

4. Zoning By-law Amendment – 195 Huntmar Drive and part of 2499 Palladium Drive

Modification du *Règlement de zonage* – 195, promenade Huntmar et partie du 2499, promenade Palladium

Committee recommendation, as amended

That Council approve:

1. an amendment to Zoning By-law 2008-250 for 195 Huntmar Drive and part of 2499 Palladium Drive to permit a mixed-use subdivision, as detailed in Document 2 and amended by the following:
 - a. modify clause 1.c. to read “In Area C, from DR to R3YY [XXX5]”, instead of R3YY [2317];
 - b. add an additional clause after current clause 5, for a new Exception XXX5 to Section 239, Urban Exceptions, which is to match exception 2317, except where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.8 metres from the nearest edge of the sidewalk; and
 - c. Clause 6, is renumbered to clause 7.
2. that pursuant to subsection 34(17) of the *Planning Act*, no further notice be given.

Recommandation du Comité, telles que modifiées

Que le Conseil approuve :

1. une modification du *Règlement de zonage* (n° 2008-250) pour le 195, promenade Huntmar et une partie du 2499, promenade Palladium afin de permettre un projet de lotissement polyvalent, comme le précise le document 2, dans leur version modifiée par ce qui suit :
 - a. remplacer le point 1c), « In Area C, from DR to R3YY [2317] », par « In Area C, from DR to R3YY [XXX5] »;

- b. après le point 5, insérer un autre point visant l'ajout d'une nouvelle exception, XXX5, à l'article 239, Exceptions urbaines, exception qui sera conforme à l'exception 2317, sauf lorsqu'un garage attenant donne accès à une rue publique au moyen d'une entrée de cour traversant un trottoir, auquel cas ce garage doit être en retrait d'au moins 5,8 mètres du bord du trottoir le plus près;
 - c. remplacer le numéro de l'actuel point 6 par « 7 ».
2. qu'en vertu du paragraphe 34(17) de la *Loi sur l'aménagement du territoire*, qu'aucun nouvel avis ne soit donné.

Documentation/Documentation

- 1. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated August 12, 2020 (ACS2020-PIE-PS-0077)

Rapport du Directeur, Développement économique et planification à long terme, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 12 août 2020 (ACS2020-PIE-PS-0077)
- 2. Extract of draft Minutes, Planning Committee, August 27, 2020

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 27 août 2020

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
27 August 2020 / 27 août 2020**

**and Council
et au Conseil
9 September 2020 / 9 septembre 2020**

**Submitted on 12 August 2020
Soumis le 12 août 2020**

**Submitted by
Soumis par:
Douglas James,
Acting Director / Directeur par intérim
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person
Personne ressource:
Stream Shen,
Planner II / Urbaniste II, Development Review West / Examen des demandes
d'aménagement ouest
613-580-2424, 24488, stream.shen@ottawa.ca**

Ward: STITTSVILLE (6)

File Number: ACS2020-PIE-PS-0077

**SUBJECT: Zoning By-law Amendment – 195 Huntmar Drive and part of 2499
Palladium Drive**

**OBJET: Modification du *Règlement de zonage* – 195, promenade Huntmar et
partie du 2499, promenade Palladium**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 195 Huntmar Drive and part of 2499 Palladium Drive to permit a mixed-use subdivision, as detailed in Document 2.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of September 9, 2020", subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification du *Règlement de zonage* (n° 2008-250) pour le 195, promenade Huntmar et une partie du 2499, promenade Palladium afin de permettre un projet de lotissement polyvalent, comme le précise le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation, en tant que « brève explication », dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 9 septembre 2020 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommends approval of the Zoning By-law amendment for 195 Huntmar Drive and part of 2499 Palladium Drive to permit a mixed-use subdivision comprised of 155 single-detached homes, 352 townhomes, 64 back-to-back townhomes, 143

multi-residential units, 9.3 hectares of commercial lands and 2.0 hectares of employment lands. The subdivision also includes the future Kanata West District Park, a future Ottawa-Carleton District School Board high school, a stormwater management pond, various park and open space blocks.

