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# Kanata Town Centre Secondary Plan

## Section 1: Background

The Kanata Town Centre comprises approximately 230 ha of land, 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 Kanata 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 the Kanata Town Centre development will occur on the north side with only two connections across the Queensway, including the existing pedestrian overpass the crossing of Kanata Avenue and Terry Fox Drive. Eagleson Road crosses the Queensway at the eastern perimeter of the Community.

Kanata Town Centre policies will apply to the entire planning area of this secondary plan. Various other sections of the Official Plan will also be applicable to these lands.

## Section 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.

## Section 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.

### 3.1 Goal: Create a vibrant, attractive town centre

#### Objectives / Design Principles

Provide a mix of generally higher-density and higher-order, residential, commercial, civic, institutional, cultural and employment uses, especially along the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, which will populate, animate and contribute to an urban experience that complements the former City of Kanata's earlier developments.

Provide opportunities and facilities that 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.

### 3.2 Goal: Create an enhanced public realm, recognizing the permanence of these decisions.

#### Objectives / Design Principles

Ensure that the locations of streets recognize 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.

### 3.3 Goal: Incorporate flexibility and efficiency into this secondary plan in order to respond to future uncertainty

#### 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 future - a recognition that cities constantly evolve. Ensure that facilities perform a multiplicity of functions wherever possible, for example:

- Stormwater ponds may also serve as visual buffers
- Planting areas are visual buffers as well as environmental filters

Capitalize on the Kanata Town Centre's unique opportunity for direct access to the existing Transitway system and future O-Train system.

### 3.4 Goal: Integrate natural and built elements

#### Objectives / Design Principles

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

Add to Bill Teron Park and increase the park's accessibility by developing pathways from the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way. Maintain rock outcrops, significant treed areas where possible.

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

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

### 3.5 Goal: Develop the appropriate infrastructure to serve the Kanata Town Centre.

#### Objectives / Design Principles

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

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

## Section 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 Kanata Town Centre's ultimate development. It also establishes broad policies to address these issues.

### 4.1 Employment

At least 10,000 jobs will be achieved in the Kanata Town Centre, with an ultimate target established in the Official Plan, Section 5.4.3: Provide direction to the Hubs and Corridors located within the Suburban Transect. The achievement of these targets may be phased over time as determined by market conditions.

### 4.2 Commercial

Access to Highway 417, visibility from major roadways and a central location provide the required initial impetus in an increasingly competitive market. Proximity to a growing population and to an attractive section of Kanata Avenue within 600 metres of the existing Terry Fox bus and future O-Train station will help to support further growth opportunities, which can adapt to market conditions.

The policies of this secondary 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 Kanata Town Centre.

### 4.3 Residential

As the City grows and matures, demographic indicators suggest the need for residential development that caters to a range of household sizes, incomes and to households

which are less dependent on the private automobile. This will include various forms of affordable and socially assisted housing.

A range of 4,100 to 5,150 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
Central Business District (north of 417)	2500	3000
Business District (north of Highway 417)		
Town Centre Residential Area (North of Highway 417)	800	1100
<b>TOTAL</b>	<b>4100</b>	<b>5150</b>

A range of housing types and sizes will be provided in the Kanata Town Centre in order to accommodate the full spectrum of the evolving community's residential needs.

The section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way is within 400 to 600 metres of the existing Terry Fox bus and future O-Train station. There is therefore a need to encourage the highest densities in this location. Residential uses are encouraged to be located above commercial uses that are provided at street level and with parking underground or at the rear of buildings to provide a pedestrian friendly environment along the street frontage.

#### 4.4 Building Height and Density

Building heights, like the design of building facades, should vary to create an interesting urban streetscape and shall be governed by the policies of Section 5.8 of this secondary plan.

Development must be designed to meet the minimum density requirements expressed in jobs and people per hectare as set out in Section 5.4.3: Provide direction to the Hubs and Corridors located within the Suburban Transect, of the Official Plan.

## Section 5: Designations

### 5.1 Central Business District

The Central Business District designation, on Schedule A - Designation Plan, applies to land in the central part of the Kanata Town Centre. This land has the marketing asset of good Queensway exposure and high accessibility. It is the intent of this designation that these lands become an urban place that provides for employment uses, complemented by higher-density residential uses.

The lands designated Central Business District are conveniently located adjacent to the existing bus system and future O-Train system providing access to pedestrians and cyclists, as well as motor vehicles.

### Permitted Uses

Office uses, light manufacturing such as high-tech businesses which operate in office buildings, other employment uses typical of central business districts, hotels and commercial uses that 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 building or development, will be required in order to enhance the vitality of this designation and the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way.

That portion of the Central Business District 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.

### 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 within the Central Business District and Regional Shopping Centre designations 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 surface parking and shared parking arrangements. It is intended that such surface parking will 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.

