
Former Kanata Official Plan

5.7 Town Centre

5.7.1 Background

The Town Centre Community comprises approximately 230 ha of land in the centre of the Urban Area, located on both sides of Provincial Highway 417. It is bounded by four major arterial roads, being: Campeau Drive on the north, March-Eagleson Road on the east, Katimavik Road on the south and First Line Road, north of Highway 417, on the west.

When planning for the Town Centre began in the 1970's, this Community was intended to straddle the Queensway. While significant development occurred on the south side, the north side was slow to start due to a variety of factors. It is now acknowledged that most of the more urban form of Town Centre development will occur on the north side with only two connections across the Queensway - the existing pedestrian overpass and the future crossing of Castlefrank Road.

The Town Centre policies will apply to the entire Town Centre Community. Various other sections of the City of Ottawa Official Plan will also be applicable to these lands.

5.7.2. Vision Statement

The Kanata Town Centre will be an active, vibrant core area containing a diverse mix of urban uses arranged in a form and a scale, which is both human and appropriate to its function. It will be a uniquely identifiable place that caters to residents and attracts visitors and will be a constant source of pride for future generations.

5.7.3. Goals, Objectives and Design Principles

Based upon previous studies, community input and a desire to achieve the Vision for the Kanata Town Centre, the following goals, objectives and design principles have been developed.

5.7.3.1 Goal [Amendment 14, September 8, 2004]

Create a vibrant, attractive core that meets the needs of a maturing City.

Objectives/Design Principles

Provide a mix of generally higher density and higher order, residential, commercial, civic, institutional, cultural and employment uses, especially in the Main Street area, which will populate, animate and contribute to an urban experience that complements Kanata's earlier developments.

Provide opportunities and facilities, which respond to the needs of a maturing City with a greater mix of ages, incomes and cultural backgrounds.

Ensure that the development form responds to the human scale and encourages interaction by creating an interesting and safe pedestrian environment with features such as weather protection, views and lighting.

5.7.3.2 Goal [Amendment 14, September 8, 2004]

Create an enhanced public realm, recognising the permanence of these decisions.

Objectives/Design Principles

Ensure that the locations of streets recognise their permanent contribution to the public realm as the urban skeleton for the built form, the public viewscape, a place for the urban forest and as a conduit for people via their chosen mode of transportation.

Reserve key locations that will communicate Civic pride and provide a prominent place for public art and monuments.

5.7.3.3 Goal [Amendment 14, September 8, 2004]

Incorporate flexibility and efficiency into the Town Centre Plan in order to respond to future uncertainties.

Objectives/Design Principles

Ensure that block sizes and orientation are based on a modified grid and are capable of development and eventual redevelopment in the very distant future - a recognition that cities constantly evolve. Ensure that facilities perform a multiplicity of functions wherever possible, for example:

- storm water ponds may also serve as visual buffers
- planting areas are visual buffers as well as environmental filters

Capitalise on the Town Centre's unique opportunity within Kanata for direct access to the future Transitway system.

5.7.3.4 Goal [Amendment 14, September 8, 2004]

Integrate natural and built elements in a form that reflects Kanata, the City in the country.

Objectives/Design Principles

Encourage development that responds sensitively to the topography and other natural features of the site.

Preserve a large open space opportunity near Main Street.

Create a network of smaller parks which punctuate the major pedestrian route and which provide meeting places and a reminder of our natural heritage.

Strive to minimise the disruptive impact of Highway 417 on residential uses. Encourage businesses to take advantage of highly visible areas adjacent to Highway 417.

5.7.3.5 Goal [Amendment 14, September 8, 2004]

Develop the appropriate infrastructure to serve the Town Centre.

Objectives/Design Principles

Plan and build a street network that meets the needs of people first, recognising that these public spaces do more than move private automobiles.

Create effective pedestrian linkages between activity centres, keeping walking distances reasonable.

5.7.4. Broad Issues

This section provides a summary of some of the more significant market and other issues which influence the land use approaches to the Town Centre's ultimate development. It also establishes broad policies to address these issues.

5.7.4.1 Employment

Office accommodation was substantially overbuilt during the 1980's and market research suggests that absorption rates will be slow into the mid 1990's. After this time, opportunities to expand in the most highly visible and accessible locations will materialise, with other Town Centre sites developing when the growing momentum makes these locations more lucrative to the market. Based upon a current understanding of market needs, at least 12,500 jobs will be achieved in the Kanata Town Centre, with an ultimate target established in the Ottawa Official Plan Section 3.6.2. The achievement of these targets may be phased over a 20-40 year time frame, as determined by market conditions.

5.7.4.2 Commercial

Past development in Kanata has resulted in a range of conveniently located, community-oriented commercial development combined with a retail strip concentrated on Hazeldean Road.

Market research suggests that population growth and changing consumer habits present a unique opportunity to complement existing development with phased, regional scale shopping facilities in the ultimate heart of the City. Access to Highway 417, visibility from major roadways and a central location provide the required initial impetus in an increasingly competitive market. Transitway access, proximity to a growing population and to an attractive Main Street will help to support further growth opportunities, which can adapt to market conditions.

The policies of this Official Plan and the regulations of the Zoning By-law will carefully guide the various forms that Kanata's commercial development will take, helping to ensure that market opportunities contribute to a built form that will ultimately enhance the Town Centre.

5.7.4.3 Residential

As the City grows and matures, demographic indicators suggest the need for residential development, which caters to smaller household size, lower incomes, and households which are less dependent on the private automobile. This will include various forms of affordable and socially assisted housing.

Market research suggests that about 3,000 dwelling units are supportable in the Town Centre. A range of 2,600 to 3,650 dwellings is provided for. These figures will be reassessed from time to time, as required. An approximate breakdown will be:

	Low	High
South of Highway 417	800	1050
Main Street and Central	1000	1500
Business District (north of Highway 417)		
Town Centre Residential Area (North of Highway 417)	800	1100
TOTAL	2600	3650

A range of housing types and sizes will be provided in the Town Centre having regard to the housing targets for the former City of Kanata in order to accommodate the full spectrum of the evolving Community's residential needs.

5.7.4.4 Building Height and Density
[Introduced by Amendment #136, September 10, 2014]

5.7.5. Land Use Designations

5.7.5.1 Main Street

The Main Street designation applies to those lands extending north from the easterly end of the Kanata Regional Shopping Centre to Campeau Drive, including a Civic Square at the north end on high ground, which will ultimately form the major focus in the heart of the Town Centre. Its location has been selected on the basis of market factors related to timing and size, environmental factors such as natural features, micro-climate and views as well as proximity to transit, shopping, major streets and City owned land.

Market studies indicate that the proposed length of this designation is appropriate for a community with an eventual population of 100,000, given Kanata's regional context, development form, competing facilities and related factors. Approximately 4,600 m² of retail GLA has been provided for. The permitted retail uses will generally be limited to the ground floor and result in almost continuous commercial storefronts along Main Street's entire length.

The Main Street designation will contain the most prestigious and intensively mixed use development in Kanata, combining ground floor retail and service commercial, government, cultural and entertainment uses with upper floor employment and residential uses in order to ensure day and evening vitality in the Town Centre. Residential development will be encouraged in order to help ensure this vitality.

Commercial uses encouraged will include speciality shops supplying products such as bakery goods, fruit and vegetables, meat, fish, clothing, cafés, and other uses intended to serve the needs of the local population and complement the general retail uses provided in the Regional Shopping Centre.

A very high degree of attention will be devoted to the achievement of a quality built form. Design Guidelines will be more detailed than for other parts of the Town Centre to help ensure that Main Street is ultimately the show piece of the Community which continuously attracts residents and visitors.