Pursuant to Schedule B of the Official Plan, the lands are designated General Urban Area, Urban Employment Area and Mixed-Use Centre. The proposal conforms to the applicable Official Plan policies for each of the designations. The site is also subject to the Kanata West Concept Plan which was approved by Council in 2002. Based on the Concept Plan, the lands are designated Prestige Business Park and Intensive Employment Area. Since the completion of the Concept Plan, several major Official Plan amendments modified the City's parent Official Plan. Official Plan Amendments 150 and 180 included a comprehensive city-wide Employment Land Review that changed the Enterprise Area designation into Urban Employment Area and General Urban Area and allowed for the co-location of the future high school and the Kanata West District Park within the 195 Huntmar Drive subdivision. The new policies are in full force and effect and the subdivision design conforms to the updated policies.

RÉSUMÉ

Recommandation du personnel

Le personnel de la planification recommande l'approbation de la modification du *Règlement de zonage* pour le 195, promenade Huntmar et une partie du 2499, promenade Palladium afin de permettre un projet de lotissement polyvalent comprenant 155 maisons unifamiliales, 352 maisons en rangée, 64 habitations en rangée dos à dos, 143 logements multiples, 9,3 hectares de terrains commerciaux et 2 hectares de terrains destinés à l'emploi. Le projet de lotissement inclut aussi l'aménagement du parc de district de Kanata-Ouest, d'une école secondaire de l'Ottawa-Carleton District School Board, d'un bassin de rétention des eaux pluviales, et de divers parcs et espaces ouverts.

Conformément à l'annexe B du Plan officiel, les terrains sont désignés « zone urbaine générale », « zone d'emploi urbaine » et « centre polyvalent ». Le projet respecte les politiques du Plan officiel applicables à chaque désignation. Le site est aussi assujéti au Plan conceptuel de Kanata-Ouest approuvé par le Conseil en 2002. Selon ce plan, les terrains sont désignés « parc commercial de gamme supérieure » et « zone d'emploi intensive ». Depuis la fin du Plan conceptuel, plusieurs modifications importantes ont été apportées au Plan officiel de la Ville. Les modifications 150 et 180

du Plan officiel comprenaient un Examen global des biens-fonds d'Ottawa destinés à l'emploi qui a fait passer la désignation de « secteur d'entreprises » à « zone d'emploi urbaine » et à « zone urbaine générale », et permis le regroupement des services en vue de l'aménagement de l'école secondaire et du parc de district de Kanata-Ouest sur le lotissement du 195, promenade Huntmar. Les nouvelles politiques sont pleinement en vigueur et reflétées dans la conception du projet de lotissement.

BACKGROUND

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

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

Site location

195 Huntmar Drive and part of 2499 Palladium Drive.

Owner

2325483 Ontario Ltd.

Applicant

Peter Hume

Description of site and surroundings

The property is located west of Huntmar Drive and south of Highway 417. The site is surrounded by the Palladium Auto Park to the north, existing and future low-rise residential homes to the south and vacant lands everywhere else. The subdivision is approximately 58 hectares and is currently vacant. Feedmill Creek flows along the western edge of the property.

Summary of Proposed Development

The applicant is proposing a mixed-use subdivision with 155 single-detached homes, 352 townhomes, 64 back-to-back townhomes, 143 multi-residential units, 9.3 hectares of commercial lands and 2.0 hectares of employment lands. The subdivision also includes the future Kanata West District Park, a future Ottawa-Carleton District School Board high school, a stormwater management pond and various park and open space blocks.

Summary of requested Zoning By-law amendment proposal

The property, 195 Huntmar Drive, is zoned Development Reserve (DR) with part of the property also subject to the Flood Plain Overlay. The part of 2499 Palladium Drive that is within this subdivision is zoned General Mixed-Use Zone, Subzone 22, Exception 2423 with a maximum height limit of 12 metres (GM22 [2423] H(12)).

The applicant is proposing to rezone the lands to:

- Residential Third Density Zone, Subzone YY, Exception 2317 (R3YY [2317]) for the single detached lots and townhome blocks.
- Residential Fourth Density Zone, Subzone Y (R4Y) for the medium density residential block.
- General Mixed Use Zone, Exception XXX3 and XXX4 (GM [XXX3] and [XXX4]) for the commercial blocks.
- Business Park Industrial Zone (IP) for the employment blocks.
- Parks and Open Spaces Zone (O1) for the park, stormwater management and Feedmill Creek watercourse blocks.
- Mixed-Use Centre Zone (MC) dual zoned with Parks and Open Spaces Zone (O1) for the school blocks.
- Maintaining the Flood Plain Overlay on a small part of the subdivision and to place a Holding Zone on the area to be lifted from the floodplain once the fill work is completed and accepted by the Mississippi Valley Conservation Authority.

