



Jan 5, 2021

Stream Shen, Development Review Planner
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City of Ottawa
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Stream Shen,

RE: Rezoning File #D02-02-20-0094;
100 Steacie Drive

I have just received the information package by email on the proposal for 100 Steacie Drive. Compared to other rezoning applications, notification of this development to the Kanata Beaverbrook Community Association (KBCA) is very late in the submission process compared with other applications in recent years. This does not provide sufficient time for the KBCA to do our own research and poll the community, leaving only 30 days for comment.

While more in-depth analysis and feedback will be submitted by the Jan 31, 2021 submission deadline, some clarification and additional information is requested. Please see the questions highlighted in the document.

Building information missing

The information package contains no information on the building design, particularly the size and mix of units (258 proposed).

The intended client base (technical professionals vs retirees) and size of the individual apartments will impact the number of people per unit and ultimately the number of personal vehicles that require parking and their impact on traffic.

Number of parking spots per unit insufficient for Beaverbrook and the site location

Due to the nature of the Beaverbrook community, the locations and distribution of work places, food shopping, retail and recreation, personal vehicles are mandatory for the foreseeable future (30+ years) for each adult in the building. This is the current reality for new and old communities in Kanata North, whether planned or not.

The proposal (according to the traffic study) provides only 1 space per unit for resident parking and 0.2 spaces per unit for visitors, resulting in 304 underground resident and (13 or 21) visitor/at ground parking spots for 258 units is likely entirely inadequate unless all the units are only bachelor apartments (which is unlikely). This is compounded by the feature of the site and immediate road network (e.g., only Steacie Dr.) which, due to width and commercial vehicle access to industrial properties, provides for no on-street-parking.

While it is unknown (due to lack of any floor plans or other design information) what the size of apt. units will be or their potential occupancy, it is not an unreasonable assumption that up to 2 adults per unit is possible, which leads to 516 adult residents and 516 cars – which leaves a potential deficit of 212 parking spaces for residents.

The Traffic/Transportation Study concludes there are major road and intersection capacity issues

With the assumed (and likely inadequate) approx. 320 parking spots, the analysis in the provided documents points out that projections for March/Teron road and Steacie Rd (and their intersections) will exceed capacity in the near future and that the only solutions are re-design of some or all of these roads and intersections, with the helpful suggestion that the City could resolve the Steacie capacity problem by reclassifying the road as a collector (vs. actually fixing the problem).

It's only "hope" for reduced traffic is early completion of the BRT (2030) despite City direction that the BRT will not be provided until some unspecified date after 2031 (2035+ is the current projection). It also assumes that (all Kanata North) residents will fully adopt public transit, including the BRT in order to bring the congestion down.

However, the BRT and general use of public transit does not address the pragmatic issues that:

- BRT is largely a peak (rush) hour service – which does NOT work across the working hours of typical hi-tech workers
- That transit in Kanata North is generally substantially reduced outside of business hours and transit options in-community are inadequate for 24/7/365 residential transportation needs, which means pragmatically, people will continue to purchase personal vehicles and once they have one, they will use it, particularly if there are substantial issues of personal safety, exposure to weather (especially cold), infrequent schedules and long rides when compared to using their own personal vehicle

Questions

- **Is the City prepared to commit to address the road/intersection capacity and congestion issues raised in the Traffic/Transportation study in the timeframe of development completion, particularly in light of the underestimate of required parking spaces and number of vehicles required for this remote location?**
- **Will the City have the developer address their shortfall of parking spaces for the building to reflect the "real-life" need for 1 vehicle per adult in the building?**

100 Steacie Development Application



Questions

- Is Station Road a public road?
- Why is the traffic/transportation study allowed to assume public pedestrian access to a bus stop can be via adjacent private (corporate) driveways, walk ways and parking lots (28 & 62 Steacie dr., plus 365 March rd.)?

There is no indication in the Traffic/Transportation study that the owners of those properties have been consulted, nor that the routes are safe, including lighting

It is the KBCA's understanding that Station Road is private (Nordion) for which some access has been granted for access. However, there is a no-trespassing sign on Station Rd, just where the road splits to go into the Coady Construction company compound.

This suggests that part of Station Rd has public access rights (from Nordion) for the Coady Construction building but no further.

Also note that much of Station Rd. is a "unimproved" gravel road with no current accommodation for pedestrians or cyclists. This would also require a safe level crossing over the railway, for which not exists at the time of this submission.

The application points to the site being within 400M of a proposed BRT station at the corner of March Rd. and Station Rd. However, if Station Road is not public then this is a false assumption. Otherwise access to a transit stop via public roads and pathways is 800 M to the closest bus stop in Beaverbrook (on Varley) and 900M from the proposed BRT station at March and Teron Rds.

There are assumptions that the walking trails from the site in the direction of March/Teron and to the rest of the Beaverbrook Community are adequate for both pedestrians and cyclists.

