

**1. PUBLIC MEETING TO CONSIDER
DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 9 - KANATA WEST BUSINESS PARK**

COMMITTEE RECOMMENDATION AS AMENDED

1. That, having held a public meeting, Council enact a bylaw to adopt draft Regional Official Plan Amendment 9 to the 1997 Regional Official Plan, attached as Annex A to this report, as amended by the following:
 - a) That policy 4.4.6 c) be amended to add “and that transportation studies required to support development applications include the transportation impact on existing roads and communities and propose measures to mitigate those impacts.”
 - b) That policy 4.4.6 d) be amended by replacing “Golf courses are not permitted within the area” with “Golf courses should be discouraged within the area”
 - c) That policy 4.4.7 be changed to read “The costs of infrastructure required to support development in the Kanata West Business Park (exclusive of infrastructure on Table 6 of the Plan) will be funded primarily by the development through such means as the Municipal Act Section 221, a special area development charge levied within the area or by other means exclusive of property tax. The contribution to these costs by the Palladium Auto Park development shall take into account the nature of the uses permitted on these lands by Policy 10.3.3.2, and the contributions already made, or agreed to, for the servicing of these lands. This policy shall not apply to development approved for the Corel Centre in Policy 3.5.2.10.”
 - d) That the Schedules of ROPA 9 be changed to include the land between Maple Grove Road and Hazeldean Road and between the existing urban boundary on the east and the urban boundary of the Village of Stittsville on the west, with the appropriate buffers established between residential and employment areas, during concept planning.
 - e) That policy 4.4.8 a) of ROPA 9 be amended to replace “21,000 to 24,000 jobs” with “31,000 to 36,000 jobs”

- f) That a new policy 4.4.9 be added to ROPA 9, as follows: That the Concept Plan identified in Policy 4.4.8 above, shall be prepared and financed by area landowners, for approval by Regional Council or the new City of Ottawa Council, or its designate, under the guidance and review of municipal staff and in consultation with other interested parties and the public. The Concept Plan shall include the means by which the cost of infrastructure required to support development in the benefiting area can be funded and apportioned among the landowners.
- g) That a new policy 4.4.10 be added to ROPA 9, as follows: That a study be undertaken to assess the housing demand and required residential land supply resulting from the employment numbers generated by the expanding West Urban Area and, specifically, the Kanata West Business Park. The study shall review the appropriate balance of jobs to households and shall identify the locations where required residential land can best be accommodated in close proximity to the expanding employment area, in a manner consistent with the policies of the Region's Official Plan.
- h) That it be confirmed in ROPA 9 that zoning is the primary implementation vehicle once the Concept Plan is approved.
- 2. That staff be directed to consider the following recommendations in the development of the Concept Plan:

 - a) If necessary roads and transit facilities are not in place to accommodate the traffic generated by this development, to the satisfaction of Council, subdivision and siteplan approval will be withheld.
 - b) increasing the upper threshold of the employment target in the Concept Plan to 26,000 jobs to enable possible development within the lands adjacent to the Limestone Resource area on the western boundary.
 - c) requiring the Concept Plan to preserve the opportunity to maintain a prominent gateway feature on the westernmost limits of the Huntmar Road/#417 interchange.
 - d) revising the road pattern to add Huntmar Road and Richardson Road widenings at the north end of the KWBP. Also identify roads south of the Palladium/Huntmar as conceptual to enable further consideration of an appropriate urban buffer and practical road pattern, to be implemented through the Concept Plan.

e) identifying new recreational pathways as conceptual until further consideration can be given to appropriate locations and local links, to be implemented through the Concept Plan.

DOCUMENTATION

1. Planning and Development Approvals Commissioner's report dated 30 Aug 2000 is immediately attached (*Schedules 1 - 6 and Annex B are held on file with the Regional Clerk*).
2. An Extract of Draft Minute, 12 Sept 2000, immediately follows the report and includes a record of the vote.
3. *The following presentations, submissions and/or public correspondences were made at or submitted for the 12 Sept 2000 P&EC meeting and are held on file with the Regional Clerk:*
 - a) *Presentation by B. Stevenson: "Rezoning of Farmland a Costly Mistake"*
 - b) *Presentation by D. McNicoll*
 - c) *Comments submitted at meeting by G. Taylor, Royal LePage Commercial Inc.*
 - d) *Submission from M. O'Rourke dated 12 Sept 00*
 - e) *Correspondence from C. Leeder, Terrace Corp., dated 12 Sept 00*
 - f) *Comments submitted at meeting by A. & B. Bullen*
 - g) *Submission from M. Walters, Canadian Waste Services Inc.*
 - h) *Comments submitted at meeting by I. Peprah*
 - i) *Comments submitted at meeting by K. McCrann, Emparrado Corp.*
 - j) *Submission from G. Bird on behalf of Brookfield Homes Ltd. and Del Corp., dated 08 Sept 00*
 - k) *Suggested Modifications to ROPA 9, submitted by the City of Kanata*
 - l) *Correspondence from W. Holzman, Holzman Consultants Inc., dated 29 Aug 00*
 - m) *Correspondence from D. Trus dated 12 Sept 00*
 - n) *Submission from Township of Goulbourn dated 12 Sept 00*
 - o) *Submission by B. Black et. al., Re: Kanata West Business Park Land Inclusion*
 - p) *Comments submitted by M. Woodley, Environmental Health Advisory Group, dated 11 Sept 00*
 - q) *E-mailed correspondence from D. Gladstone, City Centre Coalition, dated 10 Sept 00*
 - r) *E-mailed correspondence from L. Hoad, Federation of Citizens' Associations of Ottawa-Carleton, dated 11 Sept 00*
 - s) *E-mailed correspondence from D. Richards dated 5 Sept 00*
 - t) *E-mailed correspondence from F. Perel dated 03 Sept 00*
 - u) *Submission by W. Hordichuk dated 12 Sept 00*

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

File/ Réf.	43-99-0125
DATE	30 August 2000
TO/ DEST.	Co-ordinator Planning and Environment Committee
FROM/ EXP.	Planning and Development Approvals Commissioner
SUBJECT/ OBJET	PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 9 ~ KANATA WEST BUSINESS PARK

DEPARTMENTAL RECOMMENDATION

That, subject to the public meeting, Planning and Environment Committee recommend that Council enact a bylaw to adopt draft Regional Official Plan Amendment 9 to the 1997 Regional Official Plan, attached as Annex A to this report.

SUMMARY

Amendment 9 - the Kanata West Business Park proposes the addition of 555 gross ha of land to the urban area of Ottawa-Carleton to accommodate future growth in the high tech industry. The proposed expansion area, west of the present boundary of Kanata, includes approximately 209 ha of Agriculture Resource land while the balance is designated as General Rural in the Region's Official Plan (1997). The area includes the Corel Centre, a National Hockey League arena, and land previously approved for a 40-hectare automall. A total of 330 new net hectares would be available for development. The proposed amendment sets directions for development of a prestige business park in the area and requires Council approval of a concept plan to guide subdivision and zoning.

PURPOSE OF REPORT

In February, 2000, Regional Council asked staff to prepare an Official Plan amendment for the Corel Centre area for consideration by Planning and Environment Committee in September, 2000 and address the following issues:

- boundaries of the expansion area consistent with justification of the need for additional land;
- land uses;

- the timing, cost and funding arrangements for infrastructure, including offsite infrastructure such as Terry Fox Drive;
- implications for the capital budget and development charges;
- opportunity for public comment;
- analysis of development of a business park south of Maple Grove; and
- the environmental impacts of such development.

Regional Council also asked whether the addition of land at the Corel Centre would lead to a deferral of infrastructure in other parts of the Region which may not be required as quickly and to consider alternate forms of infrastructure funding.

BACKGROUND

Regional Council requested an amendment in the Corel Centre area after it received a report on whether the Corel Centre and Highway 417 interchange at Palladium Drive created an economic opportunity which could be further developed. The report, *Economic Study of the Corel Centre Area* by Malone Given Parsons, recommended development of a prestige business park north of Highway 417 within the next 5 to 10 years and an entertainment, sport and leisure area to the south. Land between Maple Grove and Hazeldean was proposed for longer-term development for general employment, after the high tech park was established.

The report was prepared in response to policy 4.1.2.17 in the Regional Official Plan (1997), which set broad directions for the study. The policy was strongly supported by area municipalities and owners of land in the area, which has been the subject of planning applications since the early 1980s. In 1989, Terrace Investments applied to amend the Official Plan designation of 243 ha (600 acres) of land from Agriculture Resource to urban area to permit construction of a National Hockey League arena and other uses. Regional Council separated the application for the Palladium arena from the larger application and, at the same time, initiated a planning study of 2835 ha (7000 acres) generally between Richardson Side Road and Fernbank Road.

Council adoption of the Palladium amendment was appealed to the Ontario Municipal Board by the Ontario Ministry of Agriculture and Food and other parties. In its 1991 decision, the Board approved the Palladium, subject to conditions which included:

- that the Highway 417 interchange and other transportation and servicing infrastructure be provided at the expense of the proponent;
- that Terrace withdraw applications for its other land in the area and, along with the Region, withdraw from the larger urban expansion study; and
- that the Regional Engineer certify that piped services would only be sized to service the facility defined in the Board's decision.

The Board's intent was to ensure that no further development occurred on Agriculture Resource land in the vicinity the Corel Centre. However, a review of Agriculture Resource land for the 1997 Regional Official Plan led to a change in designation of land adjacent to the Corel Centre and highway

interchange ramps to General Rural from Agriculture Resource largely because of the introduction of non-agriculture uses. As well, a new system of evaluating agricultural land—the LEAR system—was introduced. At the public meeting on the 1997 Regional Official Plan, Council also considered six applications for urban expansions between Highway 417 and Fernbank Road and a seventh was withdrawn at the meeting. Only a portion of one application was approved, to provide a site for a high school and recreation facility in Stittsville. Subsequently, the designation of two parcels south of Hazeldean Road was appealed to the Ontario Municipal Board.

At the public meeting on the 1997 Regional Official Plan, Regional Council also requested the report on economic opportunities around the Corel Centre.

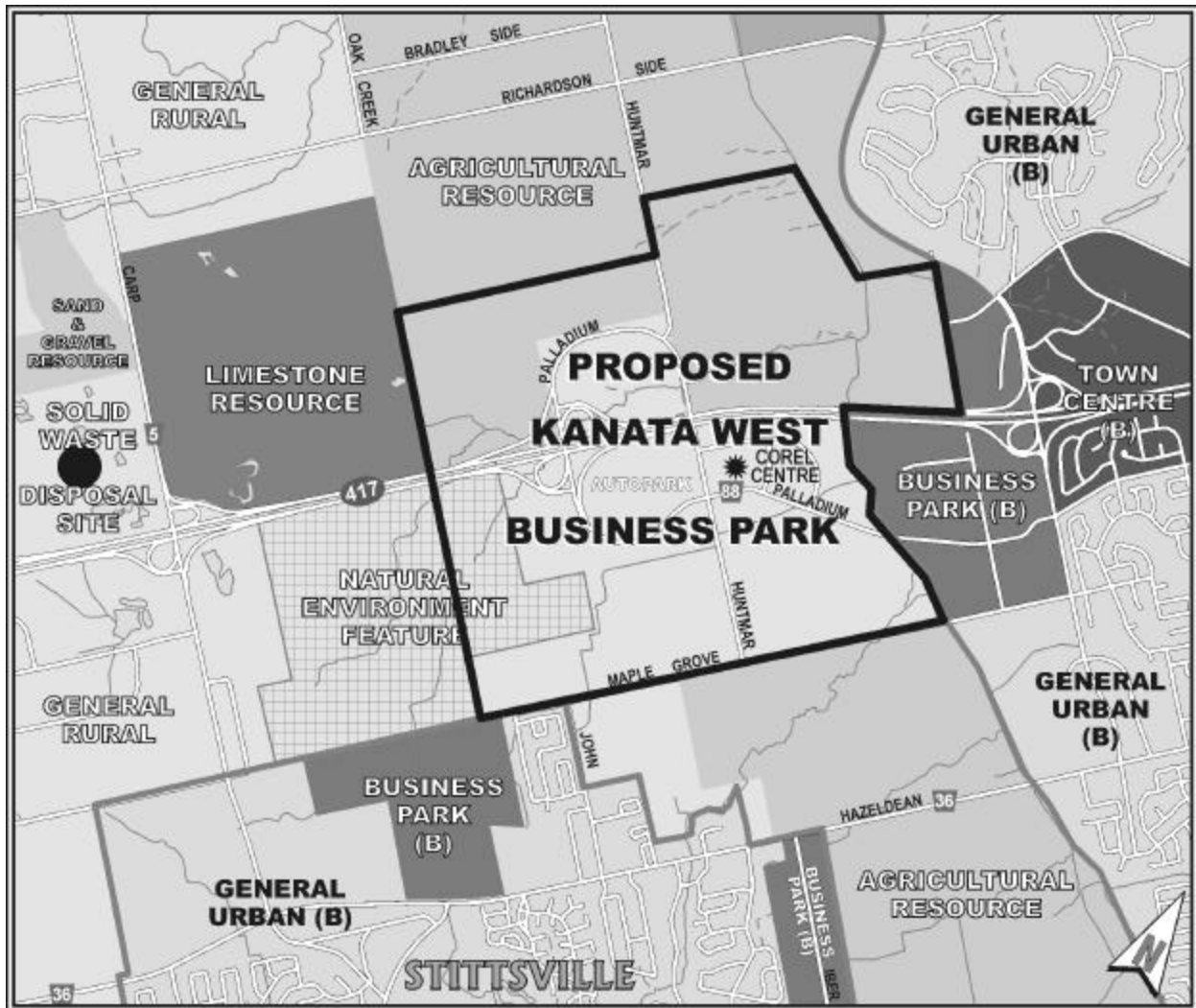
THE PROPOSED AMENDMENT

Amendment 9 proposes to change the designation of 555 gross ha of land to Business Park in the urban area, from Agriculture Resource and General Rural in the rural area. The amendment also provides policy direction towards development of a prestige business park suitable to the needs of the high tech industry. The land will accommodate an estimated 21,000 jobs when fully developed. However, the amendment requires a change in designation of approximately 209 ha (516 acres) of Agriculture Resource and a portion of an Environmental Feature. Costs of Regional infrastructure within the expansion area are estimated at about \$39.5 million.

The subject lands, shown on the location map on the next page, are immediately west of the Carp River and the urban boundary of Kanata. They are bounded to the north by Agriculture Resource land and to the south by Agriculture Resource and General Rural land. Land to the southwest is a treed area designated as an Environmental Feature in the Region's Official Plan. A limestone quarry marks the northwest boundary.

Other development, in addition to the Corel Centre and interchange, include municipal works yards owned by the City of Kanata and the Region of Ottawa-Carleton and a few farm dwellings and country lot estates. An Official Plan Amendment permitting development of an autopark, offices, restaurants and a farmers' market was adopted by Regional Council in March, 2000 and was appealed to the Ontario Municipal Board. The appellants are seeking a contribution from the Palladium Autopark towards the cost of sewer services. Once in effect, the policies approved by Regional Council for the autopark will remain in place to guide development, as will those in policy 3.5.2.10 regarding development at the Corel Centre.

The proposed expansion is supported by a justification of the need for the land, in keeping with the Region's Official Plan. With respect to proposed official plan amendments, policy 1.6.10 requires Council to consider whether there is a need to add new land to the areas already designated for the proposed use. Council is also to consider the effect of the proposed amendment on the achievement of Council's goals, as expressed in the Plan, and the effect of the proposed change on the need for Regional services. The *Provincial Policy Statement* sets similar requirements for the designation of new urban land and sets more stringent tests for a change in the designation of Agriculture Resource land, as will be discussed below.



Justification of Need

The Kanata West Business Park is proposed in order to support the ongoing employment growth in the high tech industry in Ottawa-Carleton. Growth in high tech employment averaged about 6500 jobs annually between 1996 and 1999, with the greatest increase occurring in 1999, when an estimated 9000 new jobs were created.

These new jobs have been widely distributed throughout the region. An estimated two-thirds of the new high tech jobs between 1995 and 1999 were located inside the Greenbelt, with most of the remainder in the urban centres outside the Greenbelt. The greatest increases of new jobs were in the Central and Inner Area (approximately 5100 jobs), Kanata (approximately 5300 new jobs) and South Nepean (approximately 3500 new jobs). A greater share of growth will likely occur in the urban centres in 2000 and 2001, as discussed below.

About two-thirds of high tech employment overall in Ottawa-Carleton was located in designated Business Parks in 1996, compared with about 20% of total employment. Other locations for employment include Town Centres and Primary Employment Centres, the Central Area, and General Urban Areas along major roads.

If high tech employment continues to grow at the high rates experienced in 1999 and 2000, an estimated 200 to 250 net ha of business park land will be required in the northwest area of Ottawa-Carleton to accommodate that growth. According to the study, *Corel Centre Lands: Justification of Need*, by the Corporate Research Group, other areas would also experience a shortfall but none as great as the area west of Woodroffe Avenue and north of Hunt Club Road. This area currently has the largest concentration of high tech employment in the region; discussions with industry representatives found that while no single area of the region is preferred above others, expansion plans are guided by a desire to be close to current operations, wherever they may be. With the greatest concentration of employment in the northwest, it follows that much of the future demand will be located there.

The estimated shortfalls in employment land assume job growth continues at an ambitious 6.5% annually through the forecast period, with increases of 8500 jobs annually between 2001 and 2011. It also assumes about two-thirds of high tech employment will continue to locate on business park land and that, over time, the high tech industry will expand more to the south and east than at present. Addition of urban land is proposed solely to meet the employment needs of the high tech industry; sufficient land is available in the region to accommodate other employment needs.

Analysis of developments announced by the high tech industry confirms key assumptions used in the forecast and points to an unprecedented level of consumption of business park land in Kanata in 2000 and 2001. Analysis by the Corporate Research Group of 69 announcements of new developments or expansions reported in the media since 1996 found about half the new growth was expected to occur on vacant business park land. The balance occurred through intensification of development on existing sites, conversions, and on other types of land.

The announcements also provide a short-term update of the Region's business park inventory. Whereas Kanata had a total vacant supply of 285 ha in mid-1999, the announced developments entail consumption of about 70 ha from that point to the end of 2001. This level of consumption could average 45 ha annually if an additional allowance is made for business park land consumption by other users. This level far exceeds the average of 15 ha consumed annually in Kanata between 1995 and 1999. If consumption remains at a very high rate, Kanata has about a six-year supply of vacant land remaining. Addition of 330 net ha through Amendment 9 (and another 38 ha net in the Kanata North Urban Expansion area) would bring the total vacant supply of business park land in Kanata and the adjacent area of West Carleton to 545 ha—about a 15-year supply.