Brief history of proposal

Through Official Plan Amendment No. 180, part of the site was changed from Enterprise Area to a mix of General Urban Area and Urban Employment Area. Subsequent to the amendment, a site-specific policy ([ACS2019-PIE-EDP-0006](#)) was also approved to permit the co-location of the district park and the Ottawa Carleton District School Board high school within the 195 Huntmar Drive subdivision.

The concurrent Plan of Subdivision application (D07-16-16-0011) associated within this Zoning By-law amendment was draft approved on January 7, 2020.

An associated Front-Ending application ([ACS2019-PIE-PS-0120](#)) for the design and construction of the Stittsville North South Arterial Road within the 195 Huntmar Drive subdivision, was approved by Council on December 11, 2019.

DISCUSSION

Public consultation

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

The statutory public meeting for the subdivision application was held on January 10, 2018 at the CARDELREC Recreation Centre, Hall A at 1500 Shea Road. The meeting was attended by the Ward Councillor, city staff, the developer's representatives and approximately 30 residents. Most of the comments received were related to traffic congestion, density of the proposed development and connections to the existing community.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation

The properties are designated General Urban Area, Urban Employment Area and Mixed-Use Centre pursuant to Schedule B of the Official Plan.

Other applicable policies and guidelines

The Kanata West Concept Plan was approved by City Council in 2002 and designates the area as Prestige Business Park west of the North South Arterial Road and Intensive Employment Area east of the North South Arterial Road. The Kanata West District Park was also planned to be located west of the North South Arterial Road. Since the completion of this Concept Plan, several major Official Plan amendments modified the City's parent Official Plan. Official Plan Amendments 150 and 180 included a comprehensive city-wide Employment Land Review that changed the Enterprise Area into Urban Employment Area and General Urban Area and allowed for the co-location of the future Ottawa-Carleton District School Board high school and the Kanata West District Park within the 195 Huntmar Drive subdivision. The new policies are in full force and effect and the subdivision design conforms to the updated policies.

Planning rationale

Under Section 3.6.1, the General Urban Area designation permits the development of a full range and choice of housing types in combination with conveniently located employment, retail and service uses. Within the proposed subdivision, the applicant is proposing a mix of different residential units from single-detached homes to low-rise apartment units. The proposed R3YY zoning permits single-detached, semi-detached and townhome dwellings and is a common subzone that is applied to new suburban communities throughout the city. The Exception 2317 is tailored for Mattamy Homes developments and have been previously applied to subdivisions within the Fernbank area. The associated performance standards produce a compact built form that fits well with the existing community, conforms to the Official Plan direction for higher density greenfield development and meets the Building Better Smarter Suburban Principles. The R4Y Zoning permits low-rise apartments limited to four storeys in height. The apartment block is located at the edge of the proposed residential area adjacent to the commercial blocks and allows for appropriate transitioning from the singles and towns to the commercial area while providing a full range of housing choices for the community.

With the General Urban Area, the applicant is also proposing the General Mixed Use zone for the commercial blocks. The community-servicing commercial uses will complement the proposed residential uses and are located at the edge of the planned residential community to mitigate any impacts associated with noise and traffic. The exception further permits an automobile dealership, gas bar and car wash as some additionally permitted uses which is allowed in several of the General Mixed Use subzones. To achieve compatibility with the adjacent planned residential homes, the exception limits the permitted height to 11 metres when buildings are located within 20 metres to a residential zone, as well as requires a minimum 50-metre separation for any proposed automobile-oriented uses such as drive-thru facility and gas bar from residential zones.

Under Section 3.6.5, the Urban Employment Area designation permits traditional industrial uses such as manufacturing, warehousing and distribution, along with uses that store most products outdoor, sale or service of goods or for vehicle sales and service. Within this area, the applicant is proposing Business Park Industrial Zone which can accommodate office type uses and low-impact light industrial uses. The Business Park Industrial Zone provides development standard that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.

