

**2. PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 3 -
PALLADIUM AUTO-PARK**

COMMITTEE RECOMMENDATION AS AMENDED

That, having held a public meeting, Council enact a by-law to adopt Regional Official Plan Amendment No. 3 to the 1997 Regional Official Plan attached as Annex A to this report, and that staff be directed to issue the required Notice of Adoption.

DOCUMENTATION

1. Planning and Development Approvals Commissioner's report dated 9 Feb 2000 is immediately attached.
2. An Extract of Draft Minute, 22 Feb 2000, immediately follows the report and includes a record of the vote.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 43-98-0113
Your File/V/Réf.

DATE 9 February 2000

TO/DEST. Coordinator, Planning and Development Committee

FROM/EXP. Commissioner
 Planning and Development Approvals Department

SUBJECT/OBJET **PUBLIC MEETING TO CONSIDER
DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 3 -
PALLADIUM AUTO-PARK**

DEPARTMENTAL RECOMMENDATION

That, subject to the Public Meeting, Planning and Environment Committee recommend that Council:

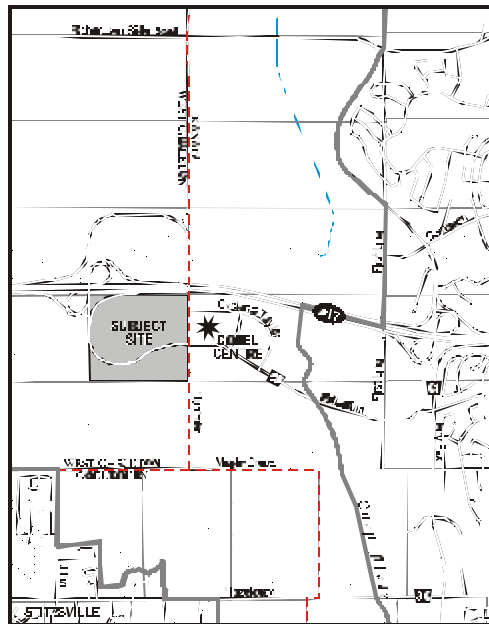
- 1. Defer a decision on the application by Palladium Auto-Park Limited to amend the Regional Official Plan because the application is premature;**
- 2. Direct staff to report in September, 2000 on this proposal in the context of a proposed amendment for an urban expansion in the Palladium Interchange area.**

SUMMARY

Palladium Auto-Park Limited has applied to amend the Regional Official Plan (1997) to extend piped water and sanitary services to its site at the Palladium Drive interchange on Highway 417, as shown on the map below. The site is approximately 34 ha (84 acres), not including land required for the interchange roads. It is entirely located in the Township of West Carleton and is designated General Rural in the Regional Official Plan (1997).

The Auto-Park proposal comprises up to 12 auto dealerships arranged within the interchange as well as one or more office buildings, a gas bar and car wash, a farmer's market and two restaurants. These uses together could ultimately support a total of about 1000 jobs.

The Plan indicates that development in the General Rural Area is to proceed on the basis of private wells and septic systems. However, a hydrogeological study completed by the applicant has concluded conditions underlying the subject site are unfavourable in terms of their potential to provide the required water supply. The applicants are therefore proposing an extension of piped water and sanitary sewer from the Corel Centre.



The Plan also indicates that commercial uses permitted in the rural area are those intended “to meet the needs of the rural or travelling public or which relate to local resources and which would not be better located within a Village.” The nature and scale of the proposed uses (ie, the dealerships, offices, and restaurants) do not meet these criteria.

An amendment to the Regional Official Plan, attached as Annex A, is therefore required to permit a development in the rural area to connect to central water and sewer services and to permit the use in the rural area. Staff view this amendment as premature with respect to ongoing work on an amendment to the Official Plan to expand the urban boundary in this area. If the amendment were approved, it would also set a precedent in terms of Council’s policies on rural servicing and appropriate uses in the rural area.

On February 8, 2000, Planning and Environment Committee directed that the draft Official Plan amendment for the Corel Area be brought back to Planning and Environment Committee in September, 2000, and among other matters, should determine the specific boundaries of the urban area expansion around the Corel Centre consistent with justification analysis. The subject site is within the Corel Centre area. If the site were included within the urban area boundary, the amendment attached as Annex A to this report would not be required.

Staff are therefore recommending that a decision on the proposed amendment attached as Annex A be deferred until the Corel Centre area amendment is considered at Planning and Environment Committee in September, 2000. Staff further recommend that they be directed to report on the Auto-Park in the context of this proposed amendment. Additional work could be undertaken to assess the appropriateness of the proposed Auto-Park as a use in any proposed future urban area and to consider whether the Auto-Park could be considered separately from the larger area in the subsequent development approvals process.

PROJECT DESCRIPTION

The Palladium Auto-Park is proposed by four individuals well-established in the automotive retail business in Ottawa-Carleton. The applicants have indicated that the land is to be kept under a single ownership, with individual dealerships leasing their sites. They expect development will occur over many years, perhaps at the rate of one dealership per year, with some dealerships relocating from current urban locations and others representing new entrants to the regional market. The size of the various uses proposed for the site is shown below and a conceptual site plan is attached as Annex B.

Palladium Auto-Park Proposal

<i>Function</i>	<i>Site Area net hectares¹ (net acres)</i>	<i>Size of Facility square metres (square feet)</i>
Dealerships	16.2 ha (40.1 acres)	21,135 m ² (227,500 ft ²)
Office	6.2 ha (15.3 acres)	11,150 m ² (120,000 ft ²)
Restaurants	2.9 ha (7.2 acres)	930 m ² (10,000 ft ²)
Farmers' Market	4.4 ha (10.9 acres)	3,715 m ² (40,000 ft ²)
Corel Parking ²	2.4 ha (5.8 acres)	
Total	32 ha (79.24 acres)	35,835 m ² (396,500 ft ²)

1. This total excludes land required for access roads to the dealerships. The total site is approximately 34 ha.
2. Leased to the Corel Centre for staff parking.

The applicants stress that building layout, design and landscaping can be used to create an attractive appearance from Highway 417. The office space is intended for use by the automobile dealerships and associated companies such as leasing and financial institutions. The farmers' market will sell food as well as clothing, arts and crafts, plants and flowers in indoor and outdoor sales areas. Although it may benefit from traffic to the Auto-Park, the applicants have indicated its purpose is to off-set some of the cost of developing the Auto-Park.

The applicants and the Corel Centre believe the Auto-Park and the arena are complementary uses, in that people who attend events may plan also to visit the Auto-Park, thus favouring joint promotion and other activity.

A study of auto malls by J. D. Power and Associates in 1997¹ found six auto malls in Canada and 193 auto malls in the United States, together accounting for almost one of every 10 new vehicle sales in North America. Auto malls were defined as “ a pre-planned multi-dealership or multi-franchised shopping centre or dealership cluster that advertises as a destination location that offers shoppers the convenience of comparing a wide variety of product lines and brands.” With most auto malls (64%) now ranging in age from six to 19 years of age, the J.D.Power study forecasts continuing development of these retail formats. Services offered on a shared basis by up to half the malls included security, new and used vehicle advertising, lawn and building maintenance, and the services of a mall manager.

The auto-mall in Richmond, BC also offers a customer shuttle service to a nearby shopping area and public transit. Developed in the 1980s, the Richmond mall occupies a 12.48 ha (30.84 acre) site and, like the proposed Palladium Auto-Park, includes dealerships (a total of 16), a restaurant, bank, insurance company, a rental office and other ancillary uses. Zoning for the Fraser Valley auto mall in Abbotsford, B.C. was approved for a 17.3 ha site in 1990. In 1999 it had seven dealerships and space for another six. The zoning also permits autobody repair, offices uses limited to an auto mall administration office, an insurance company and financial institutions, and a service station. Each of these auto malls was developed according to detailed design guidelines.

BACKGROUND

Palladium Auto-Park purchased the subject site in December, 1991, following the Ontario Municipal Board decision in August, 1991, permitting development of the Corel Centre as a Major Community Facility in the rural area. The OMB decision said that services for the facility were to be sized only to accommodate the development approved in its decision. The Board also spoke to the need to strengthen measures to protect Agriculture Resource land north and south of Highway 417 and stressed that its decision on the Palladium should not be taken as a precedent for additional development.

