

**1. PUBLIC MEETING TO CONSIDER DRAFT REGIONAL OFFICIAL PLAN AMENDMENT 8 -
KANATA NORTH EXPANSION AREA**

COMMITTEE RECOMMENDATION

That, having held a public meeting, Council enact a by-law to adopt Regional Official Plan Amendment 8 to the 1997 Regional Official Plan, attached as Annex A to this report.

DOCUMENTATION

1. Planning and Development Approvals Commissioner's report dated 17 Mar 2000 is immediately attached.
2. Correspondence dated 27 March 2000 from Bronwen Heins, President, Kanata Research Park Corporation immediately follows the report.
3. An Extract of Draft Minute, 28 Mar 2000, follows and includes a record of the vote.

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

File/ Réf. 43-99-0121

DATE 17 March 2000

TO/ DEST. Co-ordinator
 Planning & Environment Committee

FROM/ EXP. Commissioner, Planning & Development Approvals

SUBJECT/ OBJET **PUBLIC MEETING TO CONSIDER DRAFT
 REGIONAL OFFICIAL PLAN AMENDMENT 8
 KANATA NORTH EXPANSION AREA**

DEPARTMENTAL RECOMMENDATIONS

That, subject to the public meeting, the Planning and Environment Committee recommend that Council enact a by-law to adopt Regional Official Plan Amendment 8 to the 1997 Regional Official Plan, attached as Annex A to this report.

PURPOSE

The purpose of Amendment 8 is to redesignate the “Kanata North Expansion Area”, shown on Schedule B of the Regional Official Plan, to allow urban development to proceed in accordance with the provisions and policies of the Regional Development Strategy. Proposed Amendment 8 is based on the *Kanata North Urban Expansion Area Study Concept Plan* approved by the City of Kanata Council on 13 April 1999. This study / concept plan has been submitted to the Region of Ottawa-Carleton in order to address the requirements of Section 2.4.1, policy 8 (Development Pattern and Servicing) of the Regional Official Plan (1997) and to ensure the orderly development of the Kanata North Expansion Area.

BACKGROUND

The Regional Official Plan (1997) indicates that the “Kanata North Expansion Area” can be developed for urban uses on full municipal services provided studies addressing various planning matters are completed to the satisfaction of Regional Council. In the event that the studies are not satisfactory, the lands shall be redesignated to “General Rural Area.” These requirements were established by the Ontario Municipal Board in the 19 January 1996 approval, as modified, of Amendment 41 (ROPA 41) to the previous Regional Official Plan (1988). ROPA 41 was adopted by Regional Council in March of 1994 in response to an application by a group of landowners in the area who had earlier applied for an

urban designation for these lands. The Ministry of Municipal Affairs refused to approve ROPA 41 resulting in the OMB hearing, the outcome of which was to confirm Kanata North lands as an urban expansion provided the required studies were completed. These study requirements were later incorporated into the new Regional Official Plan (1997) and include:

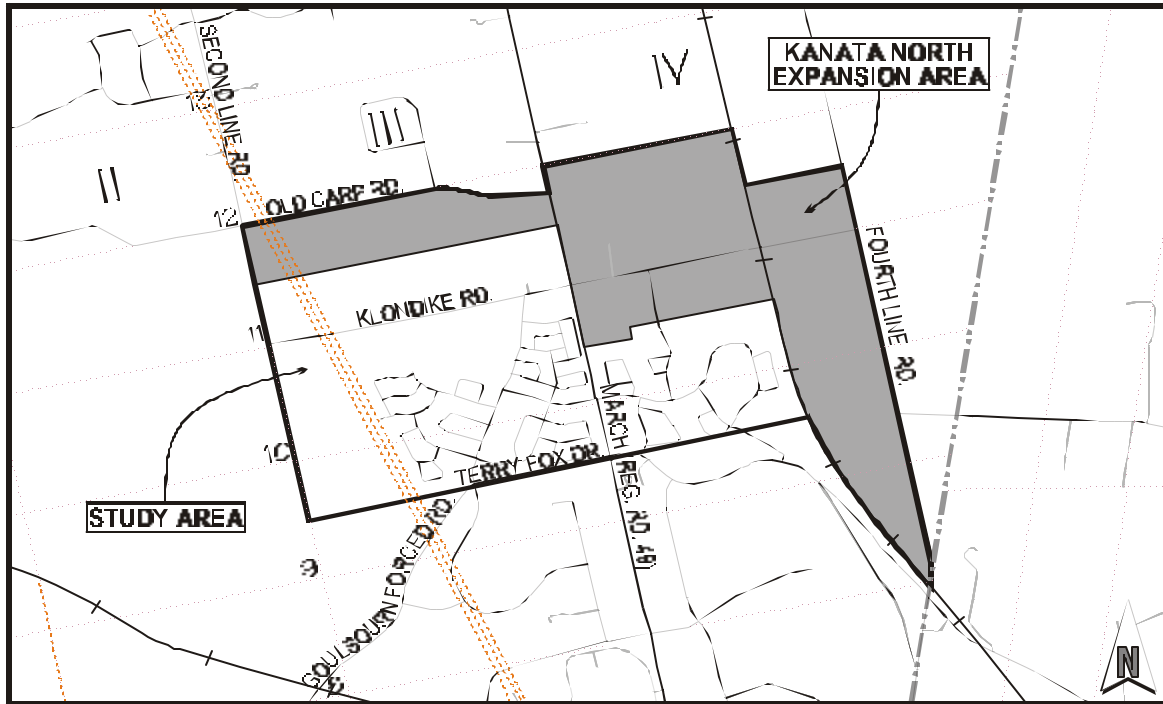
- a) provision of transportation and other infrastructure which fulfills Regional and local functions;
- b) mix and variety of housing types;
- c) variety of employment opportunities;
- d) Environmental Impact Study for lands within 120 metres of the South March Highlands / Wetlands to be completed to the satisfaction of the Ministry of Natural Resources;
- e) phasing of development related to both the provision and the cost of providing transportation and other infrastructure;
- f) policy approaches which Council might wish to consider as to financial arrangements and requirements for any needed infrastructure improvements associated with the Kanata North Expansion Area;
- g) present and future roles and needs of the South March community and the impact of development of any of the Kanata North Expansion Area lands on the South March community. Reassessment of the planned function of various components of the South March community may be necessary; and
- h) ability of the Kanata North Expansion Area to satisfy the *Provincial Policy Statement*.

Kanata North Urban Expansion Area Study

In late 1997, the City of Kanata initiated a study to address the above-noted requirements and retained the consulting team of Lloyd Phillips & Associates, Cumming Cockburn Limited and Niblett Environmental Associates. A formal steering committee was established and included major landowners, local residents, adjacent landowners and Regional and City of Kanata planning and engineering staff.

Study Area Location

The Kanata North Expansion Area (KNEA) comprises about 165 hectares adjoining the northern edge of the South March community. Since the KNEA in effect is an expansion of the South March community, the study encompassed both areas. The study area is shown in Figure 1; its boundaries generally are Fourth Line Road on the east, Second Line Road to the west, a northern boundary just south of Old Carp road and Terry Fox Drive to the south. March Road bisects the study area, providing the only north-south arterial road connection with Highway 417. To the south, the Kanata North Business Park abuts the study area and to the east, within the National Capital Commission Greenbelt, the Department of National Defence operates a weapons firing range.

FIGURE 1: Location Plan

Study Process

The purpose of the Kanata North Urban Expansion Area study (KNUEA) was twofold:

- To meet the requirements of Policy 8, of Section 2.4.1 of the Regional Official Plan (1997), which reiterates the Ontario Municipal Board decision on ROPA 41; and
- To prepare a land use concept to help guide future development in the whole of Kanata's South March community.

The KNUEA Study was divided into four phases: Background and Development Capacity Analysis; Cost Estimation; Concept Plan Formulation and Optional Concepts; and Final Concept Plan. Opportunities for public consultation were provided at a number of key points throughout the study. This included seeking comments from various interested parties, including technical circulation of key reports and draft concept plans to various agencies. Two open houses were held where the alternative land use concepts for the expansion area were presented to the community for their information and comment.

Additional related studies (undertaken jointly by the City of Kanata and the Region) have been prepared to supplement the work undertaken for the concept plan. Dillon Consulting Limited has prepared the *Terry Fox Drive Environmental Assessment Study* to assist in determining a preferred alignment for the connection of Terry Fox Drive southward to Highway 417. This transportation link is essential to accommodate traffic demands generated by communities along its length including the whole of the South March community.

Secondly, the *Shirley's Brook / Watts Creek Subwatershed Study (1999)* approaches planning on a subwatershed basis with a primary focus on protecting the environmental integrity of the watershed while accommodating development. This subwatershed study provides important environmental information to augment and advance the KNUEA Study, in two key areas:

- It provides recommendations that will assist in determining specific stormwater management requirements for future developments. These recommendations supplement the earlier report: *Shirley's Brook Watershed Master Drainage Study (1992)*, which the KNUEA Study was based upon; and
- This study also recommends an environmentally sensitive planning approach for the development of lands adjacent to Shirley's Brook.