Under Section 3.6.2, the Mixed-Use Centre designation occupy strategic locations on the Rapid Transit network and act as central nodes of activity within their surrounding communities and the city. The applicant is proposing to locate the future Ottawa Carleton District School Board high school and the City's Kanata West District Park in this location. This has been subject to extensive study and discussion with both the school board and the City's Park and Recreation Department. Both uses will draw attendees from the larger Kanata and Stittsville area and benefits from the proximity to the existing and future rapid transit stations on the east side of Huntmar Drive. The proposed zoning is a mix of Mixed-Use Centre Zone for the high school and Park and Open Space Zone for the district park. The Mixed-Use Centre Zone allows for a wide range of transit-supportive uses, including a school. The school blocks are also dual zoned with Park and Open Space Zone such that if the school board chooses not to purchase the land, the City would have the first right to purchase additional land to expand the Kanata West District Park to a minimum size of 11.1 gross hectares as per the Official Plan Policy.

Part of the subdivision adjacent to Feedmill Creek is currently subject to the Flood Plain Overlay. The applicant is proposing to raise the site to bring it outside of the floodplain. An application was made under Ontario Regulation 153/06 to the Mississippi Valley Conservation Authority to place fill within their regulated limit of Feedmill Creek and a permit for the work was granted by the Conservation Authority on March 17, 2020 under file number W20/042. A Holding Zone restricting housing construction is being proposed on the existing lands subject to the Flood Plain Overlay, only to be lifted once the fill work has been completed and accepted by the Conservation Authority. The wording for the holding zone has been reviewed and agreed to by the Conservation Authority.

Overall, staff have reviewed this proposal and have determined that it conforms to the policies within the City's Official Plan.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no anticipated rural implications.

COMMENTS BY THE WARD COUNCILLOR

Councillor Gower is aware of the Planning Committee report and has no concerns with the zoning for 195 Huntmar Drive.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations of this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

Stormwater from a portion of the area drains to Feedmill creek. The developer has agreed to front-end a portion of the Feedmill Creek restoration work outlined in the Feedmill Creek Stormwater Management (SWM) Criteria Study.

The SWM pond is adjacent to Feedmill Creek and will require a berm to keep flood waters out. The City will own and maintain the flood berm.

The developer will provide on-site low impact development (LID) controls to retain the entire volume (no runoff) from either a 5-millimetre or 10millimetre rainfall, depending on location. The exact details of the LID's are to be determined between City of Ottawa staff and the developer through the subdivision process.

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations.

ACCESSIBILITY IMPACTS

The proposed buildings will be required to meet the accessibility criteria contained within the Ontario Building

ENVIRONMENTAL IMPLICATIONS

As part of the project, the developer has agreed to front-end a portion of the Feedmill Creek restoration work outlined in the Feedmill Creek Stormwater Management Criteria Study. An area specific development charges by-law was approved by City Council on January 29, 2020. A separate front-ending report will be brought forward to Planning Committee and Council for the proposed works and to outline the payback arrangements.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-16-0055) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to complexity of the subdivision in various technical areas.

SUPPORTING DOCUMENTATION

Document 1	Zoning Maps
Document 2	Details of Recommended Zoning
Document 3	Consultation Details
Document 4	Approved Draft Plan of Subdivision

CONCLUSION

The Planning, Infrastructure and Economic Development Department recommends approval for the Zoning By-law amendment to permit the mixed-use subdivision. The proposed Zoning By-law amendment is consistent with the Provincial Policy Statement, conforms to the policy direction within the City's Official Plan and represents good planning.

DISPOSITION

Legislative Services, Office of the City Clerk to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Tax

Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

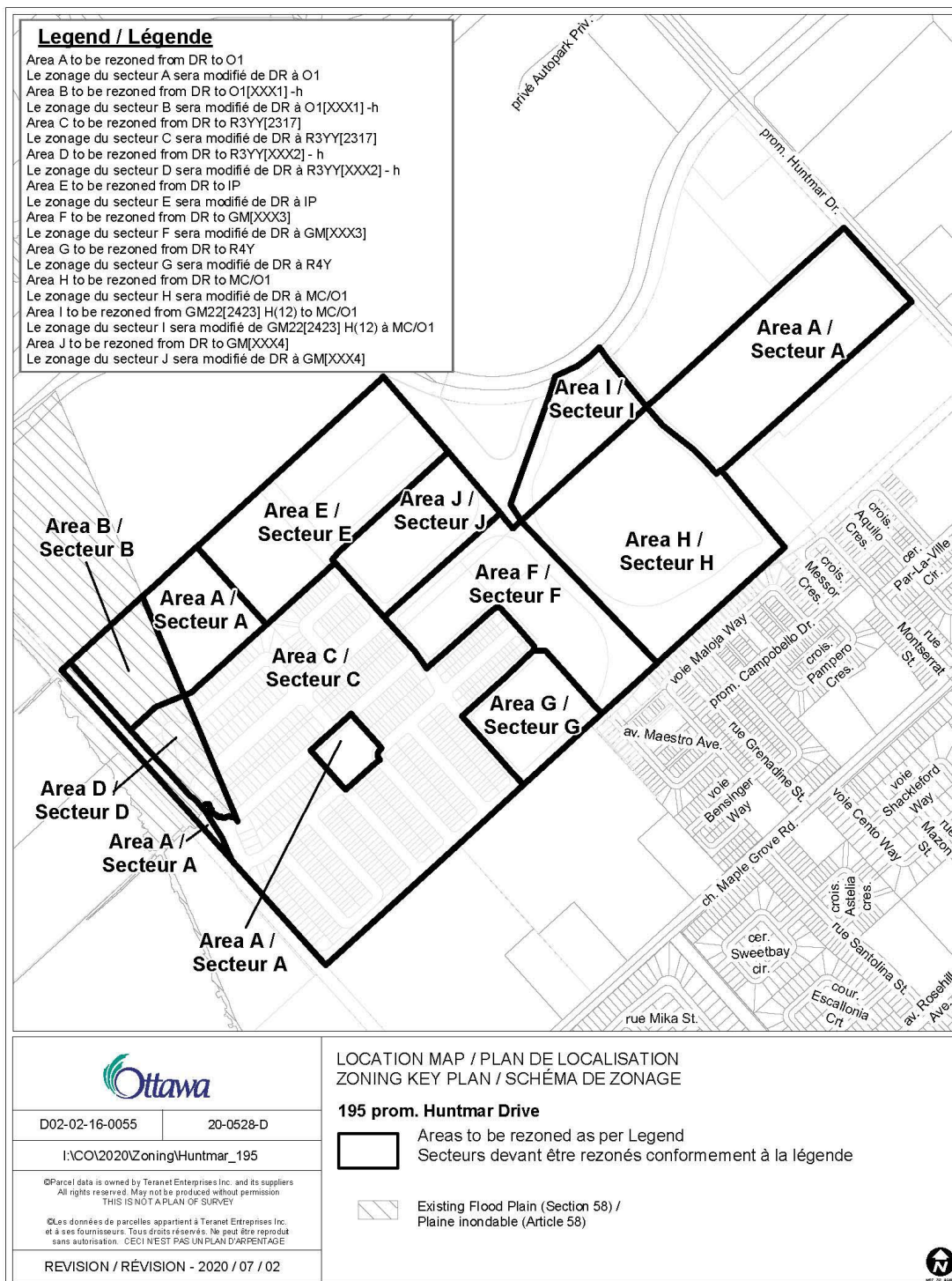
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