An opportunity for independent commercial ownership will be encouraged in order to help foster a synergistic mix of uses and activities.

Off-street parking will be confined to land located behind the buildings abutting Main Street and/or will be contained within structures designed to appear like buildings if visible from the street and, preferably, incorporating ground floor retail uses.

A safe and convenient pedestrian connection to the Town Centre Open Space areas will be completed.

The Civic Square lands are owned by the City and will ultimately be developed for civic uses, which serve the entire City. These may include a library, theatre, City Hall or similar uses. The high profile site to the southerly point of the triangle will be retained for development as a monument site, which will be highly visible from anywhere on Main Street.

Although most of Main Street cannot be developed until sanitary sewers have been extended westerly from the east end of the Town Centre, an early opportunity to service the Civic Square property from neighbouring property across Campeau Drive may permit the advancement of development in this key location.

In addition to these policies, the relevant parts of Section 5.7.5.2, Central Business District below, will also apply to Main Street.

5.7.5.2 Central Business District

The Central Business District designation applies to land in the central part of the Town Centre. This land has the marketing asset of good Queensway exposure and eventually, high accessibility. It is the intent of this designation that these lands become an urban place that provides the primary employment, civic and cultural focus for Kanata, complemented by higher density residential uses. Together with lands in the Main Street Designation and part of the Kanata Regional Shopping Centre designation, this area generally corresponds to the Town Centre designation in the Ottawa Official Plan.

The lands designated Central Business District are conveniently located adjacent to the central and west rapid-transit stations providing access to pedestrians and cyclists, as well as motorised vehicles. Wherever feasible, Central Business District lands and rapid-transit stations will be interconnected with a continuous weather-protected walkway system.

Permitted Uses

Office uses, light manufacturing such as high tech businesses which operate in office type buildings, other employment uses typical of Central Business Districts, hotels and commercial uses which serve the business community will be located within the Central Business District lands. Higher density residential development (generally 65 - 100 units per net hectare and higher) or medium density (50-65 units per net hectare) if included in a mixed use development, will be required in order to enhance the vitality of this designation and the Main Street designation.

That portion of the CBD which abuts Campeau Drive will be predominantly residential and be developed in a form which does not overshadow residential development in the Kanata Lakes Community.

Mixed use developments within a single building and within groups of buildings will be encouraged. Commercial and business uses serving the needs of the employees and residents will be permitted on the ground floor of office and residential buildings. On-street parking in this area shall be encouraged.

Development adjacent to a significant stand of White Pines in an area less than one hectare on the south side of Castlefrank Road will be designed to preserve this feature as much as possible. [Subject to Amendment #136, September 10, 2014]

Densities

Development must be designed to meet the employment and residential targets of this Official Plan or be designed to be easily intensified in a manner which can realistically meet those targets. Eventually a floor space index (FSI) of at least 1.5 will be achieved. Building heights should vary and will generally be limited to 10 storeys for residential use and to 8 storeys for non-residential uses. Buildings will be oriented to the streets with small but variable setbacks in order to create visual interest along the street. [Subject to Amendment #136, September 10, 2014]

Phasing

It is expected that residential developments within the Central Business District may occur sooner than office and commercial developments and this is permitted provided the capacity to achieve the 10,000 job target is retained. This may result in much of this land remaining vacant for long periods of time, or in construction disruptions as intensification of development or redevelopment occurs.

Initial stages of development may result in extensive surface parking and shared parking arrangements. It is intended that such surface parking would eventually be accommodated in parking structures. A key requirement will be the siting of early phases of development in a manner which facilitates the later redevelopment needed to achieve ultimate densities without the removal of the initial buildings. [Subject to Amendment #136, September 10, 2014]

5.7.5.3 Kanata Regional Shopping Centre

The land designated as Kanata Regional Shopping Centre is located between Highway 417, Terry Fox Drive, Campeau Drive and Castlefrank Road. This land area is adjacent to the Main Street and Central Business District designations, and portions of these lands were previously included in those designations. The entire area now designated as Kanata Regional Shopping Centre is further categorised as sub-categories RSC-1, RSC-2 and RSC-3, as shown on Schedule B-1 of this Plan and detailed below. [Subject to Amendment #136, September 10, 2014]

Collectively, the lands designated as Kanata Regional Shopping Centre are intended to accommodate a full range of commercial and other Town Centre activities which will include the largest concentration of highest-order retail and service commercial uses in the City. This planning intent reflects not only the inherent development opportunities and locational advantages of these lands, but also the importance of encouraging development in this prominent location at the centre of Kanata with uses that will serve the City's residents and those from the broader surrounding area. Development of the Kanata Regional Shopping Centre will support and encourage the development of other desired uses and areas within the balance of the Town Centre, particularly the nearby area designated as "Main Street".

a) Urban Design Principles

The urban design of the Kanata Regional Shopping Centre lands should be based on the following general principles:

1. All parts of the Kanata Regional Shopping Centre should be designed to enable integration and connectivity between the various components of the Kanata Regional Shopping Centre and with adjacent components of the Kanata Town Centre. Priority should be given to linkages with Main Street, the Central Business District, the Rapid Transit Station and the existing development in the area known as Kanata Centrum.
2. There should be clarity in the direction and identity of the southerly extension of Main Street. This also applies to the portion of the proposed pedestrian way, called the City Walk, that connects from the AMC theatre to the Centrum area and between the open area in front of the AMC theatre and the future office areas fronting on Kanata Avenue.
3. Generally, the required shopping centre and its pedestrian ways and pedestrian-vehicular ways should provide open spaces and places at strategic locations where people can gather and interact.
4. The design and construction of developments located in the RSC-2 designation east of Earl Grey Drive should enable all or part of these developments to be built, converted or re-built as enclosed structures providing indoor climate-controlled pedestrian ways or, in the case of pedestrian-vehicular ways, as structures providing weather-protected pedestrian facilities. Developments may have multiple levels of retail areas and deck parking. It is desirable to have such developments physically integrated with the existing theatre and with future office buildings.
5. The type and location of developments should facilitate a high level of convenient access to the future rapid-transit station. For example, this could be achieved by locating office uses or other landmark buildings in close proximity to the future station and by providing a convenient and safe environment for transit passengers to access the station from those buildings close to the future station.
6. ***The urban design of the entire area should provide for the incorporation of strong visual elements that provide landmarks and entry points. Some examples are office or residential buildings located adjacent to the rapid-transit station, the intersection of Main Street and Castlefrank Road, and the entry to the City Walk area from Earl Grey Drive. [Subject to Amendment #136, September 10, 2014]***
7. The urban design of the developments, including the Transitway structures, should be integrated, and should incorporate elements that reflect Kanata's design themes such as the Canadian Shield.
8. Convenience and safety should be top priorities in the design and lay-out of the regional shopping centre and related areas, including lighting, security features and accessibility.
9. Phasing of development in the Kanata Regional Shopping Centre will be undertaken in a logical and orderly manner,