To supplement this subwatershed study, updated floodplain mapping for Shirley's Brook is also being prepared. Since the Shirley's Brook floodplain is quite extensive in areas, this more detailed mapping will enable use of the two-zone flood-fringe / flood-way approach to development as outlined in the Provincial Policy Statement. This approach would allow some development within the flood-fringe areas delineated on the floodplain mapping as per Section 11.2 of the Regional Official Plan. (The Shirley's Brook floodplain is delineated on Schedule G of the Official Plan.)

Collectively, these background studies will establish numerous parameters to guide development in the KNUEA area. Their detailed implementation will be through future development approvals as outlined below in the land use concept.

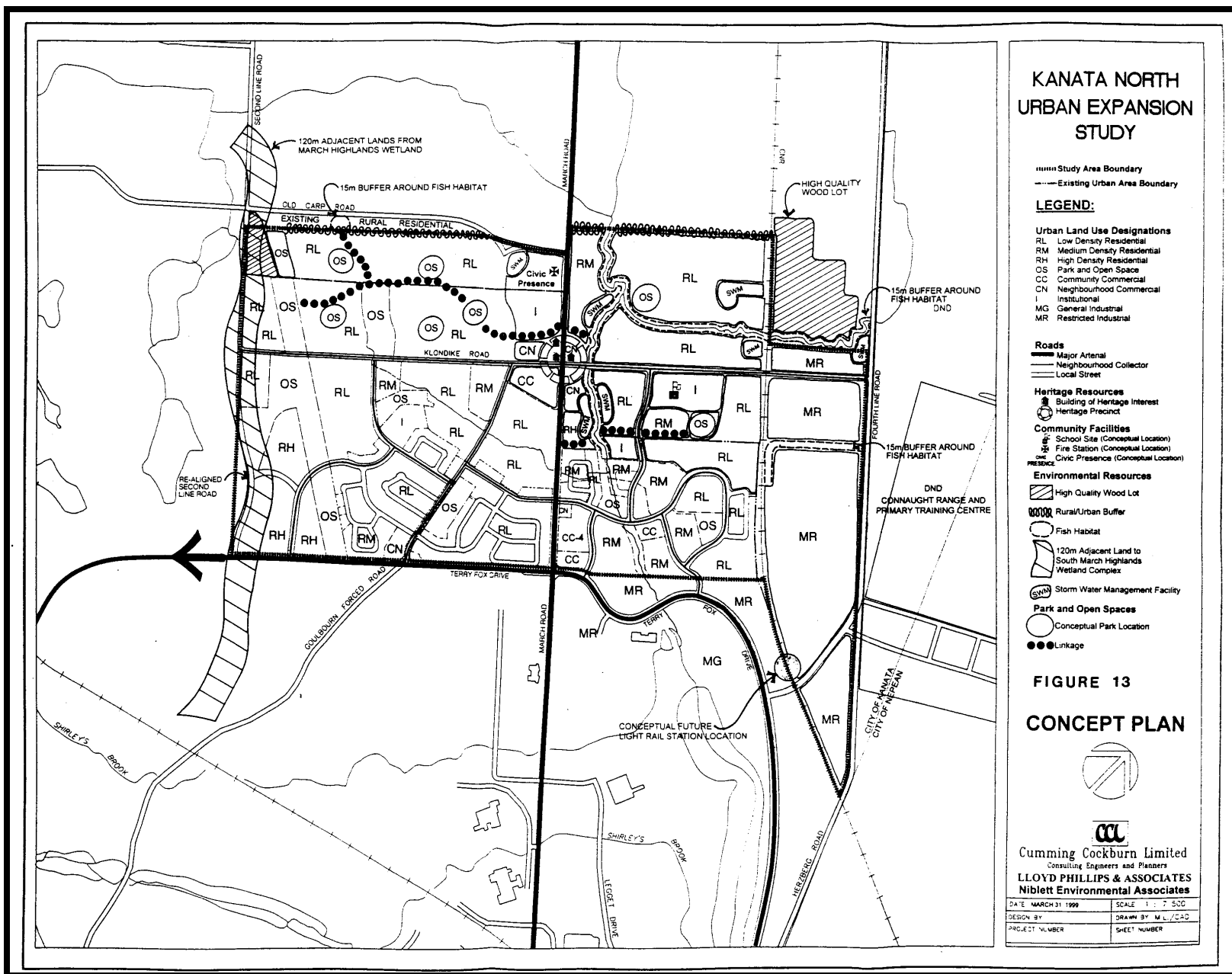
LAND USE CONCEPT

Since the Kanata North Urban Expansion Area Study / Concept Plan included the existing South March community together with the additional 165 hectares of Kanata North as one integrated community, the following discussion of the land use concept will also pertain to the whole community. The Concept Plan approved by Kanata Council is shown in Figure 2.

Housing and Employment

In total, the expanded South March community has been planned as an integrated community to accommodate about 3,100 residential dwellings and 4,000 jobs by the year 2021. These development thresholds are accommodated within the urban limits outlined in Section 2 ~ Regional Development Strategy of the Regional Official Plan. Low density residential is the predominant land use, but there are areas of medium and higher density residential (approximately 30 percent of all units) closer to March Road and Terry Fox Drive in order to facilitate transit use.

FIGURE 2: Concept Plan ~ Kanata North Urban Expansion Study



Commercial lands are located primarily along March Road, especially at the historic crossroads of Klondike and March roads, but there are also commercial blocks in the community's interior to serve day-to-day needs. An extensive open space system with trail linkages provide ample recreational opportunities. Key elements of this system include an Ontario Hydro corridor that traverses the western part of the community and the ravines of Shirley's Brook in the neighbourhoods east of March Road. Other community facilities include reserved school sites and a site for future municipal purposes.

Employment is concentrated in the eastern portion of the community between the CN railway and Fourth Line Road. Functioning as an extension of the Kanata North Business Park, current plans call for part of a golf course to extend into the midst of these employment lands, thereby integrating significant natural areas into the design of the business park. Amendment 8 redesignates these lands as "Business Park."

Environmental Features

There are three significant environmental features identified in the land use concept plan, each of which require an in-depth discussion. They are:

- The Shirley's Brook watercourse;
- Two high quality woodlots; and
- The South March Highlands wetlands complex.

Shirley's Brook

Shirley's Brook meanders through the northeast portion of this community. The Subwatershed Study identified a number of measures for protecting the environmental integrity of this watercourse. These include setbacks from the watercourse, channel restoration work, stormwater management, protection of fish habitat and flooding concerns.

Setbacks from Shirley's Brook will vary along different reaches of the stream depending on prevailing natural attributes (aquatic habitat, vegetation cover). To ensure long-term protection and function of the watercourse and associated habitat, the Subwatershed Study recommends that "meander belts" (development setbacks) of varying widths be reserved; for some reaches around 25 to 40 metres (total width, both sides of watercourse), while in other more sensitive reaches as much as 55 to 70 metres. Also, once available, the detailed floodplain mapping will stipulate varying setbacks. The most restrictive setback requirements would apply to any development adjacent to Shirley's Brook.

In order to ensure that the Kanata North lands are developed in accordance with the Subwatershed Study, an Environmental / Stormwater Management Plan will be required. This Plan will determine the detailed environmental and stormwater management requirements based on the recommendations in the Subwatershed Study. Further implementation of these requirements will be through site specific 'stormwater site management plans' associated with future development approvals.

High Quality Woodlots

Two woodlots have been rated as high quality and are identified in the concept plan for preservation. One is at the northwest portion of the Kanata North lands (south of Old Carp Road and east of Second Line Road), and the second is situated at the northeast corner, north of Shirley's Brook, between the CNR railway and Fourth Line Road.

Comprising 25 hectares, the northeast woodlot provides important wildlife habitat and is partly contained within the Shirley's Brook floodplain. This woodlot is also linked via Shirley's Brook with NCC Greenbelt lands to the east, including the environmentally significant lands associated with Shirley's Bay on the Ottawa River. Since this woodlot is separated from the balance of South March by Shirley's Brook, it is considered outside the study area limits of the KNUEA study. As a result, Amendment 8 designates this woodlot as "General Rural." However, given the high quality rating for this woodlot, it is considered opportune to provide an additional level of environmental recognition and protection as part of this amendment. Therefore, Amendment 8 proposes to add this woodlot as an "environmental feature" to Official Plan Schedule K ~ Natural Environment System (Rural). As an environmental feature, the Official Plan would require an Environmental Impact Statement (EIS) to be prepared as part of any proposed development of these lands under the General Rural designation. The purpose of an EIS would be to demonstrate that development "will not have, or will be able to mitigate, any negative impact on significant features and functions" of the woodlot.

The northwest woodlot falls within the 120 metre adjacent lands of the South March Highlands Wetlands Complex. Therefore, preservation of this woodlot would also complement the long-term protection of this wetland, as discussed next.

South March Highlands

Being located on the Canadian Shield, the South March Highlands Wetland Complex is a significant wetland that is designated 'Natural Environment Area (B)' in the Regional Official Plan. One of the criteria for Kanata North in the Regional Official Plan is for an environmental impact study (EIS) for lands within 120 metres of these wetlands. The northwest edge of the Kanata North lands fall within 120 metres of this wetland, wedged between Second Line Road and an Ontario Hydro corridor. Most of these lands comprise the high quality woodlot discussed above that the KNUEA study identifies as worth preserving. Preservation of these woodlands would help protect the integrity of the wetlands by providing a natural buffer for the urban development to the east. Insofar as this woodlot is locally significant, it will be dealt with in greater detail in the amendment to Kanata's Official Plan.

