

2. FRAMEWORK FOR CONCEPT PLANNING

2.1 Regional Official Plan Amendment 9

2.1.1 Economic Study of the Corel Centre Area

In October 1997, the Regional Official Plan was up-dated and approved by Regional Council. It included a specific policy which directed that a study be undertaken on how the Corel Centre and the Palladium interchange could be used for increased economic activity and employment opportunities. The study was to consider:

- the boundaries of the area;
- transportation and servicing requirements and costs;
- the locational factors that would influence development in this area; and
- any potential revenues to the RMOC and local municipalities for such development.

In January 1999, the Region of Ottawa-Carleton engaged Malone Givens Parsons, together with Delcan Corporation to complete an *Economic Study of the Corel Centre Area*. The report assessed the above-noted considerations and recommended that Regional Council consider the development of a Prestige Business Park north of Highway 417 within the next 5 to 10 years, and a Sport and Leisure Area south of the highway. Land between Maple Grove and Hazeldean was proposed for longer-term development for general employment after the high technology park north of Highway 417 was established. This preferred Option 4: Multi-Use Employment Node is illustrated in Figure 2-1.

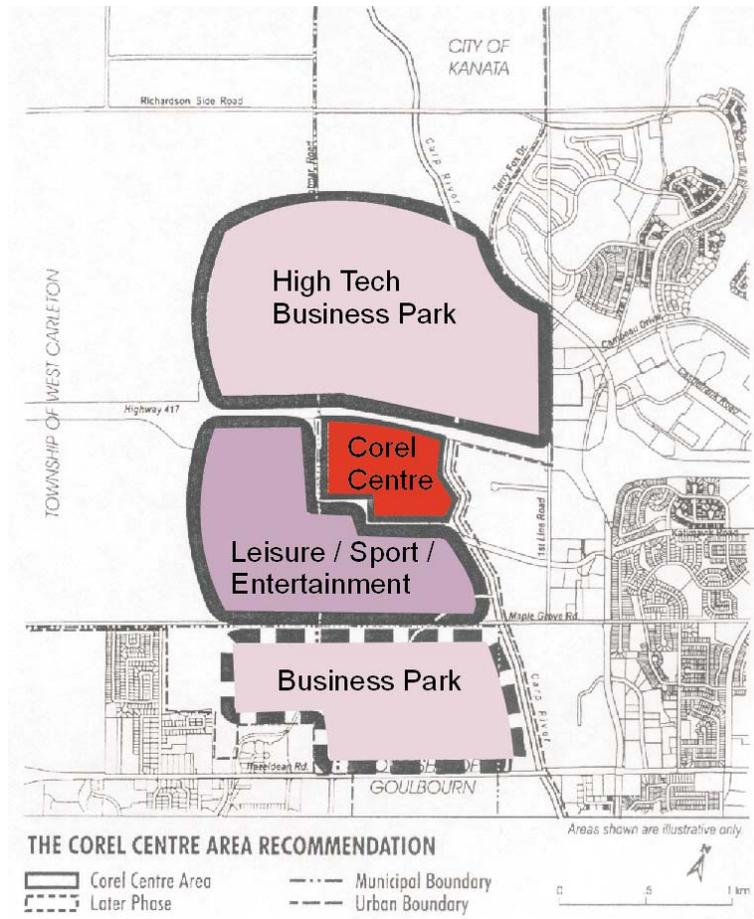


Figure 2-1
The Corel Centre Area Recommendation as given in the Economic Study of the Corel Centre Area, Malone Given Parsons Ltd.

In response to the findings of the *Economic Study of the Corel Centre Area*, Regional Council directed staff in February 2000 to prepare an Official Plan amendment for the Corel Centre area, for consideration by Planning and Environment Committee in September 2000. The amendment was to address the following:

- 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.

