

# 1. DEVELOPMENT OF THE CONCEPT PLANS

## 1.1 Introduction

Following the directives in ROPA 9 and the *Framework for Concept Planning*, the consulting team began the initial task of developing broad development goals for the site. The team examined significant questions that would influence the character of the site and outcomes of the concept planning process. These included questions such as what were the employment goals for the site? What land uses were appropriate in light of the increasing focus on mixed-use development? How should environmental features be treated? Could innovative transit models be used? How could urban design guidelines be used to enhance the character and quality of the development? What would be the relationship between the new development, Kanata, and Stittsville?

The answers to these and other questions were informed by the existing conditions analysis, as well as by the opportunities and constraints presented by the site. They were additionally informed by an analysis of best practices and future trends and through a preliminary exploration of density and massing relationships. This work led to the creation of three preliminary options for development. Conceptual drawings were brought forward not only to inform the stakeholders and the public but also to initiate discussion and elicit feedback.

In addition to the work produced by the consulting team, the ideas generated in a number of informal public participation were brought forward for discussion. This sharing of ideas occurred in a public Visioning Exercise held in July 2001.

## 1.2 Visioning Exercise (Workshop #1)

The first of a number of public workshops and open houses was held July 11, 2001 at the Corel Centre. As noted, the workshops were seen as one means of ensure public participation and feedback in the planning process. More specifically, the first workshop was seen as a means to identify community values, objectives, and ideas for the development of the Kanata West lands. Participants were asked to respond to the initial ideas presented but were also charged with generating a series of concept plan and establishing “design principles” that would be used by the consulting team to create and evaluate alternative development scenarios.

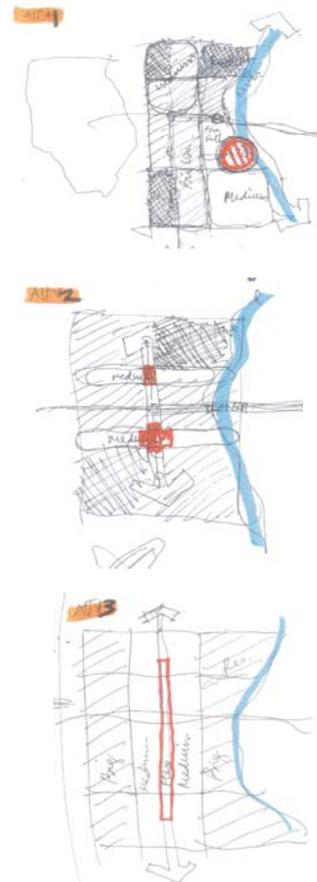


Figure 1-1  
Concept Development Sketches

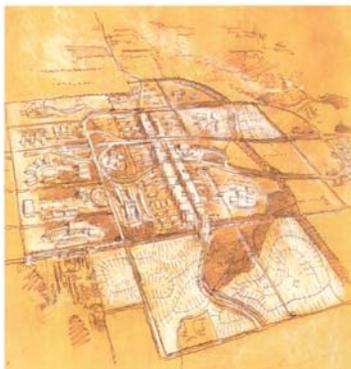
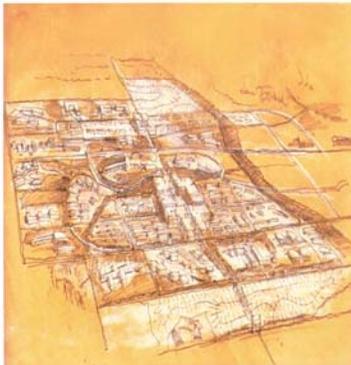


Figure 1-2  
Oblique Sketches of three Concept  
Development Options prepared by Hillier

Over 120 people attended the initial Visioning Workshop. Workshop participants included residents, business owners, landowners, members of the Project Steering Committee, municipal representatives, and professionals from the consulting team. Following a short summary of the project's history and a brief overview of existing conditions, the participants divided into 10 teams that would each establish their vision for the site. After two hours the teams presented their plans and described the ideas that they generated as well as the issues with which they struggled.

### 1.2.1 Workshop Outcomes

The visioning workshop resulted in 10 different design concepts. These recorded both the public feedback to the consultants' work and initial visions for the site. Following the workshop, a more detailed analysis of the concepts revealed ten common themes. The themes which are listed below, provided direction for the refinement of the concept plans.