Infrastructure

Comparing intended development thresholds with planned water and wastewater infrastructure, the KNUEA study concluded that no additional trunk services would be required for the South March community beyond those identified in the Region's Water & Wastewater Master Plan. Local service extensions will be provided by developers as development proceeds throughout the community. As outlined above, stormwater management will be covered in the Environmental / Stormwater

Management Plan that will reflect the recommendations of the Shirley's Brook / Watt's Creek Subwatershed Plan.

TRANSPORTATION STRATEGY

A balanced transportation system will be required to provide for this community's transportation needs. Walking and cycling facilities, in accordance with the Region's Transportation Master Plan and Official Plan policies, are crucial elements in achieving this balance. Similarly, transit service for the community will be determined by OC Transpo, with new routes secured as extensions of existing routes when new subdivision plans are approved. March Road is expected to be the main focus for transit connections to Highway 417. Good convenient transit service will be equally important for those employees working in the Kanata North Business Park.

One major component of the transportation system required to serve the South March community is the extension of Terry Fox Drive. Eventually, when fully built, this link will provide adjacent Kanata communities with a four / six lane arterial road connection to Highway 417. The Terry Fox Drive Environmental Assessment Study has identified a preferred alignment for this planned extension.

The Region's Transportation Master Plan (TMP) stipulated that the extension of Terry Fox Drive (between Campeau Dr and March Rd) should be undertaken during the second phase of the 1996-2021 planning period, that is, sometime after the year 2006. The transportation studies for the KNEA and Kanata Research Park subdivision assume the construction of Terry Fox Drive as outlined in the Transportation Master Plan; both cite the benefit this new extension will have on traffic operations on March Road in the medium to long term. Initially, this road is to be constructed to a two-lane cross-section from the existing Terry Fox Dr in South March to Campeau Drive. The subsequent widening to four lanes (between Campeau Drive and Richardson Side Road, and between Goulbourn Forced Road and March Road) is expected to occur sometime before 2021, as warranted by prevailing traffic conditions.

To ensure this community is adequately served, the phasing of development in relation to this major road should be addressed by this amendment. The Concept Plan identifies a maximum of 3,100 residential dwellings by 2021 in the entire South March community, increasing from the 900 dwellings existing in 1996. This projection is within the Transportation Master Plan envelope and will not require additional transportation infrastructure other than those already identified in the TMP (which includes the Terry Fox extension). Analysis has indicated that 1,000 residential dwellings can be accommodated in the Kanata North portion of the South March community prior to the initial two-lane extension of Terry Fox Drive being built. However, it may be possible to exceed this development threshold of 1,000 dwellings provided a transportation study is completed to demonstrate the capability of the transportation system to accommodate any proposed additional growth.

On a related point, the Region's Transportation Committee considered (1 March 2000 meeting) a report on the Terry Fox Drive Environmental Assessment, which included the alignment alternatives for this extension of Terry Fox Drive. Transportation Committee adopted the following motion:

WHEREAS this report is focused primarily on the transportation aspects of the various Terry Fox drive alignments;

RESOLVED THAT approval of this report be deferred until Council has had the opportunity to consider a report from the Planning Department on the planning and development implications of the various alignments (Section 4).

Preparation of this additional information is underway and will be presented to Planning & Environment Committee shortly; after which Transportation Committee will reconsider the Terry Fox Drive Environmental Assessment. Although Amendment 8 contains a specific policy regarding the phasing of development in Kanata North in relation to this Terry Fox Drive extension, Amendment 8 can be considered independently of the Terry Fox Drive EA. In other words, Amendment 8 can proceed on its own while allowing for the precise Terry Fox Drive alignment to be determined by Transportation Committee and Regional Council in due course.

COMMENTS FROM THE CIRCULATION

Draft Amendment 8 was circulated to a number of agencies, regional departments, community associations and provincial ministries. The following comments were received:

City of Kanata Council comments indicate “support in principle” for ROPA 8, while suggesting some minor wording changes to the actual amendment. These changes serve to clarify the intent of certain policies and for the most part have been included in ROPA 8.

Both the South March (Kanata) and the March Rural Community Associations had no objections, although the former offered detailed comments about how they would like the Kanata North community to develop. Their comments relate to issues that will be implemented through future rezonings and subdivision approvals.

The Ministry of Citizenship, Culture and Recreation noted that there are areas of archaeological potential within Kanata North. These areas will be examined for their archaeological potential again when future subdivision approvals are sought.

The Mississippi Valley Conservation Authority wrote that floodplain issues affecting Kanata North have never been fully addressed; that they will be interested in the future Environmental / Stormwater Management Plan when it is prepared.

Finally, the Region’s Environmental Health Advisory Committee (EHAG) had numerous comments ranging from the destruction of woodlands, to protection of Shirley’s Brook and the effect this development will have on greenhouse gas emissions. Their letter concludes by requesting that approval of this urban expansion should be made conditional on the protection of all woodlands in the area and the real safeguarding of Shirley’s Brook and its tributaries.

Response:

As urban development expands into new areas, it is often not possible to preserve all natural areas of interest. The *Shirley's Brook Subwatershed Study (1999)* examined the woodlands and ranked each according to their inherent quality; two of these were rated "high quality." Both high quality woodlots have been identified in the KNUEA Study / Concept Plan for protection.

EHAG proposes protecting all woodlands in both the Kanata North Expansion Area and the neighbouring South March urban area. South March, however, is not part of this proposed amendment. Of the remaining wooded areas within Kanata North, some co-exist and will be protected together with Shirley's Brook. Other wooded areas south of Old Carp Road are rated medium quality and have not been identified for long term preservation; although a wetland within this area will be preserved and protected with a 15 metre buffer. Also, selective tree retention is possible through subdivision approval at a later stage.

EHAG's comment on Shirley's Brook will be addressed by the required Environmental / Stormwater Management Plan.

CONSULTATION

Public notice of the proposed Regional Official Plan amendment was published in the *Kanata Courier*, *Ottawa Citizen*, *Le Droit*, and *Ottawa Sun* on 3 March 2000. In addition, notice of the public meeting was mailed to affected community associations, landowners in the Kanata North Expansion Area and other interested parties. Extensive public consultation was also conducted previously as part of the *Kanata North Urban Expansion Area Study Concept Plan*.

FINANCIAL IMPLICATIONS

There are no financial implications directly associated with this Regional Official Plan amendment. The Transportation Master Plan envisages construction of the Terry Fox Drive extension some time after the year 2006.

CONCLUSION

As adopted by City of Kanata Council, The *Kanata North Urban Expansion Area Study Concept Plan* addresses the various requirements of the Regional Official Plan, except for certain outstanding development issues related to the provision of required infrastructure. These issues include the future extension of Terry Fox Drive and the need to undertake an Environmental / Stormwater Management Plan.

Regional Official Plan Amendment No. 8 has been prepared to deal with these issues while enabling this community to develop as intended ~ as an integrated, environmentally sound community for its future residents. Further implementation of this KNUEA concept plan will take effect through a future amendment to Kanata's Official Plan as well as zoning, subdivision and site plan approvals.

*Approved by
N. Tunnacliffe, MCIP, RPP*

SM/

Attachment: Annex A ~ Draft Regional Official Plan Amendment 8

DRAFT
AMENDMENT 8
OFFICIAL PLAN (1997) OF THE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

PURPOSE

The purpose of Amendment 8 is to redesignate the “Kanata North Expansion Area”, shown on Schedule B of the Regional Official Plan, to allow urban development to proceed in accordance with the provisions and policies of the Regional Development Strategy. Proposed Amendment 8 is based on the *Kanata North Urban Expansion Area Study Concept Plan* approved by the City of Kanata Council on 13 April 1999. This study/ concept plan has been submitted to the Region of Ottawa-Carleton in order to address the requirements of Section 2.4.1, policy 8 (Development Pattern and Servicing) of the Regional Official Plan (1997) and to ensure the orderly development of the Kanata North Expansion Area.

The amendment consists of changes to the following areas of the Official Plan of the Region of Ottawa-Carleton:

- Deleting policy 8 of Section 2.4.1.
- Additions to the policies of Section 3.6, specifically regarding the phasing of development to coincide with the building of key transportation infrastructure (Terry Fox Drive); and
- Changes to Schedule A - Rural Policy Plan, Schedule B - Urban Policy Plan and Schedule K - Natural Environment System (Rural).

BASIS

The Regional Official Plan (1997) indicates that the “Kanata North Expansion Area” (KNEA) can be developed for urban uses on full municipal services provided studies addressing various planning matters are completed to the satisfaction of Regional Council. In the event that the studies are not completed to the satisfaction of Regional Council, the lands shall be redesignated to “General Rural Area.” These requirements were established by the Ontario Municipal Board in the 19 January 1996 approval, as modified, of Amendment 41 (ROPA 41) to the previous Regional Official Plan (1988). These study requirements were later incorporated into the new Regional Official Plan (1997) and include:

- a) provision of transportation and other infrastructure which fulfills Regional and local functions;
- b) mix and variety of housing types;
- c) variety of employment opportunities;
- d) Environmental Impact Study for lands within 120 metres of the South March Highlands/ Wetlands to be completed to the satisfaction of the Ministry of Natural Resources;
- e) phasing of development related to both the provision and the cost of providing transportation and other infrastructure;

- f) policy approaches which Council might wish to consider as to financial arrangements and requirements for any needed infrastructure improvements associated with the Kanata North Expansion Area;
- g) present and future roles and needs of the South March community and the impact of development of any of the Kanata North Expansion Area lands on the South March community. Reassessment of the planned function of various components of the South March community may be necessary; and
- h) ability of the Kanata North Expansion Area to satisfy the *Provincial Policy Statement*.

