

3.0 THE RECOMMENDED CONCEPT PLAN

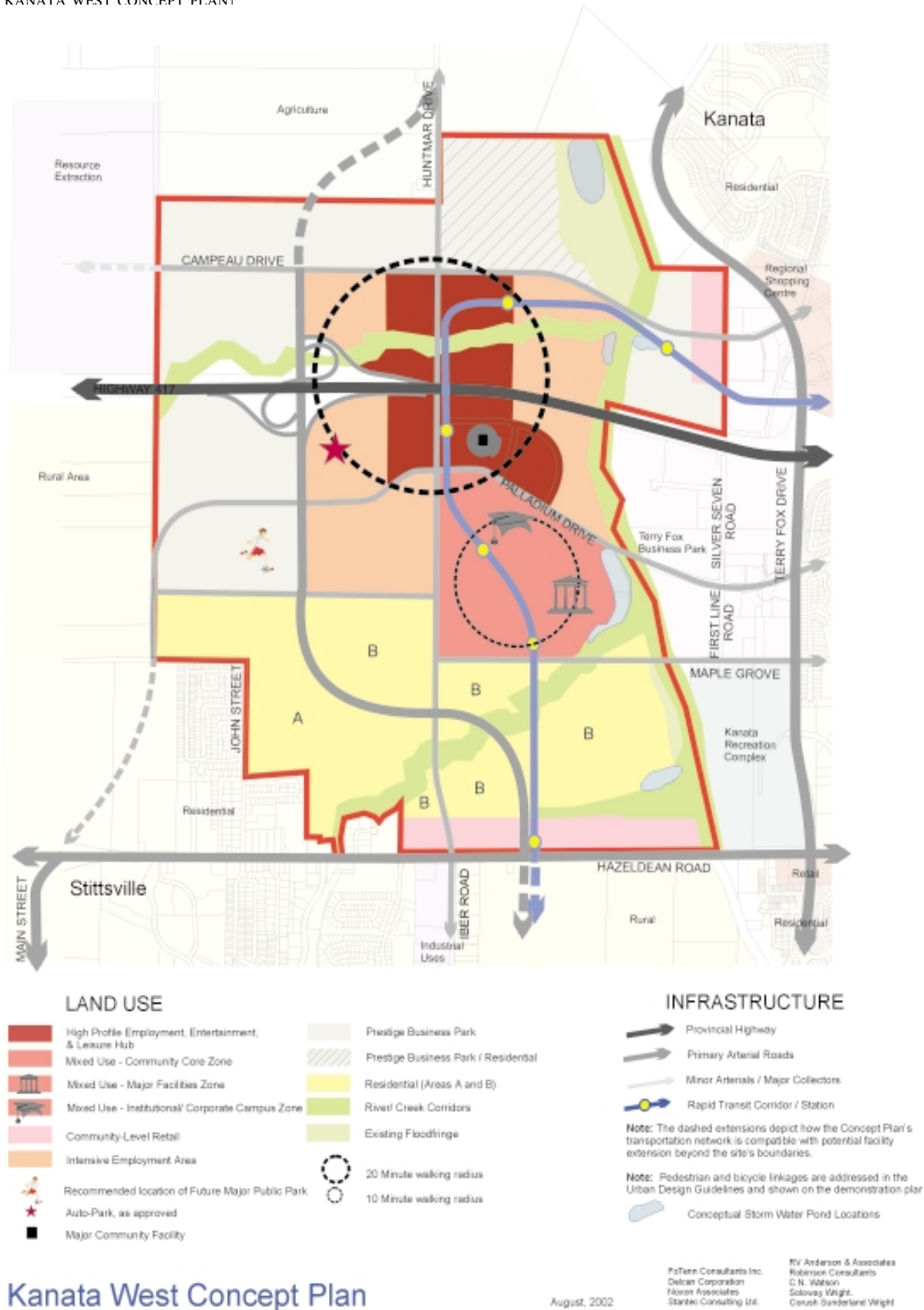
3.1 The Vision

The Vision for Kanata West is a new urban community which focusses on employment and provides a full range of corporate opportunities for knowledge-based businesses to establish, settle and flourish in Ottawa.