Onsite parking will be in accordance with Section 7.6 of this secondary plan.

### Kanata Avenue

The permitted retail uses will generally be limited to the ground floor and result in continuous commercial storefronts along the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, with the exception of access to the civic square at a point along the north side of the road.

The section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way will contain mixed-use development, combining ground floor retail and service commercial, cultural and entertainment uses with upper floor employment and residential uses in order to ensure day and evening vitality in the Kanata Town Centre. Residential development is encouraged in order to help ensure this vitality.

Commercial uses encouraged include restaurant, retail food store, grocery store and other uses intended to serve the needs of the local population and complement the general retail uses provided in the Regional Shopping Centre designation.

Off-street parking is encouraged to be confined to land located behind the buildings abutting the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, located below grade and / or will be contained within structures designed to appear like buildings if visible from the street. On-street parking will be permitted during off-peak hours on this section of Kanata Avenue, but may be permitted at all times if deemed appropriate.

An urban plaza park typology is encouraged to be provided at a strategic point along Kanata Avenue. The anticipated urban plaza parcel is owned by the City and will be retained for civic use as a public meeting and gathering place, which serves the entire community.

Opportunities to provide privately owned public spaces (POPS) along the rear of developments that abut the Parks designation are encouraged through the planning approvals process.

### 5.2 Regional Shopping Centre

The land designated as Regional Shopping Centre on Schedule A – Designation Plan, is located between Highway 417, Terry Fox Drive, Campeau Drive and Kanata Avenue. The entire area now designated as Regional Shopping Centre is further categorized as sub-categories RSC-1, RSC-2 and RSC-3, as shown on Schedule A – Designation Plan of this secondary plan and detailed below.

Collectively, the lands designated as Regional Shopping Centre are intended to accommodate a full range of commercial and other Kanata Town Centre activities which



will include a large concentration of high order retail and service commercial uses. 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 with uses that will serve immediate residents and those from the broader area. Development of the lands designated as Regional Shopping Centre will support and encourage the development of other desired uses and areas within the balance of the Kanata Town Centre.

### Urban Design Principles

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

- 1) All parts of the Regional Shopping Centre should be designed to enable integration and connectivity between the various components of the Regional Shopping Centre and adjacent components of the Kanata Town Centre.
- 2) There should be clarity in the direction and identity of the southerly extension of section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way. This also applies to the portion of the proposed pedestrian way, called the City Walk, that connects from the Landmark Cinemas to the Kanata Centrum area and between the open area in front of the Landmark Cinemas and the future office areas fronting on Kanata Avenue.
- 3) Generally, the shopping centre and its required 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 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 future Terry Fox O-Train Station, the intersection of Lord Byng Way / Maritime Way and Kanata Avenue and the entry to the City Walk area from Earl Grey Drive.



- 6) The urban design of any private or public developments should be integrated and should incorporate elements that reflect design themes such as the Canadian Shield.
- 7) Pedestrian convenience and safety should be top priorities in the design and lay-out of the Regional Shopping Centre designated lands and related areas, including lighting, security features and accessibility.

#### Designations & Planned Function

- 8) The area designated as Regional Shopping Centre includes a portion of those areas that were previously designated Central Business District and Main Street, as well as Regional Shopping Centre. The Regional Shopping Centre (RSC) 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 A - Designation Plan of this secondary plan.
- 9) The planned function of the Regional Shopping Centre is to provide a major shopping centre, 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.
- 10) Accordingly, the Regional Shopping Centre will include a large and complete concentration of retail and service commercial uses of all types. In concert with the development and use of other Kanata Town Centre designations, the Regional Shopping Centre designation will contribute to the evolution and development of the Kanata Town Centre as a significant regional activity and employment centre in Ottawa. The lands designated Regional Shopping Centre will provide the major shopping, entertainment and service commercial functions within the Kanata Town Centre and for the western part of the Suburban Transect area. By the phased development and intensification of these functions, the lands designated Regional Shopping Centre will assist in making the Kanata 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.
- 11) The Regional Shopping Centre designation should accommodate a major shopping centre 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 secondary plan that the major shopping centre should be significantly larger than the minimum set out in the Official Plan.

### 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 Kanata Avenue and in the vicinity of the future Terry Fox O-Train 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.

### **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 Regional Shopping Centre designation are permitted in this area.

- 12) 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 secondary plan, in order to accommodate additional development related to the consolidation and enclosure of buildings and structures as provided above.

### **RSC-2 Policies Location and Existing Development:**

- 13) 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.

- 14) This area is intended to accommodate the greatest concentration of higher-order retail and service commercial activities in the Regional Shopping Centre, the future Terry Fox O-Train 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.
- 15) 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. 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); and
  - 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:

- 16) 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 between Kanata Avenue and the existing Terry Fox Transitway Station. There may be branches of City Walk extending in a north-south direction towards Kanata Avenue, or extending towards the existing Terry Fox Transitway and future O-Train 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 between Kanata Avenue and the existing Terry Fox Transitway Station, or the area may be developed with common pedestrian-vehicular ways.