b) Land Use Designations & Planned Function

1. The area designated as Kanata Regional Shopping Centre includes a portion of those areas that were previously designated Central Business District (CBD) and Main Street (MS), as well as Regional Shopping Centre. The Kanata Regional Shopping Centre (KRSC) designation is composed of a number of sub-categories that reflect different functions within the overall framework, namely RSC-1, RSC-2 and RSC-3. These sub-categories are shown on Schedule B-1 of this Plan.
2. The planned function of the Kanata Regional Shopping Centre is to provide Major Urban Facilities as defined in Ottawa Official Plan Section 3.6.8, as well as a broad range of services and other central-place activities, high density employment and some high density residential development in conjunction with the Central Business District and Main Street designations.
3. Accordingly, the Kanata Regional Shopping Centre will include Kanata's largest and most complete concentration of retail and service commercial uses of all types. In concert with the development and use of other Town Centre designations, the Kanata Regional Shopping Centre designation will contribute to the evolution and development of the Town Centre as Kanata's downtown and as a significant regional activity and employment centre in Ottawa. The lands designated Kanata Regional Shopping Centre will provide the major shopping, entertainment and service commercial functions within the Town Centre and within the City. By the phased development and intensification of these functions, the lands designated Kanata Regional Shopping Centre will assist in making Kanata and its Town Centre increasingly self-sufficient in meeting the varying needs of its residents for the full range of goods and services, and an increasingly significant location for the surrounding regional population to do business.
4. The Kanata Regional Shopping Centre designation, should accommodate a Major Shopping Centre as defined in Ottawa Official Plan, Section 3.6.8 as a development having a minimum of 35,000 square metres gross leasable area (GLA) for retail and service uses. Total development may eventually be approximately 125,000 square metres GLA. As provided in the RSC-2 policies below, it is the aim of this Plan that the major shopping centre should be significantly larger than the minimum set out in the Ottawa Official Plan.

c) Permitted Uses

Permitted uses include a full range of retail stores and restaurants, clinics, services, places of entertainment, recreational establishments, hotel, convention centre and institutional uses. High-density office and residential uses are also permitted, primarily along Castlefrank Road and in the vicinity of the rapid-transit station. Specific policies for the development and use of the RSC-1, RSC-2 and RSC-3 designations are set out in the following sections. [Subject to Amendment #136, September 10, 2014]

d) RSC-1 Policies**Location and Existing Development:**

This designation applies to the existing development north-west of Earl Grey Drive and to some additional future development located adjacent to Roland Michener Drive. This area has developed partly as community commercial and partly as a cluster of large, independent stores which cater primarily to customers arriving by automobile and have large surface parking areas located near the entrances of the individual buildings and businesses.

Future Development:

This development pattern may continue and consolidation and enclosure of buildings and structures in the long term may also occur. All types of retail uses as generally permitted in the Kanata Regional Shopping Centre are permitted in this area.

1. The implementing zoning by-law may establish a limit on the total amount of retail and service uses within the RSC-1 designation, in order to encourage development of the regional-scale retail facilities envisioned for the RSC-2 lands. In the first instance, the amount of retail uses and services permitted in the by-law for the RSC-1 lands shall be not more than approximately 41,000 square metres GLA. This amount represents all existing development, contemplated development and a modest

expansion allowance. The by-law may be subsequently amended in this respect, without amendment to this Plan, in order to accommodate additional development related to the consolidation and enclosure of buildings and structures as provided above.

e) **RSC-2 Policies**

Location and Existing Development:

1. This designation applies to the area located south-east of Earl Grey Drive, excluding the area fronting on Kanata Avenue and the existing hotel development. This area accommodates the existing cinema complex, and vacant lands which are planned for additional retail and service businesses, as well as future transit facilities.
2. This area is intended to accommodate the greatest concentration of higher-order retail and service commercial activities in the Kanata Regional Shopping Centre, the future rapid-transit station, the park and ride area, and limited office and residential development. The form of this development is intended to be strongly pedestrian-oriented and transit-friendly, to provide a range of uses of different sizes, and to be developed in an orderly phased manner, all in accordance with the following policies addressing Pedestrian-transit orientation, Unit size mix, and Phasing. Council encourages the future climate-controlled enclosure of the development where it is oriented to pedestrian ways and partial enclosure or weather protection where it is oriented to pedestrian-vehicular ways, and this Plan requires that development be carried out in a manner which provides the capability to undertake such partial or full enclosure in the future.
3. Retail and service development of at least 35,000 square metres GLA shall be developed in phases on the RSC-2 lands. The development shall provide for and maintain the additional capability to develop to the level of at least 50,000 square metres GLA of retail and service uses, including the cinema complex. This level of development may involve multi-level retail and service commercial buildings and deck parking. The form of the development should be convenient for and primarily oriented to pedestrians, and should be designed and constructed in a manner that has the ability to be partially or fully enclosed. Free standing buildings containing retail uses such as those located in the RSC-1 area are not permitted in this area, but this direction is not intended to preclude single-use buildings which are located and designed in accordance with the following:
 - a) one or more faces of the building is oriented to a pedestrian way or pedestrian-vehicular way, and all public pedestrian entrances are located on such face(s),
 - b) the building is designed to minimise the affect of blank wall space facing abutting pedestrian ways or pedestrian-vehicular ways, by architectural treatment, including the use of window areas for visibility into the building or for display purpose, by the location, number and spacing of public pedestrian entrances into the building, and by other design techniques, and
 - c) the separation between the face of a building adjacent to the pedestrian way or pedestrian-vehicular way and the face of an adjacent building on the same side of the pedestrian way or pedestrian-vehicular way shall be not more than 8.5 metres.

Pedestrian-Transit Orientation:

4. It is intended that retail and service development in this area will be oriented to and located along a comprehensive network of pedestrian ways and pedestrian-vehicular ways, including a major pedestrian way referred to as "City Walk" generally connecting in an east-west direction from Earl Grey Drive, to the front of the cinema complex and then east to connect with a pedestrian-vehicular way forming a southerly extension of Main Street from Kanata Avenue. There may be branches of City Walk extending in a north-south direction towards Kanata Avenue, or extending towards the future rapid-transit station. Minor pedestrian access routes will provide for access to parking facilities serving the City Walk development. The City Walk concept may, as an optional approach, be extended east of the pedestrian-vehicular way which extends in a southerly direction from the intersection of Main Street and Kanata Avenue, or the area may be developed with common pedestrian-vehicular ways. The general conceptual arrangement of these elements is illustrated on Figure 10 of the "Kanata Regional Shopping Centre Master Concept Plan, 1999", which is an Appendix to this Plan.
5. For the purposes of this Plan, City Walk is defined as a common pedestrian way that may be indoor