As opposed to the single-focus business parks of the past, this new community will be sustainable in terms of the mix of uses and the form of development, and will provide a full complement of opportunities for people to live, work, play and learn. The Plan provides for the accommodation of approximately 25,000 jobs, 5,000 residential units, and supporting retail, all set within a framework of natural corridors and waterways. The mix of uses includes office, housing, retail, institutional, entertainment and leisure activities.

This development will be much more urban in its character and will develop at densities that make efficient use of land and in a form that incorporates transit facilities as an integral part of the development to ensure its extensive use by employees and residents alike. The highest density uses focus on the major roads/interchanges and the future transitway.

Kanata West will be a distinct community, which respects its position between two existing communities and protects the identity of those communities, while providing a new model for suburban development. The land use concept and urban design guidelines will promote this intensive urban form, encourage movement and interaction between neighbourhoods, create a strong sense of place for this community, and set a standard for development that cultivates excellence.



Kanata West Concept Plan

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Figure 3-1 - Concept Plan
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3.2 Description of the Recommended Concept Plan

3.2.1 Land Use Districts

As illustrated in the Concept Plan shown at Figure 3-1, the proposal calls for a mix of uses in distinctive land use areas, described as follows:

High Profile Employment, Entertainment, and Leisure Hub

The High Profile Employment, Entertainment, and Leisure Hub is situated approximate to the Corel Centre (at the intersection of Highway #417/ Huntmar), and will be bisected by the future transitway corridor. The employment focus takes advantage of Queensway visibility and accessibility from both the roadway interchange and the future transitway. The entertainment and leisure component reinforces the Corel Centre sport and entertainment theme, consistent with the recommendation in the Malone Given Parsons Ltd. 'Economic Study of the Corel Centre', December 1999.

A variety of uses are recommended within the High Profile Employment, Entertainment, and Leisure Hub. The potential range of uses recommended for this area are set out in Appendix F and summarised as follows:

- **employment**, such as high technology offices;
- **personal and community-serving uses** such as banks, community health and social services, convenience stores, day care facilities, personal service businesses, recreational and athletic facilities;
- **leisure and entertainment uses** such as bars, cinemas, clubs, regionally-oriented entertainment, museums, night clubs, public halls, restaurants and theatres;
- **retail and theme/specialty commercial** such as sporting goods, household furnishings, food stores, farmers market, antiques and collectibles, leisure and hobby supply;
- **hotel and spas; and**
- **apartments.**

While the range of uses will be permitted as-of-right throughout the area, it is intended that the highest intensity uses, such as offices, hotels and high-rise apartments focus on the future transit-way and the 417 / Huntmar interchange to create a visual gateway to the area. Personal and community-serving uses are encouraged to locate in higher profile buildings, with active pedestrian uses oriented to grade.

Free standing, lower profile uses will be encouraged to the perimeter of the area, furthest from the Highway 417 and the future transit-way. These uses, which may include the range of activities identified above, should be sited to create a strong pedestrian orientation to the street, with parking oriented away from the street frontage. Surface parking areas, which serve retail, leisure or entertainment uses, should be shared as appropriate with the higher intensity uses. Over time, surface parking should redevelop to

Reference should also be made to the Demonstration Plan (Figure 4-1) which serves to illustrate the pattern of development envisioned.



more intense uses, with parking structures. Finally, the land use plan acknowledges the opportunity to create landmark retail, along an enclosed pedestrian-way, linking the transit system with the Corel Centre.

Over time it is expected that the High Profile Employment, Entertainment, and Leisure Hub will intensify significantly, with building heights in the range of 10-15 storeys in the vicinity of Huntmar Drive and Highway 417. The lands around the Corel Centre are also included in this designation with the desire that over-time its extensive surface parking area will also redevelop to an urban profile, with structured parking and transit to accommodate the demand a major events. It would also be appropriate to permit the establishment of a future park-and-ride facility at the Corel Centre, when the transitway is extended to this location.