¹ J.D. Power and Associates. (1997) *The Revolution in Automotive Retailing. The 1997 Auto Mall Study*. Spring, 1997

West Carleton Council approved the Auto-Park proposal in principle in April, 1996. In March, 1997, the Township of West Carleton asked Regional staff to comment on applications for a local official plan amendment and a zoning bylaw for the Auto-Park. Regional staff indicated that in order to conform to the General Rural policies of the Regional Official Plan, the proposed development should be reduced in scale and serviced on private services. The applicant was advised that the proposed development could not proceed as a development in the rural area until the new Official Plan was in effect, changing the designation of the site to General Rural from Agriculture Resource. In July, 1997, Regional Council adopted the new Official Plan and it came into effect in September, 1998.

The Palladium Auto-Park applied for a Regional Official Plan amendment in August, 1998 requesting extension of central water and sewer services. The applicant also provided a study showing how the site could be serviced through an on-site septic system. However, this servicing option was not supported by regional staff because of technical concerns about the operation of the facility and the location of the site on the urban boundary. Regional staff preferred that if the development were to proceed on central services, then both central water and sewer should be provided. Approval from the City of Kanata would be required to permit the connection to the municipal sewer serving the Corel Centre.

The Region and the Township of West Carleton circulated the municipal and regional applications for comment in September, 1998. In response, Kanata staff drafted a report in October which said the development was premature in view of the pending *Economic Study of the Corel Centre Area* and that the City had not agreed to share servicing capacity. The applicant requested a three-month delay in this report (later ratified by Kanata Council in February, 1999.) In January, 1999, the applicant agreed to a Regional staff request that the Auto-Park application await the outcome of the economic study.

The *Economic Study of the Corel Centre Area* was completed in December, 1999. The study said that if development is permitted in the Corel Centre area, it should focus on a high-tech business campus north of Highway 417 on about 250 to 260 ha and a leisure, sport and entertainment area south of Highway 417 near the Corel Centre, encompassing 160 to 170 ha. Theme retail and speciality commercial, of which automotive uses could be considered a part, were a component of the proposed leisure, sport and entertainment option. A subsequent phase would see additional business park on about 180 ha south of Maple Grove Road. The total area considered for development is 550 to 570 ha.

The *Economic Study of the Corel Centre Area* was considered at Planning and Environment Committee on February 8, 2000 and staff were directed to prepare a draft urban expansion amendment for September, 2000. Among other matters, staff are to determine the specific boundaries of the expansion area consistent with analysis of the need for more land; designate land uses in accordance with these studies; and address the timing, cost and funding arrangements for the required infrastructure. Staff are also to examine the means of funding the required infrastructure and to assess the implications of development on the capital budget and development charges.

COMMENTS FROM THE CIRCULATION

Information about the proposed development was circulated in September, 1998 to owners of adjacent properties, the provincial Ministry of Municipal Affairs and Housing, area municipalities, and community organizations. These groups were re-circulated in December, 1999 after the Corel Area study was complete.

After the initial circulation, two area residents said a decision on the application should be deferred until completion of the Corel Area study.

One resident indicated that he generally supported development of the area but believed the auto-park was not in keeping with the *Economic Study of the Corel Centre Area* and was not the best use of the site. However, he said he would not object to the proposal provided it did not affect his well; that measures be taken to limit light and noise pollution; that strict landscaping measures be used to maintain a green rural outlook; that the developers keep the area clear of litter; and that the security and safety of the neighbourhood be maintained.

Another resident objected to the proposed use of the land because it did not meet the vision of the gateway as proposed in the *Economic Study of the Corel Centre Area*, that it was not being developed within an overall concept for the area, and that traffic flow is an issue.

Another resident wrote in support of the application, that she was looking forward to the area moving ahead.

The owner of land south and west of the subject site has asked that access from his land to Palladium Drive be provided across the south side of the subject site.

The Corel Centre supports the use at this location and notes that it is consistent with the findings of the *Economic Study of the Corel Centre Area*. The Corel Centre said the proposed development would provide an economic stimulus to the region and that such employment growth is needed to support the long-term viability of the Corel Centre and other area businesses. The Corel Centre said it hopes the Auto-Park and the arena can pursue joint promotions, complementary scheduling of activities, and shared use of each other's facilities.

The Corel Centre also indicated concerns about the proposal. Specifically, it questioned the need for additional restaurants and asked that the need for restaurants be reviewed and if permitted, reduced in size and allowed only after dealerships are established on the site. It also asked that the need for a service station be reviewed and if permitted, that it not be located directly in front of the Corel Centre. The Corel Centre also said it was strongly opposed to any general parking lots on the site that could detract from Corel Centre parking and parking revenue streams.

Owners of land within the urban area of Kanata indicated they had no objection to the proposal, but noted that development should be conditional on recovering part of the costs of the servicing now in

place in the urban area, and that it must be demonstrated that servicing to the subject site would not affect development of land between the Carp River and Silver Seven Road.

The March Rural Community Association wrote that its members did not support the proposal because it seemed contrary to the Regional Official Plan thrust of using existing infrastructure and avoiding development in unserviced areas. The association said the development “jumps the gun” by seeking to develop rural land for commercial purposes when suitable urban land is serviced and available. In response to the second circulation, the association said consideration of the proposal is premature until its place in the overall area plan can be determined.

The Wyldewood Homeowners Association in Stittsville said a commitment to extending Huntmar Drive must be made before any development occurs around the Corel Centre. They questioned whether the automotive use was compatible with the leisure, sport and entertainment theme proposed for the area. New development should also be required to pay for a portion of the Palladium Drive interchange.

Responding to both circulations, the Carp Farmers’ Market Association (CFMA) indicated it was strongly opposed to the application. The CFMA believed the development would cause undue pressure on agricultural operations near the site and is contrary to the long-term interests of agriculture in the region. The CFMA said it believed the land is agricultural resource and should not be reclassified Marginal Resource. (The local official plan amendment entails a change in designation from Agriculture Resource to Marginal Resource. This change conforms to the General Rural designation in the 1997 Regional Official Plan.) It noted that the Ontario Municipal Board said that land around the Corel Centre should not be developed in the near future and this direction should be considered.

With respect to the proposed farmers’ market, the CFMA said it did not fit in with the rest of the proposal and noted that a producer-based farmers’ market within the City of Kanata failed after a few years of operation. An alternative to the producer-based farmers’ market, resembling the produce and delicatessen portion of a supermarket, would not be economically viable either, the CFMA said.

The Region’s Environmental Health Advisory Group commented, with respect to both the Corel Area study and the Auto-Park, that potential social and environmental effects of the proposed land use changes need to be assessed, that a unified planning approach be followed including required infrastructure and costs, and that extensive public consultation is required. The Auto-Park and other Corel area development should not proceed until a detailed environmental assessment is complete.

The Mississippi Valley Conservation Authority commented that it concurred with the findings of the hydrogeological study prepared for the applicant, that the site is unfavourable in terms of its potential to provide the necessary groundwater supply for private servicing. It said it was concerned that the proposed stormwater management facility may be undersized but that this concern did not warrant a delay in the application. The issue would be reconsidered at the time of site plan.

The Ministry of Municipal Affairs and Housing commented that large-scale development in the vicinity of the Corel Centre was not envisioned by the community when the 1997 Regional Official Plan was prepared. Generally, land designated General Urban Area would be used for this type of development.

Council for the City of Kanata advised that it does not support the proposed amendment because it would permit the premature development of a prominent site, contrary to the recommendation in the *Economic Study of the Corel Centre Area* that coordinated planning and design is needed to ensure that the area's potential is achieved. The proposed servicing contradicts the servicing in the Region's Official Plan and pre-empts the detailed servicing strategy needed before any development in the area occurs. The use is not rural in character and should only be permitted as an urban use in the context of an urban expansion.

The Conseil scolaire de district catholique du Centre-Est de l'Ontario and Ontario Hydro Services company indicated they had no objections.

SERVICING THE SITE

The application was reviewed by staff to determine its effects on regional water and sewer services and transportation infrastructure.

If approved, the development could be served with water through an extension of the Regional water pipe now serving the Corel Centre. The existing water supply to the Corel Centre is adequate for providing the projected increase in water demand. The projected increase is relatively small compared with the fire flow requirements of the total development approved on the Corel Centre site (which governed the size of the pipes) and thus can be accommodated.

The Region's Signature Ridge pumping station would receive sewage flows from the proposed development through municipal sewers serving the Corel Centre and the business park south of Highway 417 along Palladium Drive. The area served by the pumping station is only partially developed. Full development of the area will require an upgrade to the pumping station at some time in the future, after the Main Street sewer through the Kanata Town Centre is completed. The requirements of the proposed Auto-Park could be accommodated within the additional capacity created by the upgrade.