- 17) For the purposes of this secondary 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.
- 18) 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, between Kanata Avenue and the existing Terry Fox Transitway Station 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.
- 19) 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 existing Terry Fox Bus and future O-Train 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.
- 20) As the transit passenger facilities are improved, coincidental with the development of the future O-Train system 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 future O-Train system 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 future O-Train system is not intended to be restricted by the policies otherwise applicable to the RSC-2 area.

Unit Size Mix:

- 21) 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.
- 22) 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 square metres 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 square metres GLA or more is not more than 50 per cent and the minimum proportion of the floor area which is required to consist of units of 500 square metres GLA or less is 25 per cent. 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.
- 23) The provisions of Section 5.2, Policy 22) 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 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:

- 24) The development of the RSC-2 area shall proceed in a logical and orderly manner and may involve a number of phases.
- 25) 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 Regional Shopping Centre, such as the existing RSC-1 development, the cinema complex and the hotel within the RSC-3 area.

- 26) 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.
- 27) 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.
- 28) 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 Regional Shopping Centre as described in Section 5.2, Policy 4).
- 29) Each phase shall include provision of convenient and safe pedestrian connections to transit facilities as are available at the time of development, consistent with Section 5.2, Policy 28).
- 30) 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 Terry Fox O-Train Station and in pace with the development of such facilities.

#### Office & Residential Uses:

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 Terry Fox O-Train Station. These buildings should be attractively designed and act as landmarks at the foot of the pedestrian-vehicular way between Kanata Avenue and the existing Terry Fox Transitway Station. 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 future Terry Fox O-Train Station is available.

#### Implementation:

- 31) Phasing requirements, as set out in the preceding provisions, shall be implemented in the zoning by-law and through the site plan approval process.
- 32) Site plans shall incorporate and provide for development of City Walk, a pedestrian-vehicular way between Kanata Avenue and the existing Terry Fox Transitway 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.

- 33) Council discourages private agreements that have the effect of conflicting with the future planning and development of the area as indicated in this secondary plan.
- 34) 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.
- 35) 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 in this secondary plan. In determining the compliance of a proposed phase of development, the aggregate of:
  - a) Existing buildings
  - b) Buildings which are in an approved site plan for a preceding phase and have been substantially completed
  - c) Development in the proposed phase, must comply with the unit size mix requirements

### **RSC-3 Development Policies**

#### Location and Existing Development:

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:

- 36) This designation is intended to be a high-density office employment area with the potential for high-density residential uses and 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 between Kanata Avenue and the existing Terry Fox Transitway Station, Earl Grey Drive or Lord Byng Way, or by means of a lobby which has its entry from one of these streets.



- 37) This area is intended as a transitional area from the Central Business District and the northside section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way 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 secondary plan.
- 38) 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.
- 39) 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 Central Business District 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.
- 40) 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 between Kanata Avenue and the existing Terry Fox Transitway Station.

Site-Specific Policies:

- 41) Notwithstanding Section 5.2, Policies 37) and 40) on the lands located within 150 metres west of the westerly edge of the Lord Byng Way right of way and 70 metres south of the southerly limits of the Kanata Avenue right of way and being part of the lands identified as part of 255 Kanata Avenue, retail and service uses are permitted in accordance with the following:
- a) Retail and service uses are only permitted on the ground floor level of a building also containing office or residential uses; and
  - b) All but one of the retail and service uses must be oriented to and have the main entry for the use from Kanata Avenue or the common pedestrian-vehicular way which extends in a southerly direction from Kanata Avenue; and

- c) The Zoning By-law shall establish permissions for a specific range of permitted retail and service use unit sizes.

### 5.3 Town Centre Neighbourhood

The Town Centre Neighbourhood 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 north east area has a unique location due to its close proximity to future O-Train stations, future employment opportunities and the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way area to the west, all of which will eventually provide very significant attractions. It is intended that the area be developed 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 at most a very limited amount of small lot singles, provided they are integrated with the medium-density development. Except for limited mid- to 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 Neighbourhood 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, convenience retail and other uses that enhance and support the primary uses will be encouraged.

Neighbourhood shopping facilities totaling up to about 500 square metres 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 Neighbourhood area
- Location(s) selected will not contribute to significant traffic congestion
- They will not directly abut Campeau Drive unless they provide no parking
- Buildings will directly abut other Kanata 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

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 the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way or in other communities.

The parks 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.

#### 5.4 Low-Rise Employment Area

The Low-Rise Employment Area designation applies to an area located in the south-east part of the Kanata 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-Rise Employment Area located in the south-east area of the Kanata 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 square metres.

- Building sizes will be in the range of 2,800 to 4,700 square metres.