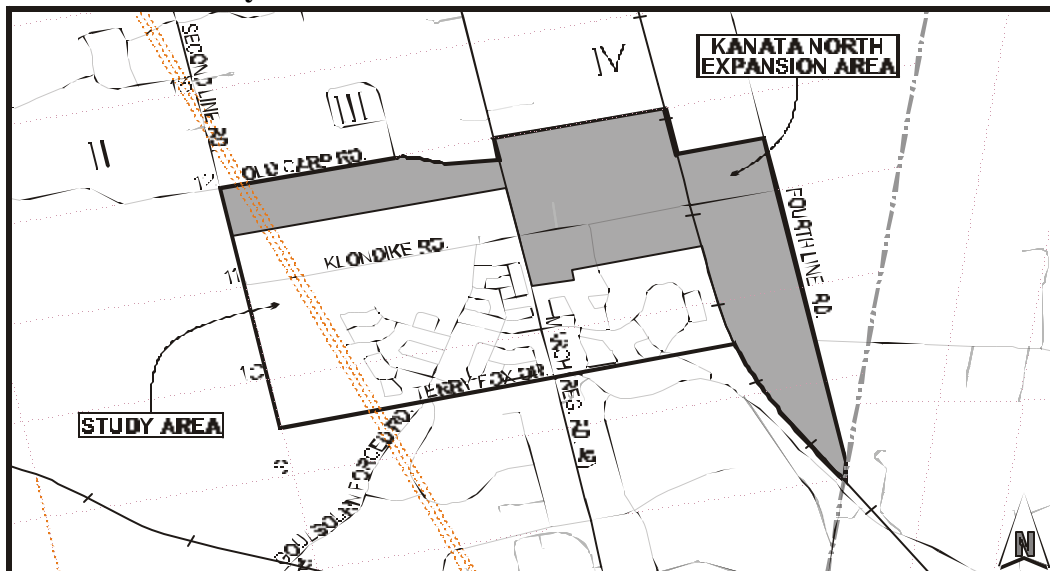
Kanata North Urban Expansion Area Study

In late 1997, the City of Kanata initiated a study to address the above-noted requirements and retained the consulting team of Lloyd Phillips & Associates, Cumming Cockburn Limited and Niblett Environmental Associates. A formal steering committee was established and included major landowners, local residents, adjacent landowners and Regional and City of Kanata planning and engineering staff.

Study Area Location

The Kanata North Expansion Area (KNEA) comprises about 165 hectares adjoining the northern edge of the South March community. Since the KNEA in effect is an expansion of the South March community, the study encompassed both areas. The study area is shown in Figure 1; its boundaries generally are Fourth Line Road on the east, Second Line Road to the west, a northern boundary just south of Old Carp road and Terry Fox Drive to the south. March Road bisects the study area, providing the only north-south arterial road connection with Highway 417. To the south, the Kanata North Business Park abuts the study area and to the east, within the National Capital Commission Greenbelt, the Department of National Defence operates a weapons firing range.

FIGURE 1 ~ Study Area



Study Process

The purpose of the Kanata North Urban Expansion Area study (KNUEA) was twofold:

- To meet the requirements of Policy 8, of Section 2.4.1 of the Regional Official Plan (1997), which reiterates the Ontario Municipal Board decision on ROPA 41; and
- To prepare a land use concept to help guide future development in the whole of Kanata's South March community.

The KNUEA Study was divided into four phases: Background and Development Capacity Analysis; Cost Estimation; Concept Plan Formulation and Optional Concepts; and Final Concept Plan. Opportunities for public consultation were provided at a number of key points throughout the study. This included seeking comments from various interested parties, including technical circulation of key reports and draft concept plans to various agencies. Two open houses were held where the alternative land use concepts for the expansion area were presented to the community for their information and comment.

Additional related studies (undertaken jointly by the City of Kanata and the Region) have been prepared to supplement the work undertaken for the concept plan. Dillon Consulting Limited has prepared the *Terry Fox Drive Environmental Assessment Study* to assist in determining a preferred alignment for the connection of Terry Fox Drive southward to the Queensway. This transportation link is essential to accommodate traffic demands generated by communities along its length including the whole of the South March community.

Secondly, the *Shirley's Brook/ Watts Creek Subwatershed Study* approaches planning on a subwatershed basis with a primary focus on protecting the environmental integrity of the watershed while accommodating development. This study provides important environmental information to augment and advance the KNUEA Study, in two key areas:

- It provides recommendations that will assist in determining specific stormwater management requirements for future developments. These recommendations supplement the earlier report: *Shirley's Brook Watershed Master Drainage Study (1992)*, which the KNUEA Study was based upon; and
- This study also recommends an environmentally sensitive planning approach for the development of lands adjacent to Shirley's Brook.

To supplement this Subwatershed Study, updated floodplain mapping for Shirley's Brook is also being prepared. Since the Shirley's Brook floodplain is quite extensive in areas, this more detailed mapping will enable use of the two-zone flood-fringe/ flood-way approach to development as outlined in the Provincial Policy Statement. This approach would allow some development within the flood-fringe areas delineated on the floodplain mapping as per Section 11.2 of the Regional Official Plan.

Collectively, these background studies will establish numerous parameters to guide development in the KNUEA area. Their detailed implementation will be through future development approvals as outlined below in the land use concept.

LAND USE CONCEPT

Since the Kanata North Urban Expansion Area Study / Concept Plan included the existing South March community together with the additional 165 hectares of Kanata North as one integrated community, the following discussion of the land use concept will also pertain to the whole community.

Housing and Employment

In total, the expanded South March community has been planned as an integrated community to accommodate about 3,100 residential dwellings and 4,000 jobs by the year 2021. These development thresholds are accommodated within the urban limits outlined in Section 2 ~ Regional Development Strategy of the Regional Official Plan. Low density residential is the predominant land use, but there are areas of medium and higher density residential (approximately 30 percent of all units) in closer proximity to March Road and Terry Fox Drive in order to facilitate transit use.

Commercial lands are located primarily along March Road, especially at the historic crossroads of Klondike and March roads, but there are also commercial blocks in the community's interior to serve day-to-day needs. An extensive open space system with trail linkages provide ample recreational opportunities. Key elements of this system include an Ontario Hydro corridor that traverses the western part of the community and the ravines of Shirley's Brook in the neighbourhoods east of March Road. Other community facilities include reserved school sites and a site for future municipal purposes.

Employment is concentrated in the eastern portion of the community between the CN railway and Fourth Line Road. Functioning as an extension of the Kanata North Business Park, current plans call for part of a golf course to extend into the midst of these employment lands, thereby integrating significant natural areas into the design of the business park.

Environmental Features

There are three significant environmental features identified in the land use concept plan, each of which require an in-depth discussion. They are :

- The Shirley's Brook watercourse;
- Two high quality woodlots; and
- The South March Highlands wetlands complex.

Shirley's Brook

Shirley's Brook meanders through the northeast portion of this community. The Subwatershed Study identified a number of measures for protecting the environmental integrity of this watercourse. These include setbacks from the watercourse, channel restoration work, stormwater management, protection of fish habitat and flooding concerns.

Setbacks from Shirley's Brook will vary along different reaches of the stream depending on prevailing natural attributes (aquatic habitat, vegetation cover). To ensure long-term protection and function of the watercourse and associated habitat, the Subwatershed Study recommends that "meander belts" (development setbacks) of varying widths be reserved; for some reaches around 25 to 40 metres (total width, both sides of watercourse), while in other more sensitive reaches as much as 55 to 70 metres. Also, once available, the detailed floodplain mapping will stipulate varying setbacks. The most restrictive setback requirements would apply to any development adjacent to Shirley's Brook.

In order to ensure that the Kanata North lands are developed in accordance with the Subwatershed Study, an Environmental/ Stormwater Management Plan will be required. This Plan will determine the detailed environmental and stormwater management requirements based on the recommendations in the Subwatershed Study. Further implementation of these requirements will be through site specific Stormwater Site Management Plans associated with future development approvals.

High Quality Woodlots

Two woodlots have been rated as high quality and are identified in the concept plan for preservation. One is at the northwest portion of the Kanata North lands (south of Old Carp Road and east of Second Line Road), and the second is situated at the northeast corner, north of Shirley's Brook, between the CNR railway and Fourth Line Road.

Comprising 25 hectares, the northeast woodlot provides important wildlife habitat and is partly contained within the Shirley's Brook floodplain. This woodlot is also linked via Shirley's Brook with NCC Greenbelt lands to the east, including the environmentally significant lands associated with Shirley's Bay on the Ottawa River. Since this woodlot is separated from the balance of South March by Shirley's Brook, it is considered outside the study area limits of the KNUEA study. As a result, Amendment 8 designates this woodlot as "General Rural." However, given the high quality rating for this woodlot, it is considered opportune to provide an additional level of environmental recognition and protection as part of this amendment. Therefore, Amendment 8 proposes to add this woodlot as an "environmental feature" to Official Plan Schedule K ~ Natural Environment System (Rural). As an environmental feature, the Official Plan would require an Environmental Impact Statement (EIS) to be prepared as part of any proposed development of these lands under the General Rural designation. The purpose of an EIS would be to demonstrate that development "will not have, or will be able to mitigate, any negative impact on significant features and functions" of the woodlot.