Justification of Use of Agriculture Land

The *Provincial Policy Statement* and the Region's Official Plan require that the urban area be expanded only when the existing designated areas are not sufficient to accommodate the growth

projected for the municipality. Provided this requirement is met, the *Provincial Policy Statement* indicates that expansions onto prime agriculture areas are permitted only where:

- there are no reasonable alternatives which avoid prime agricultural areas; and
- there are no reasonable alternatives with lower priority agriculture lands in the prime agriculture area.

The issue of the need for more employment land was addressed in the Corporate Research Group study described above. This study showed a need for land in the northwestern sector of the region, west of Woodroffe and north of Hunt Club. The study also found the industry favoured locations on the Queensway. Given the locational advantages of land at the Palladium Drive interchange compared with any other potential areas, no other locations in this sector were considered.

An alternative which avoided prime agriculture land in this area was considered in the initial analysis. This option located almost all development south of Highway 417. Analysis of this option showed it carried several drawbacks: higher infrastructure costs, potential loss of an environmental feature, less effective use of the interchange, and less potential for prestige development because of proximity to a quarry and sanitary landfill.

Within the expansion area, are there reasonable alternatives with lower priority agriculture lands in the prime agriculture area? The prime agriculture lands included in the expansion area occupy almost all the expansion area north of Highway 417. An assessment of the agriculture resource by CH2M Gore & Storrie Limited in association with DBH Soil Services Inc. found that agriculture lands in the expansion area have a lower agriculture value than the other prime agriculture area further to the north. They are comparable in quality to the prime agriculture lands between Maple Grove and Hazeldean, which are not included in the expansion area. Thus, there are no reasonable alternatives with lower priority agriculture lands in the prime agriculture areas.

While the proposed expansion meets the test of the *Provincial Policy Statement*, it nevertheless results in a change in designation of 209 ha of land designated as Agriculture Resource. This area includes about 83 ha where removal of topsoil and addition of fill decreased the LEAR rating of the land below the level indicating prime agriculture land. The agriculture resource assessment found that the expansion area and the area north and south of it are already heavily influenced by the presence of the urban area, as witnessed by absentee ownership, uncultivated land and absence of commercial livestock operations. Extension of the urban boundary will extend the area that experiences these pressures further to the north and south in the long term.

Development of Expansion Boundaries

Three options (Annex B) were initially examined for their land use and servicing implications. The first two tested a maximum level of development north and south of Highway 417. The third avoided the Agriculture Resource land in the study area and expanded west to Regional Road 5. Key findings¹ of the first phase of analysis included the following:

¹ Three background studies are available: *Palladium Drive Interchange - Land Use Transportation Study*, McCormick Rankin Corporation, July 2000; *Corel Centre Wastewater Infrastructure Assessment - Technical*

- *The road network needed to serve the employment area can accommodate about 21,000 employees balanced north and south of Highway 417. No acceptable road solution could be found for development of all the land north of Highway 417 to Richardson Side Road (as in Option 1), or for development of all the land south of Highway 417 to Hazeldean (as in Option 2) at assumed employment densities of 40 to 70 jobs per hectare. Option 3 required the greatest amount of new road construction to support the smallest number of employees and an adequate road solution could not be found.*
- *Much of the infrastructure proposed for the West Urban Centre in the Regional Official Plan and Transportation Master Plan must be in place by 2021 to support additional growth in the Kanata West Business Park.*
- *Quality transit service should be provided at the outset and improved incrementally as development proceeds. Development should be oriented to allow direct access from buildings to nearby bus service.*

In the next round of analysis, assumptions about job densities increased to reflect a review of employment densities on 10 developments proposed in 1999 and 2000 for the Kanata North Business Park, which ranged between 114 and 194 jobs per net ha and averaged 135 jobs per net hectare. Option 4 also tested the implications of developing part of the land between Maple Grove Road and Hazeldean Road.

Requests from landowners to move the boundary further west to the Second Line road allowance led to a field investigation of the Environmental Feature southwest of the interchange, east and west of the Second Line road allowance. Such a review is in keeping with policy 5.4.3.4, which indicates that the boundaries of Environmental Features are general and may be interpreted by Regional staff or their designates based on further field investigation.

The Stittsville North Natural Area was assessed during the Official Plan Review as having moderate significance on a regional scale with some diversity, uncommon regional vegetation, and hydrological features. An environmental consultant was contracted to review the boundary of the feature and found that the values which led to the designation of the area are concentrated west of the Second Line. The significance of the woodland east of second line has been reduced by the long history of disturbance in the area. While there is general woodland habitat west of Second Line, using the Second Line road allowance as a boundary for the feature is considered reasonable given the results of the examination of the boundary and provided that certain features east of the allowance are also protected. These include two groves and a thicket swamp.

An Option 5 was therefore developed with Second Line road allowance as the western boundary, defining an area about the same size as Option 4. The area south of Maple Grove Road was excluded from the option because of concerns about the best use of land between Maple Grove Road and

Hazeldean Road. Consideration of development of a Business Park between Maple Grove and Hazeldean found that:

- *Road capacity is an issue.* Development of all these lands in addition to land north of Maple Grove would require six traffic lanes on Maple Grove and eight lanes on Hazeldean. Such road widths could not be provided at intersections with Carp Road and Terry Fox, nor is it desirable to plan for such widths.
- *Transit usage would be low.* The transit share would be less than 10% and would require an additional \$360,000 in operating costs annually.
- *An additional 144 ha (net) between Maple Grove and Hazeldean—or a total of 474 ha net in the Kanata West Business Park—is not required for employment in this location, based on the justification analysis which supports 200 to 250 net ha for employment.*
- *Other uses may be more appropriate for this area, provided a need for additional urban land is identified in the long term.* The area has an extensive boundary with existing residential areas that will require sensitive treatment and likely a mix of residential and other uses. The proposed boundary creates a compact employment area around a highway interchange; extending employment further to the south may create too large of a single-use area.

The primary advantage of developing between Maple Grove and Hazeldean is to include the land required for the Huntmar extension and thus offset the cost of the land for the right of way. These costs are estimated at about \$250,000 at 2000 market values and are subject to speculation. If the land for the road is not provided as part of the development of adjacent lands, the municipality will have to purchase it.

Infrastructure Requirements, Timing and Cost

Total costs of Regional infrastructure are expected to total \$39.53 million, as shown in the table below:

Wastewater	\$ 7.4 million
Water	\$ 2.83
Roads	\$15.1
Transit	\$14.2
Total	\$39.53 million

Wastewater

Wastewater flows from the expansion area north of Highway 417 are proposed to be directed to the Signature Ridge Pumping Station and south of Highway 417, to the Glen Cairn Collector. Costs of off-site improvements are estimated at \$7.4 million but may increase following completion of ongoing studies regarding the Tri-Township Collector and servicing to Kanata North. The Tri-Township has no spare capacity and thus development cannot occur in the expansion area until the system is upgraded. The Tri-township Upgrade Environmental Assessment is in progress now and the required improvements could be in place by the end of 2002 at the earliest.

Water

On-site costs of water service normally are paid for directly by developers. Off-site infrastructure requirements will be finalized through an ongoing study of requirements for a larger area in Kanata, but are estimated now in the order of \$2.83 million and include additional pumping capacity at the Glen Cairn pumping station and a new elevated storage tank. Some of the upgrades must be complete before development can proceed in the expansion area. Pending budget approval, the Glen Cairn Pumping station upgrade could be complete by 2002, and the elevated tank in 2002 or 2003.

Roads

Several four-lane roadways will be required within the expansion area, including an extension of Campeau Drive to Huntmar Drive, widening of Maple Grove to four lanes and a new four-lane extension south from the interchange to Maple Grove. Huntmar Drive will also require extension from Maple Grove to Hazeldean. A schedule for coordinating land development and infrastructure will be developed during the next stage of planning for the area, as part of a detailed concept plan. A preliminary schedule shows that areas north of Highway 417 east of the Carp River and adjacent to the interchange ramp could develop with no new construction of roads, while the remaining lands require additional road capacity.

The transportation analysis assumed completion of about \$66 million in road improvements in Kanata outside the expansion area, already required in the Region's Official Plan and Transportation Master Plan. These improvements include extensions of Terry Fox Drive both north and south and construction of the Castlefrank Overpass. In addition, development in the area will require widening of Highway 417 and intersection improvements on Highway 417 at Terry Fox and Eagleson, now under study by the Ontario Ministry of Transportation.

Transit

Transit service is proposed to be phased as the area develops, beginning with transit priority measures and bus lanes on existing roads and moving towards a bus-only road and finally, a grade-separated transitway. Scheduling of transit improvements would depend on levels of road congestion as the area develops and the resulting need to improve service.

Extension of the transitway from the Kanata Town Centre to serve the expansion area and the Corel Centre would build on the West Transitway extension, at a cost of approximately \$130 million.

Natural Environment Impacts

The lands within and adjacent to the expansion area are primarily farm fields or former farm fields, with bushland south of Highway 417 along the western boundary of the expansion area. A portion of this area is designated as an Environmental Feature, as discussed previously. Poole Creek, Feedmill Creek, and Huntley Creek traverse the study area to join the Carp River on its eastern boundary.

The impacts of urban development on the natural environment of the area will be related primarily to impacts on vegetation features and the Carp River ecosystem, with respect to such issues as quantity and quality of stormwater runoff, maintenance and enhancement of vegetative cover along watercourses, and habitat linkages. A subwatershed study of the Carp River has been initiated to address these issues, in keeping with policy 5.3.2.3 of the Official Plan. This policy requires subwatershed studies to be complete before Regional Council considers official plan amendments or subdivisions in areas which are largely undeveloped. The subwatershed study will examine a range of environmental issues including natural areas and linkages and approaches to stormwater management. It will provide a more detailed environmental management strategy for the area and direction to stormwater management.

In addition, investigation of the boundary of the Environmental Feature east of the Second Line road allowance has identified areas which should be conserved in the course of future development.

Proposed Amendment 9 requires that development in the area be guided by the Carp River subwatershed study and include measures to maintain and enhance environmental features. The detailed concept plan to be developed by the municipality, landowners, other interested parties, and the public will demonstrate how this principle is to be achieved. The concept plan will be coordinated with the subwatershed study, which is scheduled to be completed in the spring of 2002.

Proposed Policies

Work to date on the Kanata West Business Park has focussed on defining appropriate boundaries, identifying infrastructure requirements and examining methods of financing public costs. The next steps in developing the area are critical to ensuring development of a prestige business park that meets the high tech industry's preferences for qualities that can be fostered through good planning: high quality design, good transit service, and access to commercial services and outdoor recreation facilities. The proposed Kanata West Business Park has excellent potential to meet these needs, provided it is planned and developed in a comprehensive manner. Unlike other Business Parks currently developed in the region, the proposed Kanata West Business Park will be planned on the basis of relatively high densities of employment based in offices and light manufacturing. The proposed boundaries for the amendment were tested at 70 to 75 jobs per net hectare, comparable to current employment densities in office-oriented business parks and capable of accommodating a range of employment densities on different parcels.

Design guidelines will be developed to ensure a uniformly high quality of appearance throughout the park and to support transit use from the outset through requirements for setbacks, pedestrian linkages and other measures that support transit use. The policies also require provision of continuous public access along the east and west banks of the Carp River, in keeping with policies in section 6.5, 6.7 and 6.8. These policies encourage the transfer of undevelopable flood plain to public ownership and the dedication of land for public purposes (obtained through subdivision approval) at the shoreline. Open space and recreational pathways are also proposed to link the area with surrounding communities, to provide recreation and support walking and cycling as modes of transport.

A retail, commercial and entertainment node is proposed north of Highway 417 to serve as a focal point, without undermining the role of the Kanata Town Centre as the retail and commercial core of the West Urban Centre; otherwise, retail and commercial services within the park are to be scaled to meet the daily needs of park employees.

Development of a concept plan as the next stage in planning for this area will demonstrate how these criteria are to be achieved. The concept plan will include a detailed schedule for phasing land development and extension of roads and piped services and development of transit in phases as the area develops. This approach fulfils the requirement for concept planning in section 3.2.10 of the Official Plan and reflects the approach used in local municipalities in Ottawa-Carleton and elsewhere.

The concept plan will be used to guide subdivision, zoning and public expenditure, once it is approved by the City of Ottawa Council or its designate. Subject to the wishes of that Council, local official plan amendments will not be required for the Kanata West Business Park.

COMMENTS FROM THE CIRCULATION

Copies of proposed Amendment 9 were circulated for comment to technical review agencies as required under the *Planning Act* as well as to landowners in the study area, community associations, area municipalities and others with an interest in the application. As well, two information meetings were held in the community to comment on various options used to test servicing requirements. Copies of all comments received before the public meeting are available in the Resource Centre at Ottawa-Carleton Centre and those received by the end of August are summarized here.

The Ministry of Municipal Affairs and Housing commented that, having reviewed the background documents, it believes the Ministry's interests have been addressed with respect to the proposed amendment. Sufficient information was provided to justify the addition of urban land for employment purposes and the addition of such land will not result in significant loss of prime agriculture land in the region, the Ministry stated. It noted that requirements for the minimum distance separation between the remaining barn near the proposed urban boundary should be respected. It also said that given the size and nature of the proposed amendment, a concept plan for the area should be prepared and would be in keeping with the *Provincial Policy Statement*.

Comments from Kanata, West Carleton and Goulbourn were not available in time to include in this report but are expected for the public meeting on September 12, 2000. Staff from the City of Nepean acknowledge that while there is a need for additional employment land, they propose that all suitable alternate locations and the cost of servicing them be reviewed before Regional Council makes a decision on proposed Amendment 9.

The Mississippi Valley Conservation Authority strongly supported completion of the Carp River subwatershed study before development proceeds on the site. It quoted the *Provincial Policy Statement* on the need for a coordinated approach to areas such as ecosystem and subwatershed issues in cases where more than one municipality is involved. MVC also quoted the Ministry of Environment *Stormwater Practices Planning and Design Manual* that, "...development planning in

the absence of subwatershed planning input to land use planning is inappropriate.” The subwatershed study will provide guidance on treatment of the Environmental Feature in the area and, potentially, input to a flood fringe/floodway approach to flood plain planning. The subwatershed plan will also provide the best management for Feedmill Creek, a potential cool water fishery, and avoids the risk of undoing the fish habitat enhancement features implemented as part of a compensation package arising from the construction of the interchange at Highway 417 and Palladium Drive.

Staff concur with the views of the MVC, and believe that the concept plan and the subwatershed plan can be coordinated so that they provide timely information to each other.

The Region’s Environmental Health Advisory Group said alternative modes of travel (ie, high quality transit) and alternative parking arrangements (ie, structured parking) should be emphasized. Given the importance of changing the use on Agriculture Resource land, the group said it reserved the right to provide additional comments once the Agriculture Resource study is available.

Staff provided copies of the study to the group when it was available. Proposed Amendment 9 includes policies that support transit and travel demand management. Structure parking is difficult to require, because of its cost, but the detailed concept plan could consider guidelines on impervious surface areas that would help mitigate environmental impacts.

Participants in the information meetings were generally supportive of the provision of more employment land in the vicinity of the Corel Centre. At the meetings and at other points, many landowners argued that a larger expansion area, including the land adjacent to the proposed Huntmar extension, is needed to meet the needs of the high tech industry, pointing to its rapid growth in recent years. Some questioned the employment densities used in the analysis, arguing for a lower density and consequently a larger expansion area. Some also said that since high tech companies land-bank land for their own use, a larger area than can be supported by the transportation network can be designated, since the land will not be developed for a long time. As well, some parties spoke to the need for a vision for the larger Kanata-Stittsville corridor that includes housing and a greater mix of uses than prestige business park and an entertainment centre.

Staff recommend the boundary, the location and the land area proposed in Amendment 9 for the following reasons:

- The area meets the region’s needs for employment land for the high-tech industry. With provision of 330 ha (net) for new development, the proposed expansion area provides the 200 to 250 ha (net) additional land warranted by the justification analysis.
- The area poses an opportunity for development of a prestige park. In comparison with internationally recognized parks such as Stanford Research Park (283 gross ha), the area is sufficiently large to create an international presence. Closer to home, the 555 gross ha included in the park makes it larger than the Kanata North Business Park (435 gross ha) or the Colonnade Business Park in Nepean (465 gross ha) and rivals the Orleans business parks south of Innes Road (600 gross ha).
- The proposed expansion area maximises use of the interchange and the future on-site road network, with provision for transit in a compact area. A more extensive employment area would be difficult

to service with roads and transit, particularly if development achieved higher densities than the 70 to 75 jobs/net ha assumed in the final analysis. If more land for high tech employment is warranted, other locations may be more suitable.

- Regardless of the rate of development in the area and potential land-banking, long-term plans must provide for full transportation and other servicing.

The Corel Centre noted it is working with other landowners north of Highway 417 to create a comprehensive plan for the area. It requested that all of its property be included in the amendment boundary, without constraints. The boundary of the proposed amendment reflects this request, but the proposed amendment retains policies which require measures in the concept plan to ensure that resource extraction from a Limestone Resource Area adjacent to the site is not restricted by future development. This policy mirrors policy 8.2.7 in the Plan, which is under appeal and therefore would not be applied to this site unless included in proposed Amendment 9. The *Provincial Policy Statement* also provides that existing mineral resource operations shall be protected from development which would impair their activities.

A consultant for the landowners north of Highway 417 commented that his clients support an expeditious approach to developing their lands and, towards that end, propose that concept planning proceed independently for the areas north and south of Highway 417. Golf courses should be a permitted use, to allow for a competitive range of uses in the park. While development should take into account the ongoing findings of the Carp subwatershed study, it should not be delayed by the study. Entertainment, retail and commercial services proposed north of Highway 417 should not be restricted primarily to area employees.

Staff agree that the areas north and south of Highway 417 can develop unique qualities consistent with the criteria proposed in Amendment 9, but believe the areas are not independent with respect to timing of service extensions and development, the quantity of retail space permitted overall and the mix of permitted uses, and recreational pathways and other elements that link the two areas. Small-scale recreation uses and linear recreation pathways can be included in the area, but land-extensive uses such as full golf courses are generally incompatible with the transit-supportive development pattern envisioned for the area. The entertainment, retail and commercial service area proposed north of Highway 417 is intended to provide a focus for the employment area and not compete with the Town Centre of Kanata.

A planning consultant in Ottawa-Carleton proposes that the amendment designate the area between Richardson Side Road and Hazeldean Road for two phases of development, with the first phase encompassing the land in proposed Amendment 9 and the second, larger area designated as Future Expansion Area. Overall planning for roads, transit and services would encompass the entire area, and create opportunity to provide additional land quickly should demand warrant.

The staff response is that a designation of Future Expansion Area commits the new City of Ottawa to urban development of a large area without analysis of the effects of such a designation on public costs, the overall pattern of development in the new city, and consideration of alternate locations for future growth. These alternate locations include other lands in the Stittsville-Kanata corridor, outside the "Future Expansion Area", whose owners support development, as well as locations in the South Urban Centre.