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

#### North-West Area

- 1) In the Low-Rise Employment Area located north and west of the interchange of Highway 417 and Terry Fox Drive the permitted uses shall include the following:
  - a) Restricted Industrial uses subject to the policies of this secondary plan, including office uses; and
  - b) Automotive Commercial Uses, subject to the policies of this secondary plan;
  - c) Large Retail Warehouse, subject to the policies of Section 9 of this secondary plan; and
  - d) Retail Warehouse, subject to the policies of Section 9 of this secondary plan; and
  - e) Business Park Retail Outlet; and
  - f) Planned Retail Centre, subject to the policies of Section 9 of this secondary plan; and
  - g) Accessory Commercial Development; and
  - h) 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 secondary plan. The zoning by-law shall set out specific regulations on uses, performance standards and restrictions.

#### Special Policy Areas

##### Special Policy Area 2 - LRE-2

- 2) In the Low-Rise Employment Area – Special Policy Area 2, the permitted uses shall include the following:
  - a) 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.
  - b) Retail Store
  - c) Upon redevelopment, mid-rise buildings of up to 12 storeys are permitted.

##### Special Policy Area 3 - LRE-3



- 3) Lands designated Low-Rise Employment Area – Special Policy Area 3 (LRE-3) shall be developed in conformity with the following policies:
  - a) 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.
  - b) Upon redevelopment, mid-rise buildings of up to 12 storeys are permitted.

#### Special Policy Area 4 - LRE-4

- 4) In the Low-Density Employment Area - Special Policy Area 4 (LRE-4), the permitted uses shall include the following:
  - a) All of the uses permitted in the Low-Rise Employment Area located in the South-East Area; and
  - b) A hotel.

### 5.5 Parks

The Parks designation applies to the expansion of Bill Teron Park located between Campeau Drive and Kanata Avenue in the north-west part of the Kanata Town Centre. Effective linkages to surrounding land uses, especially to the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, will be assured through the development approval process.

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 secondary plan.

Their exact locations will be determined at the subdivision approval stage and may be adjusted without amendment to the secondary plan provided the intent of the secondary plan is maintained.

An urban plaza and public gathering place will be established by the City at a strategic point along the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way. It will act as a primary entrance to Bill Teron Park.

### 5.6 Neighbourhood Service

The Neighbourhood Service designation is intended to accommodate a mixed-use node at the future Eagleson / March O-Train 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.

### Permitted Uses

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

## 5.7 Hub

### Hub at 143 Didsbury Road

- 1) The permitted uses shall include a broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.
- 2) Permitted uses will also include:
  - a) Hospitals
  - b) Universities and community colleges
  - c) Major sports, recreational and cultural facilities of a scale similar to Lansdowne Park, Lynx Stadium, The Canadian Tire Centre, the Canada Science and Technology Museum and Ben Franklin Place
  - d) Major shopping centres (over 50,000 square metres gross leasable area)
- 3) Development within the Hub and Regional Shopping Centre designation is required to contribute towards achieving a target of 12,500 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.
- 4) The implementing Zoning By-law for the area designated as Hub on Schedule A - Designation Plan shall contain holding provisions that does not permit development until a transportation impact assessment has been submitted to and approved by the City. The transportation assessment is to identify the roadway and intersection modifications, including the upgrading of the construction of the Terry Fox Drive / Earl Grey Drive underpass and or the widening of Terry Fox Drive, that are required to support the proposed development. The holding zone will not be lifted until the General Manager, Planning, Infrastructure and Economic Development is satisfied

that the roadway and intersection modifications will be completed by the proponent or the proponent in partnership with the City prior to occupancy of the development.

### 5.8 Maximum Building Heights

In addition to the policies for individual sections of this secondary plan the objectives of the Official Plan are to encourage the development of a vibrant Kanata Town Centre that is supportive of transit use. For this reason, both minimum and maximum building heights may apply in order to create an urban context to the streets within the centre and to provide a transition to adjacent residential areas. All new development or redevelopment will be subject to the following policies.

In accordance with Schedule B - Maximum Building Heights, the Building Height designations are subject to the following policies:

- 1) Maximum building heights shall be in accordance with Schedule B. Where zoning that pre-dates the adoption of Schedule B exceeds the building height permitted on Schedule B, the existing zoning shall apply.
- 2) In addition to maximum heights in Section 5.8, Policy 1), minimum building heights and building height transitions shall also apply to specific areas as follows:
  - a) Development facing Campeau Drive (between the City lands to the west and Gray Crescent) will be subject to the following provisions:
    - i) A minimum building height of three storeys is required for residential and office development; and
    - ii) The maximum building height is three storeys for any development within 25 metres of the lot line abutting Campeau Drive; and
      1. Mid-rise buildings up to a maximum of six storeys are permitted provided the building transitions from three storeys along Campeau Drive in accordance with the principles in Section 4.6: Urban Design, of the Official Plan; and
      2. To maintain a landscaped buffer and parkway character between the edge of the Kanata Town Centre and residential neighbourhoods to the north, yard setbacks from a lot line abutting Campeau Drive will generally be 6 metres; and
  - b) Development facing Kanata Avenue (between Lord Byng Way / Maritime Way and Earl Grey Drive) will be subject to the following provisions:



- i) A minimum building height of three storeys applies along the north side of Kanata Avenue. Since the grade of the lands on the south side of Kanata Avenue is lower than the grade of the road, buildings are required to have a minimum building height of two storeys above the level of the Kanata Avenue paved roadway; and
  - ii) Mid-rise buildings up to a maximum height of nine storeys are permitted and shall provide built form transition to lower heights along Kanata Avenue and will be developed in accordance with the principles in Section 4.6: Urban Design, of the Official Plan; and
  - iii) For the lands located within 150 metres west of the westerly edge of Lord Byng Way right of way and 70 metres south of the southerly limits of the Kanata Avenue right of way and being part of the lands identified as 255 Kanata Avenue, Section 5.8, Policy 2b) i) does not apply and a portion of a building is required to have a minimum building height of two storeys; and
- c) Development facing Hearst Way (between Whitney Drive and the eastern portion of Roberge Crescent) will be subject to the following provisions:
- i) Minimum building height of three storeys is required for residential and office development; and
  - ii) Mid-rise buildings generally up to seven storeys are permitted and shall provide built form transition to adjacent low-rise residential to lower heights along Hearst Way and will be developed in accordance with the principles in Section 4.6: Urban Design, of the Official Plan; and
  - iii) To establish a human-scale and pedestrian oriented street environment, building step-backs must be provided immediately after the third storey generally resulting in a 45-degree angular plane beginning from the top of the third storey facade that is oriented towards Hearst Way; and
- d) Development located in any area 3 or 4 of Schedule B will be subject to the following provisions:
- i) A minimum building height of three storeys is required; and
  - ii) High-rise buildings up to the maximum height on Schedule B are permitted provided built form transition in accordance with the principles in Section 4.6: Urban Design, of the Official Plan; and

- e) Development located in area 5 of Schedule B (along Aird Place and Katimavik Road) will be subject to the following provisions:
  - i) Minimum building height of three storeys is required for residential and office development; and
  - ii) A high-rise building up to a maximum of 12 storeys will be permitted; however, where demonstrated that a development site is located within 400 metres walking distance of a future Kanata Town Centre O-Train Station on Schedule C2: Transit Network - Ultimate, of the Official Plan; and
  - iii) Development shall provide built form transition to adjacent low-rise residential in accordance with Section 4.6: Urban Design, of the Official Plan and ensure that a human-scale and pedestrian oriented street environment is established along Aird Place and Katimavik Road; and
- f) Development located in an area permitting High-Rise 10 to 30 storeys on Schedule B will be subject to the following provisions:
  - i) Subject to a zoning amendment, a High-Rise 10 to 30 storey building may be considered where it is demonstrated that the development satisfies all of the following:
    1. Minimum of three storeys is required for residential and office development; and
    2. Meets the Urban Design policies in Section 4.6: Urban Design, of the Official Plan; and
    3. Meet the City's *High-Rise Building Urban Design Guidelines*. The appropriate maximum building height will be determined on the basis of site conditions and constraints and the ultimate height must be supportable by the required submissions for a Zoning By-law Amendment, which will include but is not limited to a Transportation Impact Study, Geotechnical Study, Servicing Brief, Sun Shadow Study and a Concept Plan demonstrating compliance with Section 4.6: Urban Design of the Official Plan.

## Section 6: Other Issues

### 6.1 Streets

A system of Kanata Town Centre streets shall be provided through subdivision approvals. Said streets shall be developed in accordance with applicable design



guidelines. All streets in the Kanata 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 Central Business District and Regional Shopping Centre designations, sidewalks will be required on both sides of every street.

### 6.2 Sound Attenuation Studies

In keeping with the requirements of this secondary plan for a high-quality streetscape design, Campeau Drive, Kanata Avenue and Katimavik Road shall have no 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 10: Protection of Health and Safety, in the 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.

### 6.3 Energy Conservation

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

### 6.4 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.

### 6.5 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.

## 6.6 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 secondary plan for the Kanata Town Centre.

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

## Section 7: Transportation

### 7.1 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 secondary plan, the existing Transitway and future O-Train corridor will be limited to a width of about 15 m except in the vicinity of existing Bus and future O-Train stations, overpasses and locations where designing around physical features requires greater width.

O-Train and Transitway 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 and 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 O-Train and Bus stations will be directly connected to the local transit service.

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

The general supply and demand for parking spaces in non-residential developments in the Kanata 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 lands, connecting Hearst Way to Aird Place.

