

Kanata North

Concept Plan.

2559688 Ontario Inc.





PREPARED FOR



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Section A. Context & Analysis



Kanata Context.



Kanata North Context.



Site Analysis.

Section B. Neighbourhood Design



Vision & Design Principles.



Neighbourhood Master Plan.



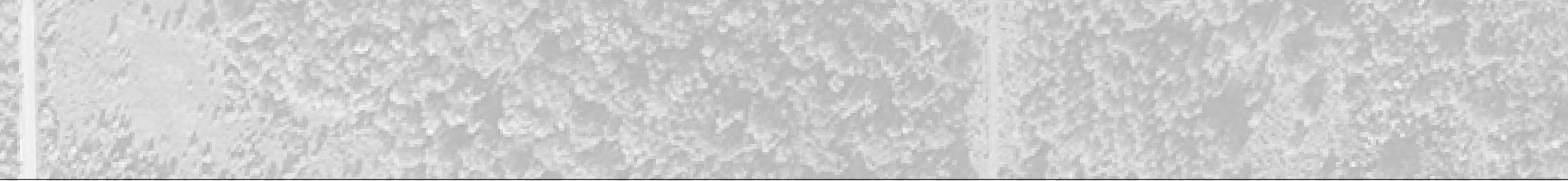
Built Form.



Open Space.



Road Network.



Context & Analysis.

Section A.

- 1 Kanata Context.
- 2 Kanata North Context.
- 3 Site Analysis.

As one of the largest suburbs of Ottawa, Kanata is experiencing an increased demand for residential development. In order to accommodate and plan for the projected growth Kanata and other suburbs within Ottawa will experience, the City has designated 11 areas as Urban Expansion Study Areas. One of these selected areas is the Kanata North Urban Expansion Area (KNUEA), a 181.0 hectare (447.6 acre) area bordered by a decommissioned CN rail corridor to the east, Hillsvie Estate Subdivision to the north, the Marchbrook Circle and Panandrick subdivisions to the west, and the established communities of Morgan’s Grant, Briarbrook, and Brookside to the south. The area is now considered part of the General Urban Area, with policy directives for growth contained with the Kanata North Community Design Plan.

Legend



-  Subject Lands
-  KNUEA
-  NCC Greenbelt
-  Ottawa River
-  Major Roads & Highways

Figure 1 Kanata Context Map

Kanata North Urban
Expansion Area

KANATA NORTH

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Ottawa River

ALYMER

NCC Greenbelt

KANATA

9

49

38

417

61

36

59

61

12

32

416

16



Minto Kanata North, 48.22 hectares (119.15 acres), is located within the southeast quadrant of the Kanata North Urban Expansion Area (KNUEA), as set forth by the Kanata North Community Design Plan (CDP). The lands are accessible from March Road and are surrounded by a variety of uses, including existing residential, agricultural land, a decommissioned rail corridor, a tributary and future retail/commercial. Permitted land uses have therefore been forecasted to complement the existing uses, including residential building types and commercial.

As Kanata continues to expand, sufficient services and infrastructure must be provided to accommodate growth. March Road represents the main north-south corridor, that provides access to and from the KNUEA, and has been classified as a major urban arterial. More infrastructure improvements are therefore being planned for the March Road Corridor to accommodate the safe and efficient movement of goods and people, including high-order transit in the form of a bus rapid transit service. Furthermore, the decommissioned CN rail corridor also presents opportunity for north-south travel - various options to transform this corridor into a regional amenity are being considered.

Legend

-  Multi-Unit Residential
-  Street-Oriented Residential
-  Privately Serviced Residential
-  Retail and Commercial
-  Undeveloped Urban
-  Enterprise Area
-  Institutional
-  Subject Site
-  KNUEA Quadrant Boundary
-  KNUEA

