

3. CORE AREA CONCEPT OF CANADA'S CAPITAL - NATIONAL CAPITAL COMMISSION

COMMITTEE RECOMMENDATION AS AMENDED

That Council approve this report as the RMOC response to the National Capital Commission's *The Core Area Concept of Canada's Capital*, as amended by the following:

That the second bullet under "*Opportunities not to be missed*" be amended by deleting the second and third sentences so it would read:

"The NCC should be taking advantage of every opportunity to concentrate visitor destinations in the Core Area. The Ottawa River frontage on LeBreton Flats is being reserved for such National uses."

DOCUMENTATION

1. Planning and Development Approvals Commissioner's report dated 5 May 2000 is immediately attached.
2. NCC response dated 23 May 2000 to the Planning and Environment Committee's comments of 5 May 2000.
3. An Extract of Draft Minute, 23 May 2000, follows and includes a record of the vote.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. (23) 02-99-0018
 Your File/V/Réf.

DATE 5 May 2000

TO/DEST. Co-ordinator, Planning and Environment Committee

FROM/EXP. Commissioner, Planning and Development Approvals

SUBJECT/OBJET **CORE AREA CONCEPT OF CANADA'S CAPITAL
 NATIONAL CAPITAL COMMISSION**

REPORT RECOMMENDATION

That the Planning and Environment Committee recommend that Council approve this report as the RMOC response to the National Capital Commission's *The Core Area Concept of Canada's Capital*.

PURPOSE

The National Capital Commission released *The Core Area Concept of Canada's Capital* for public review and comment (copies previously distributed to Councillors by the National Capital Commission). This report provides a response to the document. The deadline for submission of comments to the National Capital Commission is June 2, 2000.

BACKGROUND

In 1999, the National Capital Commission (NCC) approved its *Plan for Canada's Capital*, its lead policy statement on the physical planning and development of the National Capital Region over the next fifty years. The *Plan for Canada's Capital* recognizes the Core Area as the most significant part of the National Capital Region (NCR). The Core Area includes the Hull and Ottawa downtown areas.

The Core Area Concept of Canada's Capital builds on the *Plan for Canada's Capital* and on *A Capital For Future Generations - Visions for the Core Area of Canada's Capital Region* (1998).

The 1998 Vision was the first phase of the NCC's three-step planning process for the Core Area. It puts forward a series of proposals designed as a long term planning guide for the Core Area.

The Core Area Concept of Canada's Capital constitutes the second phase of the three-step planning process for the Core Area. It outlines in more detail the proposals put forward in the 1998 Vision, including amended versions for opening up Metcalfe Street. The third and final planning phase will involve drafting a Sector Plan exclusively for federally owned properties.

DISCUSSION

The Core Area Concept of Canada's Capital is presented in two documents bearing the same name: a consultants' report and a synthesis of the report published by the NCC. The synthesis outlines most of the ideas of the consultants' report. The consultants (du Toit Allsopp Hillier and Delcan Corporation) also prepared a strategic environmental assessment that identifies and evaluates the potential environmental effects of the proposed concept plan. The NCC is conducting consultation on all three documents. The intent of this section is to present a response to the NCC's current thinking on the development of the Core Area, as presented in the consultants' report and the synthesis document entitled *The Core Area Concept of Canada's Capital*.

Each document outlines the context and objectives of the Core Area concept. Each also provides demonstration drawings of the following elements of the Core Area concept:

- Confederation Boulevard
- Capital scenic approach routes
- Capital highway approach routes
- Civic street approaches
- Transit routes
- Pathways
- Waterways
- Capital districts
- Civic districts
- Capital and civic connections
- Open space connections
- Views protection
- Heritage protection
- Destinations

The synthesis provides additional illustrations of the following core area initiatives:

- LeBreton Flats
- Chaudière and Victoria Islands
- Sparks Street Area
- Connecting with Gatineau Park
- Bank Street Axis
- Industrial Land Scott Paper

Many of these elements are already well known and some have already been specifically endorsed by the Region, e.g. Confederation Boulevard and LeBreton Flats. The Region supports the *Core Area Concept*'s goal of strengthening the Central Area as the seat of Parliament and as the focal point of Ottawa-Carleton with its unique combination of employment, retail, tourism, housing, entertainment and cultural pursuits.