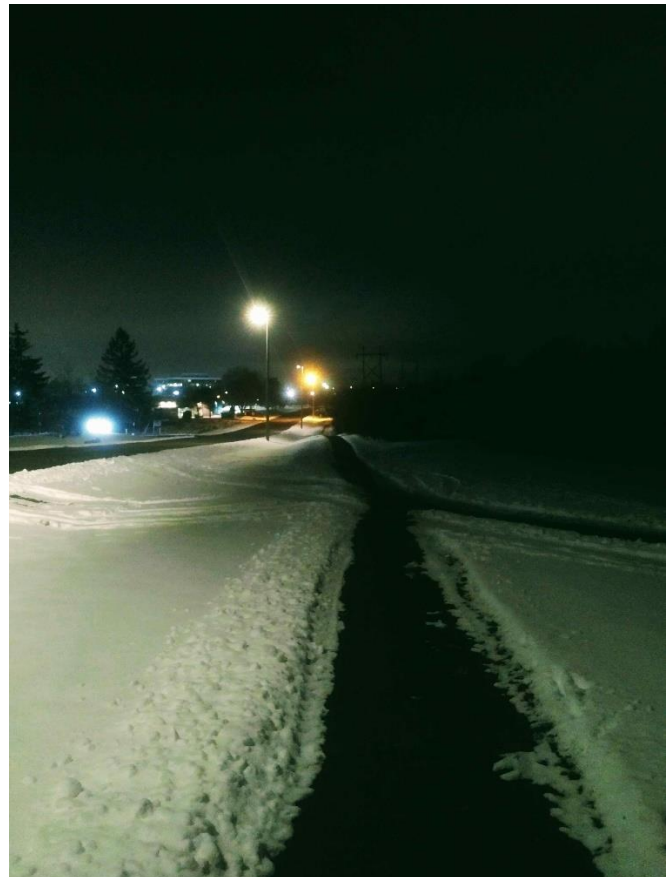
- While the walking trails marked in green in the diagram above have been cleared of snow recently, it is not clear whether this is being done as part of the sidewalk network Winter Maintenance Plan or on what priority.

- The current trails leading to/from 100 Steacie have substantial elevation changes which could be treacherous if at all icy and are currently in poor condition. The width of these trails is insufficient to support more than casual walking and are not suitable for a mix of several hundred new residents walking and cycling.

There is also the issue of pedestrian and cyclist safety at night as this is an otherwise deserted road outside working hours. In addition, the lighting provided is minimal (65m between light standards vs. 40m on Beaverbrook road). The light standard separation is sufficient that 2 adjacent lamps not working, the area in between was pitch black.

In addition, the path is a substantial distance from the lights and the area south and west of the pathway (which ends at the Steacie cul-de-sac) has not lighting whatsoever, and was pitch black on Jan 5, 2021 @ 9 PM (photos, below).

Note: when standing at the end of Steacie to taking the photos below, I was accompanied by howls from at least 3 coyotes/coywolves (who were quite close) and at least 2 barking dogs (farther away) presumably from Kimmons Crt. Home back yards in Kanata Lakes



Questions

- **Is the City of Ottawa and/or the Rail Line owner and/or the owner (Nordion) of Station Rd prepared to commit to providing the walking and cycling infrastructure to be delivered on completion of the project?**
- **Is the City of Ottawa prepared to upgrade these paths for dual pedestrian & cycling traffic and safe elevation changes and to commit to prioritized winter snow maintenance?**
- **Is the City of Ottawa and/or the Rail Line owner and/or the owner (Nordion) of Station Rd prepared to fund the cost of a safe pedestrian/cyclist level crossing from the property to Station Rd?**

The NCC is not included in the groups that you consulted with - critical on storm water and drainage

This property drains in the Kizel drainage area, a continued area of focus and concern on impact on the NCC property.

That the KNL lands, adjacent to the property, also make use of the Kizzel waterways, for which development has been stalled for many years now due to concerns with excess volumes and surges of water onto NCC property, which the NCC has publicly stated it is not prepared to approve at this time.

This is also an area of contention with the 7000 Campeau development application (which will only add to the drainage and storm water issues).

While 100 Steacie would add proportionally less water drainage than the KNL lands, they are proposing a storm water management pond immediately adjacent to the Kizel creek and will add to the volumes of water to those of the KNL lands - will be of prime interest to the NCC.

This development, should it be approved, may well be (and should be) held up from actually proceeding with development - as the KNL development currently is – from further development until the NCCs drainage/storm water management concerns are addressed – which may be never as the KNL lands should not have been approved due to (at a minimum) due the current unresolved water drainage and storm water management issues.

A poor example of Community building

The Planning Rationale quote sections of the Provincial Policy statement on “Community Building”, including that it is mixing residential with commercial, which is desirable mixed use.

However, the proposal consists of an isolated pair of apartment buildings, far removed from the rest of the residential community embedded in the edge of an industrial park, adjacent to industrial buildings, bordering on a construction yard, a railway, a major hydro sub-station, at the intersection of two Hydro corridors, and along a cul-de-sac road with no amenities other than soccer fields, plus poor street lighting and pedestrian/cycling paths.

There is meager walking or cycling access to transit or the neighbouring residential communities on narrow, poorly maintained trails, with 1000++ m walking along said trails to reach schools, any form of food store, retail or other services. There are substantial personal safety issues walking to this isolated location at night, particularly in winter.

This is an invitation to a car-centric residential block such that all residents will have little choice except personal vehicles for daily living, which as the traffic study shows, will result in exceed the capacity of surrounding roads and intersections in the near future.

This is not “community building”.

Yours Truly,



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