#### *10 Common Themes:*

- Protect the waterways of Carp River, Poole Creek, Feedmill Creek and Hazeldean Creek and use them for linear recreation;
- Focus the intensive / highest profile employment opportunity at Palladium / 417 interchange, in proximity to the Corel Centre;
- Provide a residential transition area or landscape buffer zone at both the south-east (adjacent to John Street) and at the north-east corners of the plan;
- Strategically place nodes or hubs of development in relationship to the provision of transit stations / roadway interchanges;
- Provide a mix of housing types – low profile near established housing and higher profile near the nodes;
- Provide for a range of community level services – commercial retail, civic, institutional – generally dispersed throughout the site;
- Provide for a range of office styles – from lower density campus to higher density nodes;
- Provide for an urban core (typically identified as a Main Street) within the development; and
- Extend Huntmar Road and Campeau Drive; provide for a new road from Palladium interchange to Main Street, Stittsville.

### 1.3 Alternative Concept Plans

Following from the first workshop, the consulting team began the process of preparing more comprehensive alternative concepts for the site. These more refined concepts began to establish the roadway and transportation networks, define and locate land uses, and show key recreational linkages. They also proposed preliminary numbers regarding densities, employment targets and amounts of retail space.

The three concept plans all worked to ensure the possibility of a future, world-class High Technology Business centre on the site. To support this, they also proposed a future dedicated transit corridor and varying degrees of housing and mixed-use development. The primary difference between the three plans was the intensity and arrangement of the uses, and the

approach to transportation. This variation resulted in different employment, retail square footage, and residential units generated.

The three alternative refined concepts are shown on the following pages and the land uses common to all concepts are described briefly below.

### **1.3.1 The Land Use Designations**

The following descriptions of the various land uses were produced to support the concept plans and the land use analysis. The descriptions are common to all three alternatives and correspond to legends on the concept drawings.

#### **High Profile Employment, Entertainment, and Leisure Hub**

This was described as an area of high profile, high intensity uses such as high technology offices, hotel/conference facilities and residential apartments. The area would include entertainment and leisure uses such as speciality retail, arts/culture facilities and restaurants. The area would be designed to encourage active at-grade uses, transit-integration with more restrictive parking opportunities, as the transitway evolves in support of development.

#### **Mixed-Use Node**

The Mixed-Use Node was described as a medium profile, medium intensity mix of office, housing, retail and personal service uses. As with the High Profile area, the Mixed-Use Node would be transit-integrated and pedestrian friendly. Active at-grade uses would be required along the main street and parking would be limited. The vitality of the Mixed-Use Node was also seen as an excellent complement to adjacent Institutional/Corporate Campus and Major Public Park areas.

#### **Institutional / Corporate Campus**

The Institutional / Corporate Campus was seen as an area where complementary institutional, corporate and civic uses could be mixed in a campus style setting. This mix of uses could include colleges/universities, public/private ventures, recreation complexes, and community facilities. Transit integration would be encouraged.

#### **Intensive Employment Area**

The Intensive Employment Area was also described as a medium profile, medium intensity use focused on high technology offices and related services. Initial buildings would be approved based on plans that provide for future development targets. Once again, parking would be restricted over time, as the transitway evolves in support of development.

#### **Prestige Business Park**

The Prestige Business Park was defined as an area for campus style high technology uses such as offices, research and development parks. Design guidelines within the area would encourage low profile building form and extensive landscaping. Accessory uses such as personal service, restaurants, display and sales areas would also be permitted with the Business Park.





### **Residential**

The description of Residential areas envisioned a broad range of housing types - from ground-oriented to apartment – with a transition in building form, profile and density from the residential community in Stittsville to the core of the Kanata West development. Street patterns in the residential area would be based on a grid, or modified grid pattern and close relationship of house to street would be encouraged.

### **Landmark Retail**

This land use designation proposed an enclosed transit / pedestrian way - supporting retail – that was integrated and compatible with the Corel Centre.

### **Auto-Park**

The Auto-Park designation was identified as the lands approved to permit automotive dealerships and complementary accessory uses such as administrative offices, insurance and finance offices, and restaurants.