Figure 2 Kanata North Context Map

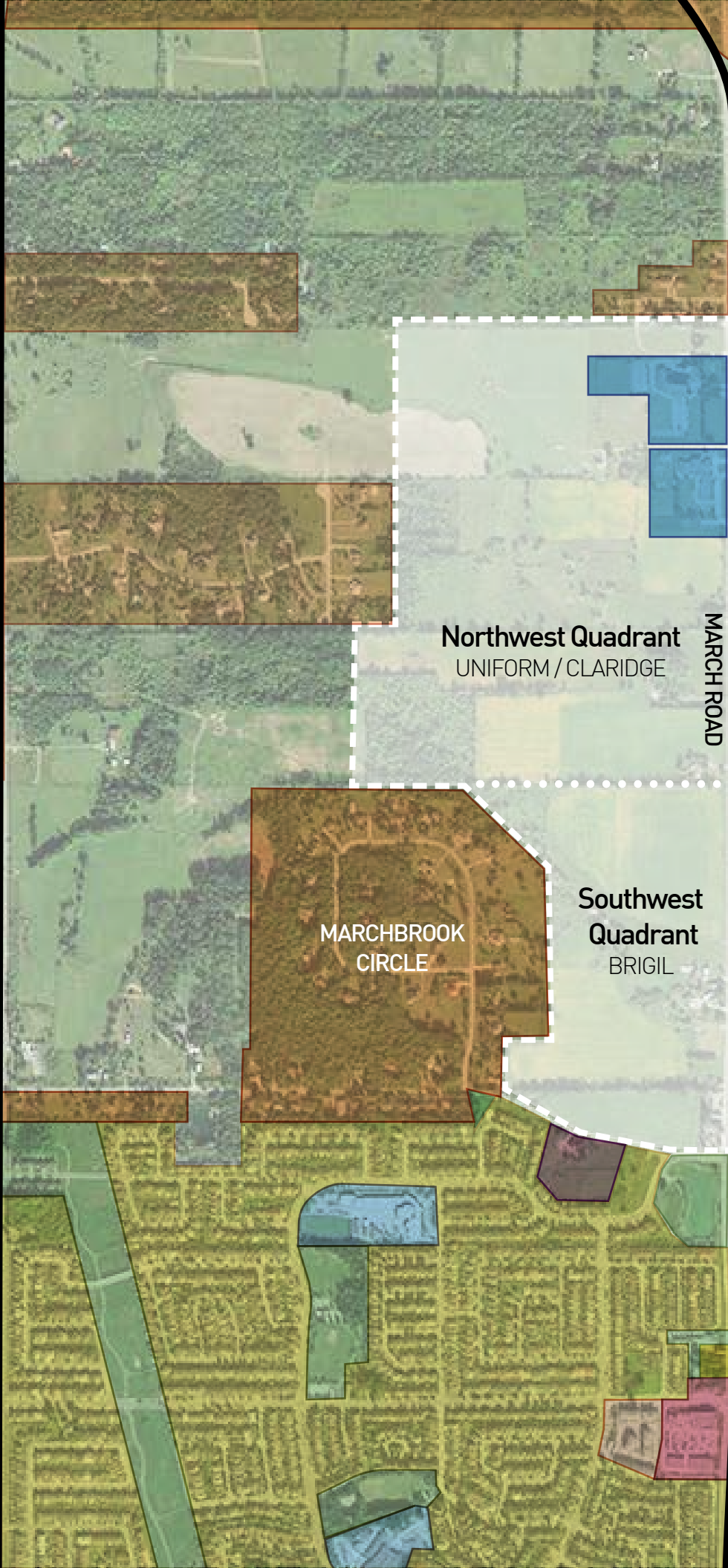


RURAL



OLD SECOND LINE

RURAL



Northwest Quadrant
UNIFORM / CLARIDGE

Northeast Quadrant
VALECRAFT

Southwest
Quadrant
BRIGIL

MARCHBROOK
CIRCLE

**KANATA
NORTH**
Southeast Quadrant

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FUTURE
COMMERCIAL

FUTURE
COMMERCIAL

BROOKSIDE

DECOMMISSION CN RAIL CORRIDOR

MARCH ROAD

MARCH VALLEY

NCC
GREENBELT

Area Summary

Kanata North Urban
Expansion Area
181.0ha (447.6ac)

Minto Communities
48.2ha (119.2ac)
6.9ha (17.0ac) Outside the Urban Boundary

2559688 Ontario Inc.
9.4ha (23.1ac)

Existing features present both opportunities and constraints to the development at Kanata North. As mentioned previously, the subject lands are bounded by a variety of land uses. Adjacencies have therefore been acknowledged and integrated into the planning and design of the neighbourhood.

A portion of the Shirley's Brook Tributary 2 runs north-south along the western edge of the site. This corridor, which will be conveyed to the City through the plan of subdivision approval, is designated as an Urban Natural Feature within the City of Ottawa's Official Plan. Due to its classification and sensitivity, a 40m buffer surrounds this natural feature to accommodate vegetation and minimize adverse impacts from adjacent land uses. A portion of this corridor has been retained by 2559688 Ontario Inc. for access to the existing farmhouse.