2.1.2 Corel Centre Lands: Justification of Need

As this was being prepared, the Region’s Department of Planning and Development also commissioned a number of technical reports in order to inform the proposed amendment. Among these reports was a study entitled *Corel Centre Lands: Justification of Need* (The Corporate Research Group, 2000). This study examined land needs for the forecasted growth

projections and concluded that “under the High [growth] Projection, there is Justification of Need for additional urban high tech business park lands to support high tech employment growth. Under this projection, a warrant for 200 to 250 net hectares can be demonstrated” (The Corporate Research Group 2000, 3).

2.1.3 The Amendment

Regional Council for the former Region of Ottawa-Carleton approved ROPA 9 on September 27, 2000. As illustrated below, the approved amendment expands the urban boundary to include approximately 555 ha north of Maple Grove Road, designated as ‘Business Park’, and 170 ha between Maple Grove and Hazeldean Road designated as ‘General Urban Area’. The approval of ROPA 9 demonstrated a commitment and support for expansion in the West Urban Centre in response to the demonstrated success of the high technology sector and its importance to Ottawa’s economy. The amendment was enacted by by-law on October 1, 2000.

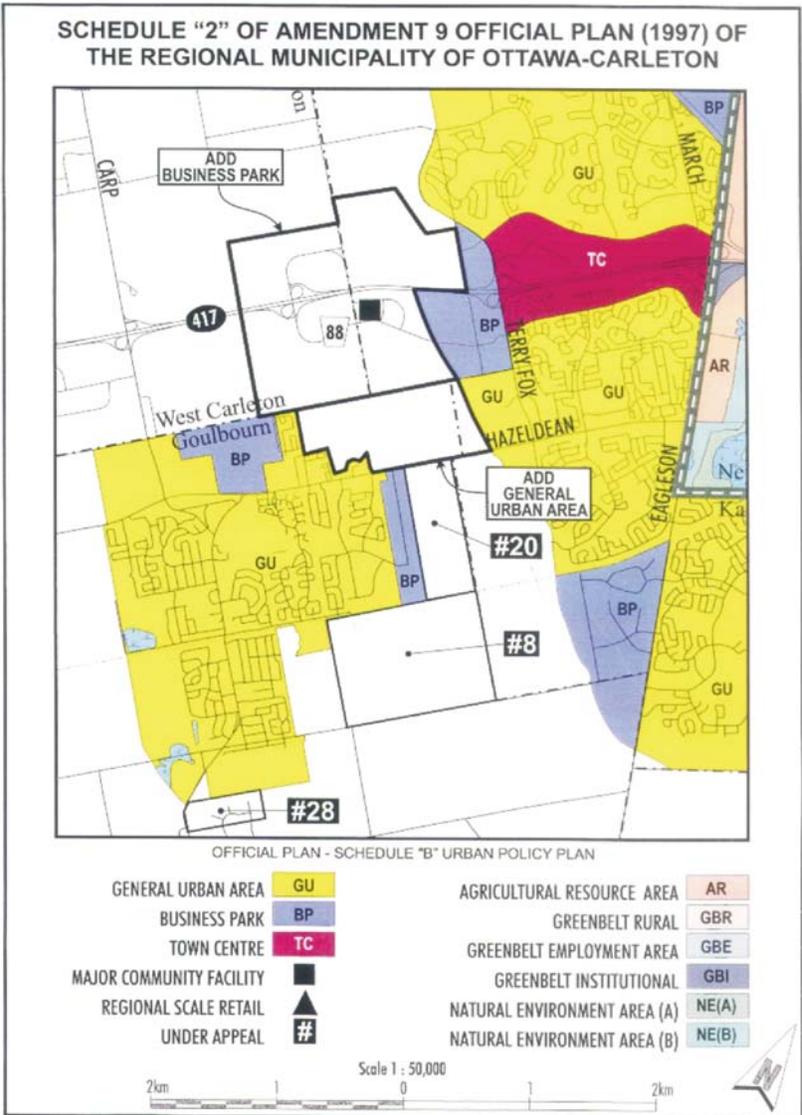


Figure 2-2
ROPA 9 Schedule 2.