### 7.2 Cycling Routes / Pedestrian Corridors



Primary cycling routes shall be accommodated in designated public streets and rights-of-way within the Kanata Town Centre, as required by the City and in coordination 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 in Schedule C3 – Active Transportation Network – Urban-Major Pathways, of the Official Plan.

Primary and secondary cycling routes and pedestrian walkways linking the future O-Train and Transitway stations to other Kanata 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.

### 7.3 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 future Terry Fox O-Train Station. Pedestrian walkways shall be clearly defined and well lit.

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

### 7.4 Kanata Town Centre Streets

Kanata Town Centre Streets shown on Official Plan Schedule C4: Urban Road Network, may be approved in different locations on urban design plans and subdivisions without need to amend this secondary plan provided the modified grid system is retained and the other relevant policies of this secondary 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 Regional Shopping Centre 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 OC Transpo.

### 7.5 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.

### 7.6 Onsite Parking

Onsite parking for new mid-rise and high-rise buildings shall be located in a parking structure or underground and concealed from public view. The provision of limited surface parking for visitor use and accessible parking spaces or as an interim measure may be permitted in the zoning by-law or through site plan control where development on the site is being phased.

Surface parking shall not be located in any yard abutting Kanata Avenue or Campeau Drive.

### 7.7 Kanata Avenue

The section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way is envisioned to be a unique section of Avenue that will become a cultural destination as well as a successful part of the infrastructure network. The Kanata Avenue right of way (ROW) will allow for a vibrant public space that connects people and spaces, while permitting multiple forms of movement to co-exist. The design philosophy will be to create a distinction between speed and mode of transport from the centreline out to the edge of the right of way. Faster-moving vehicular movement will occur in the centre of the ROW and the design focus will shift to cyclists and pedestrians when moving further towards the street edge, to create a comfortable and attractive pedestrian environment. With sufficient space, the cross section allows for clear allocation between zones to ensure that conflict between users is reduced.

## Section 8: Implementation

### 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 secondary plan but do not form an actual part of the secondary 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.

In 2018, the City of Ottawa updated its Kanata Town Centre Master Concept Plan based on further market analysis and community input, by removing the central main street spine and main street designation and expanding the Parks designation. The overall vision of the original plans has been maintained by reorienting the former main street vision to an approximate 500-metre-long section of Kanata Avenue

The area north-east of Kanata Avenue contains the Central Business District and Bill Teron Park. 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 secondary plan but do not form an actual part of this secondary plan.

Over time it is the intent of this secondary plan is to ensure that the major principles and policies be implemented but that the detailed form be adjusted to recognize 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 secondary 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 Kanata Town Centre.

## 8.2 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 oversupply is not created in the Kanata Town Centre.

## 8.3 Design Committee





The Urban Design Review Panel may assist in evaluating planning applications for Kanata Town Centre developments, including consideration of applicable urban design guidelines, through the site plan approval process.

#### 8.4 Signage

Studies will be coordinated by the City to determine the most appropriate signage to use in the Kanata Town Centre, especially in the section of Kanata Avenue between Earl Grey Drive and Lord Byng Way / Maritime Way, in order to help foster its unique identity, and in the Kanata Regional Shopping Centre designation to ensure its integration with this section of Kanata Avenue.

#### 8.5 Servicing and Phasing

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

#### 8.6 Tree Management Plans

Prior to approving development applications (e.g. subdivision approval, site plan approval), treed areas will be analyzed to the satisfaction of the City in order to determine the best methods of ensuring that the development program which is required under this secondary 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
- A monitoring program will be established to evaluate the success of tree preservation efforts and make appropriate adjustments as required.

## Section 9: 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) Implementing zoning by-laws for the areas designated as LRE-2 and LRE-3 on Schedule A – Designation Plan of this secondary 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 until completion of the following, to the satisfaction of the City:
  - a) A traffic study to identify what roadway / intersection modifications are required to support the scale of development proposed; and
  - 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; and
  - c) The submission of a complete site plan application under Section 41 of the *Planning Act*; and
  - d) Other information, as may be required by the City.
- 2) Large Retail Warehouse uses may be permitted, but are limited to 10,000 square metres of gross leasable area until the 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; and
  - b) A market study that demonstrates that the planned function of the Regional Shopping Centre in the Kanata Town Centre and other significant retail nodes in Kanata will not be undermined; and
  - c) Other information, as may be required by the municipality.
- 3) Implementing Zoning by-law amendments shall establish standards for Retail Warehouse, Large Retail Warehouse and Planned Retail Centre uses, including