A consultant for a landowner south of Maple Grove Road and west of the proposed Huntmar extension said his client's land should be included within the proposed boundary. The extension of Huntmar Road will have an impact on the lands to the west, including his client's land, and will leave them relatively isolated. The consultant acknowledged that employment uses may not be appropriate for the area and proposed further study to define uses and solutions to transportation and servicing issues.

Staff agree that further study would be required to identify appropriate uses for these lands and other land south of Maple Grove Road, should the need for additional urban land be identified. At present, the capacity of proposed roads is fully utilized by the proposed development area, with no provision for additional developed area. Again, designation of an area for future study commits Council to development before the costs and implications are known.

A family that owns a farm immediately north of the proposed boundary asked to be included in the expansion area. The family said the area north of the proposed boundary is surrounded by non-agriculture uses and will have business park to the south. The resulting increase in traffic will make it difficult to move farm equipment onto the family's farm and the farm operation will not be a good neighbour to the high tech industry because of noise, dust and odours from the farming operation.

Staff note there is a substantial portion of Agriculture Resource land remaining north of the expansion area and south of Richardson Side Road, which includes the subject farm. Future development of the employment lands can include measures to mitigate the effects of proximity to the remaining barn on the site. A non-agriculture designation of any portion of the subject site, about 80 ha (200 acres) in total, diminishes the prospects for long-term agriculture use of the property.

A landowner on Carp Road (Regional Road 5) said the expansion area should be extended west to include the AG Reid Industrial Park west of Carp Road and south of Highway 417, in West Carleton.

The staff view is that proximity to the sanitary landfill north of Highway 417 is a major disincentive to designating this land as urban, for use as a prestige business park, since additional development here will lead to complaints about the landfill operation and pressures to limit its lifespan. Proximity to the landfill and other characteristics of this park (ie, fragmented development pattern) reduces this area's potential to serve as prestige business park.

An owner of land in the rural area of Cumberland questioned the need to add additional land in the west while large areas of employment land are vacant in the east. He noted the cost of servicing the expansion area is high and roads such as Highway 417 near Terry Fox are already congested.

Staff note these issues are addressed in the justification analysis, which shows the current demand for more employment land is for land in the western area of the region. Transportation infrastructure is recognized as an issue.

An owner of a country lot estate on Maple Grove, within the expansion area, expressed concerns about the effects of future road widening on their property and asked whether the concept planning would develop an appropriate interface between future employment lands and the country lot estate residential

area along Maple Grove. Another owner also questioned whether removal of part of the area from the Environmental Feature designation would jeopardize the health of the remaining area.

Staff replied that further study is needed to determine whether the widening would be an equal or unequal widening. Concept planning for the area would help the owners identify their options, in terms of retaining a residential use or considering other uses. The issue of the Environmental Feature is discussed previously in this report.

Area municipalities and Stittsville residents expressed concerns about the need to buffer existing residential areas from employment lands where the two could become adjacent, and to ensure that traffic from the employment lands does not enter residential areas. Residents of John Street are concerned about the volume of traffic on John Street, which connects Maple Grove Road and Hazeldean Road.

In response to this concern, policies were added to the draft amendment to the effect that the concept plan will include measures to protect Stittsville neighbourhoods from cut-through traffic in the short term and long term. Short-term measures, before new roads are built in the area, include options for road closures and turning restrictions that need to be considered by the neighbourhood as a whole.

The Katimavik Hazeldean Community Association commented on the need to reduce disruption to their communities and reduce the potential for cut-through traffic along Katimavik Road. Among other matters, the association supported cycling in the area and a maximum road width of four lanes. It pointed out the current need for key infrastructure improvements, including a four-lane overpass at Terry Fox and Highway 417.

A Kanata resident said he was concerned about the increase in traffic and the impact the development would have on the existing residential areas. Traffic volumes on Terry Fox are unacceptably high now and growth in commercial space near residential communities is changing the nature of the communities, the writer said.

Staff acknowledge these issues are central in future plans. The road network will be operating at capacity if the area develops as proposed and traffic will increase in adjacent neighbourhoods. However, intersection improvements at Terry Fox should make Terry Fox the more attractive alternative to access Highway 417, rather than Katimavik Road to Eagleson Road.

Two members of the public expressed the concern that the expansion is driven by a desire to obtain cheap land with sufficient area for parking. Provision of extensive surface parking areas carries environmental costs and encourages auto use; it also consumes agriculture land and contributes to traffic congestion. Alternative sites on less environmentally significant lands can be found, and the industry can be encouraged to develop structured parking and support transit use.

Staff acknowledge that Agriculture Resource land will be used to provide land for employment areas with extensive parking. Efforts will be made to mitigate the effects of development on the natural environment through the Carp River subwatershed study and the concept plan for the area, while transportation demand management initiatives will be used to contain auto use.

DISCUSSION

The addition of employment lands as proposed in Amendment 9 is justified on the basis that lands already designated for the proposed use are insufficient to meet projected needs, assuming today's high rate of growth in the high tech industry continues. The availability of the highway interchange at Palladium Drive and Highway 417 make the subject lands the leading candidate for future expansion in the northwest sector where the current demand exists. Over time, the high tech industry is expected to shift to the south and east and its land requirements in these areas will require monitoring.

The area of land proposed for the designation—555 gross ha—represents the area directly adjacent to the interchange and has the potential to become a compact, efficient employment node with a world-class presence. The area can accommodate 21,000 to 24,000 jobs, in addition to those that are already planned for the West Urban Centre. This increase represents about a 50% increase in the number of jobs envisioned in Kanata and Stittsville, which are considered together for purposes of the 1.1 jobs and housing target. Whereas the Region's Official Plan targets 1.1 jobs per household in urban areas outside the Central Area, development of the new lands would have the effect of creating a 1.7 ratio in Kanata and Stittsville. This would compare with an estimated 1.8 ratio inside the greenbelt in 1999—or 1.4 if the Central Area were excluded from the calculation.

Arguments that Kanata requires more business park land must also consider:

- whether the demand for business park land and the distribution of employment will continue in the future as they have in the past, particularly after employment land becomes available in the Highway 416/Strandherd area. A municipality cannot afford to service more land than is required or land in locations where it is not needed;
- whether the jobs-to-household ratio in the Kanata-Stittsville area can be further increased without significant impacts on commuting flows, transportation infrastructure, and Council's regional development strategy.

These issues speak to other objectives in the Region's Official Plan and other matters Council considers as part of its discussions of Regional Official Plan amendments. Policy 1.6.10 requires Council to consider the effects an amendment will have on its goals and objectives as expressed in the Plan. In this case, Council must weigh decisions about economic development against the cost and taxation implications of providing infrastructure for more employment land and the community effects of potentially higher costs of living. In the long term, goals regarding quality of life and economic development are complementary, as one of Ottawa-Carleton's draws with the high-tech industry is its quality of life, a quality that reflects the natural environment, open spaces, cost of living, ease of travel and other intangible benefits of living here. Decisions that support growth in the industry must be balanced against quality of life considerations across the region.

On the whole, staff are recommending the boundaries proposed in Official Plan Amendment 9 because they include an area capable of supporting growth in the high tech industry in a compact, prestige

setting. The requirements for transportation and piped services to the area have been identified and a process defined for bringing the land forward for development. The amendment responds to the justification of the need for land suitable for the high technology industry. No need has been established for lands for other purposes, nor has there been a broader-ranging examination of significant issues in the region's development strategy which would arise if more land were designated, for a variety of purposes.

Two other potential changes to land designations in Kanata must also be considered. Additional land for employment is being proposed in the Kanata North Urban Expansion Area, the subject of Amendment 8 adopted by Regional Council in April, 2000. The Kanata Research Park Corporation appealed a portion of the amendment to the Ontario Municipal Board and is seeking permission to change the designation of 47 ha gross (34 ha net) from General Urban to Business Park. Secondly, an Official Plan amendment will be required early in 2000 to identify the route for Terry Fox Drive from Richardson Side Road to March Road and designate land uses in the area between the present urban boundary and the new alignment.

In addition, Regional staff are recommending against an application to amend the Regional Official Plan west of the proposed expansion area to permit access to central services to support a country lot estate subdivision. This area was considered for development as a prestige office park in preparing proposed Amendment 9 but rejected for reasons related to cost of central servicing and proximity to landfill and quarry sites, as discussed above. The application for country lot estates is recommended for refusal because of its requirement for development on a central water supply and private septic systems, when Council's policy is that development proceed on private services in the rural area and that development generally proceed on the basis of either private or public services, but not a combination of both.

Planning for the Kanata West Business Park can proceed following adoption of proposed Amendment 9, in consultation with area landowners, neighbouring communities and other interested parties. The concept plan and the subwatershed plan can be completed within the time it takes to upgrade the sanitary and water services in the existing urban area to support the new development, by the end of 2002 or 2003 (subject to budget approval).

FINANCIAL COMMENT

The proposed Kanata West Business Park requires approximately \$39.5 million in infrastructure to support development on the site, not including infrastructure already identified in the Region's Official Plan and Transportation Master Plan. This infrastructure is not currently reflected in either the 10-year capital forecast or the Regional Development Charge calculation. Accordingly, these expenditures are incremental to the existing funding needs.

No infrastructure can be removed or deferred from the capital forecast as a result of a decision to designate additional urban land. Monitoring of dwelling unit and employment growth throughout the region indicates a need to advance infrastructure projects and add new infrastructure spending to the capital forecast. A report to Planning and Environment Committee regarding growth in Ottawa-Carleton, 1996 to 1999, identifies approximately \$86.5 million of growth-related transportation

infrastructure that is included in the 2000 capital budget forecast that is required but has no funding. In addition, approximately \$80 million in new or expanded growth-related transportation projects are identified as additions to the 2000 capital budget.

This spending cannot be financed unless additional capital funding is made available through additional contributions through taxes, additional debt is assumed, or the development charge rates are increased to the levels that will provide the full financing requirement of growth. The requirements of the lands included in this report bring additional requirements even beyond those that exist within the existing approved Plan.

In order to fund the infrastructure required for the proposed Kanata West Business Park, the following options could be pursued:

- (1) a special area development charge that would capture all incremental costs that are associated with the inclusion of these lands in the Official Plan;
- (2) inclusion of these costs in the existing development charge and the development of a new by-law for the entire Region;
- (3) the front-ending of all project costs by the developer with repayment through the reimbursement of the special area development charge when collected;
- (4) increase tax rates to raise sufficient funds to cover these costs;
- (5) increase debt levels which could be recovered from all taxpayers or from the special area development charge;
- (6) a combination of development charges and the earmarking of future tax revenues from the subject lands to cover the infrastructure financing

A special area development charge would be levied against all properties within this area and would be in addition to the development charges that are currently charged for across the Region. This would recover all incremental costs from the directly affected area. The charging of the existing development charge recognizes that this development also requires the infrastructure covered by the existing charge such as the major plants and road network. While the charge would have to be fully reviewed to determine the share that may be attributable to existing development or developments that may occur outside this specific area, it is estimated that the charge would be approximately \$5.50 - \$6.00 per square foot on all non-residential development permitted in the Kanata West Business Park.

The existing development charge could be amended to include the costs of this development and a new development charge calculated. This process will be lengthy and will not guarantee that any greater portion of growth costs is recovered than is currently the case. If a new charge does not recover a greater portion of the overall costs, then the capital shortfall that was detailed earlier will only be made greater. It is possible that this option would not result in the advancing of the works for the projects

required for this area given the large volume of projects that exist within the current work plan that have not yet been constructed.

If the objective is to expedite the development and eliminate the need to increase the debt requirements of the Region (and future City), developers could front end the required work. In this instance agreements can be entered into which would provide the developer with the special area development charge that is raised when development occurs. This type of arrangement transfers the risk of providing the infrastructure from the municipality to the developer while providing cost recovery through the eventual development of the land. This type of transaction is anticipated in the Development Charges Act that details the legal requirements of such an agreement.

The options of tax increases and debt load increases (which in turn result in tax increases) are not likely to be popular and would require a substantial level of support by the public to be deemed true alternatives.

The option of a combination of development charges and future taxation would provide for a significant portion of the costs to be recovered from development charges—set at a level below full cost recovery—with the balance to be recovered from the tax revenues that will accrue from the development within this area. Since the development area is strictly non-residential, this option could be considered. An earlier study of the Corel Centre Area by Malone Given Parsons said the area will generate substantial property tax revenues in the future. Council could consider earmarking a portion of the municipal share of the tax revenues to be used to specifically offset the development costs that will be incurred. The amount of the tax revenues that would be utilized could be calculated only after determining the operating costs that will occur from the development of the area. All or a portion of the residual revenues could then be allocated to capital cost recovery.

It should be noted that this would not constitute a special tax area but rather an administrative policy that attempts to match future revenues against the infrastructure costs. In this option the Region (or new City) would be required to front end the costs through short term debt financing which would be reduced as development charges and tax revenues are received.

Council should clearly understand that the use of future tax revenues would restrict their ability to use the assessment growth from these lands to offset other budgetary pressures. Depending on the apportionment of the residual tax revenues, infrastructure programs could receive a disproportionately higher percentage of revenues from the development area compared with other municipal programs and services which draw on tax revenues.

Neither the *Local Improvement Act* nor the *Municipal Act*, section 221, would provide a full solution to the funding of the required infrastructure. Under the *Local Improvement Act*, a municipality can only recover for services such as roads, watermains, and sewers upon which the development in question fronts. The cost of works beyond the limit of the development is not recoverable. Anything that could be provided under the *Local Improvement Act* could more readily be obtained through the subdivision approval process.

The *Municipal Act*, section 221 is only available for the recovery of the costs of water, sanitary sewers and stormwater management. It can include off-site costs of water or sewer works being constructed to service the development. This legislation was used to pay for services to Vars, Carp and to some extent, Carlsbad Springs. It could be used in combination with a special area development charge to pay for specific infrastructure.

Other funding arrangements

KPMG and McCormick Rankin Corporation were contracted to advise the Corporation on how municipal infrastructure projects can be delivered in partnership with the federal and provincial governments and the private sector. Their review focussed on transportation infrastructure because water and sanitary sewer infrastructure is largely funded through user fees. In summary, the firms advised that:

- There is no simple solution or “magic bullet” to the problem of financing infrastructure other than increasing taxes or development charges.
- Funds for selected projects may become available in the future through Treasury Board’s Infrastructure Canada program or from the Ontario Superbuild Corporation, but program details are not known at this time.
- Public-private partnerships could take the form of design-build procurement, whereby the municipality combines smaller projects into one project and thus creates (and captures) cost efficiencies. This arrangement could also be enhanced with a tie to a commercial benefit, in the form of a contract to maintain or operate the infrastructure, secure advertising or development rights alongside the infrastructure, or some other commercial activity. Or the municipality could offer a share of a revenue flow, such as transit fare revenues, to attract a private partner.

Contractors who build major infrastructure projects are potential partners for partnerships where the private partner assumes a financial risk in return for a large design-build contract, revenue flow and/or some commercial advantage. The Ontario Roadbuilders’ Association recommends that projects be bundled to a size of at least \$20 million to make the bid process worthwhile to contractors, although smaller projects are considered.

- Other municipal funding options include development charge credits to developers who pay for infrastructure and receive in return a waiver of their development charges and payment of charges collected from other benefiting parties (as discussed above); sale of municipal land or other assets to create infrastructure dollars; and lobbying for alternate sources of revenue, particularly a share of federal and provincial gasoline tax revenue.

Consultation with Landowners and Developers

Landowners and developers, primarily from the Kanata West Business Park and the West Urban Centre, were interviewed by the consultants about the more traditional approaches to financing infrastructure. As a group, they were comfortable in the role of infrastructure provider but had long-

standing concerns about cost-sharing arrangements with benefiting parties and front-ending agreements. A municipal commitment to accelerate the delivery of infrastructure was of interest to the group, but not to the extent that its members would contribute capital funding. Developers said they might take on some capital costs in exchange for a share in increased tax revenues resulting from the development or a waiver of development fees. They proposed phasing of development, with the developer building a minimum requirement and the municipality paying for the subsequent expansion.

Major high tech employers, including firms that develop their own properties, believed public infrastructure was a public-sector obligation. Quality of life here was cited as a major advantage in recruitment and retention, such that even minor changes in travel times are cause for concern.

Recommended Strategy

With respect to development charges, the current non-residential rate of \$1.90 per square foot of gross floor area in theory recovers about 13.5% of the Region's costs of infrastructure and other costs eligible for development charge recovery. In setting the development rate, Council considered the theoretical maximum non-residential development rate of \$14 per square foot but decided against it given its potentially negative impact on development prospects.

The theoretical cost-recovery rate for the additional infrastructure required for the Kanata West Business Park is estimated at approximately \$5.50 to \$6.00 per square foot. When combined with the current rate of \$1.90, the total cost would be \$7.40 to \$7.90. This compares with non-residential development charges in regional municipalities in Ontario that range from a high of \$5.78 in Dundas in Hamilton-Wentworth, to a low of \$1.75 in York Region (Annex C). As in Ottawa-Carleton, a local area development charge is applied in addition to the Regional charge.²

An area-specific development charge of \$5.50 to \$6.00 per square foot for the Kanata West Business Park would substantially fund the costs of major roads within the area plus the offsite costs of upgrading sewer and water services to support development in the area. Such a charge can be based on the rationale that a modest premium can be charged for development in an area of strong market demand, thus enabling it to develop more quickly than might be the case if it queued alongside other areas awaiting spending on infrastructure.

The recommended strategy for financing the infrastructure needed to develop the Kanata West Business Park is through a special area development charge and other development-funded revenues, apart from the property tax. The costs of developing the area will be determined more precisely through the detailed concept plan and completion of the larger area servicing studies now in progress. Local municipal costs, such as stormwater management costs, can also be included in the calculation. Agreements will need to be negotiated among landowners regarding apportionment of costs and provisions for front-ending, with the final package presented for approval by the new City of Ottawa along with the concept plan. Implementation of the special area charge requires preparation of a background study and Council adoption of a bylaw following a 20-day notice period.

² The development charge is only one of several factors which determine the cost of developing in one area compared with another. Other factors include the market values of land and the level of property taxes charged.

Proposed Amendment 9 includes a policy that states the principle that the costs of infrastructure required to support development in the area are to be funded primarily through development in the area, in the form of a special area development charge or other charges exclusive of the property tax. The Corel Centre site would be excluded from this policy, in view of the development's contribution to infrastructure to date, but the policy would be applied to the Palladium Autopark site, which is likely to benefit from development of the larger area.

CONSULTATION

Notices of the public meeting were published in *The Citizen*, *The Sun*, *Le Droit*, *The Ottawa Business Journal* and community newspapers in West Carleton, Kanata and Goulbourn. As well, information meetings were held with landowners within the study area and with planning staff of urban municipalities within the region.