### **Community Level Retail**

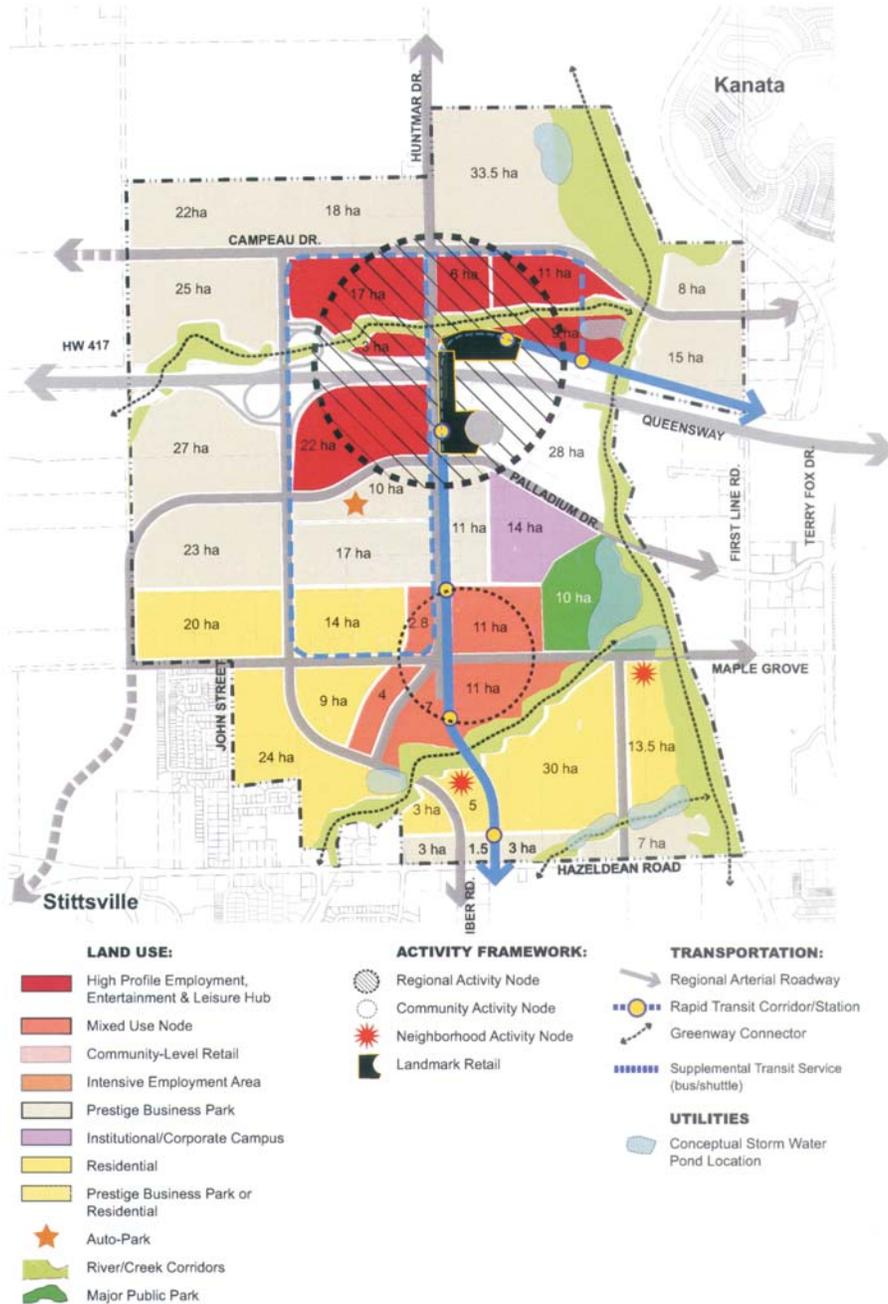
This land use designation would permit community serving retail, personal service uses, and related offices in selected areas of the development. Pedestrian friendly, street-oriented building design was established as an essential component to the land use. Additionally, it was seen as critical that the impact of parking in these areas be minimised through sensitive design.

### **1.3.2 The Transportation Network**

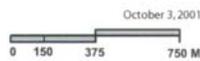
In addition to specifying the location and designation of various land uses the three alternative concepts defined possible transportation networks for the development area. This network proposed the locations of regional arterial roads, a rapid transit corridor, and supplemental transit service routes connected to the corridor. The transportation networks in all three alternative concepts were established to ensure efficient north-south and east-west travel, and to support estimated transit requirements.