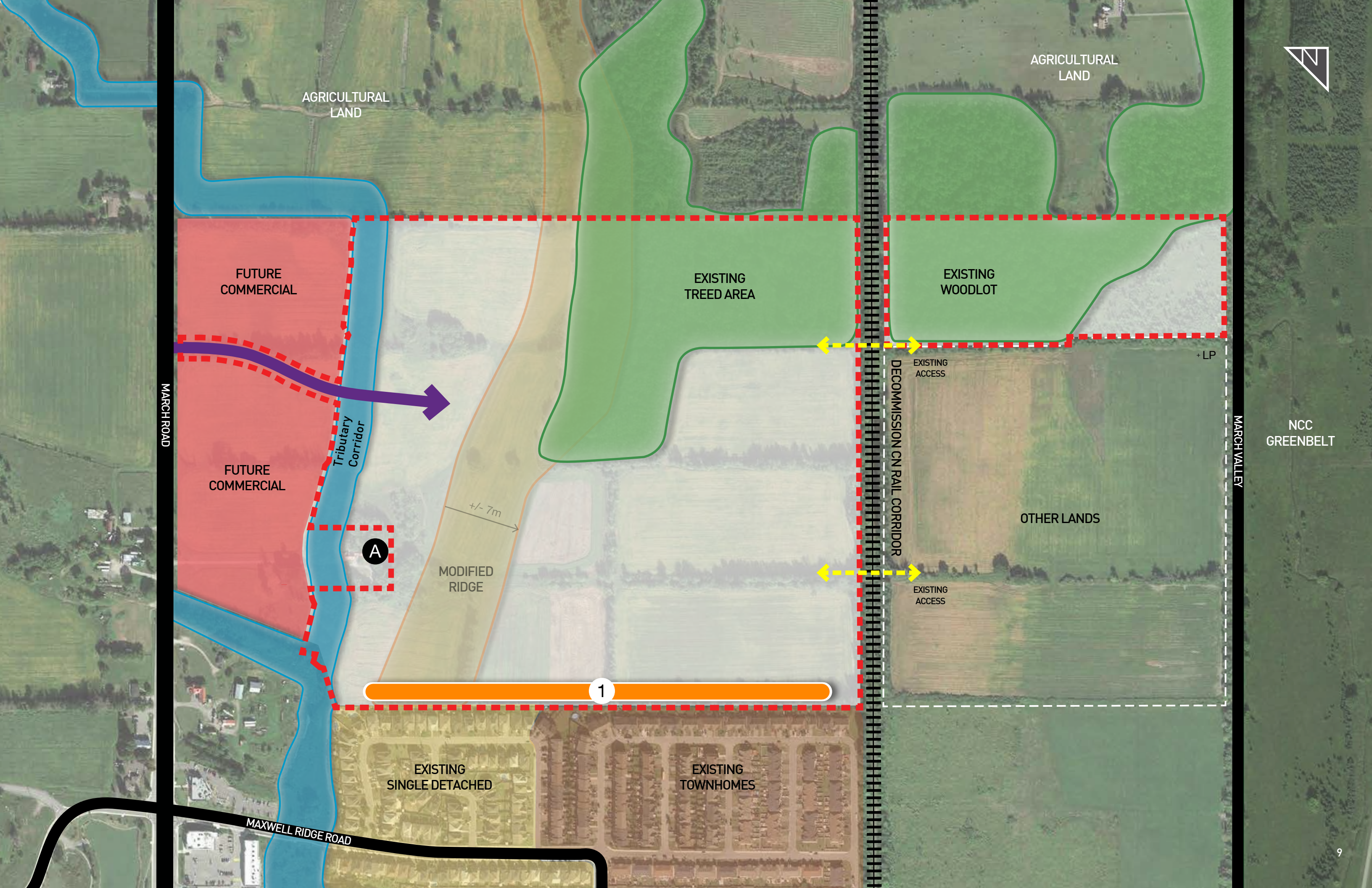
Additional depth and vegetative buffering will also be provided in areas that abut onto existing residential lands for transitional and privacy considerations. The decommissioned CN rail corridor running along the east boundary of the site will also present a unique interface for the incoming neighbourhood. Although the corridor has yet to be re-designated, its future potential presents a very valuable asset to the overall community.

Lastly, an existing woodlot and a proposed stormwater management pond east of the site, currently outside of the Urban Boundary, will be conveyed to the City through the draft plan process.

Legend

- Existing Woodlot / Treed Area
- Tributary Corridor
- Future Commercial
- Existing Single Detached
- Existing Townhomes
- Subject Site
- Decommissioned CN Rail Corridor
- Major Roads
- Neighbourhood Entry Road
- Existing Access
- Adjacent Existing Residential
- Existing Farmhouse

Figure 3 Site Analysis Diagram



AGRICULTURAL LAND

AGRICULTURAL LAND

FUTURE COMMERCIAL

EXISTING TREED AREA

EXISTING WOODLOT

MARCH ROAD

FUTURE COMMERCIAL

Tributary Corridor

+/- 7m

MODIFIED RIDGE

A

DECOMMISSION CN RAIL CORRIDOR

EXISTING ACCESS

+LP

NCC GREENBELT

OTHER LANDS

MARCH VALLEY

1

EXISTING SINGLE DETACHED

EXISTING TOWNHOMES

MAXWELL RIDGE ROAD








Neighbourhood Design.

Section B.

- 4 Vision & Design Principles.
- 5 Neighbourhood Master Plan.
- 6 Built Form.
- 7 Open Space.
- 8 Road Network.

 Through the creation of a mindful, integrated and cohesive network of parks, open spaces, roads and pathways, Minto Kanata North will be an identifiable neighbourhood respectful of the regional charm, and complementary to surrounding communities.