- or outdoor, with retail and service uses located on both sides. City Walk will function as an urban pedestrian way and provide settings for people to gather and interact. The width of the City Walk will be sufficient to enable comfortable pedestrian movement and year-round maintenance. It will also be designed and constructed to enable partial or full enclosure in the future.
6. For developments adjacent to City Walk, all public entrances to each building or use shall be from City Walk. For developments adjacent to the common pedestrian-vehicular way, which extends in a southerly direction from the proposed intersection of Kanata Avenue and Main Street or other common pedestrian-vehicular ways or common pedestrian ways, all public entrances to each building or use shall be from the common pedestrian-vehicular way or common pedestrian way, as the case may be.
 7. The maximum width of a pedestrian-vehicular way shall approximate that of a public streetscape with minimal building setbacks. However, in order that City Walk and the developments adjacent to it provide and maintain an urban sense of place and a pedestrian-friendly environment, as well as the capability to be partially or fully enclosed in future, City Walk shall be narrower than such pedestrian-vehicular ways, with a maximum width set out in the implementing zoning by-law of not more than 18 metres, except for activity areas or focal points, such as forecourts associated with the cinema complex and the future rapid-transit station, or at a junction with other pedestrian ways or pedestrian-vehicular ways. In addition, the implementing zoning by-law shall establish maximum widths of breaks between buildings for minor pedestrian access routes, which connect City Walk with related parking facilities. The number and spacing of such minor pedestrian access routes will be controlled through the site plan approval process in a manner, which maintains the pedestrian-orientation of the development while providing reasonable pedestrian circulation patterns.
 8. The Transitway, the station and the park and ride facility will be developed in phases on lands adjacent to Highway 417. It is envisioned that a grade separated station structure will be developed and the location of buildings, roads and parking areas on privately owned lands should not impede this potential structure. Pedestrian linkage to City Walk from the rapid-transit station or transit-loading platform shall be provided with the opening of a weather-protected first phase of the transit passenger facility to be located on the south side of the Regional Shopping Centre. Initially, this shall consist of an all-season, weather-protected pedestrian link that need not be climate-controlled, distinct from any roadway or parking lot. As the transit passenger facilities are improved, coincidental with the development of the Transitway and/or buildings at this location, the pedestrian linkage to City Walk shall be climate-controlled and grade-separated from vehicular traffic. In addition, development of the Transitway lands and air rights for uses permitted within the RSC-2 area is permitted, subject to agreements regarding air rights and the adequacy of infrastructure and the traffic system in the surrounding area. Development of the Transitway lands is not intended to be restricted by the policies otherwise applicable to the RSC-2 area.
Unit Size Mix:
 9. One of the specific objectives for the RSC-2 area is to protect and provide for the opportunity to locate higher-order retail uses, such as fashion stores, in this area.
 10. To ensure the RSC-2 development provides a range of unit sizes to accommodate both small and large uses, the zoning by-law shall incorporate provisions which prohibit large retail warehouse uses, and which limit the maximum floor area permitted to be occupied by an individual retail or service use, other than a department store or cinema complex, to not more than 5,000 m² GLA. The zoning by-law shall also regulate the unit size mix of retail and service uses by requiring that the maximum proportion of the floor area of such uses which is permitted to consist of units of 2,000 m² GLA or more is not more than 50%, and the minimum proportion of the floor area which is required to consist of units of 500 m² GLA or less is 25%. The floor areas of any cinema complex or department store shall be excluded from these regulations. These regulations shall not apply in the case of retail and service units located in a fully enclosed shopping centre.
 11. The provisions of paragraph 10) above may be reconsidered in order to update the desired unit mix in relation to the evolution of the shopping centre over time, to respond to the needs and preferences of Kanata residents, or to adjust the numerical provisions if these provisions are having an unintended

result such as the inhibition or delay of appropriate development and use of the RSC-2 area.

Phasing:

12. The development of the RSC-2 area shall proceed in a logical and orderly manner, and may involve a number of phases. The first phase of development shall include the portion of City Walk extending from the western extent of the RSC-2 area to the cinema complex and the buildings in front of and to the east of the cinema complex, which will create a forecourt in front of the cinema complex. Applications for site plan approval for development in the RSC-2 area shall incorporate appropriate additional phases of the development. The determination of an appropriate phase for site plan approval shall be based on the principles set out in the following paragraphs, and the site plan approval process shall be undertaken in accordance with the Implementation provisions for the RSC-2 area set out below.
13. Each phase shall be sufficiently large to encompass a logical portion of the overall development and the associated City Walk and/or other pedestrian facilities or pedestrian/vehicular facilities and infrastructure to serve that phase. Additional sections of pedestrian ways and pedestrian-vehicular ways shall be included in that phase where it is necessary to complete logical connections between elements of the Kanata Regional Shopping Centre, such as Main Street, the existing RSC-1 development, the cinema complex and the hotel within the RSC-3 area.
14. It is Council's intent to ensure an orderly pattern of development during the building of parts of the City Walk, and a one-sided strip commercial plaza is not permitted. City Walk development shall be phased so that the development of buildings on both sides of that section of City walk is undertaken in the same phase.
15. Each phase of City Walk shall be designed and constructed to ensure that provision is made to enable climate-controlled partial or full enclosure in the future.
16. In determining the appropriateness of a phase of the development, regard shall be had for the functional relationship and contiguity of the proposed phase with approved preceding phases and with existing development, and the completion of logical connections between elements of the Kanata Regional Shopping Centre as described in paragraph 13) above.
17. Each phase shall include provision of convenient and safe pedestrian connections to transit facilities as are available at the time of development, consistent with Clause 8 above.
18. Parking facilities will be provided for each phase and such requirements shall be reduced in recognition of future improvements in transit service and accessibility such as the development of a bus station or terminal and the future rapid-transit station, and in pace with the development of such facilities.

Office & Residential Uses:

19. The RSC-2 designation shall also permit high density office and/or residential uses, provided that they are in buildings that are located adjacent to or within 200 metres of the future rapid-transit station. These buildings should be attractively designed and act as landmarks at the foot of the pedestrian-vehicular way which extends in a southerly direction from the intersection of Main Street and Kanata Avenue and along Highway 417. Parking requirements shall be significantly reduced for these buildings and the provided parking may be located in the common parking areas when the rapid-transit station is available.

Implementation:

20. Phasing requirements, as set out in the preceding provisions, shall be implemented in the zoning by-law and through the site plan approval process.
21. Site plans shall incorporate and provide for development of City Walk, a pedestrian-vehicular way forming an extension of Main Street, the future rapid-transit station and other elements described in the RSC-2 policies above, as related to that phase of the development and the creation of logical connections. The general conceptual arrangement of these elements is illustrated on Figure 10 of the "Kanata Regional Shopping Centre Master Concept Plan, 1999". Each site plan application for a new phase shall demonstrate the ability to accommodate these major elements of the RSC-2 area.
22. Council discourages private agreements, which have the effect of conflicting with the future planning,

and development of the area as indicated in this Plan.

23. The implementing zoning by-law shall regulate the orderly phasing of development by requiring that commencement of a new phase not occur prior to substantial completion of buildings in the preceding phase and completion of that section of City Walk or common pedestrian-vehicular way related to the preceding phase, and by defining substantial completion of buildings.
24. The development in the RSC-2 area shall comply with the zoning by-law regulations established pursuant to the unit size mix requirements provided for under subsections 5.7.5.3(e)(9) to (11) of this Plan. In determining the compliance of a proposed phase of development, the aggregate of:
 - i. existing buildings,
 - ii. buildings which are in an approved site plan for a preceding phase and have been substantially completed, and
 - iii. development in the proposed phase, must comply with the unit size mix requirements.

f) RSC-3 Development Policies

Location and Existing Development:

1. This designation applies to the area located along the south side of Kanata Avenue, south-east of Earl Grey Drive. Except for the hotel development near Highway 417, this area is vacant.

Future Development:

2. This designation is intended to be a high density office employment area with the potential for high density residential uses and a limited amount of retail and service uses on the ground-floor level of an office or residential structure. The retail and service uses shall be oriented to, and the main entry for each use shall be from, Kanata Avenue, the common pedestrian-vehicular way which extends in a southerly direction from the proposed intersection of Main Street and Kanata Avenue, Earl Grey Drive or Lord Byng Way, or by means of a lobby which has its entry from one of these streets.
3. ***This area is intended as a transitional area from the Central Business District and the Main Street area on the north side of Castlefrank Road to the RSC-2 area to the south. It is intended that this designation shall contribute to achieving the level of employment development that is contemplated for the Kanata Town Centre in this Official Plan. [Subject to Amendment #136, September 10, 2014]***
4. A major shopping centre entry structure and pedestrian way connecting the retail development in the RSC-2 area and Kanata Avenue is permitted to be integrated with the larger office or residential developments fronting on Kanata Avenue. Retail and service uses are permitted along that entry provided that they are at the same level or levels as the entry structure.
5. In order to relate the retail and service uses to the primary office and residential uses intended for the RSC-3 lands, and achieve a transition from the CBD lands to the RSC-2 lands, the implementing zoning by-law shall establish a maximum unit size for all retail and service uses in the RSC-3 designation, except for retail and service uses which are related to and operated by the primary occupants of the office building in which they are located. Free standing buildings containing retail and service uses such as those located in the RSC-1 area are not permitted in this area.
6. Surface parking for some initial development in the area designated RSC-2 is permitted, provided such parking does not prevent the long term use of this area. The primary vehicle entry to parking areas located north of the City Walk retail areas will be provided by an internal driveway connecting to Earl Grey Drive and/or the pedestrian-vehicular way which extends in a southerly direction from the intersection of Main Street and Kanata Avenue.