### **1.3.3 The Open Space Network and Facilities**

The protection of waterways and opportunities for outdoor recreation was highlighted as one of the key themes coming out of the July Visioning Workshop. In response to this interest, all three alternative concepts define green space corridors along the three creek and river systems. All three concepts additionally complement this green space network with a 10-hectare Major Park Facility located in the core of the development. Although not shown on the concept plans, it was also described that the open space network would be further enhanced through a network of tree lined streets, a series of plazas / civic spaces, and community level parks in each of the areas.

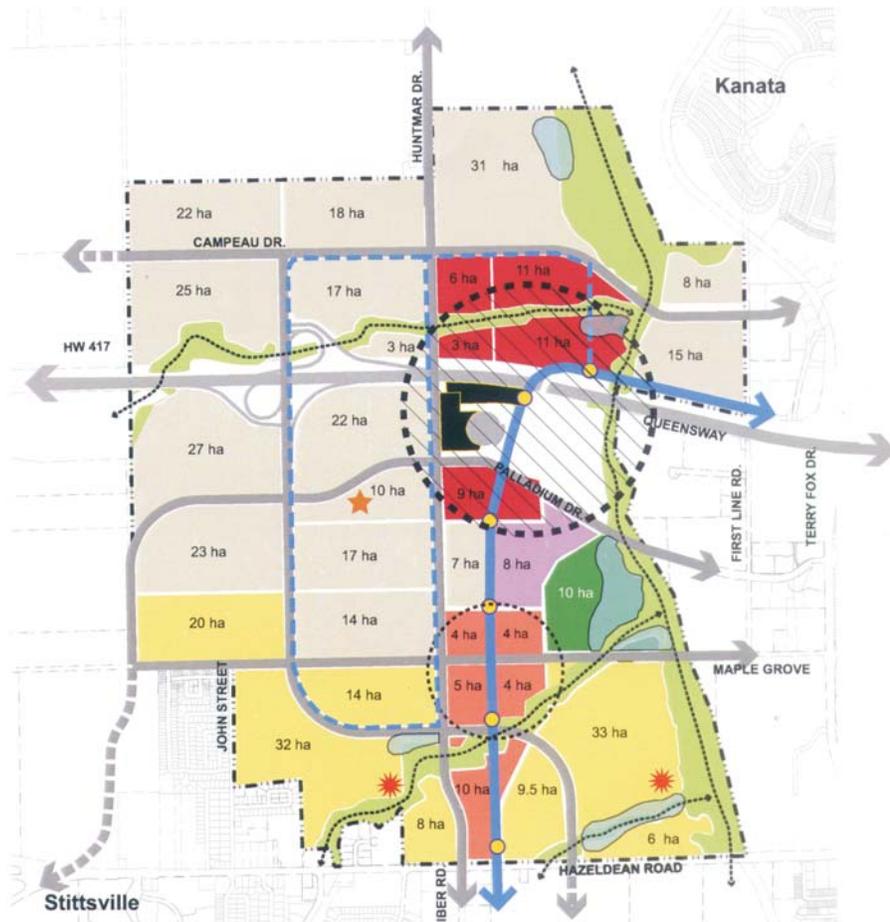


Kanata West Concept Plan: **1**  
Alternative



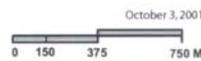
FoTenn Consultants Inc. RY Anderson & Associates  
Delcan Corporation Robinson Consultants  
Nixon Associates C.N. Watson  
Stantec Consulting Ltd. Soloway Wright



