

Appendix G - CONFORMITY OF THE KWCP WITH ROPA 9 PROVISIONS

<i>Criteria Established by ROPA 9</i>	<i>Conformity With Established Criteria</i>
1. Section 4.4 Business Parks is hereby amended by the addition of new policies 4.4.6 to 4.4.13 following policy 4.4.5:	
4.4.6 In the Kanata West Business Park further require that development respects the following criteria:	
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;	<u>Yes</u>
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;	<u>Yes</u>
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 and that transportation studies required to support development applications include transportation impact on existing roads and communities and propose measures to mitigate those impacts;	<u>Yes</u>
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 should be discouraged within the area;	<u>Yes</u>
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;	<u>Yes</u>
Development shall only proceed through plan of subdivision which implements the concept plan and through zoning, the primary vehicle for implementing the concept plan;	<u>Yes</u>
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 north of Maple Grove Road, generally permit only those retail and commercial services and other non-residential uses required to meet the daily needs of employees.	<u>Yes</u> <u>No</u> <u>No</u>

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<p><i>4.4.7. The costs of infrastructure required to support development in the Kanata West Business Park and the area between Maple Grove Road and Hazeldean Road (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 the 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 Center in policy 3.5.2.10.</i></p>	<p><u>Yes</u></p>
<p><i>4.4.8. 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 and in the area between Maple Grove Road and Hazeldean Road 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.</i></p>	<p><u>Yes</u></p>

<i>Criteria Established by ROPA 9</i>	<i>Conformity With Established Criteria</i>
<i>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 31,000 to 36,000 jobs;</i>	<i><u>No</u> – the amount of employment projected for the site is 25,000 jobs</i>
<i>Appropriate uses reflecting the needs of the high technology industry and its research, manufacturing and administration functions;</i>	<i><u>Yes</u></i>
<i>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;</i>	<i><u>Yes</u></i>
<i>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;</i>	<i><u>Yes</u></i>
<i>Design guidelines for lands adjacent to Highway 417 to ensure an attractive gateway is created between the rural and urban area;</i>	<i><u>Yes</u></i>
<i>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;</i>	<i><u>Yes</u></i>
<i>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 neighborhoods are protected from cut-through traffic in the short term and the long term;</i>	<i><u>Yes</u></i>
<i>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>	<i><u>Yes</u></i>
<i>Other studies as required in this Plan.</i>	<i><u>Yes</u></i>

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4.4.9. That the concept plan identified in policy 4.4.8 above, shall be prepared and financed by area landowners, for the approval of 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	<u>Yes</u>
4.4.10. 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.	<u>No</u> – however, this requirement is not directly related to the preparation of the concept plan and should not delay it's approval
4.4.11. Where municipal funding is to be allocated to the infrastructure required for the Kanata West Business Park and the area between Maple Grove Road and Hazeldean Road, such allocation of funding shall not result in priority over such infrastructure to the other capital works identified in Table 6.	<u>Yes</u>
4.4.12 That development not occur on the lands between Maple Grove Road and Hazeldean Road until the concept planning exercise addresses the following matters:	<u>Yes</u>
the most appropriate mix of uses that together create a unique, medium density mixed use area that complements and supports both the adjacent residential areas and the prestige employment areas;	<u>Yes</u>
design guidelines for Hazeldean Road and adjacent lands that support walking, cycling, and transit use and create an attractive connection between Stittsville and Kanata;	<u>Yes</u>
The infrastructure requirements and costs of providing water, wastewater, stormwater management, road and transit systems to serve the proposed development;	<u>Yes</u>
a plan for phasing development in the context of the larger planning area;	<u>Yes</u>
funding arrangements for the required infrastructure;	<u>Yes</u>
the desirability, or not, of maintaining some buffer between the urban areas of Kanata and Stittsville;	<u>Yes</u>
impact on resource areas and the natural environment; and	<u>Yes</u>
other matters as required elsewhere in the Plan.	<u>Yes</u>

<i>Criteria Established by ROPA 9</i>	<i>Conformity With Established Criteria</i>
<p><i>4.4.13 In approving the construction of the new roads and new transit facilities within the Kanata West Business Park, Council shall require that any necessary mitigation measures are in place, or have funding allocated for them in the capital budget, to ensure that existing roadways and transitways can handle the additional traffic generated by the Business Park and the lands between Maple Grove and Hazeldean Roads referred to in policy 12 above.”</i></p>	<p><u>Yes</u></p>
<p><i>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), part of Lot 1, part of Lot 2, Lot 3, and part of Lot 4 Concession 1 in Kanata (formerly the Township of March), and parts of Lots 26 and 27, Lot 28 and part of Lot 29 Concession 12 in Goulbourn as shown on Schedule 1 attached.</i></p>	<p><u>Yes</u></p>
<p><i>3. Schedule B ~ Urban Policy Plan is hereby amended by the addition of lands designated Business Park and General Urban, as shown on Schedule 2 attached.</i></p>	<p><u>No</u> - the policies related to Business Park need to be amended to add in uses anticipated by the Concept Plan (e.g. residential, retail and institutional)</p>

<i>Criteria Established by ROPA 9</i>	<i>Conformity With Established Criteria</i>
<p>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.</p>	<p><u>No</u> – Schedule C1 will have to be amended to reflect the Concept Plan, i.e., to add the following new future roads: Campeau Drive west of the interchange. A revised arterial road connecting north and south of interchange. A new arterial connecting from Palladium Drive to Main Street. The proposed transit-way.</p>
<p>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.</p>	<p><u>No</u> – Schedule C2 will have to be updated to reflect the required rights-of-way protection plan for the new proposed roads.</p>
<p>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 and south 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.</p>	<p><u>No</u> – Schedule I needs to be amended to reflect the recreational pathways proposed in the concept plan.</p>
<p>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.</p>	<p><u>Yes</u></p>