

**DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW, WEST,
PLANNING, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT
DEPARTMENT**

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| Site Location: | 195 Huntmar Drive and Part of 2499 Palladium Drive |
| File No.: | D07-16-16-0011 |
| Date of Application: | July 22, 2016 |

This application submitted by Peter Hume on behalf of 2325483 Ontario Ltd. is recommended for DRAFT APPROVAL, subject to the following Standard and Special Conditions, as attached.

December 16, 2019

Date



Derrick Moodie
Manager, Development Review
Planning, Infrastructure and Economic
Development Department

Attach(s):

1. Conditions of Draft Approval
2. Draft Plan of Subdivision



DRAFT PLAN OF SERVICED SUBDIVISION APPLICATION SUPPORTING INFORMATION

SITE LOCATION

The subject site is municipally known as 195 Huntmar Drive and part of 2499 Palladium Drive and is located within the City's Kanata West Concept Plan. The property is located west of Huntmar Drive and south of Highway 417. The site is surrounded by Huntmar Drive to the east, Ministry of Transportation land and the Palladium Auto Park to the north, existing and future low-rise residential homes to the south and vacant lands to the east and west. The site is 54 hectares in size and is currently vacant. Feedmill creek flows along the western edge of the property.

SYNOPSIS OF APPLICATION

Proposal

The applicant is proposing 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 Wets District Park, a future Ottawa-Carleton District School Board high school, a stormwater management pond and various open space and servicing blocks.

Transportation

Access to the subdivision are proposed from Palladium Drive. The Stittsville North South Arterial Road, also known as Robert Grant Avenue, is proposed to bisect the subdivision based on the Kanata West Concept Plan and as identified on the City's Official Plan and Transportation Master Plan. To provide access to this subdivision, the developer will be required to front-end a portion of the North South Arterial Road between the realigned Palladium Drive to the first proposed roundabout within its subdivision, which is to be located roughly 400 metres south of the Palladium highway interchange. Council approved the front-ending report on December 11, 2019. Compared to the Kanata West Concept Plan, the roundabout has been shifted approximately 150 metres to the south at the request of the Ministry of Transportation. This is to provide adequate separation distance from the highway interchange. The North South Arterial is then proposed to continue south until it reaches the second roundabout at the southerly border of this proposed subdivision and from there continuing east to Huntmar and beyond. This portion will not be built as part of this development and it will be constructed later by either the City or through



a separate front-ending agreement. Following draft approval, the developer will be required to undertake the road modification approval process for the North South Arterial. If the alignment of the right-of-way is required to shift as a result of the functional design, the developer has committed to modifying the right-of-way location or size prior to registration.

In addition to the North South Arterial, the subdivision is serviced through two collector roads (Street No. 1 and Street No. 2) and 12 local streets. Street No. 2 is part of the Stittsville Main Street extension identified in the Kanata West Concept Plan. The developer is responsible for the northerly half of the street located within its subdivision. The other half is located on the 1981 and 1919 Maple Grove subdivision. To ensure that this street is completed, securities will be collected for the portion of road located on each of the proposed subdivision and will only be released when the full construction has been completed. Between Maple Grove Road and the 195 Huntmar subdivision, there is a portion of the Stittsville Main Street extension that is located within the City's right-of-way. This portion of the road is to be funded through development charges and the developer has agreed to front-end this section as part of the last phase of development if a payback period of three years or less can be established before year-end 2025.

East of the future Ottawa Carleton District School Board high school, block 264 is proposed to be a continuation of Street No. 16 and connects to Palladium Drive to the north. The reason that block 264 is not proposed as a street within the draft plan of subdivision is that if the school choose not to proceed with the purchase of this land for the purpose of a high school, the City is looking to purchase approximately half of the area to be included as part of the future Kanata West District Park. Further detail can be found in the park section below. At the onset of the subdivision application, there was discussion on connecting Street No. 2 to the existing Fairwinds North subdivision to the south. However, due to concerns from existing residents, the connection was modified to pedestrian and cyclist only and will only be constructed when the North South Arterial is being extended to the adjacent roundabout and beyond, which is not part of the scope of the subdivision project at this time. Sidewalks are also provided throughout the subdivision, along with off-street cycle tracks or multi-use pathways along the collector and arterial roads.