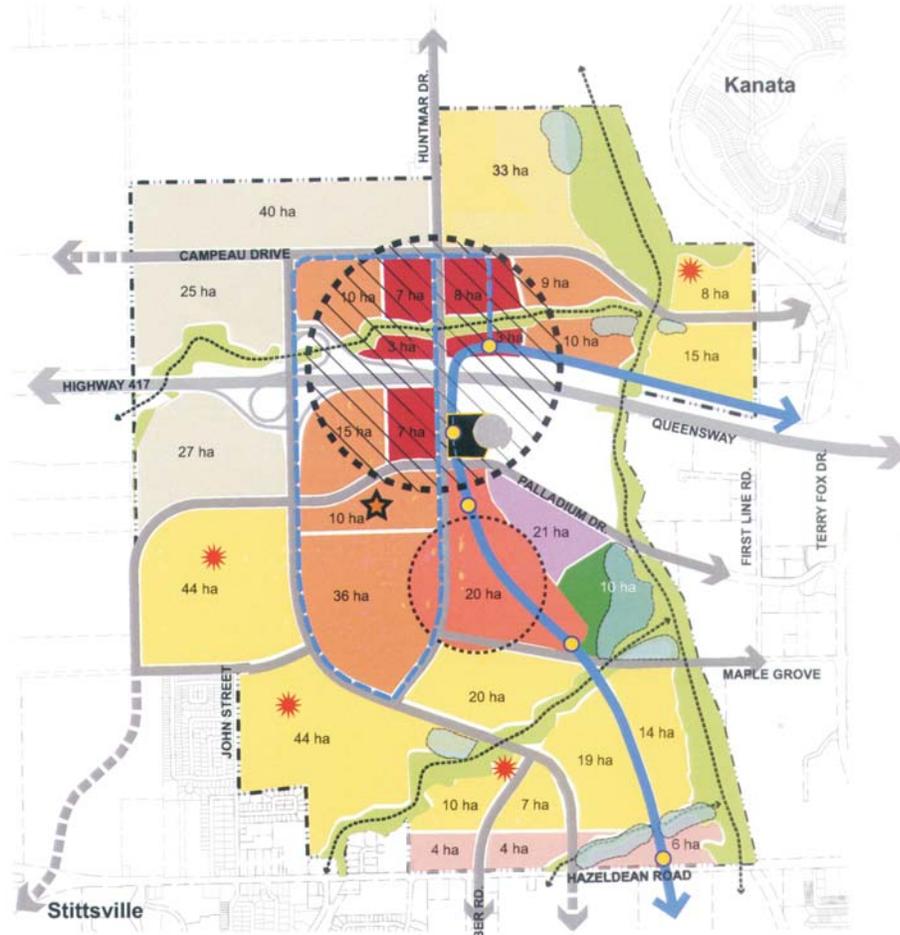


- |  |  |  |
|--|--|--|
| <p><b>LAND USE:</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; margin-right: 5px;"></span> High Profile Employment, Entertainment &amp; Leisure Hub</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; margin-right: 5px;"></span> Mixed Use Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightcoral; margin-right: 5px;"></span> Community-Level Retail</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f4a460; margin-right: 5px;"></span> Intensive Employment Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f0f0f0; margin-right: 5px;"></span> Prestige Business Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #d8bfd8; margin-right: 5px;"></span> Institutional/Corporate Campus</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #fff2cc; margin-right: 5px;"></span> Prestige Business Park or Residential</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid orange; border-radius: 50%; margin-right: 5px;"></span> Auto-Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #90ee90; margin-right: 5px;"></span> River/Creek Corridors</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #32cd32; margin-right: 5px;"></span> Major Public Park</li> </ul> | <p><b>ACTIVITY FRAMEWORK:</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed gray; border-radius: 50%; margin-right: 5px;"></span> Regional Activity Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; border-radius: 50%; margin-right: 5px;"></span> Community Activity Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; border-radius: 50%; margin-right: 5px;"></span> Neighborhood Activity Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Landmark Retail</li> </ul> | <p><b>TRANSPORTATION:</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; border-bottom: 2px solid gray; margin-right: 5px;"></span> Regional Arterial Roadway</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed blue; margin-right: 5px;"></span> Rapid Transit Corridor/Station</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed green; margin-right: 5px;"></span> Greenway Connector</li> <li><span style="display: inline-block; width: 20px; border-bottom: 2px dashed purple; margin-right: 5px;"></span> Supplemental Transit Service (bus/shuttle)</li> </ul> <p><b>UTILITIES</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #add8e6; border: 1px solid gray; border-radius: 5px; margin-right: 5px;"></span> Conceptual Storm Water Pond Location</li> </ul> |
|--|--|--|

Kanata West Concept Plan:  
**Alternative 2**

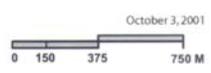


FoTeon Consultants Inc.    RV Anderson & Associates  
 Delcan Corporation        Robinson Consultants  
 Wason Associates         C.N. Watson  
 Stantec Consulting Ltd.    Soloway Wright