5.7.5.4 Town Centre Residential

The Town Centre Residential designation applies to land in the north east, south east and south west portions of the Town Centre Community.

The south west area has developed with a limited range of low to medium density residential uses in a form similar to many other communities in Kanata. Few additional development opportunities are

available. Nevertheless, for lands not yet built on, the development approaches described in the relevant policies herein will be encouraged where possible and required where appropriate.

The southeast area is bounded by Katimavik Road, Hearst Way and Whitney Drive and includes a potential storm water management pond. Development will be medium density and will accommodate 200 to 250 units. Development, which abuts Katimavik Road or Hearst Way, will be designed to be oriented to these roads without the need for noise barriers.

The north east area has a unique location within the former City of Kanata due to its close proximity to proposed rapid-transit stations, future employment opportunities and the Main Street area to the west, all of which will eventually provide very significant attractions. While residential buildings will precede these attractions, it is intended that the area be developed from the outset with a highly urban form to acknowledge its proximity to the Central Business District. In keeping with the desire to create an attractive urban form for residential development, streetscapes will not be dominated by garages and carports. Appropriate regulations will be included in the Zoning By-law to ensure this desire is achieved.

The housing mix will consist of medium density types (rows, stacked townhouse units, apartments, etc.), with a very limited amount of small lot singles, provided they are integrated with the medium density development. Except for limited high-rise apartment development in the 8 to 10 storey range, building heights will generally not exceed 3 to 4 storeys. The intermixing of building types and densities is required throughout the designation.

A total in the range of 800 to 1100 dwelling units will ultimately be accommodated in the Town Centre Residential designation, north of Highway 417.

Due to servicing requirements, development will occur generally from east to west. Where market factors result in certain unit types proceeding earlier, appropriate spaces will be left to achieve the required mix.

In order to help ensure a well-rounded and convenient residential area, institutional and other uses, which enhance and support the primary uses will be encouraged.

The earliest developments in the Town Centre Residential designation will set the tone for all future development. It is therefore essential that the design principles be carefully addressed from the outset. The municipality will work with the development community to help ensure the design and marketing success of the earliest projects.

Neighbourhood shopping facilities totalling up to about 500 m² of gross leasable floor area may be permitted north of Highway 417 within this designation subject to the following criteria:

- they are primarily intended to serve the future residents of the north-eastern Town Centre residential area;
- location(s) selected will not contribute to significant traffic congestion;
- they will not directly abut Campeau Drive;
- buildings will directly abut other Town Centre streets in order to be consistent with other policies requiring development to be oriented to streets.
- development shall be encouraged to be in mixed use buildings, integrating innovative architectural forms for joint residential/commercial,
- residential/business and business/commercial developments."

The Zoning By-law will regulate the permitted uses, store sizes and other factors to help ensure that these facilities do not directly compete with commercial uses on Main Street or in other Communities.

The parks and open space network will ensure a convenient linkage between points of special interest such as rock outcrops, significant treed areas or other natural features and be oriented along the east-west pedestrian corridor near the centre of the designation. Pedestrian and cycling links with surrounding features and destinations such as the Mlacak Community Centre, Earl of March High School, shopping, employment and transit services will be provided.

5.7.5.5 Low Density Employment Area

The Low Density Employment Area designation applies to an area located in the south-east part of the Town Centre near the interchange of Highway 417 and Eagleson Road and to an area to the north-west of the interchange of Highway 417 and Terry Fox Drive.

South-East Area

In the Low Density Employment Area located in the south-east area of the Town Centre, existing development consists of light industrial buildings and a motel. It is intended that future development will consist of low-rise buildings containing office and light industrial or retail uses. Retail uses north of Hearst Way will be limited as follows:

- total retail GLA will not exceed 10,000 m² ;
- building sizes will be in the range of 2,800 m² to 4,700 m² ;
- any building shall be limited to two tenants.

Opportunities to intensify development over time will be encouraged but total retail GLA within the designation will be limited to 10,000 m².

North-West Area

In the Low Density Employment Area located north and west of the interchange of Highway 417 and Terry Fox Drive the permitted uses shall include the following:

1. Restricted Industrial uses subject to the policies of this Plan, including office uses;
2. Automotive Commercial Uses, subject to the policies of this Plan;
3. Large Retail Warehouse, subject to the policies of Section 6.9.4 following;
4. Retail Warehouse, subject to the policies of Section 6.9.4 following;
5. Business Park Retail Outlet;
6. Planned Retail Centre, subject to the policies of Section 6.9.4 following;
7. Accessory Commercial Development;
8. Home Renovation Centre.

The standards established for certain uses, such as retail warehouse type uses, shall be guided by the applicable policies and definitions of this Plan. The zoning by-law shall set out specific regulations on uses, performance standards and restrictions.

“Special Policy Areas”

Special Policy Area 1 – LDE-1 – reserved for future use

Special Policy Area –2 - LDE-2 [Amendment 83, February 24, 2010]

In the Low Density Employment Area – Special Policy Area 2, the permitted uses shall include the following: [Amendment 66, September 10, 2008]

- i. All of the uses permitted in the Low Density Employment Area located north and west of the interchange of Highway 417 and Terry Fox Drive;

- ii. Retail Store [Amendment 56, August 29, 2007]

Special Policy Area –3 - LDE- 3 [Amendment 83, February 24, 2010]

Lands designated Low Density Employment Area – Special Policy Area 3 (LDE-3) shall be developed in conformity with the following policies: [Amendment 66, September 10, 2008]

1. Permits the same uses as in the Low Density Employment Area located north and west of the interchange of Highway 417 and Terry Fox Drive, and also allows the additional use of a Retail Store. [Amendment 49, February 14, 2007]

Special Policy Area –4 - LDE- 4–

In the Low Density Employment Area- Special Policy Area 4 (LDE-4), the permitted uses shall include the following:

- i. All of the uses permitted in the Low Density Employment Area located in the South-East Area; and
- ii. A hotel. [Amendment 74, ordered by OMB File No. PL081338 issued on April 16, 2009]]

Special Policy Area –5 - LDE-5- [Deleted as Per Amendment #80 January 13, 2010]**5.7.5.6 Town Centre Open Space**

The major Town Centre Open Space designation applies to an 8 ha site located between Campeau Drive and Kanata Avenue in the north-west part of the Town Centre Community. Effective linkages to surrounding land uses, especially to Main Street, will be assured through the development approval process.

The City owns 2 ha surrounding the existing knoll and pond and has a right of first refusal on the remaining 6 ha. The City intends to acquire the whole site and to use it as an urban park.

If the additional land is not acquired by the City, or portions of the site are declared surplus after careful analysis, it will be considered as Central Business District and the policies related to that designation will apply without the need for an amendment to this Official Plan. A dual designation applies to this 6 ha site.

Prior to the approval of development applications for lands abutting this designation, an environmental impact study will be undertaken to identify the significance of the site's natural features, the potential impacts of the proposed development on those features and appropriate measures to minimise those impacts, having regard to the other relevant policies of this Official Plan.