CONCLUSION

The Kanata West Business Park is a needed addition to the urban land supply to support future growth in the high technology industry. Designation of land here will support the high tech industry's interest in finding new locations close to the site of present operations. However, designation of the land carries public costs and raises the issue of how to balance economic growth against other aspects of quality of life. Economic growth is supported by designation of the Kanata West Business Park and development in other employment areas, yet requires construction of significant infrastructure to ensure ease of travel and to provide servicing. Travel times, road congestion and air quality are major considerations in assessing quality of life and can be negatively impacted if transportation infrastructure is not provided as required. At the same time, the costs of this infrastructure are challenging to local municipalities and their desire to maintain property taxes at levels that are affordable to residents. Accordingly, development in the Kanata West Business Park is proposed to pay for the costs of its servicing through such means as special area development charges.

The next step towards development of the Kanata West Business Park is preparation of the detailed concept and completion of the Carp River subwatershed study, now in progress. Regional staff are prepared to move forward on the concept plan in the fall of 2000, in consultation with the public, interest groups and area landowners, with a view to timely completion.

DRAFT
AMENDMENT 9
OFFICIAL PLAN (1997) OF THE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

PURPOSE

The purpose of Amendment 9 is to support economic development in Ottawa-Carleton by designating additional land for the high technology industry. Rapid economic growth has created a need for additional land to accommodate expansion within the high technology industry, particularly in the western area of the region where the industry has become well-established. To meet the industry's needs, a total of approximately 555 gross ha (1370 acres) is proposed to be designated Business Park in the Region's Official Plan (1997), with accompanying policies to ensure the area meets current industry requirements with respect to transit service, high-quality design, outdoor recreation and other features. The expansion area includes approximately 40 gross ha for the Corel Centre, a national hockey league arena, and another 40 gross ha for an autopark and associated offices which has been approved previously by Regional Council.

BASIS

Job Growth in Ottawa-Carleton

While job growth is occurring at only a slightly higher rate than anticipated in the Region's Official Plan, it includes a rapidly increasing component within the high technology sector that must be accommodated. Employment in high technology industries in Ottawa-Carleton accounted for about half of the estimated job growth in the region between 1996 and 1999. Of the total 40,000 jobs created between 1996 and 1999, about 19,000 were in the high technology industry. Half of this growth occurred in the last year of the three-year period. Most of the growth (about 93%) occurred in large firms that are already established in the region, rather than by new firms entering the area.

The land required to support growth at the rate witnessed in the last three years is in short supply in the Kanata Urban Centre, where much of the current demand exists. About half of all business park land absorption in the region in the late 1990s occurred in Kanata. While there likely is sufficient, designated land within the region as a whole to accommodate employment growth in the high technology industry, a shortfall is expected west of the Rideau River if growth occurs at recent rates and continues at or surpasses levels that occurred between 1998 and 1999.

The Geography of High Technology in Ottawa-Carleton

The high technology industry has established itself throughout Ottawa-Carleton in at least six nodes that includes the central area and the National Research Campus in the eastern area of the region. However, about 70% of total high technology employment is west of the Rideau River and about half the jobs are in the northwest part of the urban area, in an area which includes the Nortel Campus just inside the greenbelt and firms established in the business parks in the Kanata Urban Centre.

In addition to its tendency to locate in the western area of the region, high technology employment is further differentiated from total employment by two features: a greater tendency to locate in designated business parks and development at higher densities in these parks than traditionally observed. Whereas about 20% of the region's total employment was located within business parks in 1996 (the year of the most recent survey of employment in Ottawa-Carleton), about 60% of high technology employment is located in these parks. Other locations for high technology employment and other employment are not designated as Business Parks and include downtown, commercial areas along major roads, and primary and secondary employment centres.

High technology employment also occurs at higher densities than typically found in business parks, reflecting the head office and research and development functions of the industry in Ottawa-Carleton and, to a lesser extent, manufacturing activities. A review of site plans proposed for business parks in Kanata in 1999 and 2000 found an average employment density of about 135 jobs per net hectare compared with about 40 jobs per net hectare in parks where the traditional mix of uses includes retail, storage and warehouse functions, in addition to office uses.

Supply and Demand for Land Suitable for High Technology Development

In 1999, the supply of vacant land in designated Business Parks in the urban area totalled about 1,900 net hectares. However, not all this land is suitable for high technology development. A survey of the industry's location preferences completed for the *Corel Centre Lands: Justification of Need* (2000) by the Corporate Research Group found that firms generally are seeking new sites close to their present location so as to minimize disruption to their employees and to permit shared use of corporate facilities such as meeting space and training facilities. Once this basic requirement is met, the firms surveyed saw a need for ample parking, expansion potential to accommodate the quick delivery times set for new facilities, access to fibre, support from a responsive landlord or developer, high design standards, and access to Highway 417. Other important factors include opportunity for outdoor recreation, good public transit, cost, and proximity to commercial services.

While most employees travel by car, the firms also want high quality transit for those employees who use it, since all employees are important to the firm. In manufacturing industries, where wages are lower than in other high technology sectors, transit use is high, reaching up to 40% in one example.

The high tech firms' requirements were used as criteria to evaluate the 1999 supply of vacant business park land for its suitability for high technology development. A total of about 600 net hectares were found to have potential to meet the industry's requirements, including a portion of land east of the Rideau River. In the 20-year horizon, it is assumed that the industry will move more to the south and east of the region than it has to date.

The projected demand for business park land assumes a high rate of job growth in the industry over the 20-year period, growing at a rate of 6.5% annually. Allocating about 60% of this growth to business parks developed at relatively high job densities suggests a potential shortfall of about 200 to 250 net ha of land “close to home” for the majority of high technology industries if a very high growth rate continues in the high technology industry

Thus, Official Plan Amendment 9 designates approximately 330 net ha of land for employment, not including land for the Corel Centre and an autopark at the interchange of Highway 417 and Palladium drive that is subject to site specific policies within the Plan. Amendment 9 also proposes policies which ensure that the area develops to meet the needs of the high technology industry: high quality design, good transit, opportunities for outdoor recreation, and access to commercial services.

The Proposed Kanata West Business Park

Interest in the development potential of the land around the Corel Centre, a National Hockey League stadium adjacent to the Kanata Urban Centre, led to a Regional Council policy in the 1997 Regional Official Plan to undertake a study of the economic potential of the area. The study, *Economic Study of the Corel Centre Area* by Malone Given Parsons Ltd. and Delcan, was completed in 2000 and found that while most of the direct spin offs from the Corel Centre itself had been captured in development approvals already in place as a result of the Ontario Municipal Board decision, the interchange at Highway 417 supporting the centre had considerable unused potential. Furthermore, the study referred to a shortfall in the employment land supply in the Kanata Urban Centre which could be met in the area.

The supply of vacant business park land for the high technology industry was then examined in the study referred to above, the *Corel Centre Lands: Justification of Need* (2000) by the Corporate Research Group, which also looked more closely at the requirements of the high technology industry. Separate analyses were undertaken regarding the amount of development which could be supported by the existing interchange and infrastructure extensions to the area. Three options were tested: one focussing growth north of Highway 417, a second focussing growth south of Highway 417, and a third which focussed development on lands designated General Rural Area in the Region’s Official Plan and avoided all Agriculture Resource land. The proposed amendment boundaries reflect one of the general findings of this analysis: that growth balanced north and south of Highway 417 is the most efficient development pattern, yielding land for about 21,000 to 24,000 jobs at relatively high densities. Above these employment levels, traffic generated by the park exceeds the capacity of the roadway network.

About 190 ha north of Highway 417 in the expansion area is designated Agriculture Resource. The Provincial Policy on urban development states that urban expansions can occur on prime agriculture land only when it is demonstrated that non-agriculture land or agriculture land of lesser agriculture value is not available for the purpose. In this case, the analysis of the option that directed growth to the non-agriculture lands found that this area was more difficult and expensive to service than other options. Although these lands have good access to Highway 417, their location south of the highway does not maximize use of the interchange, which has access ramps north and south of the highway. This area also has less potential to lead to development of a prestige business park, given its proximity to a sanitary

landfill site to the northwest. Also, development would likely lead to the loss of an Environmental Feature designated in the Region's Official Plan.

Within the expansion area, there are no reasonable alternatives with lower priority agriculture lands within the prime agriculture area. An assessment of the agriculture resource by CH2M Gore & Storrie Limited in association with DBH Soil Services Inc. found that agriculture lands in the expansion area have a lower agriculture value than the other prime agriculture area further to the north. They are comparable in quality to the prime agriculture lands adjacent to the expansion area, to the south. Thus, there are no reasonable alternatives with lower priority agriculture lands in the prime agriculture areas.

The proposed expansion results in a change in designation of 209 ha of land designated as Agriculture Resource. This area includes about 83 ha where removal of topsoil and addition of fill decreased the LEAR rating of the land below the level indicating prime agriculture land. The agriculture resource assessment found that the expansion area and the area north and south of it are already heavily influenced by the presence of the urban area, as witnessed by absentee ownership, uncultivated land and absence of commercial livestock operations. Extension of the urban boundary will extend the area that experiences these pressures further to the north and south in the long term.

Proposed Amendment 9 removes a portion of an Environmental Feature designated on Schedule K in the Region's Official Plan east and west of the Second Line road allowance. The area was identified as an Environmental Feature because of the presence of regionally significant vegetation and flora. A review of the Environmental Feature boundary found that the area east of the road allowance contributes little to the ecological significance of the feature as a whole, although elements within it should be conserved. Field visits found poor representation of the significant vegetation east of the road allowance and fragmented habitat on both sides of the allowance. As well, there appears to be little hydrological connection between the two areas because a major drain within the road allowance separates them. Elements east of the road allowance with potential for conservation and protection can be identified through the concept planning for the area and through the Carp River sub-watershed study.

Developing a Prestige Business Park

The Kanata West Business Park proposed in Amendment 9 is envisioned as a prestige office and light manufacturing environment suitable for the high technology industry and developed at relatively high employment densities. To achieve these intended employment densities, land intensive uses like golf courses will not be permitted. Proposed policies to guide future development envision development of a distinctly urban campus, centred around a service commercial core at the interchange that provides a focus for entertainment and leisure for park employees. The daily needs of park employees will be provided by commercial and retail services in selected locations throughout the park, although retail and commercial uses will be scaled to maintain the prestige nature of the area and ensure that the Kanata Town Centre develops as the retail and service commercial focus for the Kanata Urban Centre.

The land envelope is compact around the interchange, creating opportunities for quality transit service to the area. The Carp River, to the east of the expansion area, and several creeks within the area create opportunity for development of outdoor recreation for park employees and area residents. A well-designed system of on-road bicycle lanes and off-road recreational pathways will further support non-auto modes of travel.

The proposed amendment states the guiding principles to be respected in future development of the area and requires that these be implemented in a concept plan prepared in consultation with area landowners and other interested parties. The concept plan, which will set the direction for future subdivision and zoning applications, will be approved as a policy document by the new City of Ottawa Council or its designate rather than proceed as amendments to the three different local official plans that will remain in effect in 2001, the first year of the new City. Under the two-tier system of local government, new large areas slated for urban development typically are the subject of a Regional Official Plan Amendment, followed by a concept or secondary plan that provides the basis for a local Official Plan amendment, zoning and subdivision approvals. The proposed approach requires the concept plan but moves directly to zoning and subdivision, in order to expedite the approvals process under the new, one-tier City of Ottawa.

Through the concept plan, an appropriate interface with existing residential areas will be defined, using road layout, open space and other means to provide an appropriate separation. Additional studies will be required to identify appropriate uses for lands adjacent to a licensed quarry west of the study area, so as not to restrict future resource extraction.

The area can be serviced through extensions of existing piped infrastructure. However, no land can be developed within the expansion area until upgrades are made to both sanitary sewer and water services outside the expansion area to support the increased demand. Planning for transportation services to the expansion area assumes that all network improvements in the Region's Transportation Master Plan are in place by 2021. These improvements include development of a partial interchange at Castlefrank Drive and Highway 417 and development of Terry Fox Drive to four lanes from South March to Eagleson Road. Regional Council has requested information on the timing, cost and funding arrangements for infrastructure and will consider these issues at the same time as proposed Amendment 9.

Amendment 9 proposes that development in the area pay the costs of the necessary infrastructure, apart from infrastructure already approved in Table 6 in the Region's Official Plan. A special area development charge to pay for infrastructure will be calculated on the basis of the more detailed concept plan.

Development at the Corel Centre and Palladium Autopark

In the immediate vicinity of Highway 417 and Huntmar Road, the Corel Centre occupies a 40 gross ha site in the southeast quadrant, and the proposed Palladium Autopark occupies a 40 gross ha site in the southwest quadrant. Proposed Amendment 9 designates these lands as Business Park, as shown on Schedule 2 of this amendment. However, the policies included in Amendment 9 are not to apply to these lands, since Council has already approved policies for these lands which direct the nature and extent of development which can occur. The exception is the provision for development to pay the costs of infrastructure in the area (policy 4.4.7), in which case the proposed Autopark is included in the area where development is to pay for infrastructure costs.

No change is proposed in the designation of the Corel Centre as a Major Community Facility or in policy 3.5.2.10 which sets guidelines for development at the Corel Centre, in keeping with the 1991

Ontario Municipal Board decision which permitted this development. Similarly, Regional Council has adopted policies for development of an automall, farmers' market and related offices at the Palladium Autopark site through Amendment 3 to the Regional Official Plan. These policies are currently under appeal (August 2000).

THE AMENDMENT

1. Section 4.4 Business Parks is hereby amended by the addition of new policies 4.4.6, 4.4.7 and 4.4.8 following policy 4.4.5:

“6. In the Kanata West Business Park further require that development in Lot 1, part of lot 2, lot 3, and the south half of lot 4 Concession 1 in West Carleton (formerly the Township of Huntley) and part of lot 1, part of lot 2, lot 3, and part of lot 4 Concession 1 in Kanata (formerly the Township of March) respects the following criteria:

- a) Provision is made for relatively high densities of employment and opportunities for a range of parcel sizes in an attractive office and light manufacturing business park that meets the needs of the high technology industry;
- b) A high quality of urban design is achieved through road design guidelines and site planning standards for landscaping, signage, lighting, set-backs and other aspects of the development;
- c) Transportation demand management shall be supported and a high quality transit service shall be provided from the outset of development through requirements for building locations, roadway patterns and development density, while allowing for the phased implementation of a transit strategy leading to development of a transitway;
- d) Recreational pathways shall be provided to link Stittsville, Kanata and all areas of the park to facilitate walking and cycling and provide opportunity for outdoor recreation. Golf courses are not permitted within the area;
- e) Development shall be guided by the Carp River subwatershed study and the concept plan, plans of subdivision and site plans in the area shall include measures to maintain and enhance environmental features;
- f) Development shall only proceed through plan of subdivision which implements the concept plan;
- g) Subject to the concept plan referred to below and notwithstanding policy 4.4.2, retail and commercial services throughout the park shall be scaled to support the role of the Kanata Town Centre as the retail and commercial service core of the West Urban Centre by:
 - i) Permitting development of a retail, entertainment and commercial service core on the north side of Highway 417 at Huntmar Drive primarily to serve as a focal point for the park serving area employees; and
 - ii) Within the park, generally permit only those retail and commercial services and other non-residential uses required to meet the daily needs of employees.

7. The costs of infrastructure required to support development in the Kanata West Business Park (exclusive of infrastructure on Table 6 of the Plan) will be funded primarily by the development through such means as the *Municipal Act* Section 221, a special area development charge levied within the area and in the southwest quadrant of Highway 417 and Palladium Drive, defined as Part of Front half of Lot 2, Concession I, being part 3 on Plan 5R-14184, save and except parts 2, 3, and 4, 4R-10222, Township of West Carleton, or by other means exclusive of the property tax.

8. Notwithstanding section 3.2.10, which requires that a Local Official Plan amendment be prepared to guide development in areas with a substantial amount of vacant land, permit development in the Kanata West Business Park following approval by the City of Ottawa Council, or its designate, of a concept plan to guide zoning, subdivision and public expenditures in the area. The concept plan, developed in consultation with area landowners, other interested parties, and the public shall implement policy 4.4.6 and other policies of this Plan and determine:
- a) An overall pattern of development defined by major and minor roadways, natural features, and recreational corridors, which distributes development density and employment so as to achieve a total of 21,000 to 24,000 jobs;
 - b) Appropriate uses reflecting the needs of the high technology industry and its research, manufacturing and administration functions;
 - c) A strategy for providing transit to the area which may develop in phases beginning with transit priority measures and leading to construction of a transitway, and which will allow for connections to other portions of the urban area;
 - d) Detailed plans for the provision of piped services, transit and transportation infrastructure, a schedule for phasing development and infrastructure, and agreement regarding the apportionment of the cost of such facilities;
 - e) Design guidelines for lands adjacent to Highway 417 to ensure an attractive gateway is created between the rural and urban area;
 - f) For land within 450 m of the Limestone Resource Area in the northeast quadrant of Highway 417 and Carp Road, measures to ensure that the opportunity to extract aggregates will not be restricted by the proposed development;
 - g) An appropriate separation of established residential uses and new employment uses through such means as lot patterns and the location of roads and open spaces and measures to ensure that Stittsville neighbourhoods are protected from cut-through traffic in the short term and the long term;
 - h) Provisions for continuous, publicly-accessible open space and recreational pathways adjacent to the Carp River on the east and west banks, in keeping with policies elsewhere in this Plan;
 - i) Other studies as required in this Plan.”
2. Schedule A Rural Policy Plan is hereby amended by changing to urban area Lot 1, lot 2, lot 3, and the south half of lot 4 Concession 1 in West Carleton (formerly the Township of Huntley) and part of lot 1, part of lot 2, lot 3, and part of lot 4 Concession 1 in Kanata (formerly the Township of March) as shown on Schedule 1 attached.
3. Schedule B Urban Policy Plan is hereby amended by the addition of lands designated Business Park, as shown on Schedule 2 attached.
4. Schedule C1 Future Urban Regional Roads Plan is hereby amended by the addition of four proposed Regional Roads, as shown on Schedule 3 attached, namely an extension of Campeau Drive to the Palladium Drive interchange north of Highway 417; an extension of Huntmar Drive to Hazeldean

Road; an new road from the westerly ramps of the Palladium Drive Interchange south to Maple Grove Road; and a regional road generally in the right of way of Maple Grove Road.

5. Schedule C2 Urban Regional Roads Rights-of-Way Protection Policy Plan is hereby amended by the addition of a 40 m right of way protection for the Palladium Drive interchange, as shown on Schedule 4 attached. Schedule C2 is further amended with the addition of a 37.5 m right of way protection to Huntmar Drive and Maple Grove Road.

6. Schedule I Regional Open Space Network is hereby amended by the extension of a Recreational Pathway between the Carp River and Huntmar Road, as shown on Schedule 5 attached, and extension of a pathway from Maple Grove north along the west side of the Carp River Schedule I is further amended by the extension of the Entry Route designation west of the proposed expansion area to Regional Road 5, as shown on Schedule 5.