<p><b>LAND USE:</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; margin-right: 5px;"></span> High Profile Employment, Entertainment &amp; Leisure Hub</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; margin-right: 5px;"></span> Mixed Use Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightorange; margin-right: 5px;"></span> Community-Level Retail</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Intensive Employment Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightyellow; margin-right: 5px;"></span> Prestige Business Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; margin-right: 5px;"></span> Institutional/Corporate Campus</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; margin-right: 5px;"></span> Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightyellow; margin-right: 5px;"></span> Prestige Business Park or Residential</li> <li><span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; margin-right: 5px;"></span> Auto-Park</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgreen; margin-right: 5px;"></span> River/Creek Corridors</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; margin-right: 5px;"></span> Major Public Park</li> </ul>	<p><b>ACTIVITY FRAMEWORK:</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed black; border-radius: 50%; margin-right: 5px;"></span> Regional Activity Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> Community Activity Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> Neighborhood Activity Node</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> Landmark Retail</li> </ul>	<p><b>TRANSPORTATION:</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid gray; margin-right: 5px;"></span> Regional Arterial Roadway</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 2px solid blue; border-radius: 50%; margin-right: 5px;"></span> Rapid Transit Corridor/Station</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed black; border-radius: 50%; margin-right: 5px;"></span> Greenway Connector</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 2px dotted blue; border-radius: 50%; margin-right: 5px;"></span> Supplemental Transit Service (bus/shuttle)</li> </ul> <p><b>UTILITIES</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border-radius: 50%; margin-right: 5px;"></span> Conceptual Storm Water Pond Location</li> </ul>
---	---	---

Kanata West Concept Plan: **3**  
Alternative



FyTeam Consultants Inc. / V Anderson & Associates  
 Delcan Corporation / Robinson Consultants  
 Norton Associates / C.N. Watson  
 Stantec Consulting Ltd. / Soloway Wright

## 1.4 The Development Options Workshop (Workshop#2)

The three alternative concepts, shown previously were brought to the public in a second workshop on October 3, 2001. The Development Options Workshop was held to build on the ideas put forward in the first workshop and to benefit from public and stakeholder feedback on the refined concept plans. After the initial overview of the Concept Plans, the workshop participants broke into working groups. Each group was asked to identify their likes and dislikes and to also identify features that they would change. The individual participants were additionally asked the top three issues they felt most strongly about based on the list generated by the group. The results of these group brainstorm and individual evaluation processes were then reported back to the plenary<sup>5</sup>.

### 1.4.1 Stakeholder Response

In addition to the immediate feedback provided by the workshop participants, different groups of stakeholders responded to the alternative concepts presented.

#### **The Public**

The primary vehicle for public response was through the discussion generated within the break-out groups and the subsequent presentations to the plenary. A brief summary of the strongest positions is presented below.

#### *What features of the plans do you like?*

In response to this question most groups appeared to favour the road and transit network presented in Option 3. There was high acceptance of an Institutional Campus integrated into the site as well as the residential layout shown in Option 3. Finally, the 10-hectare park was mentioned as a positive feature by half of the workshop groups.

#### *What features of the plans do you dislike?*

With respect to the above-noted question every group mentioned that the plans lacked adequate green space and attention to “green issues”. Specific concerns include limited buffering around natural areas, loss of significant woodland, the need to mitigate the impact of development on wetlands, and a desire to see more parks.

#### *What would you change?*

The most common and consistent response to this final question was the need to devote more area to green space/environmental features. The area mentioned in the discussion was the wood lot in the area south of the Queensway, west of Huntmar Road.

Although, many issues were identified as in need of revision, the analysis of the workshop findings suggested that Alternative 3 was the most heavily favoured and that it should go through the stages of further refinement.

5 The findings of each working group were recorded during the workshop. Following the workshop, the findings were analysed and documented in a workshop summary.

### **Project Steering Committee Direction**

On October 16, 2001 the Project Steering Committee met and provided direction for revisions to the concept plans as presented in the Development Options workshop. Although a number of concerns were identified, there was agreement that Alternative 3 be used as the basis for further revisions and refinements. Thus, using Alternative 3 as a basis, the PSC identified specific areas for change and areas where additional information should be gathered. These directions are summarised below.

With respect to green space corridors, the PSC identified the need to:

- define more specifically the waterway corridors and the floodway-floodfringe for the river and creeks;
- ensure that opportunities for recreational uses can be accommodated along the corridors; and
- ensure that the detailed analysis would address public dedication, as well as development guidelines for privately-owned land in describing uses, setbacks and opportunities within the corridors.

