



Building a Liveable Ottawa 2031 Backgrounder 4: Kanata/Stittsville

Wards 4, 6 and 23

Official Plan
Transportation Master Plan
Cycling Plan
Pedestrian Plan



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Building a Liveable Ottawa 2031 is a city-wide review of land use, transportation and infrastructure policies intended to make Ottawa a more vibrant, healthy and sustainable city. Multiple policies of the Official Plan, Transportation Master Plan, Infrastructure Master Plan, Cycling Plan and the Pedestrian Plan are being looked at.

The review underway builds on investments made since the last Master Plan reviews. It also incorporates technical research and the results of several outreach activities, including consultation with the general public and technical experts.

Below is a look at the policies and projects that will shape Kanata and Stittsville for the next 20 years.

At a Glance - Kanata and Stittsville Now*:

- During the morning peak period 76% of residents use their cars to get to work (passenger or driver) (66%), followed by 14% for transit (22%); 9% walk (10%), and; 1% cycle (3%).
- There are approximately 108,000 current residents, which accounts for roughly 12% of total city population and 31% of the City's overall growth in the past five years.
 - » 10.7% of area residents are over 65 years of age (13.2%).
- Kanata and Stittsville saw the largest number of new residential units of all areas in Ottawa since 2008: approximately 8,599 total new units (32,850), including 3,440 singles (9,572), 500 semis (1,486), 3,168 row (9,409), and 1,491 (12,383) apartments. With a one-third share of the city's new singles, the area had the largest number of new singles in the city.
- This area has 33% of the population outside the Greenbelt but 60% of the jobs.

*City-wide comparisons in parentheses.

Official Plan (Land Use)

To create more sustainable and liveable communities throughout Ottawa, the urban boundary will not be expanded in this review. Instead, as we continue to develop and intensify existing communities, this Official Plan proposes strategic changes to address several development issues.

Policies that will enhance the liveability and shape the development of Kanata and Stittsville in the coming years include:

- **Transit-Oriented Development** – The City is renewing its commitment to the Kanata Town Centre, an important existing community space, and proposes the development of a new vision to maintain its central role in the community. New policies support transit-oriented development in the Town Centre and in the mixed-use area around the Highway 417 interchange in Kanata West. These policies propose that a grid pattern of walkable blocks be maintained as areas develop and redevelop, to improve connections within and between sites and preserve opportunities for future infill. A minimum building height of four storeys is proposed.

Outside these areas, new policies on parking regulation and building height support transit use within walking distance of rapid transit stations and transit priority streets, where transit moves ahead of other vehicles.

- **Urban Design and Compatibility** – New design policies are proposed for development in the areas targeted for increases in jobs and housing: the Kanata Town Centre, the mixed-use area around the Highway 417 interchange in Kanata West, and along the mainstreets on Hazeldean Road, Eagleson Road adjacent to the Kanata South Business Park, and Stittsville mainstreet. The

Plan supports intensification, a mix of uses and walking, cycling and transit in these areas and new design policies to create attractive, walkable streets and communities. New development will require a high level of design for landscaping, wider sidewalks and other improvements, as well as specific building features (e.g. windows at street level).

- Throughout the community, stronger design requirements are proposed for buildings on gateways into the community, where major roads intersect. Also, buildings would be required to face the street and accent building entrances.

Developers may be asked for new studies on wind and shadows plus a design brief and planning rationale to show how proposals meet the City's plans and design policies.

- **Intensification and Tall Buildings** – New policies propose maximum building heights that will apply to all areas of the city unless a community plan sets different heights for the planning area.

A maximum height of 4 storeys is proposed within most residential areas. Heights potentially increase along arterial roads where transit priority measures are planned, such as Fernbank and portions of Terry Fox, or within walking distance of rapid transit stations.

Current height limits of up to 6 storeys remain the same on traditional mainstreets such as Stittsville mainstreet, and up to 9 storeys on arterial mainstreets such as Hazeldean and Eagleson.

Any tall building (10 storeys and more) will only be allowed through approval of a community plan. In Employment Areas, the proposals allow a zoning amendment to increase heights above the proposed standard of 4 storeys on sites within walking distance of rapid transit stations.

Buildings over 30 storeys are not contemplated outside the Greenbelt.

- The City is renewing its commitment to the Kanata Town Centre, an important existing community space, and proposes the development of a new vision to maintain its central role in the community. New policies support transit-oriented development the Town Centre and in the mixed-use area around the Highway 417 interchange in Kanata West. New policies propose that a grid pattern of walkable blocks be maintained as areas develop and redevelop, to improve connections within and between sites and preserve opportunities for future infill. A minimum building height of four storeys is proposed.
- **Employment Lands** – To ensure that more residents can live and work within Kanata and Stittsville, the Plan proposes to remove the potential for future housing and preserve certain areas for employment, including portions of the Kanata North Business Park, Kanata South Business Park, and the area west of Didsbury Avenue, as well as the Nortel site, which is fully developed for employment.

Transportation Master Plan (Roads, Transit, Cycling and Walking)

Since 2008, Kanata and Stittsville have benefitted from important transportation investments.