7. Schedule K Natural Environment System (Rural) is hereby amended by the deletion of a portion of an Environmental Feature east of the Second Line road allowance south of Highway 417, as shown on Schedule 6 attached.

NOTE: SCHEDULES 1 TO 6 AND ANNEX B, HELD ON FILE WITH THE REGIONAL CLERK

**Non-Residential
Development Charges for
Selected Municipalities in
Ontario**

Region/Municipality	Effective Date	Expiry Date	Charge per Square Foot
Halton	1-Apr-00	31-Mar-01	
Retail			\$3.62
Other Non-Residential			\$2.41
Sudbury	1-Sep-99		No Charge
York	10-Jan-00	10-Jan-01	
Industrial/Office/ Institutional			\$1.75
Retail			\$2.80
Haldimand-Norfolk	1-Sep-99		No Charge
Peel	1-Aug-00	31-Jan-01	\$2.46
Waterloo	1-Jan-00		
City			\$2.12
Township			\$2.02
Niagara	1-Sep-00		\$1.30
Hamilton-Wentworth			
Hamilton			\$3.83
Dundas			\$5.78
Rest			\$3.52
Durham	1-Jul-00	1-Jul-01	\$1.00
Markham			
Industrial/Office/ Institutional			\$2.15
Retail			\$3.20
Region of Ottawa-Carleton			
Commercial/Institutional			\$1.90
Industrial			\$0.95
Mississauga			\$2.18
Toronto			No Charge

Note:

- 1) Halton's charge does not include Milton; this area has higher charges.
- 2) Markham charges listed are exclusive of area specific charges
- 3) Charges listed above for the various Regions represent upper tier charges only and do not include local municipal charges.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL
PLAN AMENDMENT 9 - KANATA WEST BUSINESS PARK

- Planning and Development Approvals Commissioner's report dated
24 Aug 2000

Committee Chair Hunter began by reading a statement required under the Planning Act, wherein he advised that anyone who intended to appeal Regional Official Plan Amendment 9 to the Ontario Municipal Board (OMB), must either voice their objections at the public meeting or submit their comments in writing prior to Amendment 9 being adopted by Regional Council. Failure to do so could result in refusal/dismissal of the appeal by the OMB.

Pamela Sweet, Director, Policy and Infrastructure Planning Division; Judy Flavin, Planner, Policy and Infrastructure Planning Division; Daniel Nixey, Corporate Research Group and Marie Carter, McCormick Rankin, provided Committee with an overview of the staff report.

Councillor van den Ham noted the consultant had stated, regarding his review of existing business parks, that only one-third of the space would be suitable for high tech parks. The Councillor asked if that type of business requires a different kind of land. Mr. Nixey, replied it did. He noted through the interviews, the proponents expressed a desire to see many things come together at once, including lands that have high design standards. This would rule out a large number of parks that have a heavy use or a mix of uses. As well, proximity to the Queensway Corridor or to other 400-level series highways is important, as is the ability to provide high-quality transit service. He noted for larger firms, access to recreation lands is also a key component.

Councillor van den Ham noted the presenters had spoken of migration from the west to the south and around to the east and had stated business development could be shifted to the east. He asked how this shift was going to happen (e.g. through the guidelines set by Council or decided by the developers). Mr. Nixey noted from the survey work conducted it was discovered that a high tech firm already established would expand close to where they are. However, he said he was encouraged that there was no "fixed address" in people's minds about where they have to be. As well, factors such as proximity to competitors, to supply lines, like businesses, etc. were not signaled very strongly in the survey. He said this would mean there is a fair amount of flexibility and suggested it would be the developers/landlords who will do the shifting.

With respect to the issue of transit, Councillor van den Ham questioned what work had been done to determine the numbers of people in the high tech business that are actually bus users. Ms. Carter advised information was obtained from OC Transpo with respect to surveys they

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

have carried out for the Kanata North Business Park, Nortel at the Carling/Moodie site and information from the JDS Uniphase site in South Merivale Business Park. The latter has 40% modal split and OC Transpo is working hard at providing good bus service to them. The Kanata North Business Park has between 7% and 12 % modal share and this has been improving with more direct routes from the Eagleson Park and Ride facility. Nortel has a program in place to encourage travel demand management. Ms. Carter offered that 10% was reasonable and that 20% was an aggressive target that certainly could not be reached without the facilities in place.

Councillor Munter first acknowledged the work of staff on this Amendment, noting it has been a year of unprecedented development. He stated he was generally supportive of the report, but had concerns about the infrastructure and the issue of transportation. He noted in February he had asked staff to look into the off-site transportation needs, as well as the on-site needs. However, in the actual amendment, only the construction and expansion of roads within the Kanata West Business Park area is addressed. Councillor Munter asked if any of the transportation infrastructure (e.g. a widened Terry Fox north and south to March Road and Eagleson, a widened Queensway, the Castlefrank overpass, a widened Campeau Drive, an extended Campeau and a widened Hazeldean) were currently budgeted for. Ms. Sweet replied some were included in the Capital budget but forecast for a later date (i.e. 2006 and beyond). Councillor Munter emphasized for the Committee that this was an issue. He said clearly a demand for land has been demonstrated and yet not a cent has been budgeted for the near term to deal with this. He said this will need to be addressed.

Councillor Legendre noted staff had indicated there was land in the east and south of the Region that they would like to see developed. He questioned why. Ms. Sweet advised these lands have been in the ROP for a number of years, infrastructure has been identified in the ROP for them and in some cases the infrastructure is already there and paid for and the land should therefore be utilized. As well, the ROP development strategy states that jobs and housing in those urban communities should be balanced to reduce cross-commuting across the Region.

Councillor Legendre said Mr. Nixey had mentioned that the Kanata phenomenon is historic but not intrinsic and seemed to be saying there could be development in the east and the south. The Councillor questioned how this would ever happen if every time, expansion is allowed where the pressure is. Mr. Nixey said it would be difficult to encourage companies that are already well entrenched to expand very far from where they are. With respect to the second part of the question, Mr. Nixey said there is nothing that ties new companies to a Kanata address. He said he had spoken to people who moved to Kanata because there were people there who had good projects, but that was not their first choice, they would have taken something closer to the centre or to the east.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

At Councillor Legendre's request, Ms. Flavin confirmed the Committee was not being asked to approve the elements of the concept plan at this time but rather, the amendment is proposing some principles staff would like to see delivered on.

Councillor Bellemare stated his understanding was that the cost to the Region would be \$40 million to service this business park but he was also hearing that the development industry will pay for the infrastructure. He asked for clarification. Ms. Sweet confirmed the cost would be \$40 million for the infrastructure that includes roads, pipes and transit but it does not include other infrastructure such as stormwater. She pointed out there is a statement in ROPA 9 which says this should be financed by the developers and she clarified this means an area-specific development charge or perhaps some other municipal financing through the Municipal Act or some other way to be negotiated with the developers and landowners (and approved by Council), once the concept plan is in place.

Councillor Bellemare noted a high demand rate of growth (6.5% annual growth) was used to justify adding this land to the urban area. He questioned how these projections were arrived at (e.g. was the 6.5% rate projected until 2021 or higher early on, then lower towards the end and averaged out). Mr. Nixey confirmed higher growth was projected in the early period, tapering off towards 2021. He added the bottom line was they were looking at how much land would be consumed to 2021, so whether the higher growth occurred earlier or later was irrelevant to the calculation.

The Councillor then pointed out that, from the projections, the conclusion was that 200 to 250 hectares of land was needed for high tech users; however, the recommendation before the Committee is for 330 hectares. He asked if this was too much land. Mr. Nixey explained they wanted to capture the essence of what would happen if there were significant, sustained growth. He advised they came up with the amount of land needed and then took into consideration sensible boundaries and the infrastructure capacity. He opined the area of land proposed in the Amendment was neither too big nor too small.

Councillor Legendre noted the report states the cost of infrastructure, may be paid through area specific development charge. It was his understanding that Council had rejected the notion of such an area specific charge. Ms. Sweet advised Council did in fact approve a type of area-specific charge because it does differ for residential uses inside the Greenbelt versus in the urban area versus the rural area. Councillor Legendre then asked, if this was approved, in light of Council's previous decision, would it leave the Region (new City of Ottawa) open to a successful OMB appeal. Ms. Sweet replied that anyone can appeal the amendment but that staff is prepared to support it at the OMB. Mr. Nixey added, provided the costs are justified

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

and that staff has accurately captured the amount of growth, it would be possible to defend this amendment before the OMB.

Councillor McGoldrick-Larsen questioned if the Province was at the table to be a partner to respond to transportation needs (i.e. in terms of Highways 417 and 416). Ms. Carter stated she could not speak to the partnership issue, but noted the Province is currently carrying out a preliminary design study for Highway 417 that encompasses the area between the Highway 7 interchange and the Highway 416 interchange, which will be considering opportunities for improving transportation along the Queensway corridor. Ms. Carter advised that McCormick Rankin is carrying out the study and options such as 6 lanes, 8 lanes, park and ride lots, etc. will all be considered. The Ministry of Transportation has stated that they are interested in providing a facility that will help improve the economic growth of Ottawa-Carleton.

With regard to the high design standard the high tech industry requires in its business parks, Councillor McGoldrick-Larsen asked at what stage in the planning process are the standards set out for the design for business park development. Ms. Sweet advised the concept plan will result in design standards that will be agreed to by the landowners and the industry and will be realistic. She pointed out staff are recommending that the concept plan be approved by Council.

Councillor McGoldrick-Larsen asked, when the inventory of current lands was conducted, were currently designated business park lands that could be assembled to accommodate a larger high tech business considered. Mr. Nixey advised this was so. He noted however, it was more of a “filtering out” than a “filtering in”. The lands that were dropped from consideration were those that didn’t have particular hallmarks, for example, if they were developed partially for heavy uses, it would be difficult to circumvent that. He noted the one issue that was open to debate was the delivery of adequate transit because that can change over time. The area most significant in that regard is south of the airport, east of the Rideau River and Mr. Nixey stated in time, those could be developed for high tech purposes.

Councillor McGoldrick-Larsen then asked for staff comment on a letter received by Judy Flavin from the City of Nepean, with regard to an in-depth cost-benefit analysis for the development of the above-noted land versus other potential sites and the possibility of expanding other assets currently in the Region. Ms. Sweet noted the ROP states that economic opportunities for the Corel lands must be looked at. She said this was done through the Malone Givens Parsons study, and the recommendation was that a business park made sense there. Staff were simply acting on a direction of Council in bringing forward this Amendment. Ms. Sweet went on to say she would recommend that, when next the new City looks at further expanding business park

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

land, the Strandherd area should be looked at because a thorough analysis has not been done on that particular site.

The Committee then heard from the following public delegations.

Bronwen Heins, President, Kanata Research Park advised she was before the Committee to speak on both this item and Item 3 (Growth and Infrastructure in Ottawa-Carleton), as both are inter-related.

Ms. Heins advised Kanata Research Park has no interest whatsoever in the Kanata West Business Park lands but she wanted to relay her support of the expansion of these lands and to shed some light on what is happening in the high tech sector and the growth in the west end of Ottawa. With respect to growth, Ms. Heins referred the Committee to Item 3, Table 5, where the projected employment for 2006 is predicted to be 28,300; a projected growth rate of 8,751 between 1996 and 2006. The speaker stressed that Kanata Research Park Corporation alone will build 800,000 square feet of space and fill it with 3,200 people by the end of next year, which translates to 40% of the prediction in one year and a half. The speaker opined the numbers in the report were overly cautious and so far out of line with what is happening out there. She emphasized that the additional land was desperately needed and quickly. Ms. Heins offered that with the development that is currently proposed in Kanata and awaiting City of Kanata approval, the projected growth from 1996 to 2006 should be in the neighbourhood of 56,000 jobs. Ms. Heins went on to say the high tech sector is an awesome enterprise that creates 3 to 1 other jobs that will benefit the whole city, and she cautioned the Committee should not risk losing it by “squabbling over 500 hectares”.

The speaker then referred to Table 6 of Item 3, and stated it falls woefully short of meeting the infrastructure needs that Kanata North Business Park and Kanata needs now to meet the needs of the high tech community. She pointed out that March Road, Terry Fox North, Carling Avenue and the Eagleson Road overpass need to be improved and expanded now. Ms. Heins felt that putting money into the Castlefrank overpass and the transitway station for the town centre was wrong as it is too early, whereas there is building happening right now in Kanata North. She also offered that light rail would benefit the entire city, is a lot cheaper than a transitway and is a service that high tech employees would use. She urged the Region to move forward with the light rail.

Terry Mathews, President, March Networks Corporation stated he was interested in making the Region of Ottawa-Carleton a better place, or at least preventing it from losing ground. Mr. Mathews advised he was speaking from the perspective of having first hand knowledge of the high tech sector, noting he had started many extremely successful companies in this area. He

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

pointed out all of these companies were going through growth far in excess of what Regional staff are projecting, and in fact called it “unprecedented growth” which he did not feel the Region understood the magnitude of. Mr. Mathews expounded on the virtues of the high tech industry noting it does not pollute but is “brain power based”, they often become public and spread wealth throughout the Region and they reinvest in the community.

Mr. Mathews went on to say there are many pressures in the Kanata area pointing out transportation pressures on March Road are tremendous and the Queensway is woefully inadequate. He stressed that people in the industry are in great demand and could start companies anywhere they want. Currently in the Region the heat is on in Kanata and this is good for the Region as a whole. Mr. Mathews urged the Committee to encourage the environment the industry has created by supporting the proposed amendment as well as light rail to the west end.

Responding to questions from Councillor Munter, Ms. Heins advised Kanata Research Park has 450 acres, and at the rate it is being built out now, it will be gone in five years. She confirmed that her one caveat to her support of the Kanata West Business Park was that the infrastructure to support what exists now (and what will come) has to be in place.

Bob Stevenson, provided a written copy of his presentation, which is held on file with the Regional Clerk. Mr. Stevenson offered his opinion that ROPA 9 does not offer any advantages that would benefit the community and listed its many disadvantages as being “immoral, unprincipled and financially irresponsible”. He suggested if the Regional Official Plan were being enforced, the Committee would not even be considering ROPA 9. He felt this was the latest step in a series of bad decisions by Council, each one being used to justify the next and referred to the decisions about the Palladium, the highway interchange, the auto mall of Amendment 3 and all the other encroachments such as the Operations garage that have been allowed on good agricultural land. He suggested the Region should be more practical in terms of land use for lands designated as Rural Lands, as he felt there was nothing more practical than saving the region’s food lands.

Mr. Stevenson noted that ROPA 3 allows for 100 acres of farmland to be paved for 12 car lots and showrooms and ROPA 9 expands this to 1,370 acres. He said although the proponents of Amendment 9 speak of a large increase in demand for high tech facilities, there is an estimated 40 year supply of such land in the Region, some of which is already serviced. He said this was paid for as a public investment and is owned by developers who followed the rules. Now another group has bought cheap agricultural lands and wants the rules changed. He pointed out the Provincial Policy Statement indicates that expansion into prime agricultural areas is permitted only where there are no reasonable alternatives: this report does not address this issue.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

The speaker felt the consultant's report was an excellent example of how one "manufactures a need". He noted for example, the consultant interviewed and surveyed approximately 100 facility managers of local high tech companies and read from the report "according to the survey locating close to other high tech firms or having proximity to the supply chain are not major concerns". He pointed out Kanata was not rated particularly highly by the majority for the next expansion or relocation, while locating in the Queensway corridor, particularly at a major intersection, was of great interest. Mr. Stevenson also felt there was a distortion of the soil capability of these lands, noting the report focuses on the negative aspects of the property but did not include a map showing the soil capability under the LEAR rating.

With respect to the cost to provide infrastructure estimated at a minimum cost of \$268 million, Mr. Stevenson opined this was a huge expenditure, some of which is totally unnecessary and he felt it unbelievable that Council would consider this expenditure, based on a manufactured need. He suggested traffic generation should promote a policy that disperses growth to all industrial parks in the Region. As well, he felt that light rail should be promoted. Mr. Stevenson noted there would be fear-mongers who will say that if the high tech businesses aren't allowed to locate beside the Queensway, they will go to another city but he pointed out there are many high tech firms in the Region that are not located beside the Queensway. He cautioned if ROPA 9 were passed, the taxpayers will be the losers in the short and long term.

Jim Shotton, advised he was a commercial real estate broker and had been involved in the Kanata market for 15 years and in this process since its inception. He began by saying he felt the report fell short in terms of projections and opined the region is about to see growth in the market that will shock everyone. He advised the businesses we are currently involved in are taking up virtually all of the available industrial zoned land in the west end market and he expressed concern that the availability of land will run out over the next 24 to 36 months.

Mr. Shotten encouraged the Committee to also look at the addition of the lands between Maple Grove and Hazeldean Road and especially the lands bordering on the extension of Ivor Road into Huntmar. He felt these lands would be well suited for light, industrial uses that service the high tech companies. With respect to infrastructure, Mr. Shotten felt the process identified in the Amendment was reasonable but he expressed concern about Hazeldean Road.

Merle Nicholds, Mayor, Kanata, introduced Dave Krajaefski, Director of Planning; Ken Foulds, Manager of Planning; and, Rob McKay, Economic Development Manager. Mayor Nicholds advised that Kanata had spent a lot of time on this issue and were appreciative of the report presented to Committee. She advised that the development that is currently in the mill (either already approved, under construction or at some state in the approval process), would

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

equal the size of about four Corel Centres. She noted that Bronwen Heins and Terry Mathews had made it clear to the Committee what the high tech industry needs - a supply of serviced land, a fast-tracked approval process. She felt the key issue for the Committee was infrastructure and the quality of life.

Mayor Nicholds noted Kanata Council had considered a report from its staff on this issue and the Regional staff report. She advised that Kanata Council supported ROPA 9 as presented, however, they felt more information was needed on the financial impact and the phasing of infrastructure before this takes place. She noted the message from the high tech industry is that they know what they want and will go where they can to find it (including other countries and other parts of Canada) and she requested that work begin immediately on the concept plan, to respond to the needs of this industry.

On the issue of infrastructure, the Mayor stated this was a big issue, primarily transportation issues and roadways in particular. She noted there is currently enormous pressure on March Road, Eagleson Road and Terry Fox. When Council looked at the report, they requested one modification, regarding the effect of traffic on existing communities, particularly John Street in Stittsville, and they also supported the extension of Huntmar down to Hazeldean Road. She expressed her Council's concern regarding the cost of infrastructure to get to this area, particularly roadways and their opinion that more work needs to be done on this. Mayor Nicholds stated the Region could not afford not to proceed with this Amendment but close attention must be paid to providing the infrastructure ahead of any growth.