Servicing

The Functional Servicing Study (FSR) provides details on the planned on-site and off-site municipal services for the subject lands, including any deviation from the Kanata West Master Servicing Study. The FSR proposes alternative alignments for trunk sewer and watermain infrastructure compared to the Kanata West Master Servicing Study. Sanitary flows from the lands are proposed to be conveyed in a new wastewater trunk sewer along Huntmar Drive to the existing Maple Grove Road Trunk Sewer and Kanata West Pump Station. A new stormwater management pond, Pond 7 is also being proposed within the 195 Huntmar subdivision. Pond 7 is designed to outlet to Feedmill Creek via an outlet pipe and new ditch within lands



owner by the Ministry of Transportation, through an existing culvert under Highway 417. The developer will be responsible for the cost of this stormwater pond along with its portion of the Feedmill Creek restoration work as outlined in the section below. The remaining lands, including the North South Arterial Road and the lands east of the arterial road are to drain to Pond 4 as per the Master Servicing Study.

Feedmill Creek Restoration

An update to the Carp River model in 2016 identified that significant increases in peak flow and water levels would occur on Feedmill Creek, a tributary to the river, if future development were to apply the previously accepted Stormwater Management (SWM) criteria established in the Kanata West Master Servicing Study. This servicing study did not consider all future development within the Feedmill Creek subwatershed that is projected to take place outside the Kanata West area. As a result, the City of Ottawa retained JF Sabourin and Associates Inc. to review flood and erosion control criteria considering the projected build-out development condition within the subwatershed. The study recommended an optimal combination of SWM criteria and in-stream rehabilitation measures that would best mitigate the impacts of future development on stream function, peak flows and flood levels.

The recommended in-stream works includes a combination of the following measures: creek re-alignment, rock vanes/weirs to stabilize the creek, re-grading to construct habitat, channel re-shaping, debris removal, bend protection/reinforcement, re-planting, riprap enhancement in culvert, repair of existing structures, bed stabilization, and culvert removal.

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 is currently scheduled for Planning Committee on December 12, 2019 and the subsequent City Council meeting. If approved, a front-ending agreement will need to be entered into for the proposed works and to outline the payback arrangements.

In addition, part of the subdivision is currently within the spill area of the Feedmill Creek regulatory flood plain. A permit is required from the Mississippi Valley Conservation Authority (MVCA) to raise the subdivision above the 1:100 year floodplain. Furthermore, the applicant is proposing a planting strip along the east shore of Feedmill Creek as well as 825 square metres of amphibian habitat as compensation for the removal of headwater drainage features from this subdivision. Block 253 and 266 are configured to facilitate the amphibian habitat and to provide the appropriate setback from Feedmill Creek.

Kanata West District Park

The future Kanata West District Park is located within the 195 Huntmar Drive subdivision. The location and orientation of the park has been modified since the



original application. The final park size is proposed to be 5.85 hectares and is located abutting Huntmar Drive, east of the future Ottawa Carleton District School Board high school. The proposed size is a reduction from the original requirement of the Kanata West Concept Plan and is contingent on the co-locating of the district park with the high school site. The Official Plan policy, Section 3.6.1 policy 18, indicate that should the co-location fail to materialize, then a district park of the original identified size, being 11.1 gross hectares, will be provided. During the zoning by-law amendment stage, the high school site will be dual zoned to allow for the expansion of the district park if the school does not choose to proceed with its purchase.

The proposed plan for the development of this area has been evaluated and changes to the park location and size have been agreed to. The co-location of the park with the high school has many advantages over the former conceptual location. The new location is more central to the Kanata West community. Co-location also allows the park size to be reduced, thereby reducing the City's overall costs in land acquisition. Co-location also promises to improve the park's functionality by sharing uses, such as parking lots and playing fields, with the high school. This solution also achieves the objectives of the City's Building Better and Smarter Suburbs initiative by co-locating schools and parks, promoting infrastructure sharing and land efficiency, and promoting active transportation and safety.