However, staff recommend that if the development is approved, sewage flows from the site should be controlled mechanically to safeguard servicing capacity for development in the area already designated for urban development. The area served by the pumping station is only partially developed and some future uses could require more capacity than allowed for in the design. For example, the Nortel plant approved on Palladium Drive in 1999 requires two to three times the amount of water typically allowed for in the servicing design—with a corresponding increase in sewage flows. Also, owners of other land already in the urban area will want to access the capacity within this system. Staff recommend that if the development is approved, the site should be serviced by a holding tank that is pumped out at an average rate to the receiving sewer, thus reducing effects on peak flows. Alternatively, the applicant could be required to restrict discharge in the future or pay for additional upgrades in the future if additional capacity is required.

If the amendment is approved, there may be some impact on the Region's priorities for timing infrastructure construction. The Signature Ridge pumping station requires an upgrade, regardless of approval of this application, and the timing of the upgrade might be advanced as a result of the approval. The applicants should be required to pay a portion of the costs of the Signature Ridge pumping station and the municipal sewer leading to it, costs which have been borne by area landowners.

The site is within the area to be considered in a watershed and subwatershed study for the Carp and Upper Carp Rivers in 2000. These studies should be completed before development is approved within the area, in keeping with policy 5.3.2.3 which requires such plans before official plan amendments are considered in areas which are largely undeveloped.

The development would have the greatest impact on traffic in the weekday morning and afternoon peak periods. The applicant's transportation impact study says impacts on the weekday evening period when there is an event at the Corel Centre will be minor, "as knowledge of the congestion caused by Corel Centre traffic will significantly reduce the number of discretionary trips to the site." The transportation impact study found that signalized intersections in the area would continue to operate at an acceptable level of service following development of the site.

During the consultation for the *Economic Study of the Corel Centre Area*, area residents expressed concern about traffic on John Street in Stittsville between Maple Grove and Hazeldean. Afternoon peak hour increases have occurred between 1995 and 1999, likely as a result of residential growth in Stittsville. Evening traffic on event nights at the Corel Centre were monitored in 1996 and found levels below the afternoon peak period. Current traffic experienced during Corel Centre events probably does not exceed the current afternoon peak. Development of the Auto-Park could potentially increase traffic somewhat on John Street but resulting levels are considered acceptable for a local road.

The site is outside the Urban Transit Area and would not be served by public transit unless the boundary of the Urban Transit Area is changed.

DISCUSSION

Issues raised by this application relate to:

- timing of the application related to ongoing studies for an urban expansion in the area;
- the effect of the proposal on Council's Official Plan policies regarding extension of piped services to the rural area;
- the effect of the proposal on Council's Official Plan policies regarding development of appropriate uses in the rural area.

Timing of the application

Following on the *Economic Opportunity Study of the Corel Centre Area*, Planning and Environment Committee have directed staff to prepare a draft Official Plan amendment for the Corel Centre area for September, 2000, consistent with justification analysis and other studies now in progress. The *Economic Opportunity Study of the Corel Centre Area* called for comprehensive planning of the

business park north of Highway 417 and high standards of urban design throughout the area; an appropriate balance between transportation capacity and development intensity; maintaining a buffer between Stittsville and Kanata; and management of natural environment features.

Regional staff view the application as premature with respect to development of more detailed plans for the area. Additional work is required to determine the amount of additional land required, its location, and the distribution of future uses in the area. While the *Economic Opportunity Study of the Corel Centre Area* proposes an entertainment, sport and leisure theme for the area, relocation of the Central Canada Exhibition to the area in the future is uncertain. As well, in addition to Auto-Park, the amendment if approved would permit a farmers' market, gas bar and restaurants on the site before more comprehensive plans for the distribution of uses, servicing and local roads are in place.

Effect on Council's Official Plan policies regarding extension of piped services to the rural area

Policy 10.3.7 permits installation of regional water and wastewater services in the rural area where a public health problem arises and Regional Council believes this is the best solution, rather than correction of private services. Council may also permit a large-scale extension to an entire Village or to an area such as the Carp airport, subject to a servicing and development study (policy 10.3.8). Apart from these circumstances, the Official Plan (1997) is clear that central services shall not be extended to the rural area. These policies are re-iterated in the regional development strategy and the policies for community development:

- Policy 2.4.1.10 “Council shall not extend central services to the rural area except in exceptional circumstances to address a public health issue, in accordance with Section 10.3.7 or where an overall study has been completed support the extension, in accordance with policies of section 10.3.8.”
- Policy 3.7.2 “Council shall not consider any development on the basis of the extension of central services or the installation of communal services on a large scale in rural policy areas, except to remedy a health problem, or until a study has been completed to justify the extension or installation of services, in accordance with Section 10.3.8.”

Several areas in the rural area now receive central water or sewer or both services, under existing provisions of the Plan. Access to these services has been permitted only for those lands which meet the policies of the Plan. Many of these permissions are as a result of previous Official Plan amendments. Existing or proposed development on land near a piped water supply where no health issue is identified have been refused access to the service. Moreover, potential connections to piped services in some areas entail only piped water. The Official Plan discourages connection to only one piped service—water in these cases—because of the increased potential for failure of private septic systems when combined with central water service.

However, the primary objectives of the policies regarding servicing to the rural and urban area are to provide Regional Council with a measure of control over the amount of land committed for planned urban development and with a means of planning and providing affordable, cost-effective urban

servicing. Regional staff believe that if Council permits an exception to the servicing policies for the rural area, these objectives will become more difficult to achieve.

The issue of servicing land adjacent to the urban boundary has been addressed in a few cases in the past through a requirement that the site be included within the urban boundary through an amendment or as part of a comprehensive revision to the Regional Official Plan. These precedents include, for example, the addition of a site to the urban area of Stittsville for a high school and recreation facility.

In this case, however, the applicant is not seeking an urban expansion or proposing that services be extended because of a lack of alternate, suitable sites. Rather, the request is based on the lack of water in the aquifer to support private services.

Uses permitted in the General Rural Area

Policy 3.7.4.1 permits in the General Rural Area “commercial uses to meet the needs of the rural or travelling public or which relate to local resources and which would not be better located within a Village.” The latter refers to other policies in section 3.7 of the Plan which indicate that while Villages are the focus of commercial, residential and community activity, “Industrial and commercial uses that require larger land areas that are not appropriate to locate in Villages are located in General Rural Areas.” The economic policies of the Plan (section 4.5.4) permit employment in clusters of up to 2,000 jobs, provided it is in keeping with the policies described in section 3.7. Policy 7.2.2 allows Council to consider Official Plan amendments for rural commercial uses at Highway 416 and 417 interchanges in Agriculture Resource areas.

Policy 4.7 on retail uses and commercial services also apply to this application, which proposes automotive sales and services, restaurants and a farmers’ market with a combined area of about 25,800 square metres (277,700 sq. ft.). These uses are classified as retail and commercial services in the most commonly used industrial classification systems.²

The Regional staff view is that the proposed development is not a rural commercial use as defined in policy 3.7.4.1. The proposed Auto-Park serves primarily the urban market and co-incidentally the rural and travelling public. The applicant has indicated that the site was selected because it offered good east-west access on Highway 417, high visibility and proximity to the growth areas of the western urban area.

As a retail use, the built area of the automobile dealerships’ sales and service areas plus the restaurants and farmers market is larger than the 10,000 square metres of gross leasable area permitted for development applications in Villages. If proposed in the urban area, the Auto-Park (and any other application proposing more than 10,000 square metres of gross leasable area) would be required to have access to public transit, as per policy 4.7.2.2.

² Statistics Canada (1980) *Standard Industrial Classification*. Minister of Supply and Services. Catalogue 12-501E and Statistics Canada (1998) *North American Industry Classification Canada 1997*. Ministry of Industry. Catalogue No. 12-501-XPE.

Again, staff are concerned about the effect that approval of this amendment would have on Council's ability to ensure appropriate uses in the rural and urban area in the future.

CONSULTATION

The application was circulated for comment to technical agencies, the Ministry of Municipal Affairs and Housing, community groups, and others with a potential interest in the area. Responses from the circulation are summarized in this report and are available for viewing in the Resource Centre in Ottawa-Carleton Centre. As well, the application was described during the consultation for the Corel Area study. The notice of the public meeting was printed in *The Ottawa Citizen*, *Le Devoir*, *The Ottawa Sun* and in community newspapers in Kanata, Goulbourn and West Carleton.

FINANCIAL STATEMENT

If the amendment is approved, there may be some impact on the Region's priorities for timing of infrastructure construction. The Signature Ridge pumping station requires an upgrade, regardless of approval of this application, and the timing of the upgrade might be advanced as a result of the approval. Theoretically, there may also be a cost increase associated with the Auto-Park, in that a larger pump may be required than otherwise would be the case. However, this cost cannot be calculated now.