The northwest woodlot falls within the 120 metre adjacent lands of the South March Highlands Wetlands Complex. Therefore, preservation of this woodlot would also complement the long-term protection of this wetland, as discussed next.

South March Highlands

Being located on the Canadian Shield, the South March Highlands Wetland Complex is a significant wetland that is designated Natural Environment Area (B) in the Regional Official Plan. One of the criteria for Kanata North in the Regional Official Plan is for an environmental impact study (EIS) for lands within 120 metres of these wetlands. The northwest edge of the Kanata North lands fall within 120 metres of this wetland, wedged between Second Line Road and an Ontario Hydro corridor. Most of these lands comprise the high quality woodlot discussed above that the KNUEA study identifies as worth preserving. Preservation of these woodlands would help protect the integrity of the wetlands by providing a natural buffer for the urban development to the east. Insofar as this woodlot is locally significant, it will be dealt with in greater detail in the amendment to Kanata's Official Plan.

Infrastructure

Comparing intended development thresholds with planned water and wastewater infrastructure, the KNUEA study concluded that no additional trunk services would be required for the South March community beyond those identified in the Region's Water & Wastewater Master Plan. Local service extensions will be provided by developers as development proceeds throughout the community. As outlined above, stormwater management will be covered in the Environmental/ Stormwater Management Plan that will reflect the recommendations of the Shirley's Brook/ Watt's Creek Subwatershed Plan.

TRANSPORTATION STRATEGY

A balanced transportation system will be required to provide for this community's transportation needs. Walking and cycling facilities, in accordance with the Region's Transportation Master Plan and Official Plan policies, are crucial elements in achieving this balance. Similarly, transit service for the community will be determined by OC Transpo, with new routes secured as extensions of existing routes when new subdivision plans are approved. March Road is expected to be the main focus for transit connections to Highway 417. Good convenient transit service will be equally important for those employees working in the Kanata North Business Park.

One major component of the transportation system required to serve the South March community is the extension of Terry Fox Drive. Eventually, when fully built, this link will provide adjacent Kanata communities with a four/ six lane arterial road connection to Highway 417. The Terry Fox Drive Environmental Assessment Study has identified a preferred alignment for this planned extension.

The Region's Transportation Master Plan (TMP) stipulated that the extension of Terry Fox Drive (between Campeau Dr and March Rd) should be undertaken during the second phase of the 1996-2021 planning period, that is, sometime after the year 2006. The transportation studies for the KNEA and Kanata Research Park subdivision assume the construction of Terry Fox Drive as outlined in the Transportation Master Plan; both cite the benefit this new extension will have on traffic operations on March Road in the medium to long term. Initially, this road is to be constructed to a two-lane cross-

section from the existing Terry Fox Dr in South March to Campeau Drive. The subsequent widening to four lanes (between Campeau Drive and Richardson Side Road, and between Goulbourn Forced Road and March Road) is expected to occur sometime before 2021, as warranted by prevailing traffic conditions.

To ensure this community is adequately served, the phasing of this major facility should be addressed by this amendment. The Concept Plan identifies a maximum of 3,100 residential dwellings by 2021 in the entire South March community, increasing from the 900 dwellings existing in 1996. This projection is within the Transportation Master Plan envelope and will not require additional transportation infrastructure other than those already identified in the TMP (which includes the Terry Fox extension). Analysis has indicated that 1,000 residential dwellings can be accommodated in the Kanata North portion of the South March community prior to the initial two-lane extension of Terry Fox Drive being built. However, it may be possible to exceed this development threshold of 1,000 dwellings provided a transportation study is completed to demonstrate the capability of the transportation system to accommodate any proposed additional growth.

Conclusion

As adopted by City of Kanata Council, The *Kanata North Urban Expansion Area Study Concept Plan* addresses the various requirements of the Regional Official Plan, except for certain outstanding development issues outlined below in the amendment. Regional Official Plan Amendment No. 8 has been prepared to deal with these issues while enabling this community to develop as intended ~ as an integrated, environmentally sound community for its future residents. Further implementation of this KNUEA concept plan will take effect through future zoning, subdivision and site plan approvals.

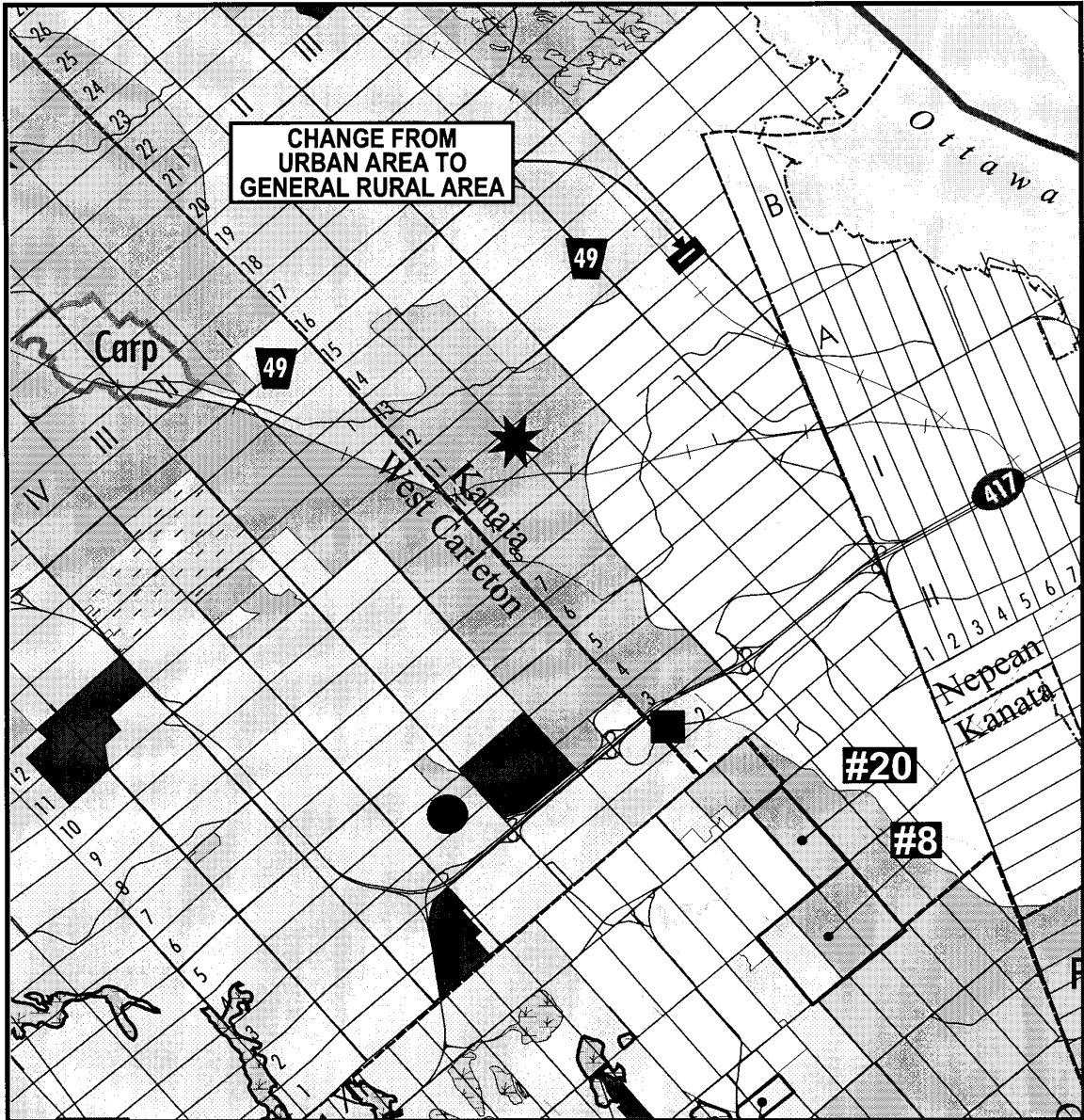
THE AMENDMENT

1. Schedule A ~ Rural Policy Plan, is hereby amended as shown on Schedule 1, attached.
2. Schedule B ~ Urban Policy Plan, is hereby amended as shown on Schedule 2, attached.
3. Schedule K ~ Natural Environment System (Rural), is hereby amended as shown on Schedule 3, attached.
4. Section 2.4 ~ Development Pattern and Servicing, is hereby amended by deleting the existing Policy 8 of Section 2.4.1.
5. Section 3.6 ~ Policies For General Urban Areas is hereby amended by inserting the following new policy immediately after Sub-section 2:

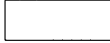




"3. Require the following policies for that part of the South March Community described as Part of the north half of Lot 11, Concession 3 and Part of Lots 10 and 11, Concession 4, Kanata (formerly known as Kanata North Expansion Area):

- a) A maximum of 1,000 building permits for new residential units may be issued prior to construction of the extension of Terry Fox Drive from Campeau Drive north to the existing Terry Fox Drive to a two-lane cross-section. No additional residential building permits may be issued unless and until the required Terry Fox Drive extension is in place. Notwithstanding this maximum limit, additional residential building permits may be issued without amendment to this Plan subject to the completion of a transportation study that demonstrates the capability of the transportation system to accommodate the proposed increase in residential development.
- b) That prior to the registration of any subdivision, a comprehensive Environmental/ Stormwater Management Plan shall be prepared to implement the recommendations of the Shirley's Brook/ Watts Creek Subwatershed Plan, addressing such matters as:
- natural environmental constraints;
 - flooding/ natural hazard constraints;
 - erosion and drainage issues;
 - restoration and remediation measures;
 - meander belt widths/ morphology; and
 - urban stormwater management requirements.
- c) For any proposed development on lands within 120 metres of the South March Highlands Wetlands Complex, an environmental impact study will be required to the satisfaction of the Ministry of Natural Resources.