Mr. Krajaefski stated one of the key roles that municipal government can play in meeting the needs of the high technology sector is ensuring that an adequate supply of zoned, serviced land is available in a location that best suits the needs of high technology. He said it is the City of Kanata's firm belief the land that is part of this amendment is the location the high tech sector finds desirable to locate in. He felt this was confirmed by the consultants retained by the Region. He pointed out the Terry Fox Business Park, located immediately adjacent to this area, is already establishing itself as a location for high tech companies (e.g. Nortel). Mr. Krajaefski expressed Kanata's support for ROPA 9, as they believe this is the appropriate site for high technology and represents good land use planning.

Mr. Foulds spoke of Kanata meeting many of the locational criteria the high tech sector is looking for and also about the shortage of available land suitable to high tech. He said it is clear that the absorption rate for land is significant, and has accelerated in the last five years and continues to accelerate.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

Mr. Foulds noted staff had clearly pointed out there is an economic opportunity with the location of the 400 series highway and Huntmar, as well as the existing Corel structure. Also, the infrastructure that is there today supports that notion and it provides a very significant western gateway to the new City. He also noted the proposed Amendment compliments existing planning principles, outlined in the current ROP. The fact that it addresses high tech sector needs solely, and limits the amount of commercial space, does in fact support Kanata's Town Centre, and that policy is consistent with the ROP policies for town centres. By encouraging further employment in the west end, it also promotes a live/work relationship that is also identified in the ROP as a target. As well, there has been consideration for the natural environment, for agricultural resource and the balancing act of weighing these against the proposed use has been made.

The speaker stated there are opportunities for efficiencies within the current infrastructure system which could be achieved by pursuing the infrastructure options in the current amendment. Although there are costs associated with this, there are also a significant number of economic benefits. He recognized there are limits to the infrastructure capacity, and these have helped shape the ROPA boundaries that are proposed: changes to these boundaries would obviously require further reassessment of the adequacy of the systems to support the growth. Mr. Foulds encouraged the Committee to proceed with ROPA 9, resolve the infrastructure problems and continue along with the concept plan process.

Councillor Munter noted the City of Kanata supports the 330 hectares proposed, however, he had heard the delegations say, if it is larger than that, the impact on infrastructure needs to be investigated first. Mr. Foulds stated at year end projections will be accelerating at a faster pace than was anticipated and he stated it was absolutely necessary to address the infrastructure needs related to that.

Councillor van den Ham noted the delegations had touched upon the issue of funding of the infrastructure. He said it was his understanding that Terry Fox and Castlefrank are local roads and the initial two-lane construction of those is the responsibility of Kanata. He said he was sure Kanata had been collecting funds for those undertakings and asked if those calculations had been included in the overall funding for these projects. Mr. Krajaefski advised Kanata's development charges by-law provides for the construction and completion of Terry Fox Road north to March Road as a two-lane roadway, and also provides for the completion of Terry Fox south to Fernbank Road (which is the limit of Terry Fox in Kanata). There is funding for part of the Castlefrank partial interchange, but its also important to remember there is a regional component as well, because of transit.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

David McNicoll, resident of Ottawa-Carleton, submitted a copy of his presentation, which is held on file with the Regional Clerk. Mr. McNicoll stated he did not support either the Region's Official Plan nor the current structure of government in Ontario. He advised he was inclined not to support ROPA 9 for the following reasons:

- *Fixed assets*: the Region's Annual Report shows no fixed assets in the balance sheet, either comprehensive or the Region, thus no ongoing value is given for such matters as the water/wastewater system, transportation infrastructure, bridges, buildings and the land itself.
- *Land value*: urbanization of the Ottawa area is occurring at a rate of approximately 1.2 hectares per day. This urbanization is projected for the 25-year timeline of the ROP, and is manifested through legal obstructions such as the designation of land into a business park as in the case of ROPA 9. All ability to sustain bio-diversity, including humans, is reduced inside the study area and it appears impossible to model a human community into the future with this land use philosophy and practice. This amendment would increase the current allowable rate of urbanization by approximately 5%.
- *Economic Development*. The staff report states the purpose of the amendment is to support economic development in Ottawa-Carleton by designating additional land for the high tech industry, yet there is no document before us from the Region's Economic Affairs Office, nor from the Ottawa Centre for Research Innovation and Ottawa Economic Development (both partially funded by the Region). As well, The Ottawa Partnership has yet to produce its Master Economic Development Plan.
- *Physical infrastructure carrying costs*: the Region does not value or project the carrying costs in a standalone fashion. ROPA 9 will increase such carrying costs.
- *Region's agricultural resources*: at the pre-hearing conference on May 5, 1998, before the OMB on his appeal of the entire ROP, Council, addressing the matter of resources, stated verbally that it was absurd to have to demonstrate per capita resources. He questioned whether this was still consistent with Council's view and operations.
- *Global business standards*: He asked if it was fair to say that a current designation of business park carries with it no direct assertions of global business standards such as the ISO series 9000 and the environmental series 14000?
- *High tech environmental audit*: He questioned whether the Region has ever carried out an environmental audit of the so-called high technology sector.
- *Rail/Rapid Transit*: He questioned whether any of the background studies that Council has authorized have looked at any rail transit operations.
- *Infrastructure expansion*: He said he understood the proposed changes in designation through ROPA 9 carry no direct implication for public financial involvement in the business park per se. Nevertheless, is it fair to say the amendment carries the direct, legal obligation for public funding of infrastructure expansion? He felt the associated costs were substantial and more appropriately discussed during budget process.

- *Overall conformance of policy and law in Ontario:* Is it the position of Regional Council, although totally silent on the matter, that through its comprehensive ROP and related policies manifest the direct will of the government of Ontario and conforms to all pending international protocols, conventions and treaties, that the government of Canada and Ontario have signed.

Mr. McNicol stated he would not be supporting ROPA 9 and does not support the ongoing destruction of where he lives. He said that although his comments may appear odd to some Councillors and citizens he was attempting to plan to global standards for an adequate, sustainable human community, in the context of bio-diversity. He said he stood by the characterization of the ROP "as a plan of global death".

Janet Stavinga, Mayor, Goulbourn Township and Danny Page, Director, Planning and Economic Development (a copy of Mayor Stavinga's presentation is held on file with the Regional Clerk). Mayor Stavinga expressed Goulbourn Council's support for ROPA 9. She said ROPA 9 makes eminent sense, as there is truly an economic opportunity at this location and it should be acted upon collaboratively to maintain this region's stature as the country's pre-eminent high tech centre. Mayor Stavinga said Goulbourn Council was pleased with the amendment and encouraged the Committee to incorporate the following improvements to it:

1. Introduce concrete assurances that this development will not adversely impact the residential areas surrounded by Brianston Gate (located in the northeast quadrant of Stittsville and borders on the study area). Ever since the Corel Centre and the Huntmar exchange became operational, this community has had to deal with increasing amounts of through traffic. She said the proposed Huntmar extension alignment appears to provide a direct route through the residential streets of Brianston Gate and would seriously degrade the quality of life in this community. Although Regional staff had proposed some text revisions to the amendment to address this need, she urged the Committee to amend Schedule 3 so that the new road goes easterly into Maple Grove.
2. A more explicit requirement in the text of the amendment to ensure the Huntmar extension is constructed before any new development occurs south of the 417. This could best be accomplished by expanding Policy 7 to recognize that the road be in place as a pre-condition to the development of lands south of 417. Given the existing pressures of cut-through traffic now being faced in the Stittsville area, it is imperative that the Environmental Assessment process for the construction of Huntmar extension begin immediately.
3. The boundaries of ROPA 9 be rationalized. The boundaries should encompass lands along both sides of the Huntmar extension to reflect a more efficient distribution of land that recognizes the local landscape and makes more efficient development and use of the infrastructure.
4. Should the Committee deem it appropriate to include all lands south of Maple Grove, and not just those immediately adjacent to Huntmar, she asked that a concept plan be

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

approved, integrating effective visual, spatial separations from the proposed business park and residential areas to the west, as well as the existing boundaries of Kanata to the east. In another area north of Hwy. 417, a portion of the expansion area abuts a quarry operation expected to operate for another 60 to 70 years. The noise, vibration, dust and esthetic considerations in this area might not be appropriate for high tech but could be considered for light industrial uses.

The Mayor referred to a page of proposed amendments she had provided to assist the Committee in their deliberations and asked the Committee to approve ROPA 9 without delay.

Michael O'Rourke a resident of John Street in Stittsville, introduced other residents of John Street who had accompanied him. They were Nick DeAngelo, Maxine McConomy and Nancy Beauchamps. Mr. O'Rourke submitted a copy of a consultant's report accepted by Goulbourn in April 2000 on setting safe speeds for Stittsville, as well as data on John Street concerning the problems with traffic (i.e. speed and volume) (held on file with the Regional Clerk). He then described the problems with traffic the residents of John Street have incurred since the opening of the Corel Centre. He noted prior to the Corel Centre, John Street averaged a dozen cars a day. In a study he conducted in May 1999, the counts averaged 4.3 cars per minute on non-event days at the Corel Centre, with two-thirds of the traffic at any time going south, i.e. Maple Grove to Hazeldean. Traffic before and after an event at the Corel Centre adds up to 1000 more cars to our daily traffic load of 2500 cars. As well, the speed limit of 40 kms per hour is largely ignored. Sixty five percent of traffic exceeds the speed limit with 6% at 15 kms per hour or more over the limit.

Mr. O'Rourke said he realized that development is necessary for the continued growth of the community, however, he was also of the opinion that growth and development must respect the rights of all residents to maintain the quality of their lifestyle without undue interference from such development. He said he and his neighbours were concerned about the negative impact of proposed ROPA 9 which will, as presently drafted, add to the problems on John Street. These problems are the result of the lack of proper infrastructure in the area surrounding the Corel Centre and the lands between Terry Fox Drive, Hwy. 417, Hazeldean Road and Huntmar Drive.

He outlined the problems associated with ROPA 9, as follows: Schedule 3 references new and modified roads that are required as a result of the proposed development. This road network includes a road leading from the Palladium interchange to Maple Grove Road. The road joins Maple Grove Road a few hundred feet east of the intersection of John Street and as, it presently is detailed, it can only cause further traffic worries for the residents. There are references in the staff report that acknowledge the difficulties on John Street, however there is no timeframe,

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

other than a loose reference to “short term” measures required to address the problems. The construction of the Huntmar extension is included in the plan, but not as a priority. He said additional north-south corridors are required between Kanata North, Hwy. 417 and Stittsville. He felt the Huntmar extension should be built immediately and should be included as a condition for rezoning the lands. As well, short term measures to return John Street to its original purpose (a roadway designed for its residents) must be formalized and implemented immediately. These measures could include road closures, road calming measures, additional enforcement of traffic by-laws, etc. The Terry Fox-Hazeldean interchange should be modified to include a dedicated right-turn lane onto Hazeldean heading west. Hazeldean Road should be widened from Terry Fox to Carp Road. Maple Grove Road should be extended to Carp Road and a north-south link to the Palladium interchange to Main Street to the existing Goulbourn Business Park should be built.

Ms. McConomy advised she was before the Committee representing the children of Stittsville, specifically those residing on John Street. She noted traffic volumes have restricted their childrens’ ability to play safely in their front yards, to be able to cross the street to play with friends, to go to the park, to walk and wait for the school bus, to deliver newspapers or to ride their bicycles. She advised cars regularly fail to stop at stop signs, drive too fast and recklessly. This once quiet residential street has become a through-way for commuters to and from work and to the many events at the Corel Centre. Ms. McConomy stressed the importance of finding solutions to restore safety and the quality of life to residents of John Street. She said although her community supports development, the planners and developers must design their projects to protect the safety and integrity of their community. In closing, she expressed support for the position expressed by Mr. O’Rourke.

Peter McNicol, President, Katimavik-Hazeldean Community Association, said the majority of the residents represented by his Community Association are to the east of Terry Fox and a few are in the farm lands about to be affected. Mr. McNicol stated the Community Association was mildly in support of ROPA 9 as they see it as an answer to some of their problems in that it will speed the development of some of the needed roads. However, if these roads are being used by the new business park, his community will have lost all the benefits the new roads would provide. He also expressed concern that development on the Corel Centre lands has already been a threat to the Town Centre development. Mr. McNicol said his Community Association does support the Huntmar extension and the Terry Fox extension but not the widening of Eagleson. As well, Mr. McNicol expressed support for the concerns of Goulbourn about John Street.

Mr. McNicol went on to express a number of concerns, including: the cut-through traffic on Katimavik Road on Corel Centre nights; traffic congestion on Hazeldean Road; high tech

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

businesses taking up space in community shopping malls; problems with transit and the threats posed by landbanking; and, traffic congestion on the Queensway.

In conclusion, Mr. McNicol urged the Committee to proceed with the development of the Kanata South Business Park and to complete the Terry Fox overpass and widen Terry Fox to four lanes before any more building is allowed in this area.

Mark Wakeland, Staubach Company, Dallas, Texas. Mr. Wakeland provided a bit of background on his company, noting it was founded 25 years ago by Roger Staubach on one guiding principle, that they would focus on the specific needs of tenants and users of space. He advised that in 1999, they completed 2,500 assignments for over 1,000 clients (many of whom were on the Fortune 500 list) in the United States and abroad and felt this demonstrated the Staubach Company was truly representative of users of space.

Mr. Wakeland expounded on the virtues of Ottawa, noting it is a beautiful city with a high quality of life; the workforce is abundant, well educated and highly skilled; it has a very expansive technology sector; and, most importantly, there are plenty of lands available and suitable for development at reasonable prices. Mr. Wakeland said these factors form the key ingredients for corporations when choosing new expansion locations and for making Ottawa a world class city.

The speaker went on to say that in April of this year, the Staubach Company purchased 65 acres of land located between Maple Grove Road and Hazeldean Road, under the assumption that the initial plan for the RMOC would include these lands south of Maple Grove. He noted the Staubach Company is not a developer but rather is focused on users; this land simply creates an opportunity for them to react quickly and deliver sites ready to go when one of their clients chooses Ottawa. Mr. Wakeland felt that as Ottawa continues to grow and becomes a world class City, much more than the current 7% of new growth will come from companies across Canada, the United States and abroad. He opined an initiative to include all of the lands around the Corel Centre, down to Hazeldean Road would fit the strategy.

In conclusion, Mr. Wakeland stated the Staubach Company is in Ottawa because they see exceptional opportunities here and want to continue to put Ottawa on the map as an opportunity for their clients. He emphasized that the Staubach Company is 100% committed to participating with the Region (and the new City of Ottawa) to make this happen.

Tim Chadder, West Carleton, advised West Carleton had been involved in this process since the 1997 decision to look at this area. Mr. Chadder conveyed the Township's support for additional employment in this area and noted as well they supported the Auto Park which is also

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

within this area. He noted as the Township is a proponent of the “developer pay” scenario, they were happy to see this aspect built into ROPA 9 and would definitely promote their continued contributions, not necessarily just through development charges but also through the subdivision process and off-site agreements. As well, West Carleton was pleased to see the area around the Spratt Quarry was recognized for protection.

Mr. Chadder advised that the area north of the Amendment, where Richardson Side Road lies, was a concern to West Carleton Council in terms of the ability for the traffic to be connected back into the City of Kanata. He pointed out Richardson Side Road does become Castlefrank Road and once there is more growth north of the Queensway, they anticipate problems with traffic cutting through rural roads. Another issue raised by West Carleton Council concerned the Carp River. He noted West Carleton is currently doing the subwatershed study and they believe this is an area that should be promoted and enhanced as part of this overall development scenario as it does form a unique feature in the area.

In concluding his remarks, Mr. Chadder stated West Carleton Council supports this amendment and the proposal from Goulbourn Township to have a connection from Hazeldean Road to Maple Grove Road along the Huntmar Corridor. He expressed sympathy for the residents of John Street, noting residents on the West Carleton side of Maple Grove Road were suffering from the same kinds of traffic impacts. He conveyed the Township’s support for an amendment to ROPA 9 to show a corridor of development along the extension of Huntmar Road.

Brian Black, indicated he was representing his family who owns property on Huntmar Drive, being the north half of lot 4 and the south half of lot 5, a total of 200 acres (80 hectares), immediately north of the proposed park. Mr. Black submitted a written document on behalf of his family and asked that it be distributed to members of the Committee and held on file with the Regional Clerk. He expressed support for Amendment 9 but requested that his family’s land be included in the business park.

Ignatius Pepprah, provided a written copy of his comments. Mr. Pepprah noted the Kanata North Business Park has been very successful and he thought that any additional increase in business park would have been along March Road from Kronkite to the Kennedy Junction. He said there is sufficient land (about 200 hectares along the March Road) and he felt it would be more logical to build in this prestigious high tech location, rather than to develop another business park. Referring to comments made by Terry Mathews and others with respect to the high demand for business park land, Mr. Pepprah commented once the present proposal is approved, consideration will be given to further expansion of the North Kanata Business Park along March Road for cost reasons. He noted this area would not incur many of the infrastructure costs the present proposal is demanding and could therefore be done very

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

quickly. Mr. Pepprah suggested that consideration should be given to the expansion of the Kanata North Business Park, simultaneously with ROPA 9.

Paul Laughton and Amy Kempster, Federation of Citizens Association (FCA). Mr. Laughton noted in 1991, the FCA appeared before the Ontario Municipal Board (OMB) opposed to the diversion of agricultural land and stated they are opposed to this expansion as well, because of the loss of agricultural land. He referred to a statement made by the OMB at that 1991 hearing, noting they said “that lands designated agricultural in an Official Plan, are to be reserved indefinitely and regarded as such, as part of the overall agricultural resource for future generations”. He said the use of agricultural land to expand urban areas may sometimes be a necessary evil, but unless it is necessary, it is to be avoided. The speaker pointed out that of the 330 net hectares in ROPA 9, 209 are agricultural resource lands. Mr. Laughton noted the staff report states that urban development next to agricultural land has a deleterious effect on it; so as urban areas expand into each section of agricultural area, this condemns the next layer to future changeover to urban lands.

Mr. Laughton stated ROPA 9 does not conform with the Regional Official Plan policies which encourage denser, more compact and more balanced development and development in town centres, primary employment centres and at transitway stations. He opined the Amendment does not meet the requirements of the Official Plan hierarchy of transportation (i.e. walking and cycling). The Region as a whole has an estimated thirty year supply of land already approved suitable for high tech development and he gave as examples of land within the greenbelt, the City Centre, Lebreton Flats and Cyrville Road. All of which have transitway stations near them and are already serviced. As well, if ROPA 9 is allowed to go forward, the development of some of the areas slated for development under the Official Plan will be delayed. Mr. Laughton also pointed out that the \$39.5 million infrastructure costs, are in addition to what is already approved in the Transportation Master Plan, which he offered would be a cost to the taxpayer unless somebody else pays for it. He urged the Committee not to support ROPA 9.

Ms. Kempster, noted as an economist, she was well aware of the whole phenomenon of business cycles. She noted the region happens to be almost at the top of a business cycle and suggested a recession could happen at any time in the next two to five years. For this reason, she felt the projections offered were not valid, as they do not take into account the possibility of a recession. The speaker opined the justification of need is not very strong, as there is no real model behind it. The projections were based on existing growth in the last two years, which have been boom years and this was not real modelling of growth.