CONCLUSION

At the outset, Regional staff reviewed the OMB decision on the Palladium and concluded that while its views should be considered in development issues around the Corel Centre, it should not be interpreted as an indefinite prohibition on development. However, Regional staff do not recommend approval of this application at this time because it is premature with respect to the planning now in progress for the Corel Centre area.

In staff's opinion, the proposed use is an urban use that should be considered in the context of an urban boundary expansion. Moreover, it sets a difficult precedent for subsequent applications to connect to urban services from the rural area. As well, approval would set a precedent by permitting a use in the rural area which is not consistent with the rural character.

The proposed Auto-Park is best considered in the context of the urban expansion amendment requested by Planning and Environment Committee for completion in September. Staff can report then on the appropriateness of the use in that location and consider ways of creating opportunities for the Auto-Park, if approved by Regional Council, to be considered separately from the larger area in the subsequent development approvals process. These could include, for example, provisions specific to the Auto-Park within the larger amendment.

Approved by
Nick Tunnacliffe, MCIP, RPP

DRAFT**AMENDMENT 3
OFFICIAL PLAN (1997) OF THE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON****PURPOSE**

The purpose of Amendment 3 is to enable development of automobile dealerships and other uses in the rural area of the Township of West Carleton. The proposed development comprises up to 12 dealerships engaged in automobile sales, leasing and service; associated offices; two restaurants; and a farmers' market. The site, shown on Map 1, is located at the Palladium Drive interchange with Highway 417 on the boundary between Kanata and West Carleton. The site area is approximately 34 ha (84 acres), excluding land occupied by access roads to the interchange. The amendment would permit the development in the General Rural Area on the basis of a connection to central water and sewer service, notwithstanding policies elsewhere in the Regional Official Plan.

BASIS

Palladium Auto Park Ltd., representing individuals established in automotive retailing in Ottawa-Carleton, has requested the amendment to permit development of an auto park and secondary facilities on a site it owns in the rural area. The site is adjacent to the Corel Centre, a major sports arena approved in the City of Kanata by the Ontario Municipal Board in 1991. The arena site, also located in the rural area, is serviced by a sanitary sewer and piped water extended from the urban area of Kanata.

Development of the site as proposed requires an amendment to the Regional Official Plan to permit the use and to permit connection to central services. The size and nature of the facility is not permitted in policies for commercial services for the General Rural Area. The proposed amendment therefore provides for the use as an exception to those permitted in the rural area.

The applicants also require a connection to piped water services to develop on the proposed site because the development cannot be supported by private, on-site services. A hydro-geological study has concluded conditions underlying the subject site are unfavourable in terms of their potential to provide the required water supply.

On-site septic, while technically possible, poses operating challenges. Thus, the amendment also permits connection to sanitary sewer services. The proposed servicing connections would require the extension of the Regional water pipe and a municipal sewer owned by the City of Kanata from the Corel Centre site to the subject site.

The amendment is required because Section 10.3 of the Regional Official Plan states that development in the General Rural Area is to proceed on the basis of private services except in circumstances

specified in the Plan. Central services are permitted in the rural area where a health problem arises and Regional Council determines central services, not correction of private services, are the best solution. Regional Council may also consider large-scale extensions to an entire village, following a comprehensive study. The proposed development does not meet the criteria for considering central services in the General Rural Area, and thus requires an amendment.

Sanitary services to the subject site were not envisioned in the plans for the sewer that would be extended to this site through this amendment. The Ontario Municipal Board decision stated that services to the Corel Centre were only to be sized to accommodate the level of development approved in the Board's order in 1991. The sewer pipe serving the Corel Centre connects to a system serving a business park within the urban area which is still developing.

While the sewer design shows there is sufficient capacity for the subject site, flows from the subject site are proposed to be pumped to the sanitary sewer from a holding tank at regulated intervals rather than flowing directly to the sewer. This arrangement would ensure that the system can accommodate any unforeseen future demands from the business park served by the sewer. Servicing arrangements would be achieved through the subdivision agreement.

THE AMENDMENT

1. Section 3.7.4.1 Development in the General Rural Area is hereby amended by addition of a new clause which permits the proposed development in the General Rural Area, as follows:

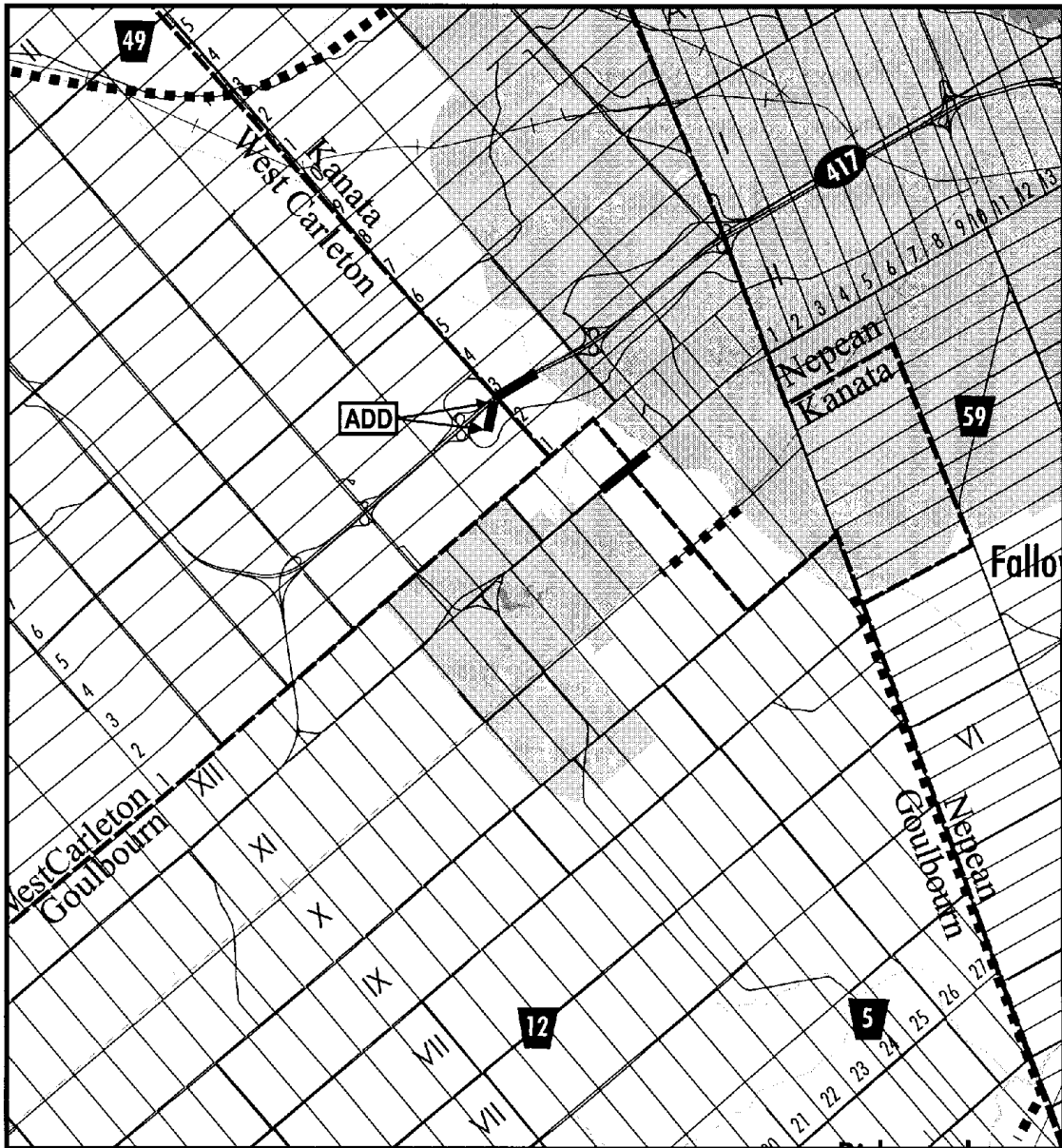
“p) Notwithstanding this policy, permit an auto park and secondary facilities as specified in Section 10.3.3.2 on 34 ha in part of the Front half of Lot 2, Concession I, being part 3 on Plan 5R-14184, save and except parts 2, 3, and 4, 4R-10222, in the southwest quadrant of Huntmar Drive and Highway 417.”
2. Section 10.3.3 General Policies for Communal or Central Sewer and Water Services is hereby amended by the addition of a new policy 2 following policy 1, as follows:

“2. Notwithstanding policies elsewhere in section 10.3, permit extension of central services to 34 ha in part of the Front half of Lot 2, Concession I, being part 3 on Plan 5R-14184, save and except parts 2, 3, and 4, 4R-10222, in the southwest quadrant of Huntmar Drive and Highway 417, provided the development respects the following criteria:

 - a) the site shall be used primarily for automobile dealerships engaged in sales, leasing, and servicing with a combined indoor service and sales area of up to 21,135 square metres, including a gas bar and car wash;
 - b) secondary facilities of up to 11,150 square metres of separate office space used for banking, insurance and other commercial activities directly related to automobile sales and servicing; up to 930 square metres of commercial restaurant space; and up to 3,720 square metres of indoor plus outdoor space for the sale of food, crafts and other goods are permitted but at no time may exceed the combined indoor automobile service and sales areas;

- c) the maximum area of land to be developed for the primary and secondary uses is 34 ha, excluding land occupied by access roads to the interchange; and
 - d) development of this site shall proceed by plan of subdivision.”
3. Renumber policies 2, 3, and 4 in section 10.3.3 to policies 3, 4 and 5.
 4. Schedule H, Rural Servicing, is hereby amended by extending the line indicating a Regional Water Main south of Highway 417 to the lands within the interchange of Highway 417 and Palladium Drive, as shown on Schedule 1 attached.

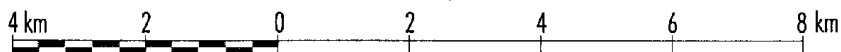
SCHEDULE "1" OF AMENDMENT 3 OFFICIAL PLAN (1997) OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON



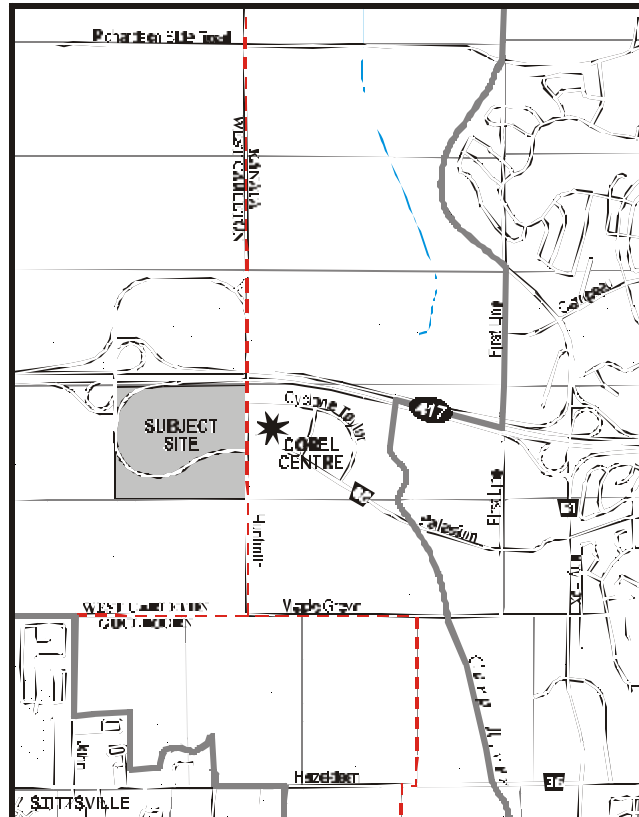
OFFICIAL PLAN - SCHEDULE "H" RURAL SERVICING

REGIONAL WATER MAIN —————
 REGIONAL TRUNK SEWER (OR FORCEMAIN) - - - - -

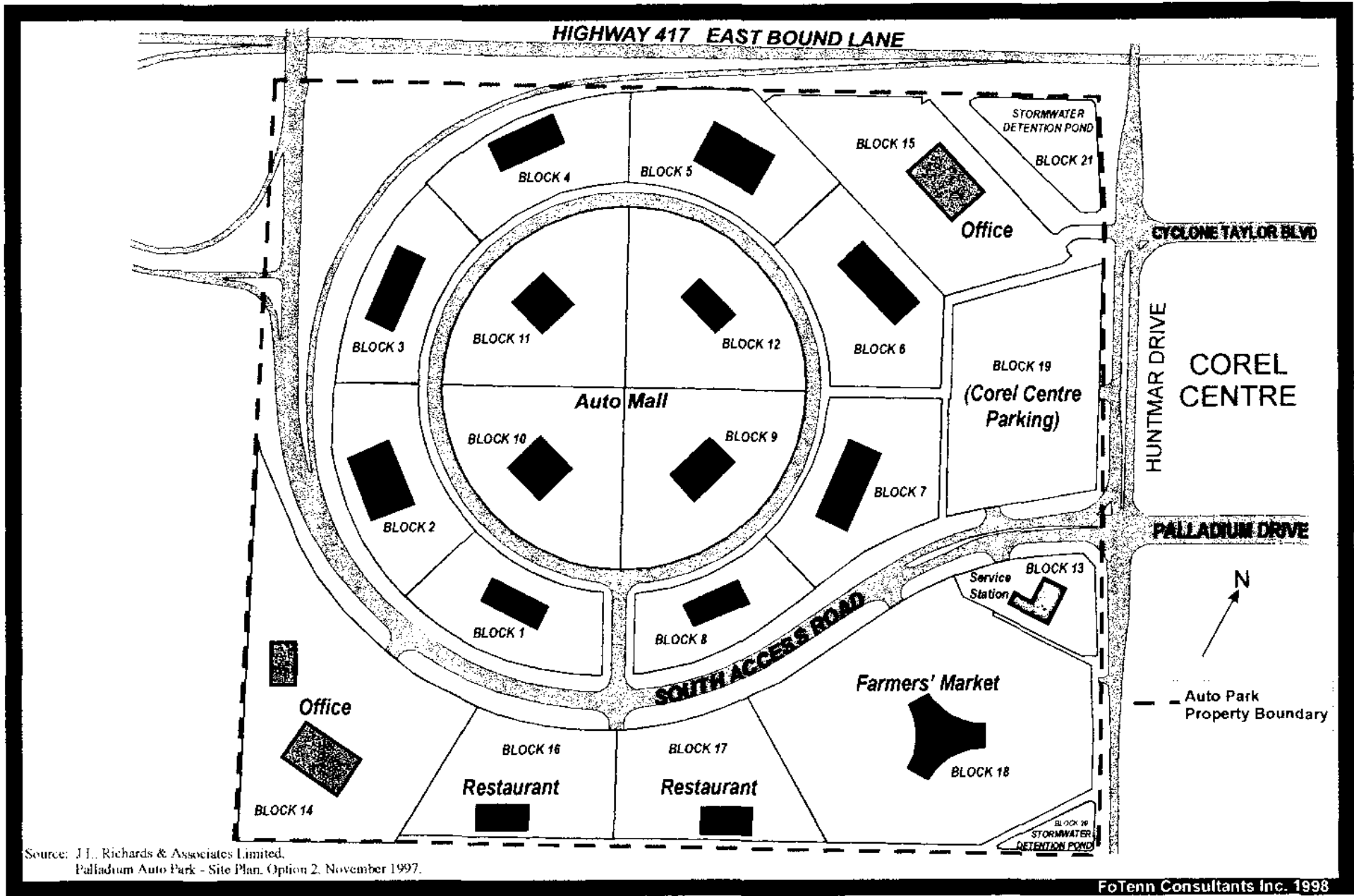
Scale 1 : 100,000



**MAP "1" OF AMENDMENT 3 OFFICIAL PLAN (1997) OF
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON**



Note: This map is for information purposes only and does not amend the Official Plan (1997) of the Regional Municipality of Ottawa-Carleton.



Source: J.J. Richards & Associates Limited.
Palladium Auto Park - Site Plan, Option 2, November 1997.

FoTenn Consultants Inc. 1998

Palladium Auto Park Site Plan

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2. PUBLIC MEETING TO CONSIDER
DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 3 -
PALLADIUM AUTO-PARK

- Planning and Development Approvals Commissioner's report dated 9 Feb 2000

At the outset of the meeting, Committee Chair Hunter read a statement required under the Planning Act, wherein he advised that anyone, whose intention it was to appeal Regional Official Plan Amendment 3 to the Ontario Municipal Board (OMB), must either voice their objections at the public meeting or submit their comments in writing. Failure to do so could result in refusal/dismissal of the appeal by the OMB.

Judy Flavin, Planner, Policy and Infrastructure Planning Division, Planning and Development Approvals Department, provided those in attendance with a PowerPoint presentation which highlighted the staff report.