Mixed Use Area

The Mixed Use Area is the heart of this new community and consists of three integrated land use concepts– the Community Core Zone, the Major Facilities Zone, and the Institutional/Corporate Campus Zone. The vision is a core that provides opportunities for a mix of activities – a place where people can live, work and play. The goal is to encourage a range of institutional, corporate and civic uses such as colleges/universities, public/private ventures, recreation complexes, and community facilities in close association with the community core uses. Combined with our institutions, the municipality and the private sector, the potential exists to develop a knowledge-based environment to promote the creation, integration and advancement of knowledge, in a liveable community.



The layout and character of this Mixed Use Area will be based on clear urban design guidelines, with a flexible regulatory environment to encourage business, housing, commerce, community and institutional facilities to this pedestrian-friendly, vibrant community. The approach calls for a range of uses in an urban, transit-friendly core. Over time, the Mixed Use Area will be traversed by an at-grade transitway, which will be integrated into the urban fabric of this community. The guidelines will ensure that the three areas are integrated functionally, through the use of shared facilities and resources; as well as physically, through an open space network that links pedestrian and public amenity areas.

Enterprise zoning will permit housing, neighbourhood-serving uses and offices to co-exist in the area, as-of-right. The Mixed-Use area is sized to allow reasonable walking distances between the various uses. To encourage the use of transit, pedestrian activity, and street life, it is envisioned that a tight mix of employment and housing will develop in this core, including along the transit spine. Active uses such as bars, night clubs, personal service businesses, restaurants and outdoor patios, food stores, retail stores, and theatres will be conditional uses restricted to the ‘main street’ commercial area, as illustrated on the Demonstration Plan (Figure 4-1). These uses increase the vibrancy of the core by extending the temporal and seasonal use of the area, with active, at-grade uses develop along the main street.

The potential range of uses recommended for the Mixed Use Area are set out in Appendix F and summarised as follows:

- **employment**, such as centres of higher education, office and research facilities;
- **residential**, such as townhouses, tri- and fourplex houses, retirement homes, and apartments;
- **personal and community-serving uses** such as banks, community health and social services, convenience stores; day care facilities; places of worship, recreational and athletic facilities; and
- **bed and breakfasts**; and
- **hotels**.

In the future, it is expected that the overall Mixed-Use area will develop at urban densities with a range of built form, up to four storeys in height. This density depends on the market response to the enterprise zoning approach and the mix of uses that result. Should this more flexible zoning approach not result in the mix anticipated (e.g., the demand is for all housing), a more traditional model that regulates use by acceptable percentages can be considered. Ideally, an even ratio of residential to non-residential uses is encouraged, but is not a requirement.

Intensive Employment Area

The Intensive Employment Area will provide a quality environment for high technology, and supporting use, set in a medium profile (up to 6 storeys) urban environment.

The uses recommended for this area are set out in Appendix F and summarised as follows:

- **employment uses** such as high technology offices, research and development centres, laboratories, and training centres;
- **personal & community-serving uses** such as banks, community health and social services, convenience stores; day care facilities, personal service businesses; and
- **retail and specialty commercial** focused in the loop of the Palladium interchange.

Although the Intensive Employment Area benefits from excellent highway access and proximity to the north-south arterial and Huntmar Drive, it is envisioned that the area will also be designed to take advantage of its proximity to transit service. In keeping with the design guidelines, the buildings will be oriented to the street with an emphasis on pedestrian connectivity both within the area, and to adjoining areas like the Mixed-Use Core.

The Intensive Employment Area is expected to develop over time at medium densities, with heights in the 4 to 6-storey range. To increase transit use and to provide a pedestrian friendly, urban environment buildings will be asked to address the street, ideally with parking behind. As



with the High Profile Hub, each proposal will be asked to demonstrate how surface parking could redevelop over time to more intense use, with structured parking.