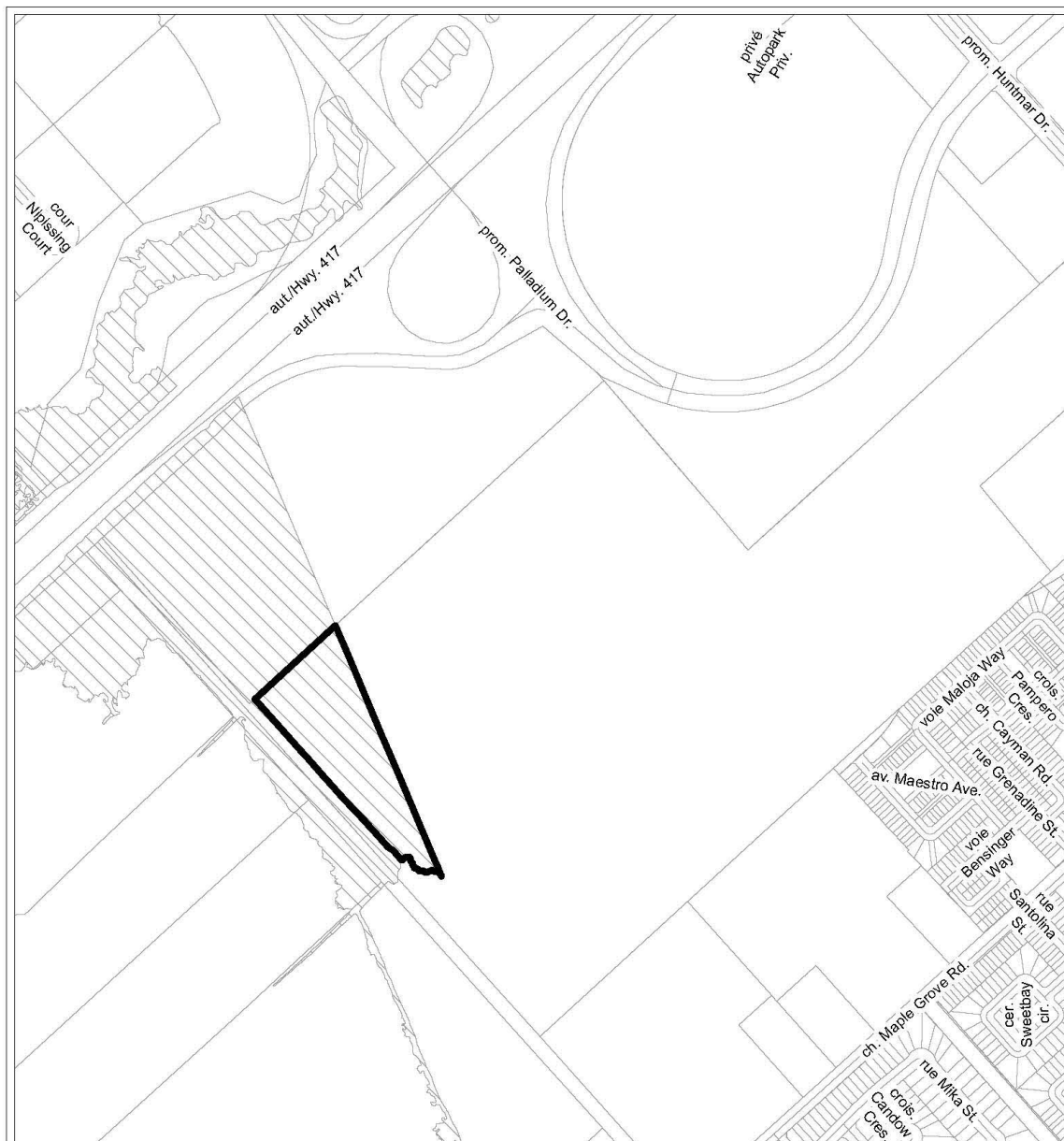
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.





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

Document 1 – Zoning Maps

For an interactive Zoning map of Ottawa visit geoOttawa.





		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-16-0055	20-0528-D	195 prom. Huntmar Drive	
I:\CO\2020\Zoning\Huntmar_195_V2			Area to be removed from Flood Plain Overlay Secteur à supprimer de la zone sous-jacente de plaine inondable
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>			Existing Flood Plain (Section 58) / Plaine inondable (Article 58)
<small>©Les données de parcelles appartient à Teranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>		REVISION / RÉVISION - 2020 / 06 / 26	
			

Document 2 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 195 Huntmar Drive and part of 2499 Palladium Drive.