This report will focus on only a few elements. As a general comment, it is not clear whether all the consultants' proposals are endorsed by the NCC as several proposals appear in the consultants' report but not in the synthesis.

Capital scenic approach - Realignment of Queen Elizabeth Driveway

The consultants' report proposes the realignment of Queen Elizabeth Driveway to improve its ceremonial connection to Confederation Square "possibly via a new Laurier/Elgin Street node".

The realignment would negatively affect Confederation Park. It would also have a costly impact through an area that was recently improved (Elgin Street and Confederation Boulevard) or will be shortly improved (Laurier Avenue). While the Driveway could provide a better scenic entrance near Parliament Hill, its realignment via Laurier, Elgin and Confederation Park should be avoided.

Road Connection to Gatineau Park

The concept proposes a road connection to Gatineau Park. This road would in effect connect Aylmer to Alexandra Bridge and the Byward market area. This will increase vehicle traffic on Alexandra Bridge and on Mackenzie Street and the Market area. Studies should be done to assess the impact of such a proposal.

Chaudière and Victoria Islands

The concept proposes new public streets, pathways, public open space network as well as an aboriginal centre and incremental mixed-use intensification (office and retail).

The Region supports the creation of new visitor destinations, the interpretation of our cultural heritage and the building of footbridges, pathways and lookouts. Victoria Island is currently designated in the Regional Official Plan as Waterfront Open Space. This designation permits open-air recreation, heritage conservation and interpretation uses, and small-scale recreational facilities, commercial facilities and institutional uses which contributes to, or are ancillary to, but do not detract from the above uses. The illustrations provided in the synthesis feature fairly compact development that do not fit with the permitted designation of Waterfront Open Space. Further development of Victoria Island will require an amendment to the Regional Official Plan. In the interim, public access to the islands should be improved.

Sparks and Metcalfe Streets

The NCC proposes two concepts for Sparks and Metcalfe Streets. The two concepts follow the theme of creating a public space on Metcalfe. The first concept includes an open space area along Metcalfe between Sparks and Queen Streets with an 1,000-parking space underground garage. The

second concept includes a bigger open space area along Metcalfe between Wellington and Queen Streets to open up the area from the World Exchange Plaza to Parliament Hill. This would involve the removal of three buildings on the north side of Sparks Street, the relocation of two designated heritage buildings and a 1,200⁺-parking space underground garage.

Both options involve the demolition of buildings, some of which are significant heritage buildings. Sparks Street, between Elgin and Bank Streets, is being considered by the City of Ottawa for designation under Part V of the Ontario Heritage Act as an Heritage Conservation District. The *Central Area West Heritage Conservation District Study* determined that the historic buildings on Sparks Street represent the most important concentration of heritage buildings in the Central Area and are an essential statement of Ottawa's heritage. These buildings should be retained in situ as part of an heritage district - not demolished, moved or rebuilt. The NCC should be consistent with its own stated goal of preserving the cultural, built and natural heritage of the Core.

Providing 1,000⁺ parking spaces in the Central Area is not in conformity with the City and Regional Official Plans which support the provision of short-term parking to serve the retail and commercial sectors and limit the provision of long term parking to discourage the use of private vehicles for work trips. There should be no increase in long-term employee parking in order to support Regional and City Official Plan objectives with regard to increasing walking, cycling and transit use. Preliminary data from the *1999 Central Area Parking Update* indicate that the long term parking supply west of the canal has remained constant while the short-term parking supply has decreased by 18%. Public transit works most effectively where there are high activity levels, limited parking, and quality pedestrian and transit access. Any new parking should be limited to accommodate some combination of parking for tour buses, replacement of some existing parking spaces on Parliament Hill, short term parking for visitors and residents and new parking required for new development.

Residential intensification is actively encouraged by all levels of governments. After a concerted and unsuccessful effort to introduce mixed uses on the north side of Sparks Street in the mid 1990's, the proposal to demolish buildings on the south of Sparks Street needs more justification. Sparks Street needs a broad range of activities to enhance its attractiveness. Opportunities should be explored to use the existing urban fabric before making a decision to demolish or move buildings.