Auto-Park

The Intensive Employment Area also includes an approved Auto-Park – a collection of dealerships, in a planned condominium arrangement. This permitted use is located in the vicinity of the Palladium interchange, as identified by the star symbol on the Concept Plan. The approved plans for this property anticipates up to 12 automotive dealerships and related accessory uses such as administrative offices, insurance and finance offices, restaurant facilities, and a farmers' market. Plans are currently underway to facilitate the first phase of this development and the pattern of development proposed is as illustrated on the Demonstration Plan.

The design guidelines will enhance the arrival points to both the Auto-Park and individual dealerships. Consistent standards of landscaping, lighting, signage, buffering and pedestrian movement will be established. Over time, the opportunity is established for the property to develop more intensely as uses permitted in the High Profile Employment, Entertainment, and Leisure Hub and in Intensive Employment Area will also apply to the Auto-Park lands.

Prestige Business Park

The Prestige Business Park provides the potential for a more traditional campus-style work environment for Ottawa's high technology sector. Uses within the Park will feature research and development facilities, high tech offices, laboratories, and training centres set in a land extensive environment. Low profile building form and generous landscaping will set the character of the Prestige Business Park as unique from other employment areas within Kanata West. While a maximum of four storeys is recommended for flexibility, it is expected that lower profile buildings (1 and 2 storey) would be the norm.



Given the emphasis on a campus-style business park in these locations, it is anticipated that the area will develop at the lowest densities and the greatest open space ratios. Due to the lower density of development, the provision of public open space and natural features within the fabric of the Prestige Business Park will be a feature of the area. This approach will allow for the sensitive integration of the locally significant White Pine grove and White Cedar forest to provide valuable aesthetic and landscaping assets to the community.

The open space network will provide facilities for both passive and active recreation, to benefit both the individuals working in the Prestige Business Park and those working or living in the surrounding areas. Parking facilities used by the businesses during the day may be available to accommodate after hours parking needs for the outdoor amenities and facilities such as sports fields.

The uses recommended for this area are set out in Appendix F and summarised as follows:

- **employment uses** such as research and development centres, laboratories, and training centres;
- **personal and community-serving uses** such as banks, convenience stores, day care facilities, personal service businesses, recreational and athletic facilities; and
- **leisure and entertainment uses** such as restaurants.
- For the area north of Highway 417 at the Huntmar Drive interchange, retail development is permitted on a maximum of 10.6 net ha of land but the amount of retail shall not exceed the amount of office by more than 8,000 square metres at any time.

The Prestige Business Park is ultimately a place for people and the design guidelines will facilitate usable external amenities and ensure appropriate linkages to surrounding employment and entertainment uses, as well as the neighbouring residential communities. Individuals will be presented with opportunities to walk or cycle to the Prestige Business Park through a linked open space network.

Residential (Areas A and B)

In order to create a complete community, the plan also includes a number of independent residential neighbourhoods. Although these areas are devoted primarily to housing, they also permit a range of supporting facilities and services. The Concept Plan shows two residential areas (Areas A and B). The two areas respond to the character of surrounding areas.

An established residential neighbourhood in Stittsville borders Area A. In order to respect the character of this community, Area A will provide a transition in building form, profile and density. Lower density, ground oriented housing is encouraged along the border with the existing residential areas. These uses will provide the transition to a mix of townhouse and low-rise apartments adjacent to the north-south arterial road.

The Plan provides for a diversity of housing and a variety of potential residents in Kanata West, from families to singles and older adults. Area A will permit a flexible range of residential dwelling types as set out in Appendix I and summarised below:

- **residential uses** including detached houses, duplex, tri and fourplex houses, linked-detached houses, linked and stacked townhouses, planned unit developments, retirement homes, special needs houses, and ecclesiastical residences;
- **personal and community-serving uses** such as convenience stores; day care facilities, and personal service businesses;
- **institutional uses** such as libraries, schools, and places of worship;
- **small business opportunities** – bed and breakfasts, and home based businesses; and
- **apartments** (not to exceed 4 storeys) are restricted to the lands adjacent to the proposed north-south arterial

Residential Area B is similarly designed to permit a range of residential dwelling types in a transit-integrated and pedestrian friendly environment.