1. Rezone the lands shown in Document 1 as follows:
 - a. In Area A, from DR to O1.
 - b. In Area B, from DR to O1 [XXX1] - h
 - c. In Area C, from DR to R3YY [2317]
 - d. In Area D, from DR to R3YY [XXX2] - h
 - e. In Area E, from DR to IP.
 - f. In Area F, from DR to GM [XXX3].
 - g. In Area G, from DR to R4Y.
 - h. In Area H, from DR to MC/O1.
 - i. In Area I, from GM22 [2423] H(12) to MC/O1.
 - j. In Area J, from DR to GM [XXX4]
2. Add a new Exception XXX1 to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text:
 - O1 [XXX1] – h
 - b. In Column V, add the text:
 - Removal of the -h symbol is conditional upon:
 - a. Filling of the property based on the Mississippi Valley Conservation Authority – Development, Interference with Wetlands and Alterations to Shorelines and Watercourses permit for File W20/042;
 - b. Provision of as-built survey demonstrating that the work has been completed; and

- c. Provision of final grading plans to the satisfaction of the Mississippi Valley Conservation Authority.
 - d. Updated floodplain mapping from the Mississippi Valley Conservation Authority for the area impacted by the filling.
3. Add a new Exception XXX2 to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text:
 - R3YY [XXX2] – h
 - b. In Column V, add the text:
 - Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.8 metres from the nearest edge of the sidewalk.
 - A chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project one metre into a required front, corner side or interior side yard but no closer than 0.2 metres to the lot line.
 - Balconies and porches may project to within zero metres of a corner lot line.
 - Despite Table 65 Row 6(b), the steps of a porch may project 2.5 metres into a required yard, but no closer than 0.5 metres to a lot line.
 - Despite Table 65, Row 6(a), a deck with a walking surface higher than 0.3 metres but no higher than 0.6 metres above adjacent grade may project to within 0.6 metres of a lot line, and any portion of a deck with a walking surface less than 0.30 metres above adjacent grade may project to within 0.3 metres of a lot line.
 - An air conditioning condenser unit may project one metre into a corner and interior side yard, and two metres into a rear yard, but no closer than 0.2 metres to a lot line, and may not be located in a front yard except in the case of a back-to-back townhouse dwelling.
 - Despite Section 57, the size of the required corner sight triangle will be as per the approved Plan of Subdivision.

- Zone requirements for detached dwellings:
 - a. minimum lot area: 220 square metres
 - b. minimum front yard setback: three metres
 - c. minimum front yard setback for an attached garage: 3.5 metres
 - d. minimum total interior side yard setback is 1.8 metres with a minimum of 0.6 metres on at least one side.
 - e. on a corner lot where there is only one interior side yard, the minimum required interior side yard setback is 0.6 metres
 - f. minimum corner side yard setback: 2.5 metres
 - g. maximum lot coverage: 55 per cent
- Zone requirements for semi-detached dwellings:
 - a. minimum lot area: 137 square metres
 - b. minimum lot width: 5.5 metres
 - c. minimum front yard setback: three metres
 - d. minimum interior side yard setback: 1.5 metres
 - e. minimum corner side yard setback: 2.5 metres
 - f. maximum building height: 14 metres
 - g. maximum lot coverage: 65 per cent
- Zone requirements for townhouse dwellings:
 - a. minimum lot area: 81 square metres
 - b. minimum lot width: 5.5 metres
 - c. minimum front yard setback: three metres
 - d. minimum interior side yard setback: 1.5 metres
 - e. minimum corner side yard setback: 2.5 metres

- f. maximum building height: 14 metres
- No construction of buildings is permitted prior to the removal of the -h symbol. Removal of the -h symbol is conditional upon:
 - a. Filling of the property based on the Mississippi Valley Conservation Authority – Development, Interference with Wetlands and Alterations to Shorelines and Watercourses permit for File W20/042;
 - b. Provision of as-built survey demonstrating that the work has been completed; and
 - c. Provision of final grading plans to the satisfaction of the Mississippi Valley Conservation Authority.
 - d. Updated floodplain mapping from the Mississippi Valley Conservation Authority for the area impacted by the filling.
- 4. Add a new Exception XXX3 to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text:
 - GM [XXX3]
 - b. In Column III, add the text:
 - Gas bar
 - Cash Wash
 - c. In Column V, add the text:
 - Maximum building height is 11 metres for any part of the building within 20 metres from a residential zone.
 - Drive-through facility, gas bar and car wash are not permitted within 50 metres from a residential zone.
- 5. Add a new Exception XXX4 to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text:

- GM [XXX4]
- b. In Column III, add the text:
- Automobile Dealership
- c. In Column V, add the text:
- Maximum building height is 11 metres for any part of the building within 20 metres from a residential zone.
 - Drive-through facility and automobile dealership are not permitted within 50 metres from a residential zone.
6. Update the floodplain overlay for 195 Huntmar in accordance with Document 1.