The Region is concerned that the uncertainty about the future use of some leased buildings will increase the number of vacant space on Sparks Street and have a blighting effect on both residential and commercial properties in the Sparks Street area. As the major landowner on Sparks Street, the Federal Government must take the initiative to improve its properties to attract new tenants and encourage their redevelopment.

Opportunities not to be missed

- The surface parking lot to the west of the former US Embassy on Wellington Street should be developed with an important building contributing to the harmony of the streetscape. In the interim, it should be attractively landscaped as is the former Rideau Club site on Wellington.

- The NCC should be taking advantage of every opportunity to concentrate visitor destinations in the Core Area. For example, the new War Museum deserves a better location than the former Rockcliffe Airbase. Locating it in the Core Area would be a super attraction accessible to Parliament Hill, major hotels, the NAC, the Byward market and retail. The Ottawa River frontage on LeBreton Flats is being reserved for National uses such as this.
- There should be short-term progress on the redevelopment of LeBreton Flats. Regional and municipal Official Plans designations are now in place as well as zoning. The NCC now owns most of the land. It is time to move forward with implementation, including the allocation of federal funds for remediation of the contaminated sites.
- Extending Bank Street to the Ottawa River to provide more access is a good idea and should be implemented earlier rather than wait for the relocation of existing parking lots to a parking garage that may take years to materialize.

CONSULTATION

This report recommends a response by Regional Council to the NCC's *Core Area Concept of Canada's Capital*. The NCC is conducting a public consultation process on its Core Area Concept. Regional staff have not conducted a separate public consultation.

FINANCIAL IMPLICATIONS

There are no direct financial implications for the Region in approving the recommendation of this report.

CONCLUSION

For years, the National Capital Commission has played a positive and important role in the vision and design of the Core Area. The Region and the National Capital Commission share many common objectives for the Core Area. They have demonstrated their ability to work together in a number of Central Area projects such as Confederation Boulevard, LeBreton Flats, and Festival Plaza.

The Region supports almost all of the proposals outlined in the *Core Area Concept of Canada's Capital* with the exceptions mentioned above.

The Region anticipates a continuing and improved dialogue on the enhancement of the Core Area of which all Canadians can be proud.

Approved by
N. Tunnacliffe, MCIP, RPP

SG/jg

CORE AREA CONCEPT OF CANADA'S CAPITAL

RESPONSE FROM THE NATIONAL CAPITAL COMMISSION TO THE RMOC PLANNING AND ENVIRONMENT COMMITTEE COMMENTS OF 5 MAY 2000

GENERAL COMMENTS

The Concept presented by the NCC is the result of continuous work with partners and therefore it includes the municipal, regional and other federal planning directions. Staff from the Region participated in workshops and a planning charrette, and their input was invaluable in the preparation of the Concept. The on-going dialogue and exchange between staff of both organizations demonstrate the ability of the NCC and the Region to work together and ensure that Official Plan Policies at the regional and municipal levels are taken into account.

REALIGNMENT OF QUEEN ELIZABETH DRIVEWAY

The Concept identifies issues associated to this particular entranceway, especially the nature of the experience of the users and visitors vis-à-vis the cul-de-sac at the National Art Center and design of transition to Laurier/Elgin. However, the Concept does not suggest specific physical interventions but rather proposes future detailed studies that will have to factor in the proposed Laurier Bridge rehabilitation, recent improvements to Confederation Park and Elgin Street, and the Confederation Boulevard node at the Elgin Street intersection.

ROAD CONNECTION TO GATINEAU PARK

The NCC proposal included in the Concept is strictly limited to streetscaping improvements on St-Laurent Boulevard between Brewery Creek and Confederation Boulevard node.

The McConnell-Laramée Boulevard project of connecting Aylmer to Hull as proposed by the Ministère des Transports du Québec (MTQ) should take place over the next two years and is jointly funded by the Federal and Provincial governments. A vehicular traffic study was done in May 1999 for

the MTQ concluding that there would be no increase in the volume of traffic but rather a redistribution of the flow of traffic.