Councillor Stewart asked the delegations to quantify who the FCA represents. Ms. Kempster advised there were at least 20 to 25 members in the FCA. The membership runs from St.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

Laurent Community Association in the east to Ottawa South Community Association and Glabar Park in the west and many of the central area community associations. She noted although the FCA's mandate is the Region, they did not have any community associations outside of the City of Ottawa.

Councillor Stewart then asked, in coming to the position presented by Mr. Laughton and Ms. Kempster, if they had polled their associations or had any input from the community at large. Ms. Kempster advised they sent an e-mail to their members, with a copy of their draft letter stating their position. Councillor Stewart then asked the delegation if she would characterize the position presented, as being representative of the average resident in those communities the FCA represents. Ms. Kempster offered that many people in the Region are very interested in preserving the environment. As well the position presented was consistent with the earlier FCA position regarding the Corel Centre.

Ted Fobert, Fotenn Consultants, advised he was representing several landowners in this area including Terrace Investments, the MacKenzie Family, the Polowin family and Mr. Maynard Dennison, who together own over 500 acres of land on the north side of Highway 417. He noted Mr. Leder (Terrace Investments) had to leave but had provided Committee with a letter outlining his position.

Mr. Fobert stated he understood there were a number of motions that would be coming forward dealing with the boundary, the next steps with respect to concept planning and the opportunity of looking at future residential requirements that are generated as a result of the business park development. He expressed support for these motions on behalf of Terrace Corporation and the group he represented.

The speaker noted his clients' land was included within the proposed boundaries of the expansion area north of Highway 417 and stated they were generally in support of the principles and the approach that is recommended in ROPA 9. He commented that the amendment would add 330 net hectares of land to the urban area or 400 to 450 net hectares if the lands between Maple Grove and Hazeldean Road were included (which he felt was a logical and appropriate addition to the boundary of this amendment). He pointed out in the the context of the new city with an overall land mass of 681,720 acres this expansion represents about .2% of the land area of this Region. A very small amount, considering the opportunities it represents.

Mr. Fobert stated, in light of the burgeoning needs of the high tech sector and the serious shortage of available land in this part of the Region, it makes sense to plan for an appropriate land supply to be able to accommodate the current and future business needs and to allow the landowners and developers who are being asked to finance this development, to share the high

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

costs of the required infrastructure. He urged the Committee to move forward quickly to keep pace with the high tech industry and stated ROPA 9 is the appropriate first step as it identifies the land for future business use and it sets out the next logical phase for concept planning.

In closing, Mr. Fobert strongly urged the Committee to support ROPA 9 together with its expanded boundary to Hazeldean Road. As well, he asked that the landowners be allowed to take charge of the concept planning exercise. And finally, on behalf of another of his clients in this area, Palladium Auto Park, he requested a change to policy 4.4.7. He referred to a motion which had been distributed, that clarified that the financial contribution of the Palladium Auto Park for future infrastructure would be based on the range of uses that are permitted on their lands (i.e. an autopark) and agreements that have already been entered into to pay for the right to service their lands through the Terry Fox Business Park. He indicated the amendment had been reviewed by Regional staff and they were in support of it.

Ron Richards, representing North American Property Group, the beneficial owners of approximately 40 acres of land on the north side of Hazeldean Road in the Township of Goulbourn. Mr. Richards indicated he was in support of the comments made by Mr. Fobert, Mr. Wakeland and Mr. Mathews. He said it was his belief that a common sense look at the lands proposed to be included in ROPA 9 would bring one to the conclusion that the lands south of Maple Grove Road should be included within the business park area and subject to the types of ongoing study through the concept plan, secondary plans (if necessary) subdivision plans, site plans and zoning. He felt the issues raised by Mayor Stavinga could be addressed through that process. He urged the Committee to support this unique situation, where all of the landowners in this area have come forward in support of the amendment, as amended.

Ray Essiambre, speaking on behalf of George Gaty, advised Mr. Gaty is part owner of 95 acres south of Maple Grove, north of Hazeldean and in between the Staubach property and Mr. Richards' property. He noted, between the three owners, they have the bulk of the land between Hazeldean Road and Maple Grove Road and the Carp River and the boundary of Stittsville. Mr. Essiambre expressed Mr. Gaty's support for the amendment and expanding the boundaries south to Hazeldean Road.

Graham Bird, Graham Bird & Assoc., Peter Nesbitt, President, Brookfield Homes and Mr. Stephen Upton, President, Dell Corporation. Mr. Bird echoed the words expressed by the previous speakers, who he has been working with in the Kanata area. He said he was part of an industry that is recognizing and dealing with incredible pressure to serve the high tech community and he felt that everything should be done to help out in a timely fashion. Mr. Bird referred to his letter (held on file with the Regional Clerk), and noted the time frames of four and five years to get through processes were just not good enough. He indicated he and his

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

colleagues were willing to work with the Region and asked that the Committee support the notion of allowing them to do the conceptual planning work. He suggested this could be accomplished in a steering committee method.

Mr. Bird went on to address the issue of infrastructure and its costs. He asked that the corporations in the area be allowed to come together and find the solution for the Region. He said his group was anxious to come to the table, to work with the Region to find the answers to causing the infrastructure to get in place and, where it has to be, in advance of the development. The speaker stated it was crucial to understand the proposed ROPA 9 puts a lot of the pressure on the back of one group. By allowing the other corporations to come to the table, they will bring with them enormous power, money and an ability to get this infrastructure in place. He noted the subject properties will bring forward approximately \$50 to \$60 million dollars in development fees and tax revenues in the order of \$45 million per year.

Mr. Nesbitt advised that Brookfield Homes is a North American based home building and development company, with much experience and expertise in the development of master planned communities throughout North America, including San Francisco Bay area and Fairfax County Virginia, where there are similar growth patterns happening because of the high tech industry. He commended the Region for taking on this task and for initiating this Amendment, which he felt was a very important step for the community. He expressed Brookfield's commitment to participating in the work to make the infrastructure happen and find solutions to pay for it.

Mr. Upton advised Dell Corporation, has been active in the Ottawa area for 25 to 30 years in terms of land ownership, development and building. He said he was very cognizant of how communities will grow and what it takes to make a community grow in terms of infrastructure. He advised his company has been very successful in their developments in creating large communities, to play a major role in the solution of infrastructure dilemmas. He expressed his company's commitment to the Region and to the City of Ottawa to work with them and be part of the team effort to solve the problems on the costs of infrastructure.

Councillor Munter asked the delegations to clarify what infrastructure they were willing to pay for (e.g. the \$40 million, cost of infrastructure for the expanded boundaries, the infrastructure that is leading to the area e.g. the Terry Fox Drive, the transit way, the Queensway, etc.). Mr. Bird replied they had had many meetings with their colleagues such as Terrace Investments, Mr. Mathew's organization and other companies involved, and he said it was their pledge and commitment to be involved in all of the aspects of it. He indicated all corporations involved could be brought to the table through the conceptual planning process and allowed to work out an appropriate allotment of the infrastructure dollars.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

Councillor Munter said he heard the delegation saying, “we will pay for some of the off-site infrastructure, if we pay less for the on-site infrastructure”, which really does not leave the Region further ahead. Mr. Bird said this was not what he was saying. He said having all of the players come and bring their financial power to the table and they will be able to find ways to get the \$100 million dollars or whatever amount is necessary for the needed infrastructure.

Councillor Beamish asked if the delegation was asking that their land be included in the Amendment as well. Mr. Bird replied that was what they were saying.

Having heard from all delegations, the matter returned to Committee for discussion.

Councillor van den Ham referred to page 30 of the staff report, policy 6 c), regarding transportation, and asked for an explanation as to why it refers specifically to the development of a transitway, as he felt this reduced the flexibility of the Region. Ms. Sweet replied the statement was fairly open in terms of the types of transit that could be envisaged here. She confirmed it would not preclude other methods (i.e. a light rail corridor), nor does it impose the transitway’s exact location (i.e. on the north side of 417 or the south side), which will be studied as part of an environmental assessment.

Councillor van den Ham then referred to the last sentence of policy 6 d) which read “Golf courses are not permitted within this area”. He said he did not agree with staff’s reasoning for including this statement and he felt it to be too restrictive. Having heard some of the concerns of the residents, the Councillor felt a golf course could provide a needed buffer zone and as well, high tech companies traditionally like to have recreational facilities around their buildings. He asked for staff comment. Ms. Flavin noted staff’s primary concern was that the job target established for this area might not be realized if a large area of land was set aside for a golf course. As well, golf courses sometimes use chemical management, which would be a concern located near the Carp River. Ms. Flavin went on to say, however, that during the concept planning, once the densities were worked out, there could be some opportunity for a scaled down golf facility (not a full 85 acre golf course). Councillor van den Ham pointed out the statement read “not permitted” and so the concept plan would not even address it. He indicated he would be moving an amendment to change the wording to read “Golf courses should be discouraged”.

With respect to policy 7, which deals with the cost of infrastructure, Councillor van den Ham noted in the last line it stated “or by other means exclusive of property tax”. He said the new City Council may recognize this development as being beneficial across the new City and offered, as an individual living in the east end, he would not object to paying a few extra dollars

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

if necessary, to support this development. The Councillor said he agreed with the intent that this development should pay for itself or a good portion of it anyway but he felt this statement removed flexibility from future Councils. Mr. Tunnacliffe noted the lead in to this statement said the infrastructure will be funded primarily by the development, which would leave a small portion to be funded from taxes, however, he agreed there was conflict in the two statements.

The Councillor then drew staff's attention to policy 8 on page 31, where it speaks about the approval of Ottawa Council "or its designate". He asked for an explanation of this. Ms. Sweet advised that in certain instances at the present time, certain approvals are delegated to staff and this will be a decision the new Council will have to make.

Councillor Hume noted, after listening to the delegations, the Committee had heard an overwhelming request for an expansion to what was recommended by staff. He asked what the incremental cost (in terms of infrastructure) would be, of adding that portion south of Maple Grove Road, into the area under consideration. Ms. Flavin advised she would have to review her documents and respond to the Councillor. Councillor Hume emphasized the importance of knowing this because if the proposed area is going to cost \$40 million to develop and the additional area costs \$3 million but there are 10 additional landowners, this would make it that much more affordable for everyone, with a very small incremental cost to the entire process. Ms. Flavin stated she would agree it would be a modest incremental cost but she would have to verify this.

Ms. Sweet pointed out that in addition to some piped infrastructure, if the lands down to Hazeldean Road were included, transportation infrastructure would also be required and, at a minimum, this would include six-laning Hazeldean Road.

Councillor Beamish asked for staff reaction to the concept of adding lands further south in Goulbourn for residential purposes. He asked if it would not help solve some of the transportation problems, by building houses in this area for the people who will work there. Ms. Sweet noted staff feel residential land uses should be looked at in the context of the review of the Official Plan because people might want to live here or they might want to live in other communities in the new city (i.e. the South Urban Centre or Orleans). She said it is necessary, when examining the need for more residential land, to look at the projected need, the demand and the supply that is currently available. Ms. Sweet advised such a study (for this area or anywhere else in the Region) had not been carried out and staff could therefore not respond to the Councillor's question.

Chair Hunter noted one of the motions put forward, addresses the issue of a study regarding the need for residential land in the area because of the ROPA 9 lands.

The Committee Chair then drew the Committee's attention to the motions put forward.

The first motion, put forward by Councillor Munter, was to amend policy 4.4.6 c) to add "and that transportation studies required to support development applications include the transportation impact on existing roads and communities and propose measures to mitigate those impacts."

Councillor Stewart asked of staff whether this was not done as a matter of course. Brendan Reid, Manager, Transportation Planning, advised that quite often those issues are addressed. But he understood this to be important, in light of what the Committee had heard regarding the impacts on John Street and Katimavik Road. He confirmed this would not add anything that staff would not have anticipated in carrying out the amendment but ensures the issues will be addressed.

Moved by Councillor Munter

That policy 4.4.6 c) be amended to add "and that transportation studies required to support development applications include the transportation impact on existing roads and communities and propose measures to mitigate those impacts."

CARRIED

The next motion, also put forward by Councillor Munter was to add a section h) to policy 4.4.6 to read, "If necessary roads and transit facilities are not in place to accommodate the traffic generated by this development, to the satisfaction of Council, subdivision and siteplan approval will be withheld."

Councillor Munter explained the point of his motion was to ensure that as the development proceeds, if the necessary infrastructure is not in place, to the satisfaction of Council, Council could withhold subdivision and site plan approval. He noted this is in fact the current practice of the Region. He felt his motion spelled out clearly, so that everyone understands it from the outset, that the Region is not prepared to simply designate land and worry about the infrastructure later. This basically forces it before the new City of Ottawa Council, who can then make the determination as to whether or not the services that are there are adequate.

Councillor Stewart stated she was concerned that if, for whatever reason, the transit facilities are not in place, exactly when the Councillor expects them to be then it would be over. Councillor Munter clarified "transit facilities" is a very generic term and his intent was not that

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

the entire system has to be built, but rather there has to be enough infrastructure to accommodate the development that is happening and noted this would be different from day 1 to year 5 and to the satisfaction of Council.

Chair Hunter felt that there had to be a clarification on the amendment because a simple reading of it might suggest that everything that is necessary to accommodate the roads and transit facilities at the end of development has to be in place before the start of development. He suggested this be left to the concept plan. Councillor Munter agreed to move this motion to be considered as part of the concept plan.

Moved by A. Munter

That staff be directed to consider the following in the development of the Concept Plan:

“If necessary roads and transit facilities are not in place to accommodate the traffic generated by this development, to the satisfaction of Council, subdivision and siteplan approval will be withheld.”

CARRIED

The next motion from Councillor Munter was to add a policy 9 to section 4.4, to read “Council shall require (in approving the construction of the extension of Campeau Drive, the extension of Huntmar Drive, the new road from the westerly ramps of the Palladium Drive interchange to Maple Grove Road, and a regional road generally in the Maple Grove right-of-way) that any necessary mitigation measures are in place, or have funding allocated therefore in the capital budget, to ensure the existing roadways can handle the additional traffic generated by the Kanata West Business Park. ”

The Councillor noted this was the crux of the whole infrastructure issue. He referred to an e-mail he had received just prior to the meeting, from a resident saying that although she was supportive of building in Kanata (given the shortage of office space), she was concerned about the impact it would have on Terry Fox Drive as it is already overloaded and dangerous. Councillor Munter said he receives comments such as this everyday and he stressed the importance of the issue. He noted the key to the community’s confidence that this development will be properly planned, is that when the development is happening there is the money to build these off-site roads and measures are in place to protect the residential communities (e.g. John Street, Katimavik Road).

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

Councillor Stewart asked for staff comment on the amendment. Mr. Reid advised the primary effect of this approach is really to ensure that the widening of Hazeldean Road, the widening and/or extension of Terry Fox Drive and the Castlefrank overpass are reflected in an upcoming budget to indicate to the community that these facilities will be in place in a reasonable timeframe.

Councillor Beamish indicated he would not be supporting this motion. He said it was a great idea in theory but questioned whether this would be done for every growth area in the Region - every business park and every residential growth area. He felt this motion would, in effect, be giving preferential treatment to one ward.

Councillor Hume asked if an environmental assessment (EA) would not have to be done for all of these roads and would it not predict what is going to happen on those roads and therefore propose mitigation measures. Mr. Reid responded the EA process will address all of those issues, however, the motion endeavours to confirm the actual construction will occur. He noted many times EAs are done but the roads do not get built.

The Committee then considered the motion.

Moved by A. Munter

That a section 4.4.9 be added to read “Council shall require (in approving the construction of the extension of Campeau Drive, the extension of Huntmar Drive, the new road from the westerly ramps of the Palladium Drive interchange to Maple Grove Road, and a regional road generally in the Maple Grove right-of-way) that any necessary mitigation measures are in place, or have funding allocated therefore in the capital budget, to ensure the existing roadways can handle the additional traffic generated by the Kanata West Business Park.”

LOST

NAYS: D. Beamish, M. Bellemare, B. Hill, W. Stewart and R. van den Ham....5

YEAS: P. Hume, A. Munter and G. Hunter.....3

The Committee then considered the following motion put forward by Councillor Hill.

WHEREAS the Palladium Autopark development has been approved for site specific land uses and servicing arrangements;

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

AND WHEREAS agreements have been entered into with landowners in the Terry Fox Business Park concerning the payment of costs associated with these services;

AND WHEREAS it is appropriate to consider the range of permitted uses in these agreements when establishing the funding arrangements for infrastructure improvements related to the Kanata West Business Park;

THEREFORE BE IT RESOLVED that Policy 4.4.7 of ROPA 9 be changed to read: “The costs of infrastructure required to support development in the Kanata West Business Park (exclusive of infrastructure on Table 6 of the Plan) will be funded primarily by the development through such means as the *Municipal Act* Section 221, a special area development charge levied within the area or by other means exclusive of property tax. The contribution to these costs by the Palladium Auto Park development shall take into account the nature of the uses permitted on these lands by Policy 10.3.3.2 and the contributions already made, or agreed to, for the servicing of these lands. This policy shall not apply to development approved for the Corel Centre in Policy 3.5.2.10.”

At Chair Hunter’s request, Ms. Sweet noted this clarifies staff’s original intention, however, the original wording caught the Auto Park in the same contribution as everyone else in the new expanded Amendment 9 area. Recognizing that the Auto Park amendment has been approved by Council and is in the plan as a separate policy, if the Auto Park decides to change its designation and go for straight business park with high tech employment, they would have to go through another Official Plan Amendment and at that time the new City could address the financial consequences of that. What this motions says is that, depending on what they are doing with the Auto Park, they have already made some arrangements on the sewer capacity, that they may also have to contribute to other areas depending on them coming to the table and negotiating that as well. She confirmed that staff did not have a problem with this motion.

The Committee then approved the motion.

Moved by B. Hill

That Policy 4.4.7 of ROPA 9 be changed to read: “The costs of infrastructure required to support development in the Kanata West Business Park (exclusive of infrastructure on Table 6 of the Plan) will be funded primarily by the development through such means as the *Municipal Act* Section 221, a special area development charge levied within the area or by other means exclusive of property tax. The contribution to these costs by the Palladium Auto Park development shall take into account the nature of the uses permitted on these lands by Policy 10.3.3.2 and the contributions already made, or

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

agreed to, for the servicing of these lands. This policy shall not apply to development approved for the Corel Centre in Policy 3.5.2.10.”

CARRIED

The next motion put forward by Councillor Hill dealt with the boundaries of the proposed amendment.