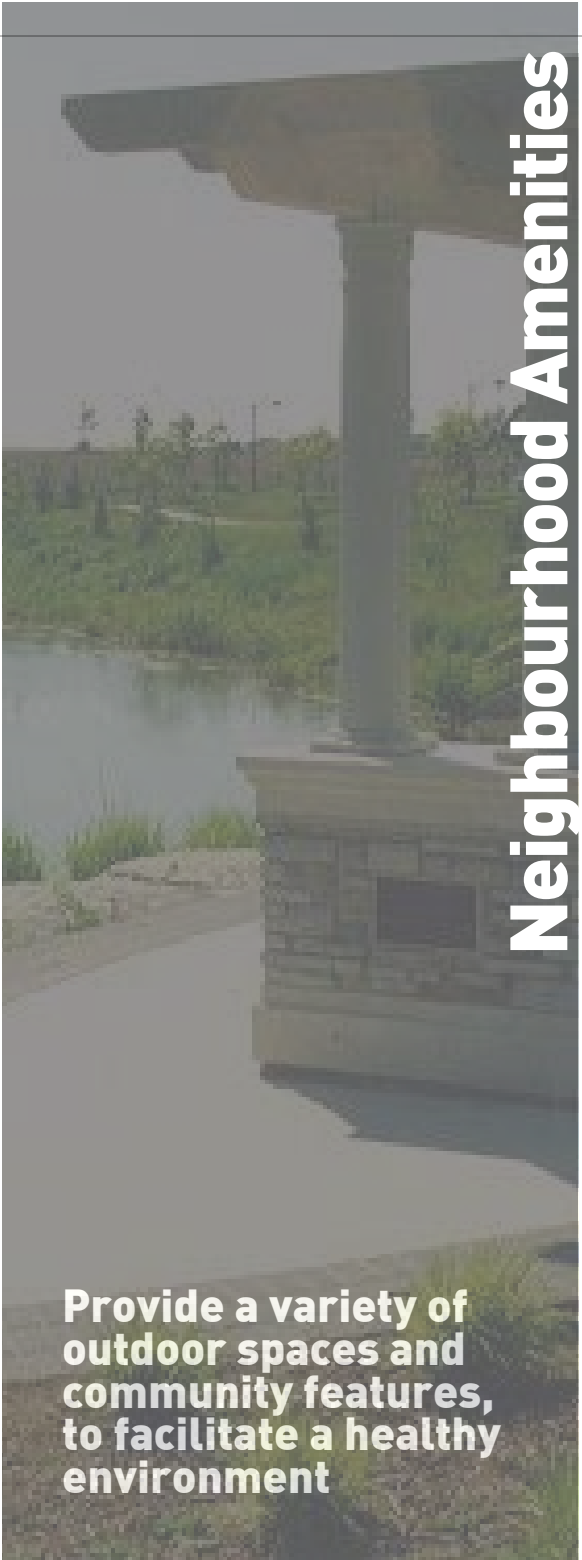
Compatibility of Built Form

Offer housing types and forms that are consistent with the surrounding neighbourhoods and entire Kanata North Community



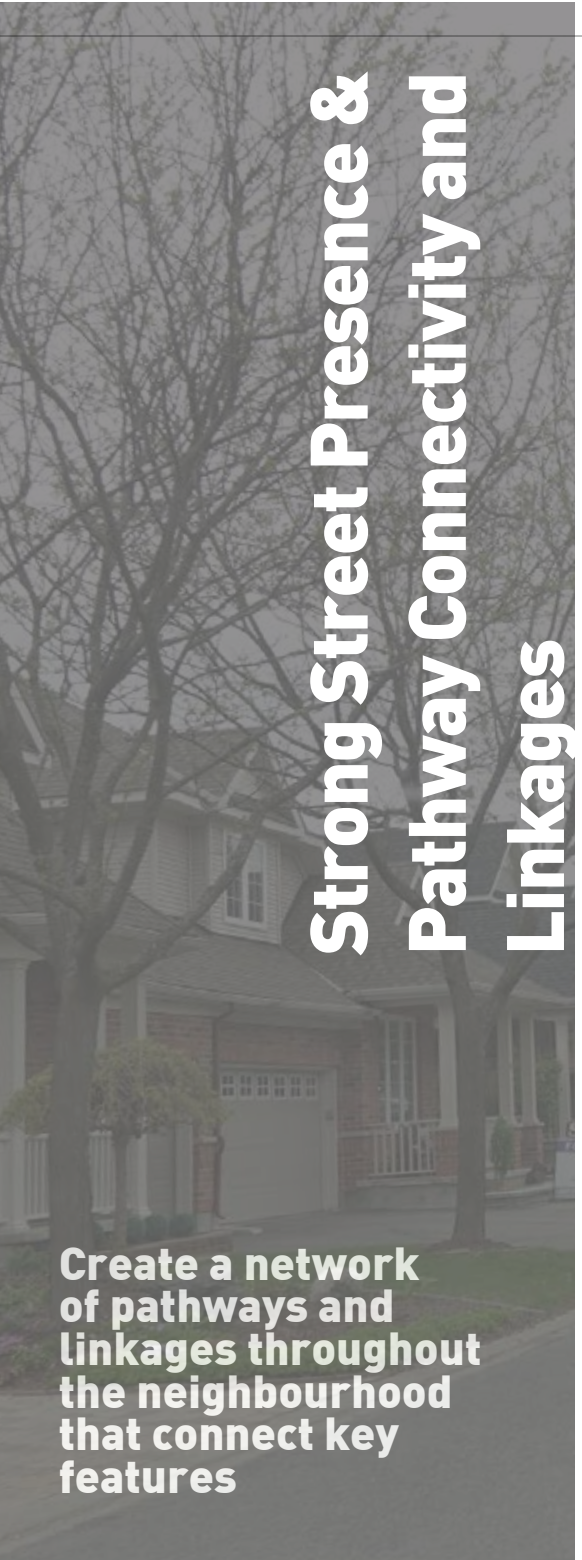
Accessible Open Space

Strategically place parks and open spaces within the neighbourhood that will benefit all residents