The proposed access to the Gatineau Parkway would be accommodated through the construction of the McConnell-Laramée Boulevard. Also, the NCC perspective is that the proposed connection to the Gatineau Parkway will not noticeably increase the volume of traffic entering Gatineau Park but rather redistribute the flow of traffic. The on-going traffic impact study of the proposed connection to be released in July 2000, should demonstrate this is the case.

CHAUDIÈRES AND VICTORIA ISLANDS

This initiative will require further discussions between the NCC and the new City of Ottawa, including any required Official Plan amendment when and if necessary.

SPARKS STREET REVITALIZATION

The Concept suggests that the main theme for Sparks Street would be one of revitalization of which a public space would be one component. There is also a consensus, shared amongst partners and stakeholders, that status quo is not an option for this area.

The NCC is therefore taking a proactive approach to the future of the Mall. At this point in time, the NCC proposals are the only ones that are put forward for public discussion. They were prepared in the "spirit" of the City of Ottawa and the Region's Official Plans and with the aim of balancing the past, the present and the future development of the Core Area.

In the past, the NCC has tried to draw the interest of the private sector to infill vacant sites. The proposed NCC land assembly of the block is seen as a better strategy to attract future investments. In order to achieve the short term revitalization objective for the Mall, in particular the provision of mixed uses, including housing, office and retail, the need will exist to balance the various key factors of any redevelopment project, such as economics, heritage, design, etc. Also, and for the longer term, conversion of office buildings to housing is considered and the feasibility of integrating them in any proposed redevelopment will require additional studies and design work. Consequently, demolition of buildings will not occur prior to

the initiation of construction on redevelopment and an appropriate heritage assessment.

- HERITAGE

In his planning Concept, the NCC is committed to respect the heritage values throughout the Core Area including the Sparks street area. The NCC supports the City of Ottawa Heritage District designation and commits as much as possible to work within this framework. However, the impact of heritage district designation applied to the revitalization objective is not well understood as the economic dimension was absent of the heritage district designation study. Finally, no blanket commitment can be made on the exact physical treatment of individual buildings. The integration of specific heritage buildings in any proposed development will be subject to more detailed studies and design work.

- PARKING

The provision for additional parking as part of the Sparks Street initiative is neither inconsistent nor contradictory to the public transit priority. This proposed parking must be considered in the context of the economic revitalization objective and long term needs (considering the 25-50 year planning Concept horizon) and how the achievement of that objective will materialize i.e. the degree of change in the vocation and the activities in the Sparks/Metcalf Streets area.

The new proposed parking responds to the needs of a greater number of visitors to the Capital, for whom public transit is not the transportation mode of choice. New parking spaces would also compensate for the lost of public parking in World Exchange plaza following the construction of the second phase is complete. The exact number of parking spaces will be determined through the definition of project nature and scope as well as additional studies.

The inclusion of tour bus parking in the proposal aims at responding to the creation of a public meeting place by means of an urban plaza. This new vocation for the area could also provide new opportunities such as the possibility to see visits to the Core of the capital start in this strategic area. We are proposing that a transportation and traffic impact study as well as an Environmental Assessment be undertaken in partnership with the new City of Ottawa.

- PLAZA

The NCC is proposing the creation of a new meeting place and public destination, enabling synergy between Parliament Hill (1.5 million visitors, increasing to 2.5 million visitors in the next 10 years), the Sparks Street Mall and the civic realm. This would constitute a major impetus to the revitalization effort of the area.

AREA NORTH OF SPARKS STREET

The NCC proposal is tied to the future vocation of this block that will be established through the Parliamentary Precinct Long Term Plan, including a possible infill of the site situated to the west of the former US Embassy.

LE BRETON FLATS

The NCC is actively pursuing short-term initiatives for the development of the site, including funding sources for decontamination and provision of infrastructures as well as strategies to attract private sector investments.

BANK STREET EXTENSION

This initiative is subject to the completion of the Parliamentary Precinct Long Range Plan and Landscaping Plan orientations for the area. Because this proposal has generated a keen interest from various stakeholders in the last months, the Parliamentary Precinct Directorate has decided to incorporate it in their studies. Nevertheless its implementation cannot be divorced from key decisions, such as the building of new office space on the Hill.