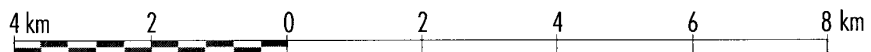
SCHEDULE "1" OF AMENDMENT 8 OFFICIAL PLAN (1997) OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON



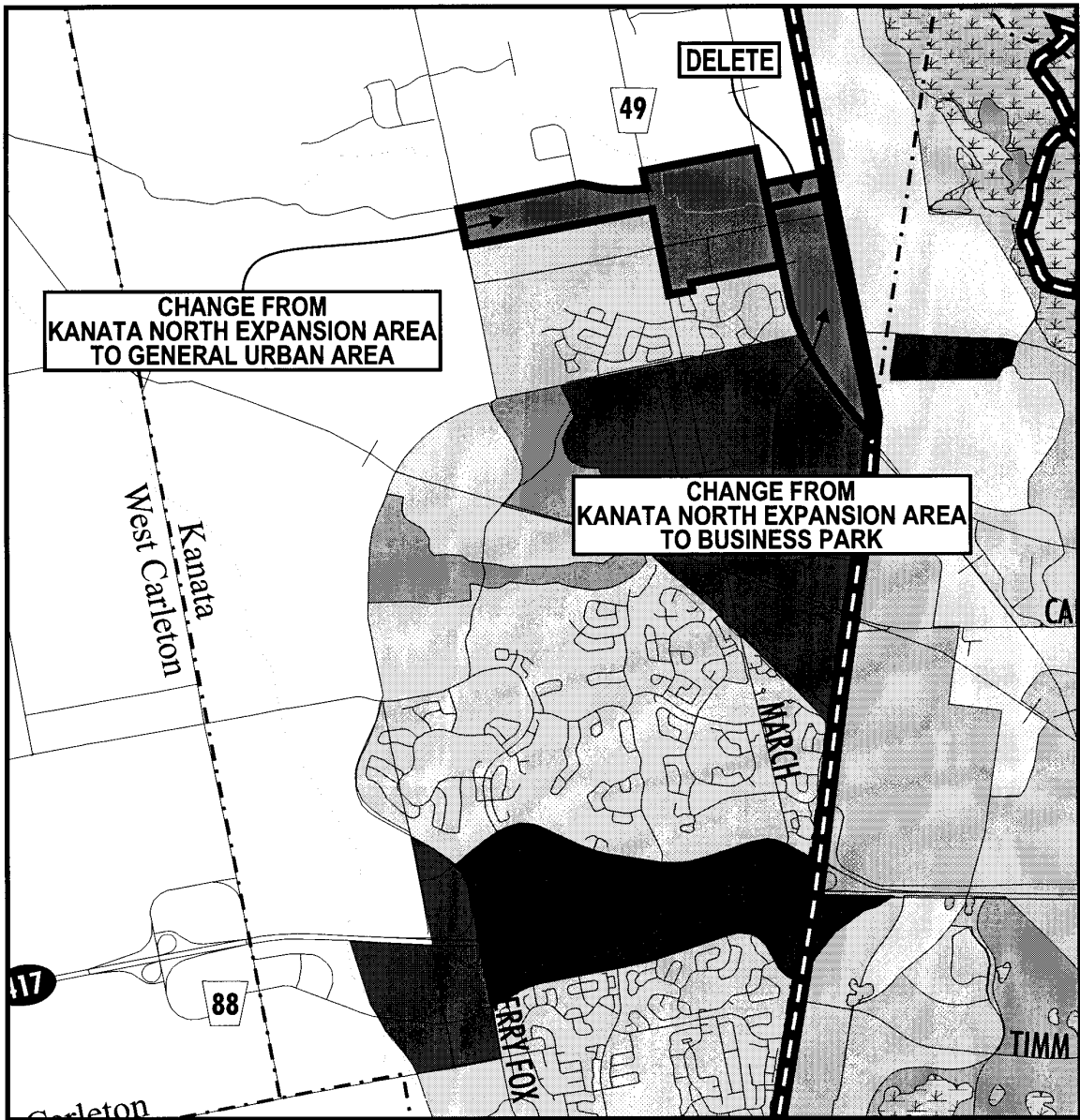
OFFICIAL PLAN - SCHEDULE "A" RURAL POLICY PLAN

- URBAN AREA (SEE SCHEDULE B) 
- GREENBELT (SEE SCHEDULE B) 
- AGRICULTURAL RESOURCE AREA 
- GENERAL RURAL AREA 
- NATURAL ENVIRONMENT AREA (B) 

Scale 1 : 100,000

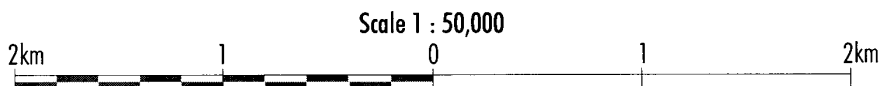


SCHEDULE "2" OF AMENDMENT 8 OFFICIAL PLAN (1997) OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

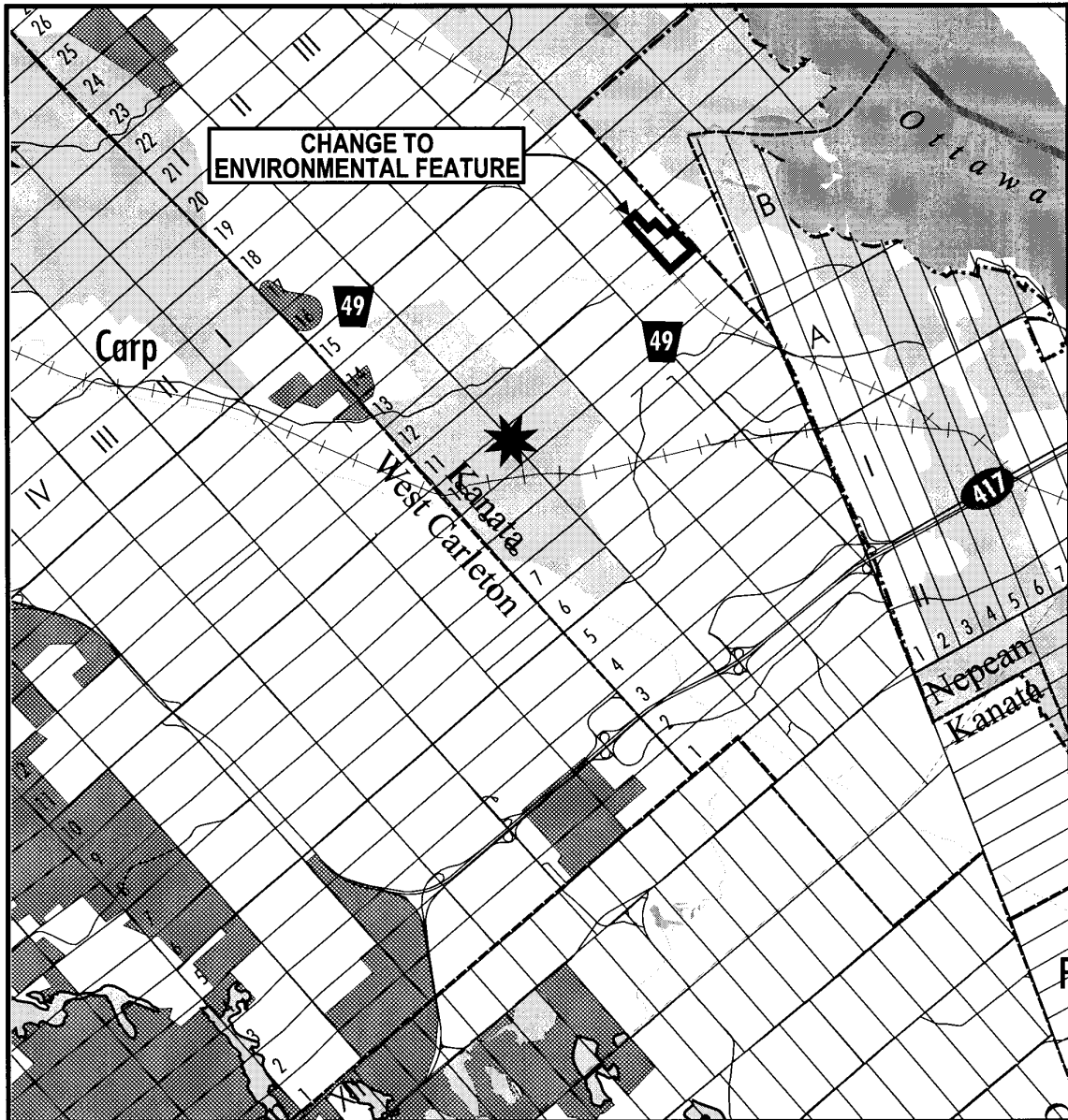


OFFICIAL PLAN - SCHEDULE "B" URBAN POLICY PLAN

- BUSINESS PARK
- GENERAL URBAN AREA
- TOWN CENTRE
- KANATA NORTH EXPANSION AREA
- NATURAL ENVIRONMENT AREA (A)