Regional Chair Chiarelli noted the explosion of growth in the western part of the Region, and asked if the rate of this growth, estimated at 26,000 jobs for the current year, was greater than that anticipated in the 1997 Regional Official Plan (ROP).

Pamela Sweet, Director, Policy and Infrastructure Planning Division, Planning and Development Approvals Department felt the department was only now coming to terms with this information, using data gleaned from the recent Malone Givens Parsons (MGP) Corel Area Study (discussed at the Committee's meeting of 8 Feb 2000), and from recent employment locational analyses and land use studies. She felt results might show that growth was in advance of that predicted in the 1997 ROP, but said she could not immediately answer this question with certainty.

Nick Tunnacliffe, Commissioner, Planning and Development Approvals Department, said the ROP was premised on 8,000 to 9,000 new jobs a year over a 20 year period. He noted there would be fluctuations within this time period, and felt it was necessary to balance the good years with those less bountiful.

Chair Chiarelli asked if, given the present rate of growth, the Region would have to accelerate its decisions regarding infrastructure to accommodate what was in excess of the ROP's projected 8,000 or 9,000 person-per-year job growth rate.

Mr. Tunnacliffe said it was Council's function to respond to such trends at budget time, with staff bringing forward proposals based on analyses of demands for land, etc., which would in turn require more infrastructure. Responding to another question regarding whether this growth would require an extraordinary response from the Region, the Commissioner felt it was prudent to remain vigilant. He said he had discussed the issue with the Chief Administrative Officer in

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terms of a possible approach, but that this was a difficult year, given that the Region was in the hands of a Transition Board.

Chair Chiarelli then commented that it was hard to imagine the lands around the Corel Centre as agricultural land that would ever be farmed. He questioned whether or not the Region should be more practical in terms of land use for lands that have been designated as rural lands.

Mr. Tunnacliffe said the 1997 Official Plan reexamined the classification of the Region's land. As a result, land on the south side of Highway 417 was changed from Agricultural to General Rural, as it did not meet the requirements for an Agricultural designation. The Commissioner noted that in this specific area, the only Agricultural land is that north of Highway 417. As to the question of whether or not it should be farmed, Mr. Tunnacliffe suggested the land could likely be farmed by renting it out, noting much of the farmland in Ottawa-Carleton is now rented.

Councillor Munter said he understood that if the ROPA application had been put forth on its own, without the Corel Area Study to be reconsidered at a future date, staff would recommend against the Auto-Park application because of issues involving rural servicing, the urban area and an adequate supply of urban land. He asked staff to clarify that Committee was being asked to defer the application to allow for a greater study of the merits of the application in the overall context of land use issues in the Corel Area.

Ms. Sweet noted the staff report's conclusion on page 33 of the agenda raised three issues; that of the timing of the application related to ongoing studies; concern over the precedent this would set for urban servicing to the rural area, and the effect of the proposal on Official Plan policies regarding development of appropriate uses in the rural area.

Councillor Munter noted these issues would no longer be relevant if the surrounding lands became part of the urban area. The Councillor then asked if the whole 2,000 acres were redesignated Urban, whether the Region would have to re-orient its infrastructure plan to accommodate unplanned or unforeseen projects. He said he was not opposed to this idea, but felt it was important to recognize these requirements. He noted the report's mention of impacts on the Signature Ridge pumping station, which would necessitate an upgrade ahead of schedule. Councillor Munter presumed that if the overall development of the Corel Area proceeded, this upgrade would form part of the larger discussion regarding sewage capacity. Ms. Flavin said this was so, and that a comprehensive approach would determine the most effective way of servicing the larger area.

Councillor Munter said approval of the ROPA would mean that immediate decisions would have to be made regarding sewage capacity and controls. He noted the possibility that in six months' time, these decisions might be superseded by different decisions about sewage capacity arising from Committee and Council's determinations about what to do with the Corel Area

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Study. Ms. Flavin said the department would have to plan for the requirement approved by the Committee and have this in order until there was another direction .

Councillor Munter also noted that most of the report's "Comments from the Circulation" were either opposed to the application or indicated concerns. He pointed out that even some of those who were in favour had provisos, such as an owner of land south and west of the subject site who wanted access from his land to Palladium Drive across the south side of the subject site. He also noted the Corel Centre was in favour, as long as there were limits on restaurants and no competition for parking revenues. The Councillor asked if the draft Amendment that was circulated had taken these objections into account.

Ms. Flavin explained the proposed amendment reflected what the applicant had requested in terms of area and uses. She noted approval of the amendment would also approve the secondary uses outlined in the staff report, including a farmers' market , car wash and two restaurants. She noted issues such as the request for an access road would be addressed either through the subdivision or site plan process at a later date. Ms. Flavin noted staff had tried to address some of the Corel Centre's concerns through the provision that none of the secondary uses on the site could exceed the development of the automotive uses. Ms. Flavin explained the amount of development of each type was specified in the amendment, so that if the amendment were to be recommended for approval, the uses were strictly defined. She noted development would not be as "free range" as that allowed under a General Urban designation.

Councillor Munter pointed out the Corel Centre had questioned the need for additional restaurants, requested this be reviewed, and, if permitted, the restaurants be reduced in size and allowed only after auto dealerships were established on the site. The Councillor noted these concerns had not been addressed or accommodated in the amendment.

Chair Hunter asked staff to expand on the view that if expansion was warranted, many of the elements in the Palladium Autopark amendment would not be required. Ms. Flavin explained the amendment to the permitted uses in the General Rural area would no longer be required, as this would be an Urban Area and the question of use in the Rural Area would no longer be an issue. In the same vein, she offered that the extension of central services to the Rural Area would no longer be a relevant issue either, leaving staff to examine the question of land use.

Chair Hunter said this would presume that a study proving expansion was warranted had been completed and accepted, and also that a ROPA enacting the expansion had been passed. He noted the area was still considered Rural Area until the ROP designated it Urban Area. Ms. Flavin concurred, stating staff could only work within the Plan as it stands.

Committee then heard from public delegations.

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Bruce Finlay, Planner, City of Kanata. Mr. Finlay advised the City of Kanata has many concerns with respect to this Amendment. He noted when the item was before Kanata Council on 9 February 1999, their position was the application was premature (because of the Corel Centre Study on urban expansion) and as well, they were concerned with the impact the proposed development would have on the servicing capacity within the Terry Fox business park.

Mr. Finlay went on to note, when the recommendations of the Corel Centre Study were received last November, the City bought into many of the recommendations made by Malone Givens Parsons (MGP) and, although the study made reference to automotive uses, it goes on to indicate there is potential for employment land. The City of Kanata believes that is a far larger and better goal to strive for at this point. As well, the MGP report suggests the development of a business park on the north side of the 417 is very sensitive to things like the gateway image of the area, design and conflicts in use. Kanata believes the issues surrounding these elements need to be addressed in a comprehensive manner.

The speaker advised the recommendation adopted by Kanata Council on 25 February 1999, was that the proposed amendment was premature. In the second review of it, having received the recommendations of the MGP report, the City believed the proposed Regional Official Plan Amendment for the auto park is inappropriate as it seeks to treat the use as an exception to the rural policies when it is sufficiently large and close to an urban area, that it should be considered as part of the urban area. It is also identified as a component of the entertainment and ancillary uses immediately adjacent to the Corel Centre in that study and encompassed as part of the overall urban expansion envisaged by that study. As well, the amendment extends urban services to the site contrary to the intent of the servicing policies of Section 10.3.3 of the Regional Official Plan and in advance of the identified servicing studies that have been requested by Regional Council in respect to the Corel Centre Study. Mr. Finlay explained Kanata's third concern was that the servicing alternative suggested by the amendment is for an off-peak sewage system rather than addressing a long term permanent goal or solution. The City believes that the servicing issues surrounding this particular amendment would be better addressed as a comprehensive permanent servicing solution for this whole study area.

In conclusion, Mr. Finlay advised the City agrees with the Regional staff recommendation on this draft Regional Official Plan Amendment and he requested the Committee support that recommendation.

Jean-Yves Laberge, Vice President and General Manager Turpin Group introduced the following delegations, Jeff Mierins, representing the John Mierins Group, Dave Durette representing Tony Graham Group, Ted Fobert, Fotenn Consulting and Dale Craig, President J. L. Richards and Associates Mr. Laberge advised his group represented 13 automotive

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dealerships covering 36 acres of land and employing close to 600 employees, with a combined annual real estate and payroll tax (excluding income tax) of close to \$4 million.