NCC/23.05.00

Extract of Draft Minute
Planning and Environment Committee
23 May 2000

CORE AREA CONCEPT OF CANADA'S CAPITAL
NATIONAL CAPITAL COMMISSION

- Planning and Development Approvals Commissioner's report
dated 5 May 2000

Nick Tunnacliffe, Commissioner, Planning and Development Approvals Department (P&DAD), introduced report author Sylvie Grenier, Planner, Policy Planning Branch, P&DAD, to respond to any questions the Committee might have.

Councillor Munter noted a review of the staff report seemed to indicate the development approvals, which would be required from both upper and lower tier governments, would include demolition permits, rezoning approvals, site plan approvals, potential subdivision approvals and an Official Plan amendment. He asked if all of these would be required if the National Capital Commission (NCC) were to proceed with its plans, specifically with regard to Sparks Street.

Nick Tunnacliffe, Commissioner, Planning and Development Approvals Department, replied that not all of the listed approvals would be required for all projects. The Commissioner said he was unsure whether a plan of subdivision would be needed on the Sparks Street proposal, as he did not know how the NCC proposed to develop the block. He noted elements of the Heritage Act might also come into play.

Councillor Legendre felt although the report was clear, he did not agree with all of it. He particularly took issue with a staff comment on page 29 of the agenda which stated, "...the new War Museum deserves a better location than the former Rockcliffe Airbase." He said he was astounded by this remark, as he felt sure staff were aware of efforts to try to develop a cluster of museums in the area. He asked on what basis the Regional Official Plan (ROP) would state that this was desired.

Ms. Grenier explained the Regional Official Plan (ROP) contained a section that said the central area should be a vibrant area with a concentration of institutions and recreational facilities. The idea being that when people came to the core, they could visit several institutions, including museums. Ms. Grenier said putting these on the former Rockcliffe Airbase would not help achieve this, as transportation would become an issue, and the site in question could not easily be accessed by the walking public. She pointed out that the north end of the LeBreton Flats was zoned for such institutions.

Speaking to the benefits of the former Rockcliffe Airbase site for a museum cluster, Councillor Legendre said extensive planning had gone into the selection of the site for the new War Museum's proposed location, noting a decision had already been made in this regard and could

Extract of Draft Minute
Planning and Environment Committee
23 May 2000

no longer be influenced by Committee and Council. He said the Aviation Museum would have the airport access it needed, and he felt the War Museum would benefit from access to nearby water, to allow for exhibits that would not be possible in a downtown location. Councillor Legendre asked for clarification about the section in the ROP that spoke of the core rather than the urban area, as the former Rockcliffe Airbase site was within the urban area.

Mr. Tunnacliffe explained the ROP identifies museums as major community facilities, which are permitted as a right in the central area, whereas, if they move outside of the central area, they would require a Regional Official Plan Amendment (ROPA) and a public process. The Commissioner said he had met with François Lapointe, Director of Planning, NCC, and with Jack Granatstein, Director and CEO, Canadian War Museum, to explain this about a year ago during the formative time of determining where the War Museum should go. Mr. Tunnacliffe said the next stage was the public process around the War Museum's new location, whereas if the central area had been chosen, the public process would not be needed, as it is already permitted in the ROP.

As the ward Councillor for the area encompassing the War Museum's new site, Councillor Legendre expressed extreme consternation that he had not been kept apprised of the processes involving the selection of the new site, and was dismayed that Regional staff had not been supportive of efforts to promote this site during these processes.

Chair Hunter noted there was still opportunity for Councillor Legendre to amend the Region's response to the NCC, and suggested the Councillor draft a Motion to this effect. The Chair shared some of Councillor Legendre's concerns as he felt it made little sense to propose that major facilities such as museums be built in areas where increased housing density and livability were desired. He felt the coming and going of visitor traffic would give little in the way of vibrancy to the area. Chair Hunter said he believed the staff recommendation ran contrary to other policies the Planning and Development Approvals Department had been working towards.

The Committee then heard from the following public delegations.