Other lands designated Open Space are subject to the policies of Section 6.2 of this Official Plan. Their exact locations will be determined at the Subdivision approval stage and may be adjusted without amendment to the Official Plan provided the intent of the Plan is maintained.

5.7.5.7 Neighbourhood Service

The Neighbourhood Service designation is intended to accommodate a mixed-use node at the eastern rapid-transit station in order to serve the community, encourage more efficient use of transit and create a significant entrance feature visible from both Campeau Drive and Highway 417.

The eastern rapid-transit station will be integrated directly into this designation and be placed generally north of the proposed storm water management pond. Pedestrian and cycling facilities will be designed to encourage residents to use these modes of transportation between their homes and the Transitway.

Permitted Uses

Community service uses, offices, or similar employment opportunities and ancillary retail uses not exceeding 1,500 m² of GLA will be developed in a mixed use form which combines residential/business or commercial/ business in an integrated form.

5.7.5.8 Mixed-Use Centre

- a) Mixed-Use Centre at 143 Didsbury Road
1. ***The permitted uses shall include all of the uses permitted in Section 3.6.2, Mixed-Use Centre, in the Official Plan for the City of Ottawa (Volume 1).[Subject to Amendment #136, September 10, 2014]***
 2. ***Development within the Mixed-Use Centre designation is required to contribute towards achieving a target of 12500 jobs in the Kanata Town Centre. Therefore, residential uses are only permitted when included in a mixed-use development that contains a minimum gross floor area of 2000 square metres of non-residential uses. [Subject to Amendment #136, September 10, 2014]***
 3. ***The implementing Zoning By-law for the area designated as “Mixed-Use Centre” on Schedule B1- Kanata Town Centre shall contain holding designation provisions as follows:***
 - a) ***Where an “h¹” holding designation is in place, retail store and retail food store uses are prohibited until the following conditions have been fulfilled and the holding designation is removed.***
 - (i) ***a transportation impact assessment has been submitted and approved that identifies the roadway/intersection modifications required to support the development of a maximum of 4999 square metres of retail store and/or retail food store uses; and***
 - (ii) ***if the approved transportation impact assessment identifies that the Terry Fox Drive/Earl Grey Drive underpass or the widening of Terry Fox Drive from four to six lanes between Campeau Drive and Palladium Drive are required to support the proposed development, the General Manager, Planning and Growth Management, must be satisfied that the construction of the underpass or road widening will be completed prior to occupancy of the development.***
 - b) ***Where an “h²” holding designation is in place, the maximum building height is 13.5 metres for a building containing a hotel use until the following conditions have been fulfilled and the holding designation is removed:***
 - (i) ***a transportation impact assessment has been submitted and approved that identifies the roadway/intersection modifications required to support the development of a building that has a building height greater than 13.5 metres and contains a hotel use; and***
 - (ii) ***if the approved transportation impact assessment identifies that the Terry Fox Drive/Earl Grey Drive underpass or the widening of Terry Fox Drive from four to six lanes from Campeau Drive and Palladium Drive are required to support the proposed development, the General Manager, Planning and Growth Management, must be satisfied with the construction of the underpass or road widening will be completed prior to occupancy of the development.***
 - c) ***Where an “h³” holding designation is in place, the maximum building height is 13.35 metres for a building containing an office use, or any other non-residential use except a hotel use, until the following conditions have been fulfilled and the holding designation is removed:***

- (i) *a transportation impact assessment has been submitted and approved that identifies the roadway/intersection modifications required to support the development of a building that has a building height greater than 13.5 metres and contains an office use or any other non-residential use except a hotel use; and*
- (ii) *if the approved transportation impact assessment identifies that the Terry Fox Drive/Earl Grey Drive underpass or the widening of Terry Fox Drive from four to six lanes between Campeau Drive and Palladium Drive are required to support the proposed development, the General Manager, Planning and Growth Management, must be satisfied that the construction of the underpass or road widening will be completed prior to occupancy of the development.*
- d) *Where an “h⁴” holding designation is in place, all residential uses are prohibited until the following conditions have been fulfilled and the holding designation is removed:*
 - (i) *a transportation impact assessment has been submitted and approved that identifies the roadway/intersection modifications required to support the development of all of the proposed residential and non-residential uses; and*
 - (ii) *if the approved transportation impact assessment identifies that the Terry Fox Drive/Earl Grey Drive underpass or the widening of Terry Fox Drive from four to six lanes between Campeau Drive and Palladium Drive are required to support the proposed development, the General Manager, Planning and Growth Management, must be satisfied that the construction of the underpass or road widening will be completed prior to occupancy of the development. [Amendment #80 January 13, 2010] [Subject to Amendment #136, September 10, 2014]*

5.7.5.9 Maximum Building Heights

[Introduced by Amendment #136, September 10, 2014]

5.7.6. Other Issues

5.7.6.1 Area of Natural and Scientific Interest

The exposed sedimentary rock formation located in the Queensway corridor immediately east of Terry Fox Drive is an earth science feature which the Ministry of Natural Resources has identified as having significance in the area. The City encourages those agencies with responsibilities for programs, which may affect this feature, primarily the Ontario Ministry of Transportation, to work with the Ministry of Natural Resources to preserve it.

5.7.6.2 Storm Water

The former City of Kanata commissioned a Storm Water Master Drainage Study of the Watts Creek tributary that traverses lands in the Town Centre north of provincial Highway 417. The study recommends two storm water treatment ponds in the conceptual locations shown on Schedule B-1. Detailed designs for these facilities must carefully integrate them with surrounding uses in accordance with the relevant policies of this Official Plan.

Council has also required, as a condition of subdivision approval for Regional Shopping Centre lands, that a similar drainage study be undertaken by the subdivider for the tributary of the Carp River which drains the western part of this site.

Once these Drainage Studies have been approved by the City, the Ministry of Natural Resources, the Ministry of Transportation of Ontario, the Mississippi Valley Conservation Authority as well as the National Capital Commission, where such Drainage Studies could impact federal lands, all development of Town Centre lands shall proceed in accordance with the recommendations contained therein.

For those areas which are undeveloped located south of Highway 417, a storm water design plan shall be prepared prior to subdivision and/or site plan approval. The required storm water design plan shall address those quality, quantity, erosion and sediment issues which are caused by and are indigenous to the site. Such storm water design plans shall be approved by the Ministry of Natural Resources, the Mississippi Valley Conservation Authority, the City Engineer, as well as the National Capital Commission, where such storm water design plans could impact federal lands.

5.7.6.3 Sanitary Sewers

The former City of Kanata has commissioned a Design Study for the major sanitary sewer system for the Town Centre lands north of provincial Highway 417. The purpose of the Study is to determine sewer sizes and alignments, establish costs and review methods of funding. Once the recommendations of the Study have been accepted by the City, in consultation with the Ministry of the Environment, development of Town Centre lands shall proceed in accordance with these recommendations and the policies of Ottawa Official Plan Section 2.3.

5.7.6.4 Phasing

Development of the Town Centre Community to the extent inherent in the land use designations contained in this Plan may take thirty years or longer, well beyond the Planning Period. Especially with respect to commercial and employment uses in the Central Business District, Main Street and the Kanata Regional Shopping Centre, development is likely to proceed in phases, with some sites being left vacant for long periods, others being redeveloped entirely or experiencing stages of intensification. The rate of development will depend on growth within the Community, the City. General economic factors will also affect it.

The provision of major roads, highway overpasses, and Municipal facilities will be dependent on population growth, as well as on the financial capabilities of the City, and the Province.