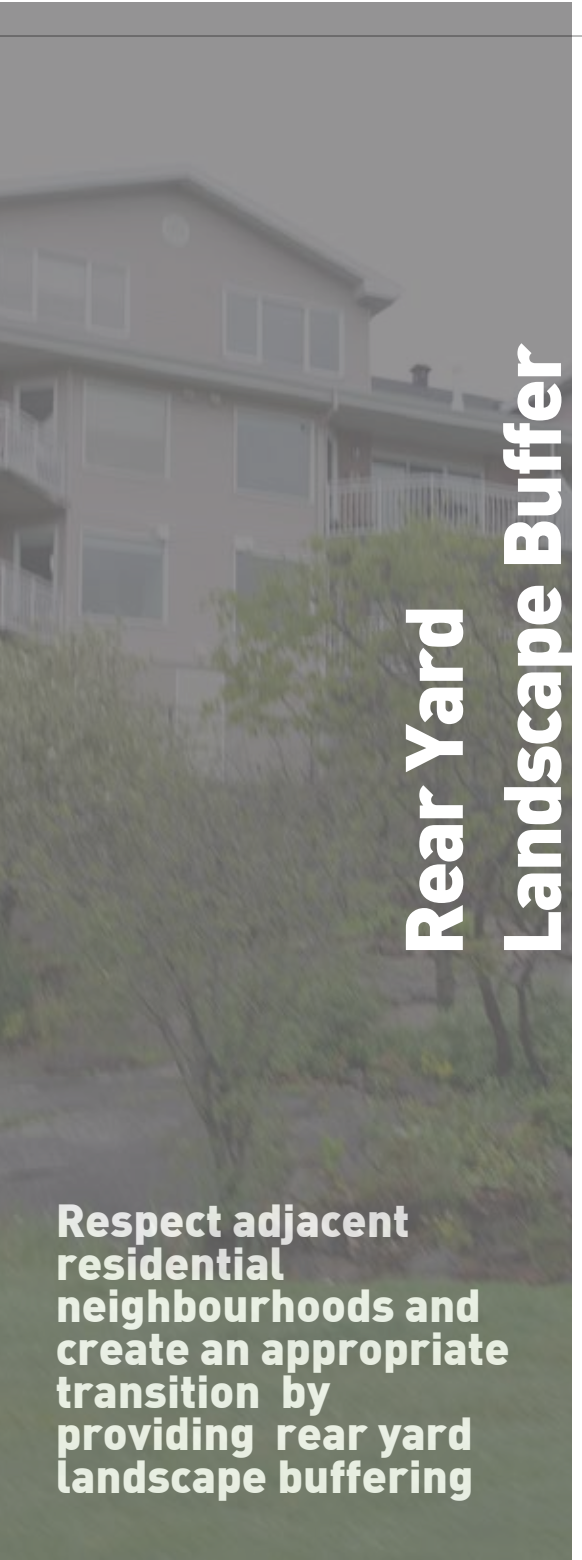
Neighbourhood Amenities

Provide a variety of outdoor spaces and community features, to facilitate a healthy environment



Strong Street Presence & Pathway Connectivity and Linkages

Create a network of pathways and linkages throughout the neighbourhood that connect key features



Rear Yard Landscape Buffer

Respect adjacent residential neighbourhoods and create an appropriate transition by providing rear yard landscape buffering

The Minto Kanata North Neighbourhood will be designed with the intent of providing thorough connectivity and accessibility for residents and visitors throughout the community. The presented road pattern features both major and minor collectors, along with local roads, that allow for easy access to the school, neighbourhood park, parkette and future commercial sites. This network of streets has been designed to improve walkability and connectivity to neighbourhood amenities, with pathways situated throughout to increase access to existing and future developments and open spaces.

The main neighbourhood entry, directly off of March Road, will include aesthetically enhanced gateway features and an improved collector road streetscape to provide a 'sense of arrival' for both residents and visitors. The design and character of these features will also be reflected in various landscape components, markers and fencing treatments to create a consistent theme throughout the neighbourhood.