Lois K. Smith explained she agreed with some of the report's points but not with others, and said her comments would be more fully expounded upon in a forthcoming letter. Regarding the matter of proposed plans for Sparks Street, she said she supported the Region's reluctance to move heritage buildings in order to accommodate the proposed widening of the Metcalfe Street corridor. She felt the buildings should be left where they were, and said she would so recommend to the NCC.

Extract of Draft Minute
Planning and Environment Committee
23 May 2000

François Lapointe, Director of Planning, NCC, read from a prepared statement which was the NCC's initial response to the staff report (on file with the Regional Clerk). The NCC response touched on the following key areas:

- Realignment of the Queen Elizabeth Driveway;
- Road connection to Gatineau Park;
- Chaudières and Victoria Islands;
- Sparks Street Revitalization, in terms of both heritage, parking and public plaza;
- Area north of Sparks Street;
- LeBreton Flats; and
- Bank Street extension.

With regard to the War Museum, Mr. Lapointe agreed with Councillor Legendre that the LeBreton Flats site was likely inappropriate for its needs, particularly with regard to its spatial and program requirements. He noted, however, that this site has been designed for national institutions and he felt future opportunities could bring other museums or such to the area, whose space requirements would be met by the LeBreton site. Mr. Lapointe also confirmed for Councillor Munter that the NCC was still committed to submitting itself to the municipal planning approval process.

Councillor Munter noted there were concerns at the municipal level, especially about the NCC's Sparks Street plans. He asked what course the NCC would take if its application for an Official Plan Amendment or rezoning were rejected by the new City Council.

Mr. Lapointe said the NCC understood the municipal process to be a continuum where interests could be debated on several fronts. He believed that if a party were refused its request, there were other recourses, including an appeal to the Ontario Municipal Board (OMB). He noted that when the NCC committed itself to abiding by the municipal process, it would look at the full process.

Councillor Munter felt the Committee was in an awkward position, as its response to the NCC proposal was, at this point, simply an *opinion*. He said the Committee was compelled by law to consider any application filed, but noted no such application had been filed with either the Region or the City. However, he stated that regarding concerns over Sparks Street, the NCC could consider the Committee's opinion a fair warning for when its role changed from an opinion giving body to that of an approval authority.

Mr. Lapointe said he understood this, but reminded the Committee that this was still a *concept*. He said that as the NCC moved towards a decision and follow up with the new City of Ottawa, the Commission would have to live by its commitment to the municipal process, which would

Extract of Draft Minute
Planning and Environment Committee
23 May 2000

require more substantial and detailed studies. He also pointed out however, that at this point, the NCC was the only organization with a concrete proposal for the core's revitalization.

Responding to comments from Councillor Munter, Mr. Lapointe explained his presence at the meeting had been to clarify the NCC's presentation made approximately a month earlier, in light of the recommended staff response. The Councillor expressed the hope that, presuming the staff report was adopted, the NCC would in good faith consider the Region's comments and give them due consideration in the development of its plans. Mr. Lapointe said the NCC would do so.

Councillor Munter then asked if the Region could do anything to help the NCC find a funding source to deal with the LeBreton Flats soil remediation, and if the \$40 million allocated for the proposed Sparks Street revitalization could be used to this end.

The speaker said the NCC, as a federal organization, would initially look to the Federal Government for funding. As to the suggestion of diverting \$40 million from the Sparks Street plan, Mr. Lapointe replied Sparks Street was a priority area given its proximity to Parliament Hill.

Councillor Legendre submitted the following Motion:

That, under the section "Opportunities not to be missed", the second bullet be deleted from the RMOC's response to the NCC's Core Area Concept of Canada's Capital.

Councillor Legendre asked the Committee to support his Motion. He noted the decision to locate the War Museum at its chosen site had been part of an extensive public consultation process, and had community support. He felt the development of a museum "cluster" including the War Museum, Aviation Museum and, potentially, the Museum of Science and Technology, made sense, both with respect to the synergy that existed between the various museums, and in terms of location. The Councillor felt adjacency to the river was particularly important in terms of bringing larger exhibits to the site.