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. The statutory public meeting for the subdivision application was held on January 10, 2018 at the CARDELREC Recreation Centre, Hall A at 1500 Shea Road.

Public Comments and Responses

Comment 1: Huntmar Drive cannot handle the increase in additional traffic. The school and district park will drastically affect the traffic on this narrow road.

Response: There are currently no proposed access on Huntmar Drive. Both the high school and district park will have internal access from this subdivision. If the school board decides to proceed with the purchase and construction, it will be subject to a separate Site Plan Control application and Transportation Impact Assessment. Furthermore, both uses are close to the existing and future rapid transit stations on the east side of Huntmar which provides an alternative means of transportation from personal vehicles.

Comment 2: The proposed roundabout on Palladium Drive should be a traffic light.

Response: Based on the Roundabout Feasibility Analysis within the approved Transportation Impact Assessment submitted by CGH Transportation, a roundabout is concluded as the appropriate intersection control measure for this location. During the Road Modification Approval process, additional analysis and detail design will be reviewed by transportation staff to determine the final configuration.

Comment 3: Huntmar Drive should be widened.

Response: Huntmar Drive widening is not a part of this proposal. The City is aware of the issue and the widening is included in the City's Transportation Master Plan.

Comment 4: The baseball diamond needs to be re-positioned so that if a home run is hit, the ball will not go out into Huntmar Drive. What facilities are planned for the district park?

Response: The proposed design of the district park is at a conceptual stage. A detail facility fit plan will be completed prior to construction.

Comment 5: I did not see an Environmental Assessment Report regarding this plot of land.

Response: An Environmental Impact Statement and Tree Conservation Report was submitted and reviewed by the City's environmental staff.

Comment 6: The new North South Arterial directs significant traffic behind many North Fairwind homes. This will have an impact on privacy and liveability for nearby residents by subjecting them to vehicle traffic noise and headlight glare.

Response: This section of the North South Arterial is not being constructed at this time. At the development of the Fairwind subdivision, a noise study was conducted and would have considered the impact the noise from the future North South Arterial. At the time of the road construction, another noise study may be completed again for further analysis. Furthermore, initial road connections to the Fairwind North Community has been revised to pedestrian and cyclist only to help address this concern.

Comment 7: Ensure lights from car dealership do not disrupt neighbouring residents.

Response: Any new car dealership will be subject to a Site Plan Control application and will be required to produce a sight lighting plan to ensure that there is no light spillage.

Comment 8: Will there be pedestrian routes from Fairwinds to the high school and district park?

Response: Sidewalks and multi-use pathway or off-street cycling tracks are planned along the collector and arterial roads, as well as any local roads that are leading to a destination (e.g. park, commercial area, etc).

Comment 9: What commercial facilities are planned for the commercial zone?

Response: This is not known currently. The Zoning By-law amendment outlines a list of permitted uses and it will be up to the developer in securing the tenants and constructing the development.

Comment 10: Oppose to the high-density homes.

Response: The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Following the public meeting, the proposal was revised to include more single detached and town home products. The low-rise apartment and back-to-

back townhome blocks have also been strategically located beside future commercial blocks to provide an appropriate transition to other lower density homes.

Comment 11: I don't believe more car dealerships are necessary.

Response: The automobile dealership is a permitted use within the City's Urban Employment Area. The Zoning By-law amendment will permit a list of various office uses on the lands so that there are opportunities to include other uses beyond just the car dealerships.

Comment 12: The Capital Sports Properties Inc. is concerned about the proposed road alignment and roundabout along Palladium Drive and its potential impact to the Canadian Tire Centre special event traffic.

Response: Staff have met with the representative of Capital Sports Properties Inc. on multiple occasions and reviewed the Canadian Tire Centre Traffic Operations Report proposed by their traffic consultant dated August 2019. The recommendations from report has been included in the high-level front-ending application cost estimate for the construction of the North South Arterial Road within the 195 Huntmar Drive subdivision. During the Road Modification Approval process, the detail design of the road geometry will be conducted and reviewed by City staff. The Capital Sports Properties Inc. will be included in this process to help address any outstanding concerns.

Document 4 – Approved Draft Plan of Subdivision