WHEREAS, Council on February 23, 2000 authorized the preparation of an amendment to the Regional Official Plan to expand the urban boundary of the West Urban Area, including lands between Maple Grove Road and Hazeldean Road; and

WHEREAS the land between Maple Grove Road and Hazeldean Road was included in the review of the expansion area and supported by the City of Kanata, the Township of West Carleton, and the Township of Goulbourn at the meeting of the Planning and Environment Committee on February 8, 2000; and

WHEREAS, the land between Maple Grove Road and Hazeldean Road is an appropriate location for additional employment uses, will distribute infrastructure costs over a broader area and will assist in keeping the Region competitive; and

WHEREAS, there has been unprecedented co-operation between industry leaders, developers and local and regional governments to meet the growing needs of our community;

THEREFORE BE IT RESOLVED that the schedules of ROPA 9 be changed to include the land between Maple Grove Road and Hazeldean Road and between the existing urban boundary on the east and the urban boundary of the Village of Stittsville on the west, with the appropriate buffers established between residential and employment areas, during concept planning.

Councillor Hume then asked staff to respond to his earlier question with respect to the incremental cost of adding this land in. Ms. Sweet advised the cost would be \$5.5 million to \$6 million and would be in addition to the \$40 million. She noted staff did not have a calculation for the square foot development charges; the figure quoted in the report of \$5 to \$6 per square foot, was a rather soft estimate. She said one of the things staff want to do through the concept planning is find out if there are other charges, for example the stormwater issues for the local jurisdiction might come into play. There may be other ways to finance it besides the development charge and so staff would like to examine the total package.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

Councillor Munter then proposed an amendment to Councillor Hill's motion. He proposed that all of the "Whereas's" be left as is and simply to substitute a new "Be it resolved", to read : "That Regional Council designate the rural land between Maple Grove Road and Hazeldean Road as Future Urban Area on Schedules A and B. Council shall consider an amendment to redesignate the land to allow urban development provided the amendment is supported by studies which address the following matters:

- appropriate land uses for the area;
- the infrastructure requirements and costs of providing water, wastewater, stormwater management, road and transit systems to serve the proposed development;
- a plan for phasing development in the context of development of the larger area;
- funding arrangements for the required infrastructure;
- the desirability of maintaining a buffer between the urban areas of Kanata and Stittsville;
- impact on resource areas and the natural environment;
- other matters as required elsewhere in the Plan.

The Councillor noted the Committee had heard from a number of the landowners in this area who wanted their land designated because they were looking for assurance (in terms of their investment) that this will be urban land. He explained his suggestion was that it be designated as future urban land in the ROP but that it be phased to develop the 330 net hectares in the current ROPA 9 and then deal with these lands. He suggested this was a compromise between the staff position and what Councillor Hill is proposing.

Committee Chair Hunter noted there would be further studies done on the boundary and felt it could be found that the best and most economical way to proceed would be in the southern area of the ROPA 9 first. He felt this to be true for a couple of reasons. First, the east/west arterials (i.e. Maple Grove Road and Hazeldean Road) are already in place, meaning a fair amount of transportation infrastructure does not have to be built. Secondly, there is a need for the Huntmar extension which goes through these lands. Before an extension can be built, the entire part of that extension has to be acquired. He said it can either be purchased for \$200,000 or it can be required to be dedicated to the Region at no cost as a result of development on adjacent lands. The Chair stated if the development is put into a "never, never zone" the Region (or the new City) will end up paying for it and then when development does take place it will be an off-site cost that is not necessary. He said pragmatically it makes sense to include it all in the same amendment and he urged the Committee not to support Councillor Munter's amendment.

Councillor Stewart indicated she would not be supporting Councillor Munter's amendment but would be supporting Councillor Hill's amendment. She referred to the many delegations talking about the growth that is taking place and felt that it would be better to err by putting too much

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

land out than to get caught short with not enough land. She said it piecemeals the land and would destroy the financial incentives that will help the Region get the Huntmar extension (and other infrastructure) built and it makes sense to include the lands that are adjacent to that new roadway in this package.

Councillor Beamish felt this to be a replacement amendment and suggested that Councillor Hill's motion be voted on first.

Moved by B. Hill

That the Schedules of ROPA 9 be changed to include the land between Maple Grove Road and Hazeldean Road and between the existing urban boundary on the east and the urban boundary of the Village of Stittsville on the west, with the appropriate buffers established between residential and employment areas, during concept planning.

CARRIED

(M. Bellemare and A. Munter
dissented)

Councillor Hill's motion having carried, Chair Hunter ruled Councillor Munter's motion redundant.

The next motion from Councillor Hill concerned concept planning and read:

WHEREAS it is critical that the next steps in the planning process proceed expeditiously to deliver employment lands consistent with market demand;

AND WHEREAS the landowners are prepared to finance and coordinate the preparation of the concept planning exercise, identified in policy 4.4.8 of ROPA 9;

AND WHEREAS the landowners are positioned to initiate the above-noted concept planning exercise in a timely manner particularly in light of delays anticipated by the current transition to the new City of Ottawa;

THEREFORE BE IT RESOLVED that ROPA 9 be changed to include a new policy 4.4.9 as follows: "That the Concept Plan identified in Policy 4.4.8 above, shall be prepared and financed by the area landowners, for approval by Regional Council or the new City of Ottawa Council, or its designate, in consultation with municipal staff, other interested parties and the public. The

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

Concept Plan shall include the means by which the cost of infrastructure required to support development in the benefitting area can be funded and apportioned among the landowners.”

Councillor Hume referred to the letter from Terrace Corporation, which stated they support the concept planning process but it read “we support this landowner initiative under the guidance and review of Regional staff”. He noted guidance and review were quite different than consultation. He asked staff how they would view this amendment. Ms. Sweet said she saw the amendment as very minimally involving staff. She said she understood this had been done in many local municipal jurisdictions, where they have received financial contributions to do major planning studies (e.g. Kanata North, South Urban Centre), where developers had contributed but it was led by the planning staff. She noted staff have the overall information readily at their fingertips and they can play the role of mediator between land developers, neighbours, the community and the public. She saw this proposal as being quite a different approach and felt staff would have some problems trying to be party to the whole thing. Councillor Hume proposed that Councillor Hill’s motion be amended by inserting (after the word designate) “under the guidance and review of municipal staff and in consultation with other interested parties and the public”, and put forward the following motion to replace Councillor Hill’s.

Moved by P. Hume

That a new policy 4.4.9 be added to ROPA 9 as follows: “That the Concept Plan identified in Policy 4.4.8 above, shall be prepared and financed by the area landowners, for approval by Regional Council or the new City of Ottawa Council, or its designate, under the guidance and review of municipal staff and in consultation with other interested parties and the public. The Concept Plan shall include the means by which the cost of infrastructure required to support development in the benefitting area can be funded and apportioned among the landowners.”

CARRIED

The next motion from Councillor Hill, read:

WHEREAS the Regional Development Strategy as set out in the Region’s Official Plan seeks to maintain an appropriate balance between jobs and households;

AND WHEREAS the number of jobs anticipated by ROPA 9 will increase the demand for housing and therefore generate an increased need for residential land;

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

AND WHEREAS new housing should be situated close to new centres of employment to reduce commuting and greenhouse gas emissions and serve employment areas;

THEREFORE BE IT RESOLVED that ROPA 9 be changed to include a new policy 4.4.10 as follows: "That a study be undertaken to assess the housing demand and required residential land supply resulting from the employment numbers generated by the expanding West Urban Area and, specifically the Kanata West Business Park. The study shall review the appropriate balance of jobs to households and shall identify the locations where required residential land can best be accommodated in close proximity to the expanding employment area, in a manner consistent with the policies of the Region's Official Plan."

Councillor Munter indicated he had a motion to refer this motion to the new city with a request that it review residential needs and jobs and housing balance in the context of the new Official Plan for the City of Ottawa. He said he felt it important to consider just a few months ago Committee and Council approved the Kanata North Urban expansion which added approximately 1,500 new housing units. There is now in the City of Kanata, the capacity for some 17,800 new residential housing units and, as a point of reference, advised there are currently approximately 20,000 dwelling units in the City of Kanata. In other words there is enough land designated for urban development to practically rebuild the entire City of Kanata. The Councillor felt that as the new City will be undergoing an Official Plan review, it made sense as part of that exercise to do this review.

At Councillor Stewart's request, Ms. Sweet advised she would support Councillor Munter's approach. She noted even if the amendment were approved, staff would have to follow the policies of the Regional Official Plan, and would have to examine whether there was a need for these extra housing units, what the population projections were and are there other areas where people might want to live. She agreed the best time to do this review would be in the context of the Official Plan review and noted it would be preferable than to expect staff to respond in the next few months, as this is a very big exercise.

Councillor Hill stated she felt this was the appropriate time to put this forward and asked that the Committee support her motion.

Councillor van den Ham indicated he would be supporting the motion from Councillor Hill. He said although he could understand staff's comments with respect to doing it the way they see fit, the owners of the land in question had indicated their desire and willingness to be part of the whole process and in terms of funding the business park, the Councillor felt this was an important component of that.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

Councillor Hume asked when the study would get underway. Ms. Sweet advised this study would likely get caught up in the mix of the new Official Plan in any event because in all practicality she did not think this study could be done by the end of this year. She noted the concept plan will take a bit of time and be brought to the new council and she felt this component would be part of the concept plan.

Moved by A. Munter

That Councillor Hill's motion regarding the residential study be referred to the New City, with a request it review residential needs and jobs and housing balance in the context of the new Official Plan for the City of Ottawa.

LOST

NAYS: D. Beamish, B. Hill, P. Hume, W. Stewart and R. van den Ham.....5

YEAS: M. Bellemare, A. Munter and G. Hunter....3

The Committee then considered Councillor Hill's motion.

Moved by B. Hill

That a new policy 4.4.10 be added to ROPA 9, as follows: "That a study be undertaken to assess the housing demand and required residential land supply resulting from the employment numbers generated by the expanding West Urban Area and, specifically the Kanata West Business Park. The study shall review the appropriate balance of jobs to households and shall identify the locations where required residential land can best be accommodated in close proximity to the expanding employment area, in a manner consistent with the policies of the Region's Official Plan."

CARRIED

(M. Bellemare and A. Munter
dissented)

The Committee then considered the following motion from Councillor Munter.

Moved by A. Munter

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

That staff be directed to consider the following recommendations from the City of Kanata, in the development of the Concept Plan:

- a) increasing the upper threshold of the employment target in the Concept Plan to 26,000 jobs to enable possible development within the lands adjacent to the Limestone Resource area on the western boundary;**
- b) requiring the Concept Plan to preserve the opportunity to maintain a prominent gateway feature on the westernmost limits of the Huntmar Road/417 interchange.**

CARRIED

The Committee then turned their attention to the following motions from Councillor Munter.

That staff be directed to include the following recommendations from the City of Kanata in ROPA 9:

- a) moving the southwestern boundary (south of the #417) to a point northeastward to enable a more definitive buffer with the existing urban area and to assist in accommodating the most prominent aspects of the Environmental Feature;
- b) revising the road pattern to add Huntmar Road and Richardson Road widenings at the north end of the Kanata West Business Park. Also identify roads south of the Palladium/Huntmar as conceptual to enable further consideration of an appropriate urban buffer and practical road pattern, to be implemented through the Concept Plan.
- c) identifying new recreational pathways as conceptual until further consideration can be given to appropriate locations and local links, to be implemented through the Concept Plan.
- d) considering a size reduction rather than a deletion of the eastern portion of the Schedule 'K' Environmental Feature and seeking ways to incorporate this as an urban buffer while maintaining appropriate preservation requirements.
- e) confirming in the Regional Official Plan Amendment that zoning is the primary implementation vehicle once the Concept Plan is approved.
- f) restricting any development south of Maple Grove Road, if it should be permitted, to corridor development fronting along Huntmar Road.

Committee Chair Hunter ruled items a) and f) of Councillor Munter's motion redundant as Councillor Hill's motion with respect to the boundaries, had been approved by the Committee. As well, he ruled item d) out of order. With respect to item e), Chair Hunter asked for staff comment. Ms. Sweet said the motion is confirming that it is not some other system such as development permits, that the new City will perhaps institute for certain areas. She said the intent of Councillor Munter's motion, is the current practice of the Region. Councillor Munter

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

asked that sections b) and c) be referred to staff for consideration in the development of the Concept Plan.

Moved by A. Munter

That staff be directed to consider the following recommendations from the City of Kanata, in the development of the Concept Plan:

- **revising the road pattern to add Huntmar Road and Richardson Road widenings at the north end of the Kanata West Business Park. Also identify roads south of the Palladium/Huntmar as conceptual to enable further consideration of an appropriate urban buffer and practical road pattern, to be implemented through the Concept Plan.**
- **identifying new recreational pathways as conceptual until further consideration can be given to appropriate locations and local links, to be implemented through the Concept Plan.**

CARRIED

Moved by A. Munter

That it be confirmed in ROPA 9 that zoning is the primary implementation vehicle once the Concept Plan is approved.

CARRIED

The Committee then considered a motion from Councillor Beamish to include in the boundaries of ROPA 9, all of Lot 4, Concession 1 in West Carleton (Brian Black's land). Chair Hunter noted Mr. Black had made a brief presentation to Committee to include his land in the Kanata West Business Park. He noted the land is to the west of Huntmar Road near the aggregate area.

Councillor Beamish noted Mr. Black's family has owned the land for many years and he said he could see no rationale for not extending the boundary straight across. He said his motion did not propose that the whole of the Black's parcel be included but rather half of the farm that they own (approximately 40 hectares). He said this would basically extend the northern boundary so that it would become one straight line across the top.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

At Councillor Munter's request, Ms. Sweet advised inclusion of this land would add approximately 35 net hectares and advised one of the biggest problems with adding all of this land is how will it be serviced from a transportation point of view. There may be some solutions to that but they would cost more money. The Councillor noted this could mean for example, that Richardson Side Road which is not on the list to be expanded, might have to be.

Moved by D. Beamish

That the boundary of the Kanata West Business Park include all of Lot 4, Concession 1, in West Carleton.

LOST

NAYS: M. Bellemare, P. Hume, A. Munter and G. Munter....4

YEAS: D. Beamish, B. Hill, W. Stewart and R. van den Ham....4

Moved by R. van den Ham

That policy 4.4. 6 d) be amended by replacing "Golf courses are not permitted within the area" with "Golf courses should be discouraged within the area."

CARRIED

(M. Bellemare and A. Munter
dissented)

Commissioner Tunnacliffe pointed out that as the Committee had dealt with the Official Plan, on page 31 of the Agenda and increased the 24,000 jobs in 8 a) to 26,000 but he felt that the additional land should also be considered. He explained that as it is written, the same number of jobs and the same amount of office space will be spread out over a larger area.

Chair Hunter noted the Committee had heard from the delegations that the Region is underestimating the demand for businesses that will want to go in this area and the businesses bring with them employees. He agreed that because the Committee had dealt with the land issue, they should also deal with the employment issue as well.

Councillor Munter stated the issue is that all of the analysis around roads and transit is based on how many people will need to be moved around, so it is necessary to know that when the planning is being done. He agreed with the Chair that because the Committee added an extra 144 hectares, the jobs should also be increased.

Based on the 144 additional hectares, Ms. Sweet advised a rough calculation would be to add about 10,000 more jobs. Mr. Tunnacliffe stated 8 a) should then read 31,000 to 36,000 jobs. Councillor Stewart agreed to move a motion to this effect.

Moved by W. Stewart

That policy 4.4.8 a) of ROPA 9 be amended to replace “21,000 to 24,000 jobs” with “31,000 to 36,000 jobs”.

CARRIED

The Committee then considered the report as amended.

Moved by B. Hill

1. That, having held a public meeting, Planning and Environment Committee recommend that Council enact a bylaw to adopt draft Regional Official Plan Amendment 9 to the 1997 Regional Official Plan, attached as Annex A to this report, as amended by the following:

a) That policy 4.4.6 c) be amended to add “and that transportation studies required to support development applications include the transportation impact on existing roads and communities and propose measures to mitigate those impacts.”

b) That policy 4.4.6 d) be amended by replacing “Golf courses are not permitted within the area” with “Golf courses should be discouraged within the area”

c) That policy 4.4.7 be changed to read “The costs of infrastructure required to support development in the Kanata West Business Park (exclusive of infrastructure on Table 6 of the Plan) will be funded primarily by the development through such means as the Municipal Act Section 221, a special area development charge levied within the area or by other means exclusive of property tax. The contribution to these costs by the Palladium Auto Park development shall take into account the nature of the uses permitted on these lands by Policy 10.3.3.2, and the contributions already made, or agreed to, for the servicing of these lands. This policy shall not apply to development approved for the Corel Centre in Policy 3.5.2.10.”

- d) That the Schedules of ROPA 9 be changed to include the land between Maple Grove Road and Hazeldean Road and between the existing urban boundary on the east and the urban boundary of the Village of Stittsville on the west, with the appropriate buffers established between residential and employment areas, during concept planning.
 - e) That policy 4.4.8 a) of ROPA 9 be amended to replace “21,000 to 24,000 jobs” with “31,000 to 36,000 jobs”
 - f) That a new policy 4.4.9 be added to ROPA 9, as follows: That the Concept Plan identified in Policy 4.4.8 above, shall be prepared and financed by area landowners, for approval by Regional Council or the new City of Ottawa Council, or its designate, under the guidance and review of municipal staff and in consultation with other interested parties and the public. The Concept Plan shall include the means by which the cost of infrastructure required to support development in the benefiting area can be funded and apportioned among the landowners.
 - g) That a new policy 4.4.10 be added to ROPA 9, as follows: That a study be undertaken to assess the housing demand and required residential land supply resulting from the employment numbers generated by the expanding West Urban Area and, specifically, the Kanata West Business Park. The study shall review the appropriate balance of jobs to households and shall identify the locations where required residential land can best be accommodated in close proximity to the expanding employment area, in a manner consistent with the policies of the Region’s Official Plan.
 - h) That it be confirmed in ROPA 9 that zoning is the primary implementation vehicle once the Concept Plan is approved.
2. That staff be directed to consider the following recommendations in the development of the Concept Plan:
- a) If necessary roads and transit facilities are not in place to accommodate the traffic generated by this development, to the satisfaction of Council, subdivision and siteplan approval will be withheld.

Extract of Draft Minute
Planning and Environment Committee
12 September 2000

- b) increasing the upper threshold of the employment target in the Concept Plan to 26,000 jobs to enable possible development within the lands adjacent to the Limestone Resource area on the western boundary.**
- c) requiring the Concept Plan to preserve the opportunity to maintain a prominent gateway feature on the westernmost limits of the Huntmar Road/#417 interchange.**
- d) revising the road pattern to add Huntmar Road and Richardson Road widenings at the north end of the KWBP. Also identify roads south of the Palladium/Huntmar as conceptual to enable further consideration of an appropriate urban buffer and practical road pattern, to be implemented through the Concept Plan.**
- e) identifying new recreational pathways as conceptual until further consideration can be given to appropriate locations and local links, to be implemented through the Concept Plan**

CARRIED as amended
(A. Munter dissented)