In contrast to Area A, low-rise apartments (up to 4 storeys) are permitted through the zone.

Urban residential densities are encouraged throughout these residential areas. These densities are higher than typical suburban residential areas and is more in keeping with post-war communities such as Ottawa South and Glebe. The increased densities are based on the premise that this can result in less consumptive use of land as well as more efficient use and provision of services, including transit.

In order to increase interconnectivity within the residential areas and to the surrounding land uses, the development pattern for these communities emphasises a grid or modified grid street pattern. A close relationship of house to street is encouraged in order to support community interaction. Similarly, the design guidelines reduce the impact of the car on the streetscape, with parking located at the side or rear of properties and the garages set back to the front building face of the homes. Street design will facilitate and enhance pedestrian and cycle connections to facilities and services in area, including employment areas and the mixed-use core.

The residential zones will incorporate both private and public amenity areas. Public amenity areas can include active and passive park spaces, small courtyards, and natural corridors. Application of the design guidelines will ensure that the integrity and ecological functions of natural areas are respected in the development of the residential areas.

Prestige Business Park / Residential Area

The lands identified in the north east quadrant of the Concept Plan have a dual designation of Prestige Business Park or Residential Area. This is intended to provide the flexibility for this area to develop for either type of use, depending on the market interest. While either use is considered appropriate, the Project Steering Committee has suggested that once a commitment is made to proceed with a use, the entire lands should be considered for this use.

Should the lands be developed as Prestige Business Park, the land use and design guidelines set out in this report for this land use will apply. Should the lands be developed Residential, the land use and design guidelines set out in this report for Residential (Area B) will apply. In this area, a higher intensity/profile and mix of uses should be directed to the extended Campeau Drive.

Community Level Retail

The Plan recognises the benefit of locating retail facilities near residential areas, but also accepts that the lands adjacent to Hazeldean Road, Terry Fox Drive (north of Highway 417), and at the interchange are ideally suited from a market perspective (i.e., visibility and accessibility) to these activities. The challenge is to establish design guidelines, particularly along Hazeldean Road, that achieve the following objectives:

- A sensitively designed non-linear retail area, where parking is not the dominant feature.
- A 'green' buffer to Stittsville, compatible with the EA design for Hazeldean Road.
- A pedestrian-friendly format that invites the community to walk or cycle to the services.

The urban design guidelines respond to this challenge. A generous green corridor will create a visual and functional link with the community. The corridor will also provide pedestrian and cycle access to the commercial area. It will also create a recreational link to the natural corridors of the Carp River and a redefined Hazeldean Creek corridor. Guidelines also address that the orientation of buildings to the street, the treatment of parking areas, and the transition to the residential neighbourhood to the north.

In addition, a range of uses is recommended to encourage a clustering of activities over time, particularly where the north-south arterial and transitway corridor cross Hazeldean Road.

The uses recommended for the Community Level Retail Area are detailed in Appendix F, and summarised as follows:

- **personal and community-serving uses** such as banks, community centres, community health and social services, day care facilities; personal service businesses, post office, recreational and athletic facilities;
- **leisure and entertainment uses** such as bars, cinemas, clubs, night clubs, public halls, and restaurants, and theatres;
- **retail and commercial uses** such as artist studios, catering establishments, funeral homes, offices, repair shops and food stores;
- **institutional uses** such as instructional facilities, libraries, and places of worship;
- **residential uses** such as apartments, ecclesiastical residence, retirement homes;
- **hotels, bed and breakfasts.**

3.3 Analysis of the Recommended Concept Plan

3.3.1 Framework for Concept Planning

To assess whether the Concept Plan meets the municipal intent for the development of this area requires an evaluation of the guidelines, set out in *The Framework for Concept Planning*, approved by LSC and PSC. As described in Chapter 2, this framework blends the directions in ROPA 9, with the motions approved at Planning and Development Committee on March 8, 2001.