Councillor Munter agreed the wording of the staff report was a bit inflammatory (i.e. "a better location than the former Rockcliffe Airbase"), however, he felt the thinking behind the statement was correct. He felt it made enormous sense, particularly for a capital city, to locate institutions (e.g. museums, art galleries, etc.) centrally, not far from the city core. However, as the decision has been made about the location of the War Museum, he felt the argument was purely academic and indicated he would support Councillor Legendre's amendment.

Extract of Draft Minute
Planning and Environment Committee
23 May 2000

Councillor Beamish stated he would like to suggest a friendly amendment to Councillor Legendre's motion, as he felt there was some value in encouraging visitor destinations to locate in the central core. He suggested that the two middle sentences be removed from the paragraph to read "The NCC should be taking advantage of every opportunity to concentrate visitor destinations in the Core Area. The Ottawa River frontage on LeBreton Flats is being reserved for National institutions such as this." He felt this would both satisfy the Councillor and serve staff's intent.

Councillor Legendre stated he had considered removing the example in the paragraph, however, he said it was not just the odious example provided by staff, but also that staff failed to recognize the strategic thinking and planning that went into the decision to locate the War Museum at the Rockcliffe Airbase and that the rationale behind the decision, could apply to another museum as well. With respect to the distance from the city core, Councillor Legendre pointed out Rockcliffe Airbase is at most a fifteen minute bus ride from the core. He provided examples of other national capitals such as Washington, D.C. and London, England where it takes much longer to get around to their various national institutions.

Councillor Munter said as Councillor Legendre would not accept Councillor Beamish's friendly amendment, he would move it, should Councillor Legendre's motion fail.

Chair Hunter said he tended to agree with Councillor Legendre's motion because, although this is a report concerning the core area, the way it is worded affects NCC operations and how the Region (and the new City) is run and planned. The Chair felt this suggestion would put the core area in a competitive position with the other areas for the placement of attractions and the spin-off that happens around those attractions. As well, he said he saw it as putting visitor attractions in competition with other identified uses for the core area, such as intensification of residential uses. He pointed out the War Museum and other such museums would be very large land users and could take up most of the land available in LeBreton Flats.

With respect to the NCC vision, the Chair went on to note of personal concern to him, (and not noted in the staff response), was that a couple of areas that have been suggested for redevelopment (e.g. Victoria Island) would appear to be a recreation of people places that already exist. For example, Elgin Street and the Market area are places that people already go to for vibrant night life. The NCC is suggesting that public funds be used to build a competitive area to take the same type of people away from existing locations. He felt the proposal for the base of Parliament Hill was another example of this, noting that Festival Plaza, Confederation Park and Major's Hill Park currently accommodate the type of activities the NCC is suggesting be moved to the Parliament Hill location. Chair Hunter stated he was quite disappointed there was not much new vision but rather a relocation of an existing vision.

Extract of Draft Minute
Planning and Environment Committee
23 May 2000

The Committee then considered Councillor Legendre's motion.

Moved by J. Legendre

That the second bullet in the "Opportunities not to be missed" section be deleted from the RMOC's response to the National Capital Commission's Core Area Concept of Canada's Capital.

LOST

NAYS: D. Beamish, B. Hill and A. Munter...3

YEAS: J. Legendre and G. Hunter...2

Councillor Legendre's motion having lost, the Committee considered Councillor Munter's motion.

Moved by A. Munter

That the second bullet under "Opportunities not to be missed" be amended by deleting the second and third sentences so it would read:

"The NCC should be taking advantage of every opportunity to concentrate visitor destinations in the Core Area. The Ottawa River frontage on LeBreton Flats is being reserved for such National uses."

CARRIED

The Committee then approved the report as amended.

That the Planning and Environment Committee recommend that Council approve this report as the RMOC response to the National Capital Commission's *The Core Area Concept of Canada's Capital*, as amended by the following:

That the second bullet under "Opportunities not to be missed" be amended by deleting the second and third sentences so it would read:

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“The NCC should be taking advantage of every opportunity to concentrate visitor destinations in the Core Area. The Ottawa River frontage on LeBreton Flats is being reserved for such National uses.”

CARRIED as amended