribute that height into something different in order to respond well to the context in effort to transition
- Robert Grant is a 44 m wide arterial roadway; it is a transit priority corridor, it's very reasonable to put parking on a hydro corridor and there is a very defined hydro process as to how to do that
- the area within 400 m of this transit station will transform over time; the properties immediately to the south of the Lépine properties is anticipated to be the village green within the Fernbank CDP area and some of the design considerations Lépine did was to open up potential synergies with that property, which will fulfill that function
- the density has been pushed to that 18-storey building because it is in closest proximity to transit station and it frames Robert Grant
- the pathway to the north is the community amenity; it is formalizing through the Lépine lands, an important pedestrian connection from Livery and the balance of that community to provide access to transit
- Building A, previously a 9-storey building, is now a 4 stepping to a 5, stepping to a 6 with very articulated setbacks in order to affect that transition to low rise dwellings on Livery; its removing that massing and redistributing to building C
- Building B, short edge to Robert Grant, is still a 9-storye building as permitted under the zoning
- there is about 58 % open space onto this property, which allowed Lépine to add an amenity building to meet some of the needs of the residents; it opens up a good portion of the site now to south, which is Village Green
- this transition is noticeably different with an 18-storey building on the site as opposed to 9-storey building but all of these efforts have been to transition properly to Livery beyond what the zoning would obligate Lépine to do; it's intended to transition the height to the transit station, recognizing there will be a park and ride facility; the frontage or the depth is about 125 m, so regardless of the location of that station, it will be well within that 400 meters
- for a density that is slightly less than was originally anticipated in the existing zoning Lépine is proposing 504 units, 10% less than what is permitted in zoning
- previous applications didn't fully meet the parking requirements and there was a considerable amount of community discomfort; now the proposal, despite the

fact that it is in proximity to transit, will meet the By-law in an effort to unburden abutting streets from potential off-street parking

- with respect to the density, the City is proposing an FSI of 3.5, to restrict the density to exactly what is permitted in the zoning; this is truly an exercise in density redistribution
- all efforts have been made to sculpt the massing and make it more positive transition to abutting communities
- in terms of traffic, given community discomfort, the ward Councilor has spear-headed a restriction on the construction timing of the 18-storey building to tie it to construction of Robert Grant all the way to Maple Grove, though the traffic study fully supports all of the densities proposed without that condition, and Lépine has agreed to that discomfort

Effect of Submissions on Planning Committee Decision: Debate: The Committee spent one hour and eighteen minutes in consideration of the item.

Vote: The committee considered all submissions in making its decision and carried the report recommendations as amended as follows:

THEREFORE BE IT RESOLVED 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";

AND BE IT FURTHER RESOLVED that no further notice be provided pursuant to subsection 34 (17) of the *Planning Act*.

Ottawa City Council

Number of additional written submissions received by Council between May 13 (Planning Committee consideration date) and May 26, 2021 (Council consideration date): 1

Primary concerns, by individual

Faith Blacquiere

- undertook an extensive review of west end developments, which are all being impacted by numerous decisions being made without ensuring that transportation capacity is available; the extreme number of applications in both Fernbank and Kanata West were delayed for sanitary and stormwater reasons, and are now coming in without the intended phasing or transportation infrastructure

- Council should not approve the recommended motion
    - The Holding Zone provision does not clarify that only the tower superstructure is to be deferred
    - There are problems with completion of the NSA resulting in the 18 storey building deferral to an indefinite date
    - The Staff Report evaluation incorrectly refers to OPA 150 Policy 3.6.3.12 to justify the approval
    - Lépine is changing the CDP Vision and removing AM land and uses
    - The AM Designation and Zoning and TOD Policies were not suitable for this “Mini-AM” and short BRT corridor
    - The Zoning Schedule building heights differ from the requirements
    - Other, including that fact that Lépine planners did not know the location of the BRT platforms when offering to create a pedestrian access to the park-and-ride
- KMC at 5618 Hazeldean has plans to construct the Abbott to Hazeldean segment, however, the plans indicate that they consider it inappropriate to use the AM designation and zoning on their portion of the shared AM area, and along with Richcraft at 590 Hazeldean, are planning for their higher density uses to be located in the Hazeldean Road AM. If this is approved in future, there will only be 2 more parcels south of Abbott in the Fernbank Community Core, as the CRT developments on the other side are approved for R4Z
- provided maps and drawings to support comments

Effect of Submissions on Council Decision:

Council considered all submissions in making its decision and carried the report recommendations with the amendment approved by Planning Committee.