DISCUSSION AND ANALYSIS

It is recommended that the application be approved subject to the applicant satisfying the conditions documented in the attached list of conditions for draft approval.

The subject application has been examined pursuant to the provisions of the Provincial Policy Statement, the City of Ottawa Official Plan, and the Kanata West Concept Plan.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014

Official Plan

Pursuant to Schedule B of the Official Plan, the site is designated General Urban Area, Urban Employment Area and Mixed Use Centre.

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. Building height in the General Urban Area will be predominantly low-rise, with the changes in building form, height and density evaluated based on compatibility with the existing context and the planned function



of the area. Within the proposed subdivision, the applicant is proposing a mix of different residential units, including 155 single-detached dwellings, 352 townhomes, 64 back-to-back units and 143 apartment units. All the proposed homes are low-rise in height and fits well with the existing residential homes to the south and the planned context of the area. In addition, the applicant is proposing four commercial blocks within the area. The three blocks surrounding the planned residential homes (block 256, 257 and 258) are proposed to be service or retail type uses and the one furthest away to the north is planned to be an automobile dealership (block 259). The community-servicing commercial uses will complement the proposed residential uses and are strategically located at the edge of the planned residential community to mitigate any impacts associated with noise and traffic.

Under Section 3.6.5, the Urban Employment Area designation permit traditional industrial uses such as manufacturing, warehousing and distribution, along with uses that store most products outdoor and require large land area devoted to external storage, sale or service of goods or for vehicle sales and service. Within this area, the applicant is proposing an employment block (block 261) and two commercial blocks (block 260 and 259) for future automobile dealerships. The automobile dealerships are proposed to be separated from the residential area through two collector roads (Street No. 1 and Street No. 3) to provide the appropriate buffer. Also located in the Urban Employment Area designation is the proposed stormwater management pond. Part of the rationale for locating the stormwater management pond in the Urban Employment Area is due to its proximity to the quarry operation at the north side of the highway. Based on the Official Plan, sensitive land uses are not permitted within the 500 metres area of influence from the quarry.

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 as a whole. 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 which can be found earlier in this report. Both uses draws attendees from the larger Kanata and Stittsville area and benefits from the close proximity to the future LRT stations on the east side of Huntmar.

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

Kanata West Concept Plan

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 plan, several major Official Plan



Amendments modified the City of Ottawa parent Official Plan including Official Plan Amendment 150 and 180 that 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 and the Kanata West District Park within the 195 Huntmar subdivision. The new policies are now in full force and effect and the subdivision design conforms to the updated policies as explained in the previous section. Staff have also reviewed the remainder of the Kanata West Concept Plan and determined that the proposal meets the general intent and direction of the plan.

The conditions of approval are supported by the applicant and the Ward Councillor.

The proposed development does not require an expenditure of municipal funds over and above those funds recovered by development charges or for which an allocation has been made in a Council approved budget.

CONSULTATION DETAILS

Councillor Glen Gower has concurred with the proposed conditions of Draft Approval.

Public Comments

This application was subject to the Public Notification and Consultation Policy. The statutory public meeting was held on January 10, 2018 at CARDELREC Recreation Centre, Hall A at 1500 Shea Road.

Summary of Comments

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 no proposed access on Huntmar Drive currently. 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 a transportation impact assessment.

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 following the subdivision



draft approval, 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 will outline 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 proposal has been revised to include more single detached and town home products.

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. Following draft approval, a Road Modification Approval will be submitted by the proponent where 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.

APPLICATION PROCESS TIMELINE STATUS

This Plan of Subdivision application was not processed by the "On Time Decision Date" established for the processing of an application that has Manager Delegated Authority due to the complexity of the application in the areas of transportation, infrastructure servicing and planning policies.

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