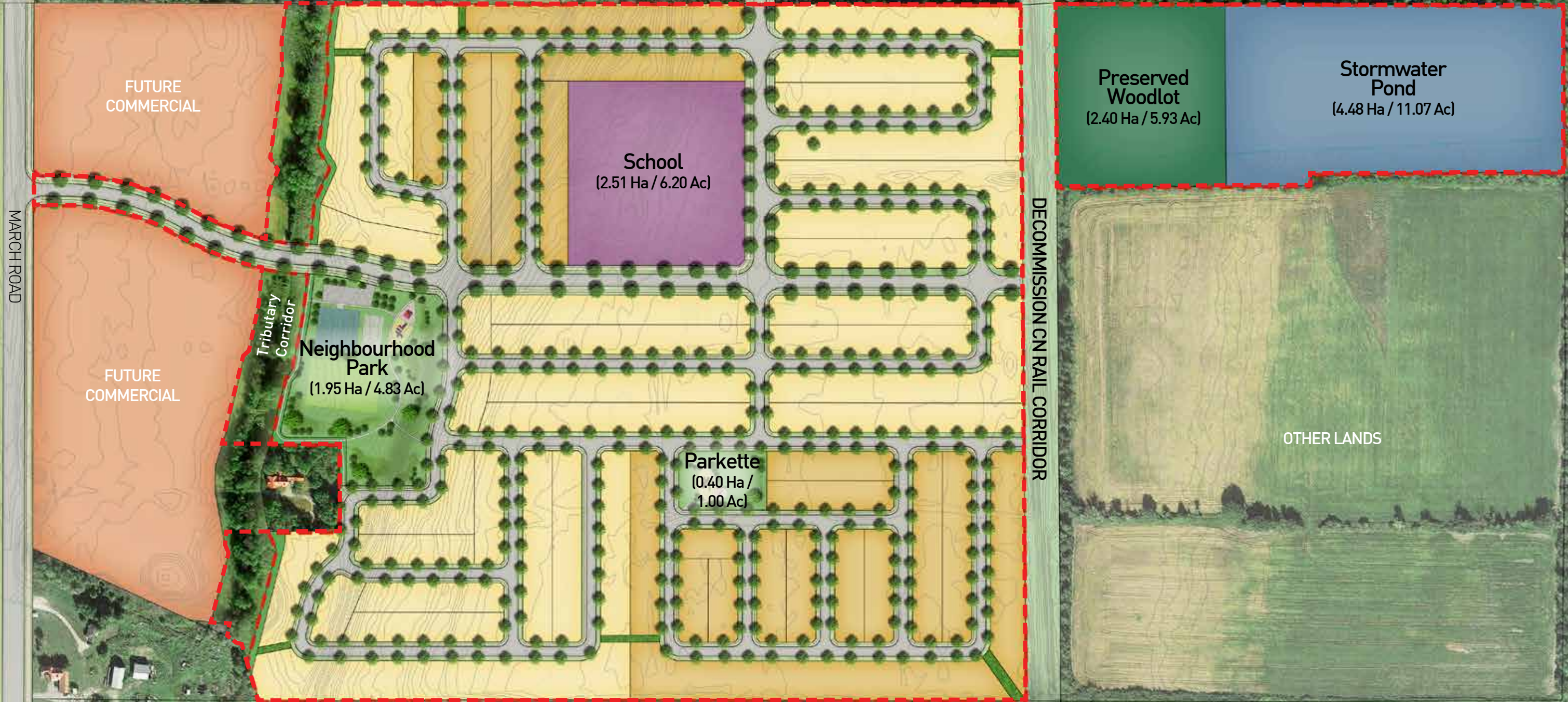
Homes backing onto the existing residential neighbourhood to the south have been designed to complement the existing built form typologies, and will have additional depth to accommodate a landscape buffer. Please note, landscape buffer subject to a Tree Conservation Report (TCR).

Another key component of the plan is the network of integrated parks and open spaces. These strategically placed amenities, located along major roads and at key terminations, will cater to the surrounding population and offer opportunities for both passive and active outdoor activities. Additionally, the tributary corridor to the west will further improve north-south connectivity, while also providing opportunities for housing adjacent to a natural feature.

Overall, Minto Kanata North will provide a distinct neighbourhood identity that respects, preserves and enhances existing open spaces and natural features.