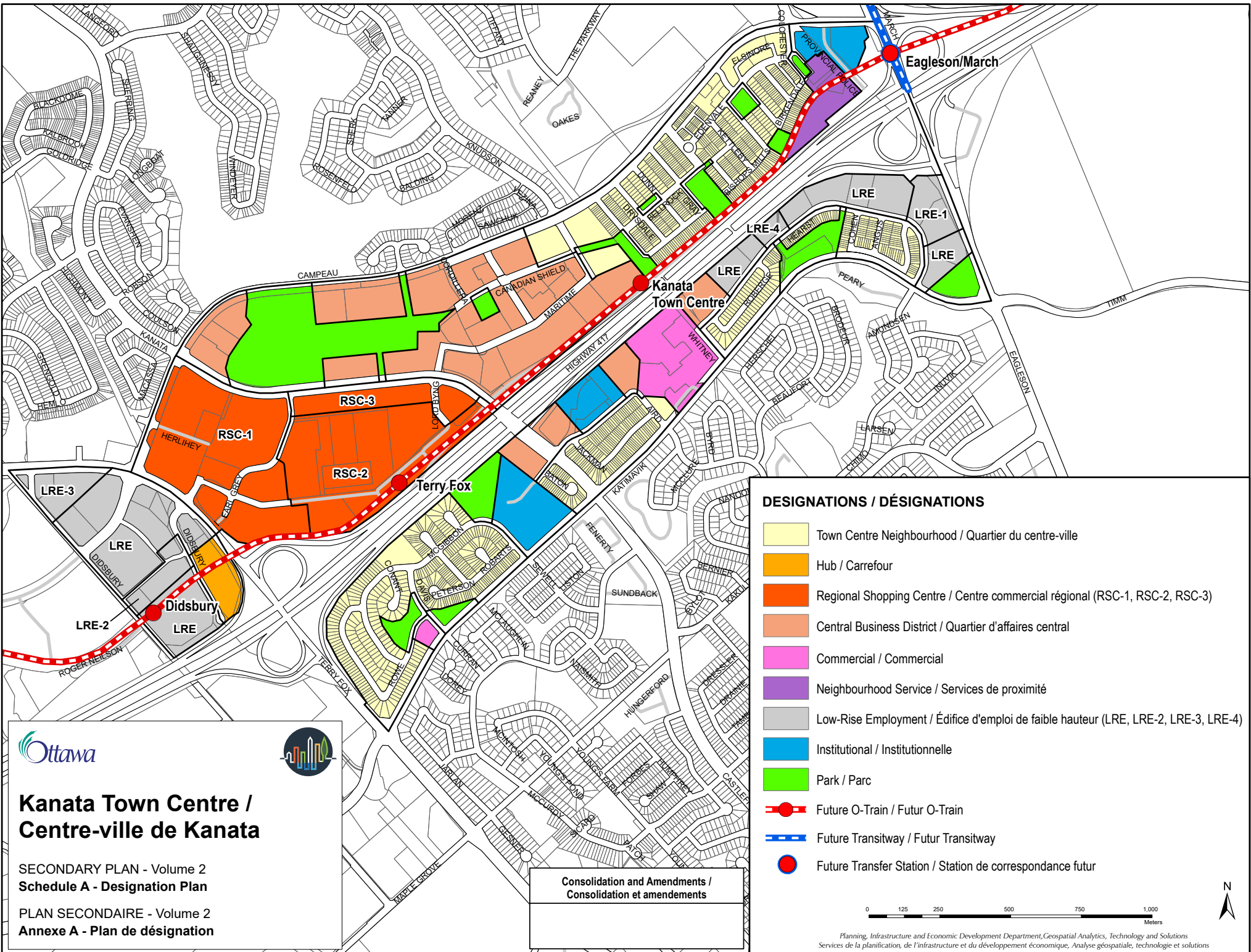
minimum and maximum lot area, parking and loading requirements, as well as gross leasable area, building height, setback and landscaping provisions.

- 4) 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.