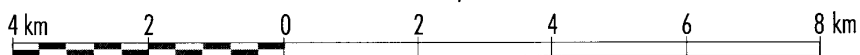
SCHEDULE "3" OF AMENDMENT 8 OFFICIAL PLAN (1997) OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON



OFFICIAL PLAN - SCHEDULE "K" NATURAL ENVIRONMENT SYSTEM (RURAL)

- ENVIRONMENTAL FEATURES 
- ENVIRONMENTAL DESIGNATIONS (SEE SCHEDULES A AND B) 
- RMOC BOUNDARY 

Scale 1 : 100,000



KANATA RESEARCH PARK

Kanata Research Park
Corporation

March 27, 2000

VIA FACSIMILE

Regional Municipality of Ottawa-Carleton
111 Lisgar Street 2nd Floor, Planning Dept.
Ottawa, Ontario
Canada
K2P 2L7

Attention: Mr. Scott Manning

Dear Sir:

**Re: Kanata Research Park Corporation
Kanata North Expansion Area
Regional Official Plan Amendment 8**

We have had the opportunity to review your report of March 17, 2000 regarding proposed Official Plan Amendment 8. As per our recent discussion, and further conversations with Murray Chown of Novatech Engineering, it is understood that Planning staff are now recommending that the wood lot located north of Klondike Road, and west of Fourth Line Road be identified as an "Environmental Feature" on Schedule "K" of the Region's Official Plan.

You have acknowledged that this decision has been made very late in the process. The proposal to identify this wood lot as an "Environmental Feature" provides significant protection for this property. As indicated in your report "the Official Plan would require an Environmental Impact Statement to be prepared as part of any proposed development of these lands" (regardless of the underlying designation).

With this level of protection, we feel that it is more than reasonable for the limit of the urban area to coincide with the northern limit of our ownership. All of the lands owned by Kanata Research Park Corporation should be designated as "Urban Area".

Based upon the recent decision of Planning staff to designate the wood lot as "Environmental Feature", we would request that the following amendments be made to Amendment 8, as recommended to Planning and Environment Committee:

1. Schedule A – Rural Policy Plan; There is no need to amend Schedule A.

555 Legget Drive, Suite 206, Kanata, Ontario, Canada K2K 2X5 – Tel: (613) 591-0594 – Fax: (613) 591-0018

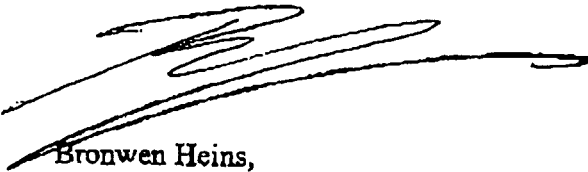
2. Schedule B - Urban Policy Plan; Include all lands owned by Kanata Research Park Corporation in area to be redesignated from "Kanata North Expansion Area" to "Business Park".
3. Amend "Basis" as required.

We would also like to have noted for the record that based on the advice we have received from our environmental consultant ESG International Inc. that this wood lot is not as significant an environmental feature as set out in the staff report.

We respectfully request that you bring our concerns to the attention of the Planning and Environment Committee at their meeting of March 28, 2000.

Yours truly,

KANATA RESEARCH PARK CORPORATION



Bronwen Heins,
President

UB/mm

cc. Mr. Doug Kelly - Soloway Wright
Mr. Murray Chown - Novatech

PUBLIC MEETING TO CONSIDER DRAFT
REGIONAL OFFICIAL PLAN AMENDMENT 8
KANATA NORTH EXPANSION AREA

- Planning and Development Approvals Commissioner's report dated 17 Mar 2000

At the outset, 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 8 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.

Scott Manning, Planner, Policy and Infrastructure Planning Division, Planning and Development Approvals Department, provided the Committee with an overview of the staff report.

Councillor van den Ham had questions concerning the difference between a significant woodlot and a regular woodlot. Mr. Manning advised this was a determination that the study arrived at. He noted environmental consultants looked at all woods in the area and considered the quality of the stand and the nature of the species in the woodlots. Mr. Manning stated for this area (Kanata North), this woodlot was rated as high and worth preserving.

Councillor Beamish had questions with respect to the concerns raised by Kanata Research Park in their letter of 27 March 2000 (held on file with the Regional Clerk). Mr. Manning explained Kanata Research Park is asking that the lands they own, north of Shirley's Brook also be added to the urban area.

Councillor Munter pointed out the Kanata Research Park is asking that this land be added to the urban area but with the Schedule K overlay, however, Schedule K is a technique available only to rural areas. Councillor Munter asked that staff, while listening to the delegations, give some thought as to how the objectives of Schedule K could be achieved in this area, without using Schedule K.

Responding to questions from Councillor Legendre concerning Terry Fox Drive, Mr. Manning advised this transportation link (Terry Fox Drive) is key to this area and is needed to provide a secondary access to Highway 417 (in addition to March Road). He confirmed that the precise alignment of Terry Fox Drive would be decided in due course, by Transportation Committee and Council.

Councillor Bellemare had questions concerning the analysis done to support the 1000 residential dwelling unit threshold. Mr. Manning advised an analysis was undertaken by staff to determine at what level March Road will be overloaded and will need some additional capacity in the area

to accommodate traffic. He confirmed the possibility that the 1,000 unit threshold could be exceeded provided transportation studies were carried out by the developer and concluded that the existing transportation network could accommodate the additional growth. Mr. Manning also noted many things could change in the interim, such as the widening of Highway 417 or the widening of Carling Avenue, which could improve the transportation network.

Councillor Beamish requested additional information on the significance of the woodlot. Mr. Manning, reading from the environmental study, advised “it is identified as a mature sugar maple woodlot approximately 12 hectares in size. Dominated by mature sugar maple, other species present in smaller numbers include American elm, basswood, butternut, American beech, ironwood, burr oak, yellow birch, white spruce, balsam fir. The under story was open with scattered saplings of the above species. Little groundcover evident at the time of the survey, except ferns. To the north the forest becomes moist and is dominated by sugar maple, silver maple, american elm and several black maples.”

Councillor Beamish questioned why the brook would be used as the boundary and not the extent of the woodlot itself. Mr. Manning explained the majority of the woods fall north of the brook and the boundary was a decision made by the Steering Committee that undertook the Kanata North Study. He also pointed out the Environmental Stormwater Management Plan will further define setback limits, which would in effect say that significant setbacks would apply for any development on the south side of the brook.

The Committee then heard from the following delegations.

Ken Foulds, Manager of Planning, City of Kanata expressed the City’s support of ROPA 8. Mr. Foulds then provided a bit of the more than ten year history of this Amendment. He stated the City of Kanata, along with landowners in the area, undertook a fairly significant study in 1997 in response to the Ontario Municipal Board (OMB) Order on ROPA 41. Having completed that study process early in 1999, Kanata Council considered the recommendations of the concept plan and adopted it in principle in April, 1999. They then directed staff to forward a request to the Region that a ROPA be initiated and since that time Kanata staff have been working with the Region to encourage the process to continue to move forward.

Mr. Foulds went on to say Kanata was circulated a copy of the draft ROPA 8 early this year, and Kanata Council adopted ROPA 8 in principle and directed staff to provide some suggested wording modifications. These modifications have been significantly addressed in the ROPA before the Committee, including the linkage to the number of building permits and the Terry Fox extension; the completion of a comprehensive stormwater management plan; and, the notion of addressing the lands within the 120 metres of the south March Highlands. Mr. Foulds did point out, however, that Kanata Council took a position on ROPA 8 prior to the notion of the

significant woodlot and Schedule K feature. He said accordingly, he could offer no opinion on behalf of the City of Kanata in relation to this portion of the amendment.

In concluding his remarks, Mr. Foulds stated the City of Kanata is anxious to see this ROPA proceed given its long history. He said the City was encouraged that the Environmental Stormwater Management Plan and the Terry Fox Environmental Assessment processes had begun.

Chair Hunter asked, at the point of Kanata Council's consideration of the item, was it their understanding that the woodlot north of Shirley's Brook was to be in the urban area or outside the urban area. Mr. Foulds replied Kanata's understanding was that these lands would be designated rural, without the Schedule K, as per the consultant's concept plan.

Chair Hunter asked if Kanata foresaw any problems with the cap of 1000 building permits if Terry Fox is not joined in a timely manner. Mr. Foulds replied that in accordance with the concept plan, the build out for the expansion portion of the community was projected by Kanata's consultants to be in the order of 1150 units. Kanata therefore felt the cap of 1000 could be supported.