Achievement of the Goals and Objectives for this Community will require the need for consultation between the residents, developers, municipal and provincial government and service agencies.

5.7.6.5 Services

Municipal Services in the Town Centre Community shall be provided in accordance with the policies of Ottawa Official Plan, Sections 2.3.2 and 2.3.3.

5.7.6.6 Streets

All streets in the Town Centre shall have a high level of streetscape development which complements and encourages pedestrian and cycling activities, including tree planting, lighting, furnishings and sidewalks on at least one side of every street. In the Main Street, Central Business District and Kanata Regional Shopping Centre designations sidewalks will be required on both sides of every street. Detailed Town Centre Design Guidelines have been prepared to assist in visualising the intended streetscapes for the Town Centre and will be implemented as conditions of development approval.

5.7.6.7 Sound Attenuation Studies

In keeping with the requirements of this Official Plan for a high quality streetscape design, Campeau Drive, Kanata Avenue and Katimavik Road shall not be dominated by noise fences. Alternative design approaches will be used to meet the general intent of the sound attenuation policies wherever possible.

These measures will occur during the earliest stages of the design process and ensure that the outdoor amenity areas are located in a manner that will not result in the need for unsightly noise fences.

In accordance with the policies of Section 4.4.8.7 in the Ottawa Official Plan, sound attenuation studies may be required to be prepared for noise-sensitive development proposals. Once these studies have been approved by the City, in consultation with the Ministry of Environment and the Ministry of Transportation, their recommendations for sound attenuation may be included in Subdivision or Site Plan Agreements.

Wherever noise fences are required, intensive vegetation planting will occur in order to minimise the visual impact of these structures.

5.7.6.8 Energy Conservation

As much as is possible, methods of conserving energy shall be used in development of the Town Centre lands. This will include the consideration of micro-climate, location and density decisions that encourage pedestrian/bicycle/transit travel and similar measures.

5.7.6.9 Needs of the Physically Challenged

Wherever possible, the design of buildings, parking areas, streets and pedestrian routes shall take into account the needs of physically challenged persons such as those confined to wheelchairs.

5.7.6.10 Service Access

Where required, separate service and emergency vehicle access routes shall be provided through Site Plan approval to ensure ease of access to areas not otherwise accessible from the local or arterial road systems.

5.7.6.11 Hydro Services

Except for 44 kV lines or higher, all Hydro services will be placed underground, preferably in public rights-of-way, in order to avoid conflicts with the urban design objectives of the Official Plan for the Town Centre.

The potentially divisive influence of the north-south Hydro corridor located immediately west of the pedestrian overpass will be minimised through mechanisms such as the design of abutting developments, encouragement of compatible planting materials and use for vehicle parking.

5.7.7. Transportation

5.7.7.1 Highway 417 Right-of-Way

Within the "Permit Control Area" of the Ministry of Transportation, as established by the Public Transportation and Highway Improvement Act, 1990, any proposed alterations to Highway 417, including on/off ramps at Castlefrank Road, location of all entrances/buildings/structures/lights/drainage facilities shall be subject to the review and approval of the Ministry of Transportation. On/off ramps are identified symbolically on Ottawa Official Plan Schedule E east of the Castlefrank Road Highway 417 flyover. The Ministry of Transportation shall consult with the City to determine the need for and location of these on/off ramps. Where warranted, the Ministry of Transportation may enter into an agreement with the City to address any of the above-noted matters.

5.7.7.2 Transit

The provision of transit service is the responsibility of the City. Land for transit-related facilities or the provision of transit routes, stops and hardware shall be required through the Subdivision or Site Plan approval process, as deemed necessary by the City. In order to avoid wasting land and help achieve the

density policies of this Official Plan, the Transitway corridor will be limited to a width of about 15 m except in the vicinity of rapid-transit stations, overpasses and locations where designing around physical features requires greater width.

Rapid-transit stations shall be well-lit so as to be safe after dark. Park-and-Ride lots are permitted but will be conveniently located and shall be carefully integrated with surrounding uses so as not to become an incompatible use. Where Park-and Ride lots are provided, they shall have clearly-defined, well-lit pedestrian connections to the stations. In order to provide for an integrated transportation system each transit station is to be integrated with both pedestrian and cycling systems as described in the following sections. In the long term it is expected that only the east and west rapid-transit stations will be directly connected to the local transit service.

To encourage maximum Transitway usage, higher densities will be strongly encouraged within walking distance of rapid-transit stations.

The general supply and demand for parking spaces in non-residential developments in the Town Centre shall be monitored to ensure any over-supply is not detrimental to transit use. The Zoning By-law may specify minimum and maximum numbers of spaces.

In the long term, local transit service will be provided through the Community Commercial (CC) lands, connecting Hearst Way to Aird Place.

5.7.7.3 Cycling Routes/Pedestrian Corridors

Primary cycling routes shall be accommodated in designated public streets and rights-of-way within the Town Centre Community, as required by the City and in concert with the National Capital Commission Multi-purpose Recreational Pathway Plan. Such routes shall be well defined through the provision of traffic signage, pavement markings, and/or information / recreation signage. Cycling / pedestrian corridors are identified on Ottawa Official Plan Schedule I.

Primary and secondary cycling routes and pedestrian walkways linking the rapid-transit stations to other Town Centre lands shall be defined on Urban Design Plans, Subdivisions and Site Plans, as required by the City. As much as possible, cycling routes and pedestrian walkway links shall be located in places intended to have people-related activities in the day and evenings during transit service hours, to provide safety after dark.

5.7.7.4 Pedestrian Routes

Generally, pedestrian routes shall be along sidewalks in public streets and on pathways through open space corridors in order to ensure the best possible interconnections to all parts of the Community.

Convenient, protected and attractive pedestrian linkages will be designed into the Castlefrank Road bridge over Highway 417 to link lands on the south side to the proposed western Transit Station. Pedestrian walkways shall be clearly-defined and well-lit.

Particular emphasis will be placed on the design of convenient linkages between the Town Centre Community and Communities north of Campeau Drive, recognising the special needs of school children.

The corridors identified as Pedestrian Only on Ottawa Official Plan Schedule I are intended to accommodate pedestrian and cycling pathways instead of streets in order to add convenience without encouraging "cut-through" vehicular traffic.

5.7.7.5 Transportation Study

The former City of Kanata has commissioned the "Kanata Town Centre Transportation Study" which has addressed several land use strategies and roadway impacts within the Town Centre Community. The time frame for this study reflected the ultimate development of the Kanata Urban Area and the study has assessed retail, employment and residential development densities which are inherent in the current development plan. The study has also addressed pedestrian, cycling, transit and vehicle circulation systems within the Town Centre Lands. Once the "Kanata Town Centre Transportation Study", is completed and approved by the City, development in the Town Centre lands shall proceed in accordance with the recommendations contained therein.

Supply and demand management techniques will be considered as conditions warrant, in order to complement other transportation management techniques.

5.7.7.6 Town Centre Streets

A system of Town Centre Streets shall be provided through subdivision approvals. Said streets shall be developed in accordance with recommendations in the Transportation Study referred to in subsection 5.7.7.5 and with the Design Guidelines referred to in subsection 5.7.8.2. Town Centre Streets shown on Ottawa Official Plan Schedule E hereto may be approved in different locations on Urban Design Plans and Subdivisions without need to amend this Plan provided the modified grid system is retained and the other relevant policies of this Official Plan are implemented.

Within the Town Centre Residential designation, local transit may be internally accommodated between the intersection of Campeau Drive and Teron Road and the Kanata Regional Shopping Centre, Main Street and Central Business District designations without the necessity of using Campeau Drive. The design will discourage other "cut through" vehicular traffic and will be studied further in consultation with O-C Transpo.