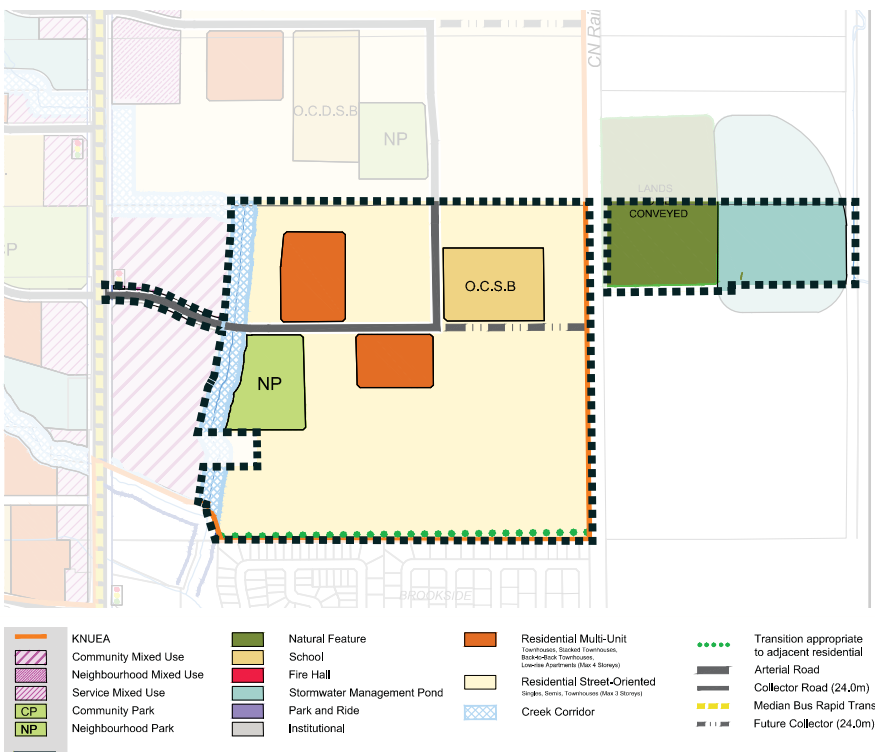
Legend

- Single Detached
- Executive Townhomes
- Future Commercial
- School
- Stormwater Pond
- Parks & Open Space
- Buffer
- Rail Corridor
- Woodlot
- Tributary



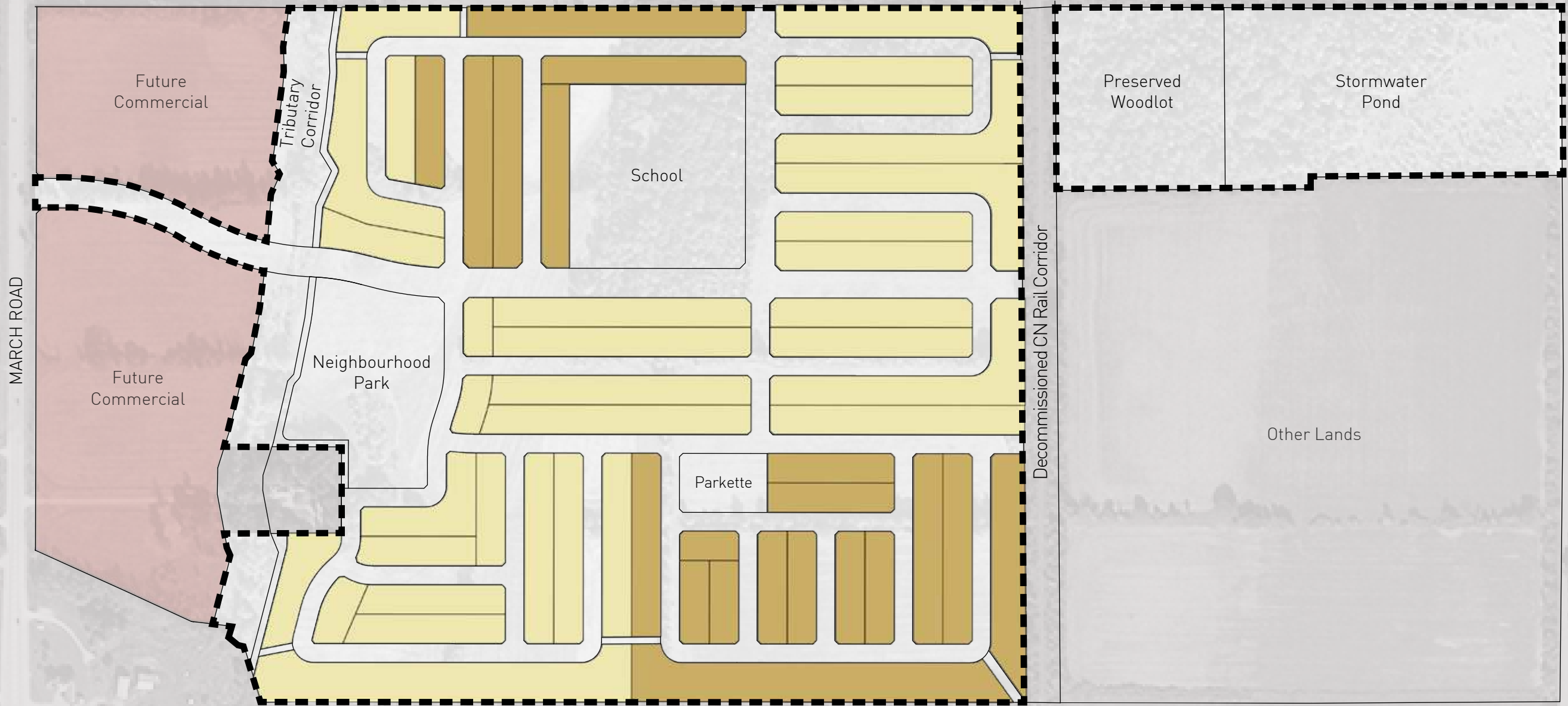
In conformity with the CDP, housing typologies that will be incorporated in Minto Kanata North include single-detached homes and executive townhomes, having a maximum of three storeys. These typologies are consistent with the existing neighbourhood to the south. Blocks backing onto this development will benefit from having deeper lot depths, which will reflect the adjacent residential conditions and create an appropriate transition/buffer.