Chair Hunter then asked, given there is a major traffic flow northward into the Kanata North business park area in the morning peak, was the possibility that perhaps there should be a cap on business expansion until the Terry Fox link is available, considered. Mr. Foulds replied the consultants retained by Kanata determined that development would not be impacted in any way by the expansion of these areas within the 2021 planning period. So effectively, timed infrastructure including the Terry Fox extension which was within the 2021 horizon in the Region's transportation master plan would not be impacted by the expansion area. The consultants did however advise that if there was an accelerated amount of growth in excess of what was projected, there might be a need to widen March Road north of Klondike Road. If that were the case, the cost associated with that should be borne by those that created the demand (i.e. the developers).

Doug Kelly, Soloway, Wright advised he was representing Regional Realty, Coscan Brookfield Homes and Kanata Research Park Corporation who are all landowners in the expansion area. Mr. Kelly referred to the long history of this area and he offered his opinion that the proper planning had been done for this community and the landowners are in support of it. Mr. Kelly also expressed his clients' support for Item 3 on the Agenda, Shirley's Brook/Watts Creek Subwatershed Study. He said his clients' message was that they are in support of ROPA 9 and would ask that it be approved.

With respect to the issue raised by the Kanata Research Park, Mr. Kelly noted what Ms. Heins was asking in her letter to the Committee, was to include all the land in the business park designation, with the qualification that the land north of Shirley's Brook, (i.e. the woodlot) would be studied with an environmental impact statement before any development occurred. He felt with this would settle the issue, and give the protection that is desired by both Regional staff and the Kanata Research Park Corporation.

James Maxwell advised he was the owner of the property just outside of the boundary and the former owner of the land to the northwest, now owned by Regional Realty. He said he was not sure why when Kanata was planning this Kanata North expansion, they annexed this piece out. Mr. Maxwell also had questions concerning the designation of the woodlot as high quality.

With leave of the Committee, Mr. Manning explained it was based on a comparison of all of the wooded areas in the study and a ranking of certain areas being of superior quality.

Mr. Maxwell noted he recently had a Ministry licensed certified tree marker evaluate the bush on his land and the bush itself does not fall within Provincial guidelines as being a high quality bush. He said his point was that if a Provincial standard is not used as a benchmark, he was not sure where the high quality designation was coming from.

The speaker said in this area, whether or not it is designated general rural or urban, there are obviously sufficient studies, guidelines and environmental impact statements that have to be carried out before any development can take place. He noted Kanata Research was requesting that their wooded area be included in the urban area and, if proper planning is carried out he said as an adjacent landowner, he would be in favour of this.

Responding to questions posed by Committee Chair Hunter, Mr. Maxwell offered that the Kanata North Expansion area is quickly running out of quality lands for these business parks. He said eventually the entire area will be developed and he felt the environmental studies would be sufficient to ensure the lands are carefully developed. He said he could not see the purpose for designating the woodlots as high quality.

Councillor Munter questioned what would happen when this designation is put on the parcel of land. Pamela Sweet, A/Commissioner, Planning and Development Approvals Department, replied what in effect is happening is Mr. Maxwell's property is designated general rural, so the general rural uses are permitted subject to an overlay (Schedule K). When a plan of subdivision or an application for development is submitted, an environmental impact statement will have to be done, looking at how the land is going to develop and any of the significant features are protected at the time of development. The Schedule K overlay is not saying "no development",

all it is saying is that there is something here that should be looked at further through an environmental impact statement at the time of any proposed development.

Mr. Maxwell asked if this was not true of any development. He asked for example, when Regional Realty develops their land (which is basically a hay field), will they not also have to supply an environmental study for drainage, and any number of things. Ms. Sweet advised they would not have to do an environmental impact statement, they would have to do stormwater management drainage plans which could be quite different.

Councillor Munter asked the speaker what exactly he was asking the Committee to do. Mr. Maxwell confirmed he was not asking the Committee to include his parcel of land in the expansion area. Mr. Maxwell clarified what he was saying was that the whole area should be treated the same. He said he did not feel the woodlot merited special treatment as he did not feel it was a high quality bushlot. He said he was quite concerned that it received this high quality designation.

Councillor Legendre had questions concerning why Mr. Maxwell's land was omitted from the expansion area. Ms. Sweet advised it was as a result of the OMB decision on the future of these lands and they placed it in this special study category for further work. The OMB was concerned about the woodlot at the time and they decided to put half of it in the rural area.

In response to questions from Councillor Legendre, Mr. Maxwell advised there was no difference between the land owned by Regional Realty and his land, in fact Mr. Maxwell advised he farms the Regional Realty land. He said if there were no trees on his land, the whole area could be plowed - it is flat land and not rocky.

Responding to questions from the Committee concerning the value of the woodlot, David Miller, Environmental Planner, advised that values are assessed at different levels. He explained there are provincially significant areas, such as provincially significant wetlands and areas of natural and scientific interest. In a Regional context, work was done as part of the Regional Official Plan review, which looked at larger things and tried to compare the significance of environmental features at a Regional level. Then, as is the case in this instance, areas in a specific growth area, features are looked at in more detail and from a perspective that is focused on a particular subwatershed or development area. Mr. Miller said these woodlots were not compared to the Marlborough Forest, but rather were looked at within the context of the Kanata North urban area or subwatershed area.

Mr. Miller, noted the features of this woodlot (i.e. mature sugar maple area, large enough to have some interior habitat for breeding birds and has the creek running through it) were such that the environmental consultants felt the woodlot worthy of some consideration. The Shirley's

Brook/Watts Creek subwatershed study also looked at this woodlot but in the context of a larger study area than just Kanata North (i.e. the subwatershed) and arrived at much the same conclusion that this is a woodlot worthy of further consideration and as much as possible within development concepts, is worthy of preservation.

Councillor Munter asked why this area was not already included in Schedule K. Mr. Miller stated it was a question of scale. He said during the Regional Official Plan review, smaller woodlands, particularly ones in an urban context did not get studied. He noted if one were to compare this woodlot to the Marlborough Forest or areas like that, it would not come out very high because it is just not as big.

Councillor Munter then questioned, if it is worthy of protection, then why not protect the whole thing; why draw the line at the brook. Mr. Miller explained the woodlot does vary in quality and the areas that were highlighted tend to be in the centre of the Schedule K area. The woodland associated with the Creek would be looked at further through the environmental management study. It is more disturbed, it tends to be younger and so there is a distinction in the quality of the woodland. He explained the environmental management plan will address the role of some of the other woodlands particularly in terms of protection of the Shirley's Brook area.

Councillor Munter noted Mr. Maxwell's point was that if some of the woodlot is going to be protected, then all of it should be protected. Mr. Miller agreed it should all be scrutinized from an environmental perspective as development proposals are made; Schedule K will do that in terms of the woodland that is not subject to the urban designation.

Councillor Munter asked if the staff recommendation is approved, what happens to that part of the woodlot that is in the urban area. Mr. Manning advised this would be reviewed as part of any subdivision approval and the recommendation for meander setbacks ("meander belts") from the water course, as well as any areas that are subject to flooding, would be taken into account. He felt there would be a significant stretch of woodland preserved on the south side of the Brook.

Referring to the letter from Kanata Research Park, Councillor Munter asked if there was some way of approving the ROPA and deferring this portion of it to a later date. Ms. Sweet advised the Committee had three choices; 1) accept the staff recommendation; 2) move the urban boundary to coincide with OMB study area (as well, Committee could make an additional change to the amendment requiring an environmental impact study at the time of subdivision approval); or, 3) revert to what was originally on the table (i.e. what Kanata Council approved) namely, keep the urban boundary at the Creek without the Schedule K overlay. This could then

be dealt with at some point in the future when there is a review of the rural area surrounding Kanata or an urban expansion.

Responding to questions from Councillor Munter, Ms. Sweet advised there was not sufficient information about the woodlot at this point to designate it Natural Environment Area A and she pointed out this “A” designation, obligates Council to acquire the land. She said Natural Environment Area B designation occurs only in the rural area.

Councillor Beamish asked if it would be an option to include Mr. Maxwell’s land in the urban area. Ms. Sweet advised this land has never been studied, it was not part of the OMB decision and there has been no justification for doing this.

Councillor Legendre noted there were questions to the environmental planner as to why something could be significant regionally if not significant provincially and why wasn’t it included at the time of the overview. He said he remembered being very critical of the way the overview was done during the Official Plan review, from aerial photos and opined this was one of the changes in thinking that will have to be made when moving to the new City. He said smaller wooded areas that have no significance at all on a provincial scale might become very significant in an urban context, particularly as areas become developed in years to come.

Councillor van den Ham expressed agreement to some extent with Councillor Legendre. He said he saw this as a kind of a compromise to address staff’s and the consultant’s recommendation, that this is significant and he agreed this woodlot would be significant one day. However, he did not agree with the boundary down the creek and felt if a portion is to be deemed significant, then the entire area should also be. The Councillor felt the Region should be “up front” with people and advise when it believes land is significant and should be preserved. This can be done either through negotiations with the people that are developing or through purchasing at a reasonable cost.

The Committee then considered the staff recommendation.

That, having held a public meeting, the Planning and Environment Committee recommend that Council enact a by-law to adopt Regional Official Plan Amendment 8 to the 1997 Regional Official Plan, attached as Annex A to this report.

CARRIED
(R. van den Ham dissented)