As detailed in the Regional Plan, the 'General Urban Area' between Hazeldean Road and Maple Grove Road is to be used "primarily for residential purposes and the shopping services and community facilities required to meet day-to-day needs". Non-residential uses are also permitted under certain conditions, and may include clusters of up to 5000 jobs and shopping facilities, subject to specific policies for such uses. The balance of the site is designated 'Business Employment'. A number of specific policies also apply to these lands. The policies are summarised as follows:

- a) Provision is made for relatively high densities of high technology employment, distributed in a range of parcel sizes so as to achieve a total of 31,000 to 36,000 jobs.
- b) High quality urban design is to be achieved through design guidelines and site planning standards.
- c) Transportation demand management is to be supported and high quality transit service provided from the outset of development, while allowing for the phased implementation of a transit strategy leading to the development of a transitway.
- d) Recreational pathways are to be provided which link all areas of the development to facilitate walking, cycling, and outdoor recreation and connect with Kanata and Stittsville.
- e) Retail and commercial services are permitted throughout the park, but are to be scaled to support the role of the Kanata Town Centre as the retail and commercial core of the West Urban Centre.
- f) Development is to be guided by the Carp River Watershed Study and include measures to maintain and enhance environmental features.
- g) Development is to proceed through plan of subdivision and zoning which are to be guided, as are public expenditures in the area, by the City Council approved concept plan.
- h) The costs of infrastructure required to support development in the area is to 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.
- i) The concept plan must include plans for the provision of piped services, transit and transportation infrastructure, a schedule for the phasing of development and infrastructure, and an agreement regarding the apportionment of the cost of such facilities.

2.2 Planning and Development Committee Direction – March 8, 2001

The concept planning process began in earnest with the first meeting of the 42 landowners in the expansion area in January 2001. By the spring, the Consulting Team and the Landowner Steering Committee (LSC) were in place, with the project well underway. During this start-up period, City staff brought forward a report on March 8, 2001 to Planning and Development Committee of the newly amalgamated City of Ottawa setting the terms of reference for a Project Steering Committee (PSC) to guide the concept plan preparation. In addition to approving the terms of reference for the PSC, Planning and Development Committee also approved the following motion:

Amend the Steering Committee's objectives to add:
 "To ensure the concept plan produces an innovative mixed-use urban development where people will be able to live, work, and play."

As noted in the Ottawa Citizen the day after the meeting, "the Councillors emphasized the need to mix homes, shops and office space in an urban design fit for life not just work" (Wheeler 2001, F3). With this direction, the proposed development moved away from its original business park focus north of Maple Grove Road; and the concept plan for Kanata West would now consider mixed-use development, with a strong emphasis on a more intensive, transit integrated design. City of Ottawa staff representatives on the PSC, also made it clear that regardless of the direction set out in ROPA 9, the Concept Plan development must embody this new philosophy.

2.3 The Framework for Concept Planning

As a result of these changes, and in order to provide a consistent framework for the concept planning exercise, a set of broad guidelines, entitled *The Framework for Concept Planning*, were prepared by the consultants, and approved by both LSC and PSC. The Framework blends the key directions in ROPA 9, with the motions approved at Planning and Development Committee on March 8, 2001. The ten key directions of the Framework are given as follows:

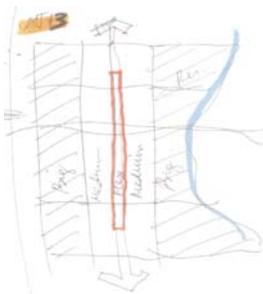
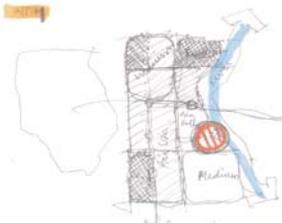
The Concept Plan should:

1. Enable the expansion of a world-class, high-technology development area, built at relatively high densities, with a range of parcel sizes.
2. Strive to achieve a sustainable¹ mix of uses - a place where people can live, work and play - with the potential for 31,000 to 36,000 jobs. The mix of uses should include, but not be limited to offices, housing, retail, institutional, entertainment and leisure activities.
3. Recognising the planned commercial hierarchy in the vicinity of the expansion area, have regard for:

¹ Within the context of these guidelines, 'sustainable' refers to balancing social, economic and environmental considerations to both satisfy public interest and meet market need.