5.7.7.7 Town Centre Arterial Roads

Campeau Drive and Katimavik Road will be designed so that when ultimate widths are achieved, an attractive, tree lined median is constructed to enhance these major Community boundaries.

5.7.7.8 Onsite Parking

[Introduced by Amendment #136, September 10, 2014]

5.7.8 Implementation

5.7.8.1 Urban Design Plans and Master Concept Plans

In 1993 a detailed Urban Design Concept Plan (Demonstration Plan - September 9, 1993) was prepared to demonstrate how the vision for Kanata's Town Centre could be achieved, taking into account the natural attributes of the site, marketing realities, transportation opportunities, community wishes, land ownership, past decisions, surrounding land uses and other parameters. The resulting design combined these factors with the views of interested persons and agencies. An additional "key map" was prepared to show the land areas, dwelling unit counts and job counts represented by the Demonstration Plan - September 9, 1993. The results of this exercise form an appendix to this Official Plan but do not form an actual part of the Official Plan.

In 1998 and 1999, the former City of Kanata updated its plans for the Kanata Town Centre with the preparation of the Kanata Town Centre Master Concept Plan and the Kanata Regional Shopping Centre Master concept Plan. These documents were prepared to provide a design and development strategy for the parts of Kanata Town Centre located north of Highway 417, and between Terry Fox Drive on the west and the Hydro right-of-way on the east.

The area north-east of Kanata Avenue contains the Central Business District, Main Street and primary Open Space Areas. The area south-west of Kanata Avenue is the Kanata Regional Shopping Centre. These master concept plans were prepared taking into account the basic design principles of the Kanata Town Centre, the input of the public and other stakeholders, market conditions and engineering requirements.

These master concept plans are part of the appendices of this Official Plan but do not form an actual part of the Official Plan.

Over time it is the intent of this Official Plan to ensure that the major principles and policies be implemented but that the detailed form be adjusted to recognise more detailed studies, changing market conditions and community needs. In order to ensure that important principles are maintained and that employment and residential targets will be achieved, revisions to Urban Design Concept Plans and Master Concept Plans may be undertaken without the need to amend this Official Plan. It is Council's intent that Urban Design Concept Plans and Master Concept Plans shall ensure support for the achievement of the Vision and the major planning and design principles for the Town Centre.

5.7.8.2 Design Guidelines

Kanata Council has commissioned the preparation of Design Guidelines for Town Centre development. Design Guidelines for the Town Centre once approved by the City, they shall be appended to Subdivision and Site Plan agreements as part of the City's development standards for this Community, provided that this requirement shall not apply to the lands within the Kanata Regional Shopping Centre.

It is Council's intent that specific Urban Design Guidelines for the development of the Kanata Regional Shopping Centre will be prepared. Where such Urban Design Guidelines are in place, they are not to be interpreted as statements of policy or applied as development standards. It is intended that the existing Design Guidelines or future Urban Design Guidelines will be used to assist in evaluating site plan applications for the Regional Shopping Centre. The preparation or absence of Urban Design Guidelines will not delay site plan approval or development of the Kanata Regional Shopping Centre.

5.7.8.3 Transportation Study

As set out in Section 5.7.7.5 above a Transportation study will be completed to assist in the implementation of the Town Centre policies.

5.7.8.4 Shared Parking/Parking Authority

Mechanisms to share parking between uses will be investigated and encouraged to ensure that there is an adequate supply of parking spaces while ensuring that an over supply is not created in the Town Centre. The use of Cash-in-lieu of parking and the establishment of a parking authority will be examined.

5.7.8.5 Design Committee

A Design Committee may be established to assist in evaluating site plan applications for Town Centre developments, including consideration of Urban Design Guidelines, through the site plan approval process.

5.7.8.6 Signage

Studies will be co-ordinated by the City to determine the most appropriate signage to use in the Town Centre, especially in the Main Street designation, in order to help foster its unique identity, and in the Kanata Regional Shopping Centre designation to ensure its integration with Main Street.

5.7.8.7 Servicing and Phasing

The City will undertake a phasing study to determine the timing of major infrastructure servicing in the Town Centre Community in order to ensure the cost effective and timely delivery of the services needed to bring about the Town Centre Community's development.

5.7.8.8 Tree Management Plans

Prior to approving development applications (e.g. subdivision approval, site plan approval), treed areas will be analysed to the satisfaction of the City in order to determine the best methods of ensuring that the development program which is required under this Official Plan is accompanied by healthy trees. The following techniques will be used:

- development will be designed to enhance tree survival prospects and any development proposal will include measures on how to achieve this;
- in addition, landscaping plans will be developed and aggressively implemented to ensure that substantial new tree cover complements proposed development;
- tree cover in areas not yet undergoing development shall be retained and preserved until development occurs;
- the preservation of existing trees will be encouraged, where appropriate, to help retain this vegetation until replacement trees have become established;
- the Town Centre Design Guidelines will be used to help implement these policies;
- a monitoring program will be established to evaluate the success of tree preservation efforts and make appropriate adjustments as required.

6.9.4 Policies for Retail Uses in the North-West Area of the Town Centre

Retail Warehouse, Large Retail Warehouse and Planned Retail Centre may be permitted subject to all of the following policies:

1. Retail Warehouse uses may not be permitted until 01 October, 2001.
2. On or after 01 October 2001, Retail Warehouse uses may be permitted. Implementing zoning by-laws for the areas designated as LDE, MR-2 and MR-3 on Schedule 'A' of this Plan shall contain holding zone provisions with respect to the development of any individual site for such uses, specifying that the holding zone symbol may not be removed prior to 01 October, 2001 and after that may only be removed on completion of the following, to the satisfaction of the municipality:
 - a) a traffic study to identify what roadway/intersection modifications are required to support the scale of development proposed;
 - b) a market study that demonstrates that the planned function of the Kanata Regional Shopping Centre in the Kanata Town Centre will not be undermined, such study to be required until the Kanata Regional Shopping Centre develops to 50,000 square metres of gross leasable area;
 - c) the submission of a complete site plan application under Section 41 of the Planning Act;
 - d) other information, as may be required by the municipality.
3. Large Retail Warehouse uses may be permitted, but are limited to 10,000 square metres of gross leasable area until the Kanata Regional Shopping Centre in the Kanata Town Centre develops to 50,000 square metres of gross leasable area, but shall not exceed the lesser of 35,000 square metres of gross leasable area or the maximum gross leasable area permitted in the zoning by-law, subject to the submission of a zoning by-law amendment application supported by the following:
 - a) a traffic study to identify what roadway/intersection modifications are required to support the scale of development proposed;

- b) a market study that demonstrates that the planned function of the Kanata Regional Shopping Centre in the Kanata Town Centre and other significant retail nodes in Kanata will not be undermined;
 - c) other information, as may be required by the municipality.
4. Implementing zoning by-law amendments shall establish standards for Retail Warehouse, Large Retail Warehouse and Planned Retail Centre uses, including minimum and maximum lot area, parking and loading requirements, as well as gross leasable area, building height, setback and landscaping provisions.
 5. The maximum gross leasable area for Retail Warehouse and Planned Retail Centre uses shall not exceed 10,000 square metres per lot until the Kanata Regional Shopping Centre in the Kanata Town Centre develops to 50,000 square metres of gross leasable area. When this threshold has been met, Retail Warehouse and Planned Retail Centre uses may exceed 10,000 square metres of gross leasable area, but shall not exceed the lesser of 35,000 square metres of gross leasable area or the maximum gross leasable area permitted in the zoning by-law.