Transit investments - including improvements to the West Transitway, with the construction of the segment from Pinecrest to Bayshore Station - have improved service reliability and efficiency, especially related to the commute to and from downtown. In addition, the purchase of land for the new Innovation Park and Ride lot to open in 2014, the establishment pilot project of a Park and Ride lot with 100 spaces at the Canadian Tire Centre, as well as the completion of Environmental Assessment studies for the West Transitway between Bayshore Station and Moodie Drive and for the Western Transitway extension (Didsbury west and southward to the Canadian Tire Centre, Hazeldean and Fernbank Roads) have laid the groundwork for faster and more comfortable commutes to and from Ottawa's western suburbs.

Further, new road infrastructure investments have provided enhanced transportation options within the community and for commuters to other destinations in the City. Additional lanes to Hazeldean and March Roads, and the construction of a new segment of Terry Fox Drive have provided residents with more options to reach key destinations and growing areas within their community. The Highway 417 widening from Highway 416 west to March Road/Egleson Road interchange has also greatly enhanced commute times for drivers going to and from major employment destinations downtown.

The City has also made investments in safe, accessible walking and cycling facilities in the community, including sidewalk and pathway improvements along Stittsville Main Street, Huntmar, Campeau Drive, as well as Katimavik, Castlefrank and Eagleson. The multi-use pathway plans

approved along the Carp River corridor are key projects within an expanded pedestrian and cycling network for the area.

As every resident in Ottawa, regardless of where they live, uses the transportation system, we are proposing a balanced approach to our investments that address the needs of all users across the City.

For Kanata and Stittsville, the focus will be on improving connections to the expanded highway network and within the community, as well as to major employment nodes.

Specifically, proposed investments in the draft 2013 TMP include:

- **Significant LRT investments** including the Council-approved alignment between Tunney's Pasture Station and Baseline Station. In addition, the conversion of the existing Transitway from bus to rail two new stations from Lincoln Fields to Bayshore will greatly improve the commuter experience to downtown destinations.
- **A median-running bus rapid transit (BRT)** on March Road between Eagleson and Carling, with four new stations, will also provide better connectivity within the community and to other destinations. This will be further supported by new bus priority measures on Eagleson.
- **Park & Ride investments** will complement investments in transit for these communities, with approximately 300 parking spaces to open by late 2014 at the Innovation lot in Kanata North.

- A number of **road investments** will provide residents with better connections to key destinations in their community and access to an expanded highway network, including:
 - » New four-lane road at **Campeau Drive** between Didsbury Road and new North-South arterial in Kanata West.
 - » Underpass of **Terry Fox Drive** at Earl Grey Drive
 - » Widening **Old Richmond Road/West Hunt Club Road** from two-lanes to four lanes between Hope Side and Highway 416.
 - » New two-lane road between **Abbott Street and Fernbank Road**.
 - » Urbanize **Klondike Road's** existing two-lane rural cross section between March Road and Sandhill Road.
 - » Realign **Palladium Drive** in vicinity of Huntmar Road to new north-south arterial.
- Future road investments will also include:
 - » Widening of **Carp Road** between Highway 417 and Hazeldean Road from two lanes to four lanes.
 - » Widening of **Egleson Road** between Cadence Gate and Hope Side Road from two lanes to four lanes.
 - » Widening **Kanata Avenue** between Highway 417 and Campeau Drive from two lanes to four lanes.
 - » New two-lane road between **Palladium Drive and Abbott Street**.
 - » Widening of **Hope Side Road** between Eagleson Road and Richmond Road from two lanes to four lanes.
 - » Widening of **Huntmar Drive** between Campeau Drive Extension and Cyclone Taylor Boulevard from two lanes to four lanes.
 - » Widening of **Kanata West Mainstreet** between Palladium Drive and Maple Grove Road from two lanes to four lanes.
 - » New two lane road between **Palladium Drive and Maple Grove Road**.
- A number of cycling investments will be made to provide residents with attractive, more accessible connections to key

Transportation Master Plan (Roads, Transit, Cycling and Walking)

destinations within Kanata and Stittsville, including:

- » Kanata North Employment Node links, including new bike lanes on Leggett, Solandt and Hines. The City will also be addressing missing links on Terry Fox and Campeau.
- » Extensive multi-use pathway network through the Carp River restoration project.
- » High-quality on- and off- road cycling facilities in conjunction with new development, including connectivity to existing routes such as Poole Creek and the Trans-Canada Trail.
- **Sidewalk improvements** will ensure that pedestrians have safe and seamless access to the City's transit system, as well as community amenities, shops, schools, recreational facilities, and existing pathways. These include:
 - » Klondike Road between Sandhill and March
 - » Katimavik between Davis and the existing pathway and between Eagleson and Hurst Way
 - » Teron between Kanata Avenue and March Road
 - » March Road between Teron Road and Highway 417
 - » Castlefrank between Torcastle and Winchester
 - » McCurdy between Castlefrank North and Castlefrank South
 - » Several discontinuous sections along Varley and Leacock Drive