In providing a bit of background, Mr. Laberge explained in the late 1980's, planning for the future, he started to investigate the possibility of purchasing land in the west end. He said they looked at many pieces of land in the City of Kanata but unfortunately, Kanata was not too receptive to them. On September 14, 1990, after several site inspections, they were offered (on behalf of Terrace Investments) a 100 acre site (less the land required for Palladium Drive, that was to be built later). Mr. Laberge advised the 100 acres was too large for just his dealership and so they joined forces with John Mierins and Tony Graham, as they were also looking for dealership land for the future. The Agreement of Purchase and Sale was made on 22 November 1991 (before the Ontario Municipal Board decision was released) but, because of numerous delays with the Palladium project, the actual closing date of the transaction was 4 July 1994.

Mr. Laberge stated that since the mid 1990's, they have actively pursued rezoning of this land and, despite overwhelming support from people who have seen this proposal, the group has run into numerous roadblocks. He opined their project was in keeping with the current development mode but in view of years of investment in both time and money, he asked that the Committee consider this application on its own merit and not defer it once again. Mr. Laberge stated this project is a sound business decision, good for the community and good for the dealerships and he urged the Committee to support it.

Mr. Fobert then provided an overview of his clients' proposal (a copy of the Power Point presentation used by Mr. Fobert is held on file with the Regional Clerk). He noted the concept proposed provides a unique "one stop" shopping opportunity for automobile purchases in a prestige campus setting. It also results in the scale of economy that provides the opportunity to share services such as administration, financing, insurance and leasing and operating costs for such matters as security, advertising, shuttle bus service, dealing with efficient disposal of waste materials and also building and landscape maintenance.

Mr. Fobert expanded on the history of the project, noting in the early 1990's, discussions were held with officials at both the Region and the Township of West Carleton that confirmed this site was ideal for the auto-park. In fact, West Carleton in 1996 passed a motion supporting the concept in principle and formal applications for the Local Official Plan Amendment and the zoning by-law were filed in February 1997.

Since that time, Mr. Fobert noted these applicants have been delayed on three separate occasions. First, once the application was filed, they were told to wait for the new Regional Official Plan, which would re-designate the site from Agricultural to General Rural to permit the proposed use. Then, as a result of studies carried out in November 1997, it was discovered the

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land did not have sufficient on-site private water and so a Regional Official Plan Amendment to access Regional water and provide sanitary sewers to the site was required (this was filed in August 1998). Finally, his clients were asked to delay to await the Corel Centre Study, which was approximately 6 months late in arriving.

The speaker went on to say the Corel Centre Study was released in December, 1999 and the findings strongly support economic growth in the vicinity of the Corel Centre, including automotive retail as a component of the leisure, sport and entertainment option. Mr. Fobert noted however, the staff report is recommending once again to defer a decision on the Palladium Auto-Park for at least another eight months until September 2000. He said his clients feel this further delay is unnecessary as there is sufficient information to make a decision now and they feel their proposal should be judged on its own merits. As well, they are concerned that, despite the best efforts to fast track the study of the Corel Centre area lands, it could result in further delay.

Mr. Fobert pointed out existing infrastructure is available adjacent to the site. The Palladium Drive Interchange is under-utilized at present; Regional Water is available on Huntmar Road; and, there is spare sanitary capacity in the pipe serving the Corel Centre. He felt therefore the Auto-Park could proceed on the basis of existing under-utilized infrastructure without jeopardizing either the existing or the future lands in Kanata or the expanded urban boundary. In addition, Mr. Fobert stated the development charges and taxes collected from this development will contribute to the cost of new infrastructure which will be necessary for the expanded urban area and noted the Auto-Park is more than willing to pay its fair share towards infrastructure costs associated with an urban expansion.

With respect to concerns raised that the proposed use would not be suitable for this gateway location, Mr. Fobert noted the site is virtually obstructed by the first overpass at the Palladium Drive Interchange as one travels east along Highway 417. As one passes the overpass, the low profile nature of the buildings will not hinder the Corel Centre and high quality design and landscaping of the site will be imposed as a result of requirements of the automobile manufacturers and also design guidelines that will be included in the Local Official Plan Amendment.

In concluding his remarks, Mr. Fobert stated the Auto-Park is a unique use suited to this remnant highway parcel and will complement the Corel Centre. The Auto-Park is supported in the Corel Centre study and is an industry which is an integral part of the leisure, sport and entertainment market. He urged the Committee not to delay the land use approval for this site but rather he requested that the Committee recommend that Regional Council approve ROPA 3.

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Addressing the servicing issues, Mr. Craig informed Committee his firm (J.L. Richards) was the engineering consultants for the infrastructure and the mechanical-electrical services for the Corel Centre and were asked by the Palladium Auto-Park to ascertain the viability of this development with respect to servicing. He noted, as pointed out by Mr. Fobert, the lack of available groundwater led to the conclusion that the extension of services to the site would be necessary and his firm was asked to look at the feasibility of doing this, with no negative impact on other development or the requirement for the use of capacity in the area.

Mr. Craig advised the water services in the area are adequate as there is a 300 millimetre watermain that completely encircles the Corel Centre and it has adequate capacity for servicing this site. With respect to the sewer servicing, Mr. Craig noted the unique nature of the sewage flows at the Corel Centre, make it appropriate, from a technical point of view, for this development to connect into the Corel Centre's system. He explained the Corel Centre flows go to the Signature Ridge Pumping Station with a capacity of 48 litres per second for the Corel Centre itself plus additional capacity for the undeveloped lands in that area. As a result of monitoring actual sewage flows at the Corel Centre, Mr. Craig advised there are two peaks for sewage flows from the Corel Centre and they occur between the first and second periods and between the second and third periods. This peak is about 35 litres per second. Between the end of the first and the start of the third periods the flow drops off to 11 litres per second and at other times, the flow from the site is virtually negligible. A shut off valve will be installed to control the sewage coming from the Palladium Auto-Park and the flows will be monitored downstream in the pipes and as they approach the maximum allowable peaks, through a radio relay it will shut off the valve that allows the sewage to flow from the Auto-Park. There is sufficient storage capacity within the pipes in the Auto-Park to handle all of the build up and then as soon as the 15 minute peak has passed this amount of temporarily held back sewage can drain into the pipes. Mr. Craig stated this system would allow the peak capacity that is provided for, and required to be available to, the Corel Centre not to be exceeded by this development.

Councillor Munter questioned the delegations as to whether the important part of this development was the automotive part as opposed to the farmers market, restaurants, gas bar etc. and whether they would be agreeable to deferring the latter portion of the development. Mr. Laberge replied the gas bar is extremely important as the dealerships will need to have access to a gas station and he suggested it would also be useful to people attending at the Corel Centre. With respect to the restaurants, Mr. Laberge agreed these could be deferred, noting the entire project would take between five and ten years to complete, so the restaurants could be at the tail end of the project.

Councillor Munter then asked if it would be a problem if the auto dealership portion of the development were approved and the rest of the development was deferred for six months. Mr. Laberge said this would not be a problem, but he stressed he did not want the Auto-Park to

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“get caught in the bigger picture” and be deferred again, as he felt it could take up to two years to deal with the Corel Centre lands.

Mr. Fobert pointed out the development will also require a Local Official Plan Amendment and a zoning by-law (which will set specific requirements with respect to sizes, numbers, types, etc.), which will take an additional six months before it receives approval from the Region. He speculated as well, the first site plan would be before the new City of Ottawa.

Councillor Legendre questioned why the group did not look for land for this project within the urban envelope. Mr. Laberge advised it would be too expensive, noting the rent factor that a dealership can support is predetermined. He stated they were able to negotiate an acceptable price for the subject land, Terrace Developments agreed to help them navigate the process and the agreement stipulated that if they were not able to obtain the rezoning within a certain amount of time, part of the cost of the land would be reduced substantially and in fact it has been reduced.

Councillor Legendre noted Mr. Fobert had mentioned in his presentation that the site would not be visible coming from the west, because of the overpass. The Councillor said he could not believe there would not be huge signs going up to inform about the approaching Auto-Park. Mr. Laberge advised the manufacturers do not permit dealerships to put up their own signs; all of the signage is done by the manufacturers.

Responding to questions posed by Committee Chair Hunter, Ms. Flavin advised that Regional staff first became aware of this potential development in March 1997, when the Township of West Carleton indicated they had received applications and on an informal basis asked Regional staff to comment on them. Regional staff indicated that the development would be an appropriate use in the rural area provided it was scaled back in size and that it was developed on private services.

Wayne Patterson, advised he was a resident of West Carleton and stated he had no personal interest in the Auto-Park. He said he had been following this proposal over the last few years, along with the Corel Centre Study and had attended meetings in West Carleton where Cyril Leeder had indicated this development could have the Corel Centre’s extra sewage capacity. As well, he noted the Township of West Carleton was in support of this proposal. He said it would appear only the City of Kanata was against it.