### Schedules

- Schedule A – Designation Plan
- Schedule B – Maximum Building Heights

DRAFT



**Ottawa**

**Kanata Town Centre / Centre-ville de Kanata**

SECONDARY PLAN - Volume 2  
**Schedule A - Designation Plan**

PLAN SECONDAIRE - Volume 2  
**Annexe A - Plan de désignation**

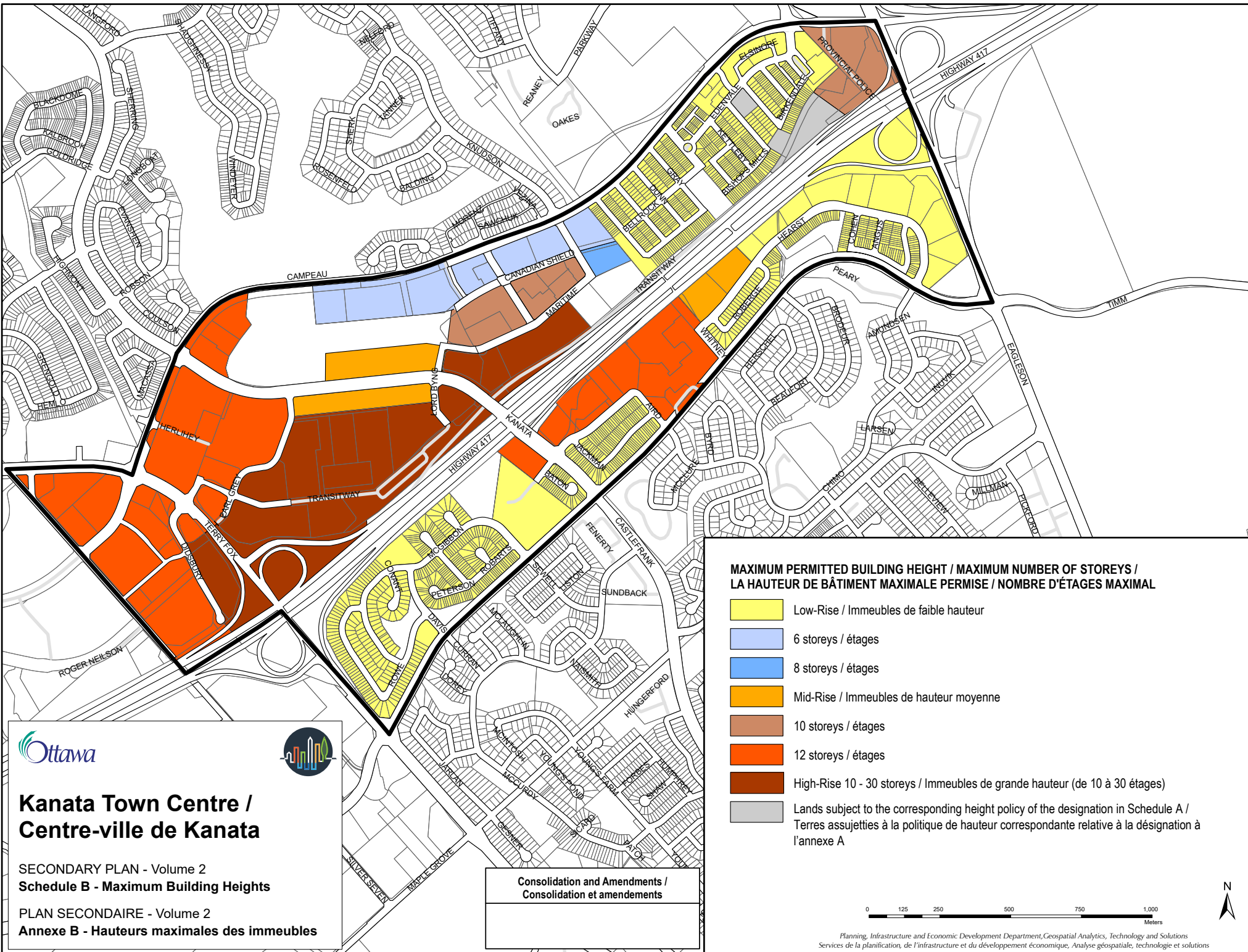
**Consolidation and Amendments / Consolidation et amendements**

**DESIGNATIONS / DÉSIGNATIONS**

- Town Centre Neighbourhood / Quartier du centre-ville
- Hub / Carrefour
- Regional Shopping Centre / Centre commercial régional (RSC-1, RSC-2, RSC-3)
- Central Business District / Quartier d'affaires central
- Commercial / Commercial
- Neighbourhood Service / Services de proximité
- Low-Rise Employment / Édifice d'emploi de faible hauteur (LRE, LRE-2, LRE-3, LRE-4)
- Institutional / Institutionnelle
- Park / Parc
- Future O-Train / Futur O-Train
- Future Transitway / Futur Transitway
- Future Transfer Station / Station de correspondance futur







- MAXIMUM PERMITTED BUILDING HEIGHT / MAXIMUM NUMBER OF STOREYS /  
LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE / NOMBRE D'ÉTAGES MAXIMAL**
- Low-Rise / Immeubles de faible hauteur
  - 6 storeys / étages
  - 8 storeys / étages
  - Mid-Rise / Immeubles de hauteur moyenne
  - 10 storeys / étages
  - 12 storeys / étages
  - High-Rise 10 - 30 storeys / Immeubles de grande hauteur (de 10 à 30 étages)
  - Lands subject to the corresponding height policy of the designation in Schedule A /  
Terres assujetties à la politique de hauteur correspondante relative à la désignation à l'annexe A



**Kanata Town Centre /  
Centre-ville de Kanata**

SECONDARY PLAN - Volume 2  
Schedule B - Maximum Building Heights

PLAN SECONDAIRE - Volume 2  
Annexe B - Hauteurs maximales des immeubles

Consolidation and Amendments /  
Consolidation et amendements