With respect to parks, the PSC identified the need to:

- consider another major public park in the western portion of the study area, and as appropriate to incorporate part of the wooded area in the park area; and
- establish an integrated, contiguous pathways throughout the site to link major public parks with the waterway corridors, the Corel Centre, and the surrounding community.

The PSC also noted that design guidelines should include the requirement for additional parks and pathways within each development block, and that the concept plan analysis should include a summary of active, passive and environmental open space uses.

With respect to transportation, the PSC identified that:

- through specific discussions with City engineering, adjustments would be made to the alignment and curvatures of the road network and transitway corridor in Concept 3;
- the opportunity for a future dedicated transitway corridor would be maintained in the plan;
- the transitway on the north side of the Queensway would be adjusted to reflect the City's current direction on the alignment through Centrum;
- the appropriateness of the continuous east-west connection of Palladium Drive would be revisited; and
- park and ride opportunities would be investigated both at the Corel Centre and at Hazeldean.

Finally, with respect to land uses, the PSC stated that:

- the lands north of the Queensway and east of the Carp River (adjacent the retail commercial area on Terry Fox Drive) should be business park, rather than residential;

- retail uses should be included for those lands adjacent to the Centrum development, west of Terry Fox Drive;
- the parcel of land at the north end of the study area which is identified in Concept 3 as residential and/or business park, should remain the same;
- the revised concept plan should incorporate the opportunity for community retail north of the Queensway, focused on the future Huntmar/Campeau interchange; and
- that community level retail is appropriate along Hazeldean Road, with strictly defined design guidelines to ensure that the type and nature of development, as follows:
  - complements the design proposals for the widening of Hazeldean Road,
  - incorporates pedestrian opportunities (pathways),
  - protects the clear sense of a gateway into Stittsville that is emerging, and
  - incorporates opportunities for higher density residential and office uses to allow a better mix at this location.

#### **Landowner Steering Committee**

A Landowner Steering Committee meeting was held on October 26, 2001. The meeting included a discussion of proposed changes to the preferred Alternative Concept Plan #3. The discussion and changes are noted as follows:

With respect to corridors, the LSC stated that the floodway/floodfringe would be defined to determine those lands where a limited range of land uses would be permitted. The final plan would also define those lands to be publicly dedicated versus those to be held in private ownership with specific guidelines for uses and setbacks.

It was suggested that the campus-style business park use would provide the best opportunity for integration of the trees, in the area previously designated “environmental feature”. It was stated that these lands were not considered significant enough for preservation, but that natural features should be integrated with the development of these lands.

It was also suggested that the size of the study area warranted the designation of another park to be identified and the landowner compensated in the same way that other features such as stormwater ponds will be compensated. It was agreed that further consideration and discussion with the City would be undertaken in respect to parkland/ recreational requirements within the study area.

There was discussion of the refinement of the alignment of the transitway and the relocation of Maple Grove Road to provide a through-route but address the John Street issue. The LSC discussion on land use changes included retail opportunities for the lands adjacent to Centrum, and an

adjustment of the High Profile/Intensive Employment boundary on the Palladium Auto Park lands and the range of uses within them.

#### **4.5 Input to Recommended Concept Plan (Workshop #3)**

On June 19, 2002 the final Kanata West Public Open House was held in conjunction with the Carp River Watershed/Subwatershed Study Open House. The joint event drew approximately 125 attendees, including landowners, consultants, members of the Kanata West Project and Landowner Steering Committees, and community members.

The attendees had a chance to view display panels that summarised the results of both the Concept Planning process and Watershed/Subwatershed Study. The Concept Plan panels presented a discussion of transportation, servicing, environmental, financial, and urban design recommendations.

The review period was followed by presentations that highlighted the findings of the Carp River Watershed/Subwatershed Study and the Kanata West Concept Plan with particular emphasis on the proposed Urban Design Guidelines.

The final portion of the Open House centered around a question and answer period designed to solicit comments and feedback from the attendees. The overall response from participants was support for the Concept Plan and Design Guidelines as presented. However, numerous participants wondered how the municipality would ensure that the Plan came to fruition and expressed their concerns that Kanata West would not be built as planned.

Based on the positive feedback received during and after the Open House, few substantive changes were made to the Concept Plan as the Consulting Team proceeded to prepare the final report.