These key directions set out in the *Framework for Concept Planning* are evaluated as follows:



1. ***Enable the expansion of a world-class, high technology development area, built at relatively high densities, with a range of parcel sizes.***
 - The Plan provides for a mix of business opportunities – prestige business park to higher intensity office, leisure and entertainment.
 - Each character area responds to a different potential need in the market place and by virtue of the description and guidelines for these independent areas, a range of parcel sizes will result.
 - The employment areas call for a variety of job densities and building profiles. Comparatively, the densities are relatively high as this area focuses on a transit supportive land use model.

2. ***Strive to achieve a sustainable mix of uses - a place where people can live, work and play - with the potential for 31,000 to 36,000 jobs. The mix of uses should include, but not be limited to offices, housing, retail, institutional, entertainment and leisure activities.***
 - The Concept Plan is modelled on the live, work and play concept. A variety of independent neighbourhoods are proposed with a range of uses – housing, jobs, services, institutions, entertainment, leisure and community facilities.
 - The Plan provides for approximately 25,000 jobs and 5,000 homes.

3. ***Recognising the planned commercial hierarchy in the vicinity of the expansion area, have regard for:***
 - ***The vitality of Main Street, Stittsville and***
 - ***The evolution of the Kanata Town Centre as a retail and service commercial focus for the Kanata Urban Centre.***
 - The planning for this area is based on the live, work and play concept. Retail commercial is an important ingredient in this mix.
 - It is our opinion that the planned commercial hierarchy in the adjacent Main Street, Stittsville and Town Centre, Kanata will continue to evolve and remain vital in these communities, as will the KWCP area.
 - The overall promotion of growth in KWCP (25,000 jobs and 5,000 homes) will increase the demand for housing and additional services in nearby communities. This increased demand will also assist in the successful evolution of Main Street and the Town Centre.
 - The identified future roadway link from the Palladium/417 interchange to Main Street Stittsville will improve accessibility to Main Street and increase the street's attractiveness for jobs and commerce.
 - The Kanata Town Centre, which includes Kanata Centrum, is built at lower retail densities than originally anticipated. Therefore, the adjacent expanded retail is not seen as problematic.
 - Nevertheless, it is recommended that a retail study be required in support of a zoning by-law application in the Community-Level

Retail Area, the Intensive Employment Area, and the High Profile Hub to:

- Demonstrate that the market place can support the proposed retail uses. Absolute non-competition with the Town Centre or Main Street need not be shown, rather it should be demonstrated that similar opportunities for Main Street or the Town Centre are not precluded.

4. *Consider the appropriate mix and density of uses between Maple Grove and Hazeldean Road.*

- The appropriate mix of uses has been addressed for this area, through extensive public involvement. The area will be predominantly residential in character with transitional commercial uses along the north side of Hazeldean Road
- The Plan provides for a diversity of housing needs and provides options for a variety of potential residents in Kanata West, from families to singles and older adults. The density is targeted at post-war urban standards.

5. *Ensure a high level of urban design through guidelines addressing such matters as road design, landscaping, signage, built-form, site lay-out (setback and orientation), gateways and themes, urban and recreational linkages, and liveable urban spaces.*

- A high level of urban design addressing the matters described above is provided in Section 4.1 - Urban Design Guidelines.

6. *Support high quality transit service and transportation demand management (TDM) at the outset of the development, with a phased implementation of a transit strategy.*

- A Transitway corridor is already approved in the Regional Plan and will be extended to the Corel Centre. This corridor is also extended through the development to provide for possible future service to the southeast.
- Mixed land uses and local live-work relationships will decrease the need for single occupant vehicle travel. Higher density development will support the use of an extensive transit system. A full discussion of TDM is found in Volume 2- Appendix A and Section 4.3.6 of this report.

7. *Facilitate walking, cycling and other forms of recreation through the creation of linkages, both within the concept planning area and to adjacent established communities. In particular, provide for an attractive connection between Stittsville and Kanata through design guidelines to facilitate walking, cycling and transit use on Hazeldean Road.*

- Walking, cycling and other forms of recreation will be facilitated through the protection of the river and creek corridors and the creation of linkages within them. Furthermore, pedestrian connections are established in the urban design guidelines along roadway corridors, and through planned communities. Pedestrian and bicycle networks will serve to reduce the need for single occupant vehicle travel.
- In particular, design guidelines are proposed to facilitate walking and cycling in a dedicated green corridor adjacent to Hazeldean Road.