- the vitality of Main Street, Stittsville and
- the evolution of the Kanata Town Centre as a retail and service commercial focus for the Kanata Urban Centre.

4. Consider the appropriate mix and density of uses between Maple Grove and Hazeldean Road.
5. Ensure a high level of urban design through guidelines addressing such matters as road design, landscaping, signage, built-form, site lay-out (setback and orientation), gateways and themes, urban and recreational linkages, and liveable urban spaces.
6. Support high quality transit service and transportation demand management at the outset of the development, with a phased implementation of a transit strategy.
7. Facilitate walking, cycling and other forms of recreation through the creation of linkages, both within the concept planning area and to adjacent established communities. In particular, provide for an attractive connection between Stittsville and Kanata through design guidelines to facilitate walking, cycling and transit use on Hazeldean Road.
8. Preserve and enhance environmental features, particularly those related to the Carp River, and protect existing resource areas.
9. Provide for an appropriate transition/buffer to existing established residential neighbourhoods, including measures to control cut-through traffic.
10. Explore the desirability, or not, of maintaining some buffer between the former urban areas of Kanata and Stittsville.



2.4 Development of the Concept Plans

Following the directives in ROPA 9 and the Framework for Concept Planning, the consulting team began the initial task of developing broad development goals for the site. These were informed by the existing condition analysis, opportunities and constraints presented by the site, and an analysis of best practices (See Volume 2 - Appendix A). The concept planning exercise was also informed by a series of public workshops described in Volume 2 - Appendix E, and summarised as follows:

Visioning Exercise - Workshop #1

The initial public open house held on July 11, 2001 identified community values, objectives, and ideas for the development of the Kanata West Concept Plan. The following themes emerged from the Visioning Workshop:

1. Protect waterway corridors and use them for recreational purposes.
2. Focus intensive employment at the interchange, in the vicinity of the Corel Centre.
3. Provide a residential transition to John Street and in the north east corner of the site.
4. Strategically place hubs of development near transit stations and road interchanges.
5. Provide a mix of housing – low profile near existing housing and high profile near the hubs.
6. Provide a range of community services - retail, civic and institutional - throughout the plan
7. Provide a range of office styles – campus to higher density nodes.
8. Provide for an urban community core (including a commercial “Main Street”).
9. Extend Huntmar Road and Campeau Drive, and provide for a new road link to Main Street, Stittsville.

The consulting team used the public feedback and the afore-mentioned themes as the basis for preparing Alternative Concept Plans.

The Development Options Workshop - Workshop#2

The second public open house held on October 3, 2001 presented three Alternative Concepts Plans for public consideration. Participants evaluated the options and expressed a desire to see the area develop as a sensitively planned, mixed-use community. They also highlighted the need for adequate attention to environmental issues, parks, and open spaces. A preferred concept plan emerged from the three alternative plans. This plan was endorsed by the PSC and LSC, and became the basis for more analysis and refinement by the consulting team.

Public Open House – Workshop #3

A public open house was held June 19, 2002. The open house presented the results of the analysis and refinement of the preferred concept plan that had occurred since the second workshop. This included details regarding the proposed transportation system, servicing plans, environmental and urban design guidelines, and a financial strategy. The event was structured as an information session where the participants had the opportunity to ask questions and provide feedback on the work presented. The overall response from participants was supportive of the plan, although verbal comments were critical of the proposed Auto-Park development and noted concern that the development would not be built as planned.