Mr. Patterson went on to note the \$25 million Palladium Interchange is not fully utilized and yet Kanata wants to spend millions of dollars to put one at Castlefrank Road. The speaker felt the Auto-Park would save area residents much time and effort, as they could purchase their cars and have them serviced there instead of having to travel down the Queensway to Bells Corners or St. Laurent. The additional traffic would be out further than the congested Centrum Mall.

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With respect to this being the gateway to Kanata, Mr. Patterson felt the Auto-Park would certainly look better than the Spratt pit or the Carp Landfill Site. Mr. Patterson stated he fully supported this proposed amendment and hoped the Committee would not defer it.

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

Committee Chair Hunter noted it was his understanding from the way the recommendation was written, that staff were asking for a deferral because the application was premature and staff would report back in September 2000, on this proposal in the context of proposed amendment for urban expansion in the interchange area. He said however, from points that were made during the staff presentation, he was of the impression that staff would recommend that this not proceed as an amendment even in September but that it wait until the amendment to expand the Corel Centre area is completed and passed. He asked staff for comment on this.

Ms. Flavin advised one option would be that staff, having been directed to bring an expansion amendment back to this Committee (if it is justified) in September, could structure that amendment in such a way that there is specific reference to the Palladium Auto-Park. Another option could be to actually bring two amendments, one addressing the Palladium Auto-Park and the other addressing the Corel Centre lands. The purpose of that approach would be to disengage the Auto-Park from the approvals procedure for the larger area.

Responding to further questions from Chair Hunter, Ms. Flavin stated if the option to include the Auto-Park in the Corel Centre urban expansion was chosen, there would be specific provisions relating to the Palladium Auto-Park so that in the event there are appeals against the larger amendment, the elements that pertain to the Palladium Auto-Park could potentially be “carved out”.

Regional Chair Chiarelli asked if staff were to “carve it out” in September, would the development be serviced in the same way that is proposed now. Ms. Flavin advised that assuming the site would be included within the urban boundary, then it would receive full urban services. She said she did not anticipate there would be any delay in servicing. The longer term servicing strategy might be reworked in the fullness of time as development occurred but if the site was ready to go in the short term, the servicing could go as proposed.

Committee Chair Hunter advised that Councillor Munter had moved the staff recommendation and Councillor Hill had put forward a motion to approve Regional Official Plan Amendment 3. The Chair noted that as the staff recommendation dealt with deferral, it would take precedence.

Councillor Hill stated in light of the time invested in this project (i.e. ten years), she was recommending approval of this amendment. She said it is inevitable that the urban boundary is going to be expanded as a result of the Corel Centre Study and she saw no reason to defer this

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proposal for another six months. The Councillor also noted that the loss of civil service jobs in Ottawa-Carleton necessitates the Region to encourage job creation. She said this is an excellent opportunity to bring in a lot of jobs, both construction jobs initially and long term jobs once the businesses are built. The development will also provide the Region with revenue from the development charges and taxes. Councillor Hill opined this had been delayed long enough and nothing would be gained by deferring this matter for six more months. She felt it was very important for the Region to send the right message to those who want to bring business to Ottawa-Carleton and she urged the Committee to support her motion.

Councillor Munter stated on the issue of general development in the area around the Corel Centre, he said it was necessary to understand that if those 2000 acres go ahead, it will require the Region to dramatically change its priorities for infrastructure. He said he was not necessarily opposed to this but stressed the importance of ensuring the prioritization of the servicing of these lands. The Councillor went on to say he was very concerned this development would be approved and the rest of the Official Plan would not be changed. He felt it important that the Committee recognize that in the City of Kanata, with the exception of March Road, the transportation capacity is the same today as it was ten years ago, despite remarkable growth and despite the addition of these 2000 acres. The infrastructure must be there to support the development.

With reference to the discussion about how long the proponents have waited, Councillor Munter noted that when they bought these lands, it was well ahead of when they were planning to develop them. They were looking to the future. He noted they indicated to him that the market in Kanata is not quite there even today. He said if the market were there in 1991, these people would have bought a different parcel of land that had the designation and the use, that they could proceed with quickly.

Councillor Munter stated that staff are basically saying it is necessary to plan this development, in conjunction with the rest of what is proposed to happen. He felt this was the responsible and the right thing to do and said this was why he was supporting the staff recommendation.

Councillor Legendre indicated he too would be supporting the staff recommendation. He said he wanted to make it clear to the proponents, that the concept is a good one but in his view it is transportable (i.e. it could be moved to any 85 acre parcel of land in Ottawa-Carleton). Referring to Mr. Laberge's comment that urban land would be too expensive, the Councillor noted that if the urban envelope is expanded to include the subject lands, it will acquire the same value as those within the urban envelope. He suggested the proponents at that point might decide there should be another use for these lands, given its higher value. The Councillor pointed out there is currently within the urban envelope, a 40 year supply of such lands. He noted Council, in the Regional Official Plan, made a conscious decision to grow in not out, to put stop to unaffordable urban sprawl.

In concluding his remarks, Councillor Legendre stated his opinion that this proposal should be considered in the context of the Corel Centre Study, as it will look at not only expansion of the urban envelope around the Corel Centre but also it will look at the impact of doing so on all of the other available lands in Ottawa-Carleton.

Councillor Stewart stated she would be supporting Councillor Hill's motion. She said she did not think the Region could make investors wait indefinitely and, noting that Ontario is booming, she felt it necessary to be able to make quick decisions if the Region is going to continue to expand, grow and prosper. The Councillor stated if this is the gateway to the Corel Centre, and they are in support of this, that was good enough for her. She felt the Auto-Park would be an excellent land use for this area and she could not see any reason to delay it, even for a short period.

Councillor Bellemare noted the staff report looks at basically three issues. He felt the first issue of servicing was adequately addressed by the developers by the fact that both water and sewer would be piped in at the developers' cost. The second concern that permitting servicing would constitute an exception to servicing policies in the "rural" areas, Councillor Bellemare felt a case could easily be made that the Corel Centre area is already an exception to any other rural area in the Region and for this reason, Committee and Council have directed staff to draft an amendment that would expand the urban area. On the issue of the appropriateness of this development, he noted the Corel Centre area study is dealing on a theoretical basis (e.g. what type of development should be allowed, what should the boundaries be, what are the infrastructure needs, etc.). He said looking at the proposed development, it is evident this is compatible with what the Region wants to see in the area. He felt it would be ridiculous to tie this proposal to the Corel Centre area, only to subsequently come back and determine whether or not this process should be considered separately from the larger Corel Centre area. The Councillor indicated he would be voting against deferral and in favour of proceeding with this proposal.

The Committee then considered the staff recommendation, to defer.

Moved by A. Munter

That, having held a public meeting, the Planning and Environment Committee recommend that Council:

- 1. Defer a decision on the application by Palladium Auto-Park Limited to amend the Regional Official Plan because the application is premature;**

2. Direct staff to report in September, 2000 on this proposal in the context of a proposed amendment for an urban expansion in the Palladium Interchange area.

LOST

NAYS: D. Beamish, M. Bellemare, B. Chiarelli, B. Hill and W. Stewart....5

YEAS: G. Hunter, J. Legendre and A. Munter.....3

Councillor Munter stated it was clear this item was headed for approval but he felt there were a number of issues that should be addressed. He asked staff for their opinion on whether there were things that should be included in the amendment. Ms. Flavin advised the amendment as proposed was extremely specific and said her professional view was that it would dictate some of the elements for the detailed zoning by-law and site-plan. She said she would like an opportunity to review the amendment to see if, for example, some of the figures could be taken out of the different clauses and perhaps not specify the uses in such detail.

Councillor Munter said if the will is to proceed with this amendment, he would like to see staff bring forth an official plan amendment that approves the permitted use and addresses the kinds of issues that staff have spoken about.

Committee Chair Hunter pointed out the Amendment was included in the report, attached as Annex A. He noted it was prepared by staff to reflect the applicant's proposal but not recommended by them.

The Committee then considered the Motion put forward by Councillor Hill.

Moved by B. Hill

That, having held a public meeting, the Planning and Environment Committee recommend that Council enact a by-law to adopt Regional Official Plan Amendment No. 3 to the 1997 Regional Official Plan attached as Annex A to this report, and that staff be directed to issue the required Notice of Adoption.

CARRIED as amended

YEAS: D. Beamish, M. Bellemare, B. Chiarelli, B. Hill, G. Hunter and
W. Stewart...6

NAYS: J. Legendre and A. Munter.....2