8. *Preserve and enhance environmental features, particularly those related to the Carp River, and protect existing resource areas.*

- Priority has been placed on the environment in the early stages of the concept planning. These features provide the overriding framework within which development is set.
- Natural environmental corridors (Carp River, Feedmill Creek, and Poole Creek) have been protected, strategies for their improvement identified and standards will be established to regulate development in their vicinity, through the Carp River Watershed Study.

9. *Provide for an appropriate transition/buffer to existing established residential neighbourhoods, including measures to control cut-through traffic.*

- This is achieved through the protection of the Carp River corridor on the east side of the Kanata West.
- The transition to the John Street residential area is achieved through the provision of like residential uses adjacent to this area.
- The design guidelines also establish a local roadway pattern, which will eliminate problematic cut through traffic.
- The major road network for the area is designed such that John Street regains its intended local function.

10. *Explore the desirability, or not, of maintaining some buffer between the former urban areas of Kanata and Stittsville.*

- As mentioned, the Carp River corridor will create an appropriate natural buffer to the Kanata area.
- The proposed design guidelines will also result in a dedicated green corridor adjacent to Hazeldean Road to facilitate walking and cycling. Like residential uses will provide the appropriate transition to the John Street residential area.

3.3.2 Conformity with ROPA 9

The shift in approach from a traditional campus-style business park as proposed in the approved ROPA 9, to a mixed-use area as recommended in the Concept Plan, necessitates changes to both the policies and sched-

ules of the Regional Official Plan. An evaluation of the specific policies in ROPA 9 is also provided and can be found at Appendix G.

The primary thrust of ROPA 9 was for the development of High Technology Business Park north of Maple Grove Road. The amendment “envisioned a prestige office and light manufacturing environment suitable for the high technology industry” and the development of “a distinctly urban campus, centred around a service commercial core at the interchange.” The lands located north of Maple Grove Road, are currently designated Business Park in the Regional Official Plan, with a restricted range of land uses. The lands between Maple Grove and Hazeldean were designated General Urban Area by ROPA 9. With the addition by former Regional Council of the lands between Maple Grove and Hazeldean, job targets were also increased from 21,000 to 24,000 jobs to 31,000 to 36,000 jobs (based on average of 70-75 jobs per ha.).

As discussed in Section 2.2, Planning and Development Committee (PDC) met on March 8, 2001 to consider the make-up of the Project Steering Committee. A number of motions on the desired approach for the planning of this area emerged at this meeting. These motions established a new direction for the Concept Plan with the desire to “ensure that the concept plan produces an innovative mixed use urban development where people will be able to live work and play.” This was distinctly different from the direction set out in ROPA 9. As a result of this direction, and in keeping with the recommended Concept Plan, it is necessary to amend the Regional Official Plan accordingly.

Consequently, it is recommended that the text of Section 4.4 Business Parks and to Schedules C1 - Future Urban Regional Roads Plan and E – Transit of the Regional Plan to accommodate the recommended Concept Plan. No changes are recommended to the Land Use Schedule B – Urban Policy Plan. Rather, it is proposed the range of uses in the Business Employment designation be broadened for the lands north of Maple Grove Road, to reflect the mixed-use nature of the concept plan. In our opinion, no changes are required to the General Urban Area designation south of Maple Grove Road.

It is also recognized that the site specific policies in the Regional Plan for both the Auto-Park lands (Policy 10.3.3.2) and for the Corel Centre lands (Policy 3.5.2.10) will also have to be amended to allow the broader range of uses proposed for these lands, in keeping with Concept Plan.

Finally, the underlying designations (and related policies) in the former Township of West Carleton, former Township of Goulbourn, and former City of Kanata Official Plans should either be repealed or replaced by the applicable schedules and policies in the Regional Plan, as amended. The proposed changes to the Regional Plan and Local Official Plans are set out in Appendix H.