The subject lands will also contain a 2.51 hectare school site, a 1.95 hectare neighbourhood park, and a smaller 0.40 hectare parkette, all of which are of acceptable size in conformance with the CDP.



Kanata North - CDP Land Use Plan

Figure 5 Land Use Map



Legend

- Single Detached
- Executive Townhomes

36.00 **KNUEA Average Density**
(units per gross hectare)
Minimum

Unit Count	Number of Units	% of Total	DENSITY 37.3 UPH
Single Detached	455	53%	
Executive Townhomes	401	47%	
Total	856	100%	

30' Single Detached Home ■

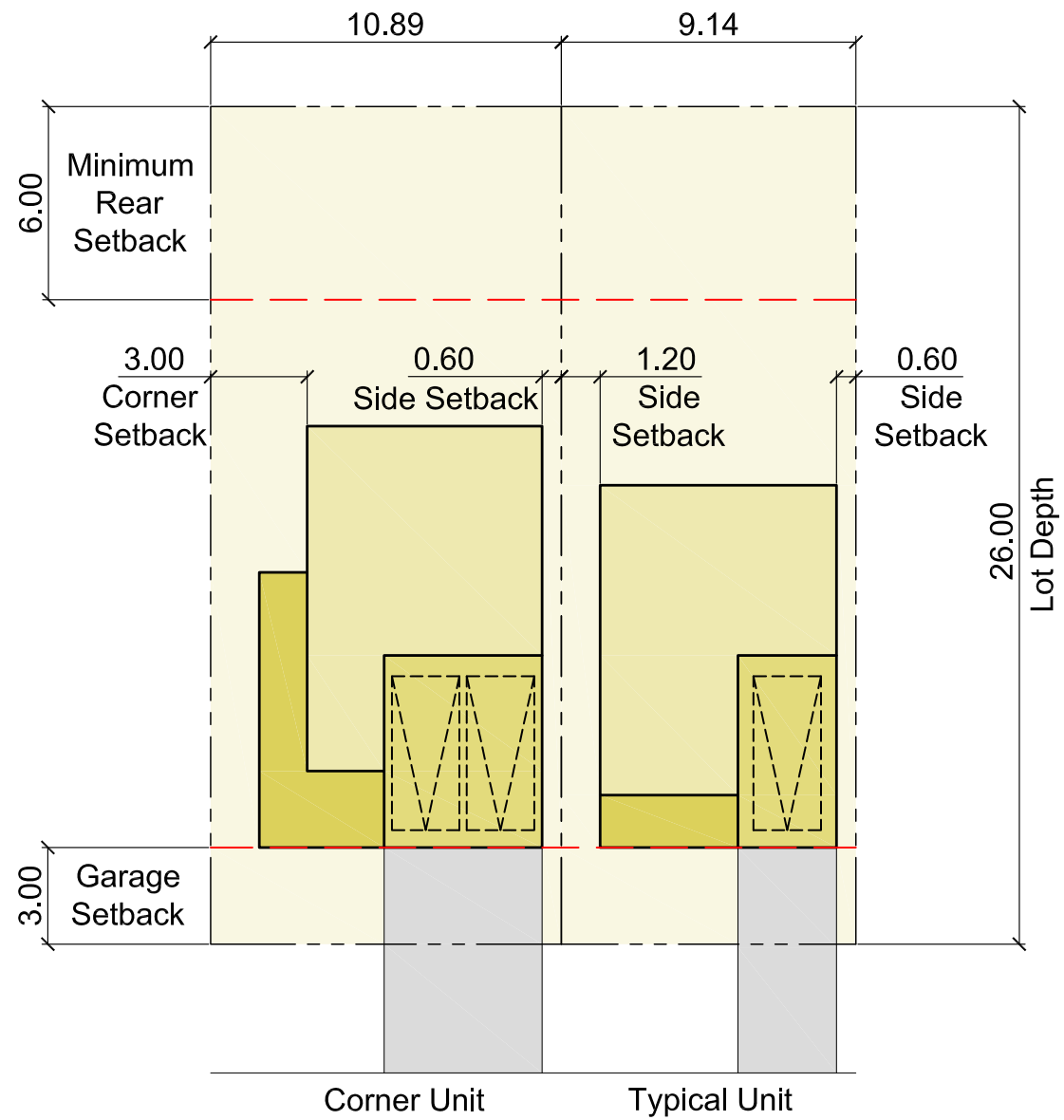


Figure 6 ■ 30' Single Detached Home Lotting Standard and Measurements



Traditional Style



Traditional Style



Contemporary Corner Product

Figure 7 ■ Conceptual Architectural Renderings - 30' Single Detached Home

36' Single Detached Home

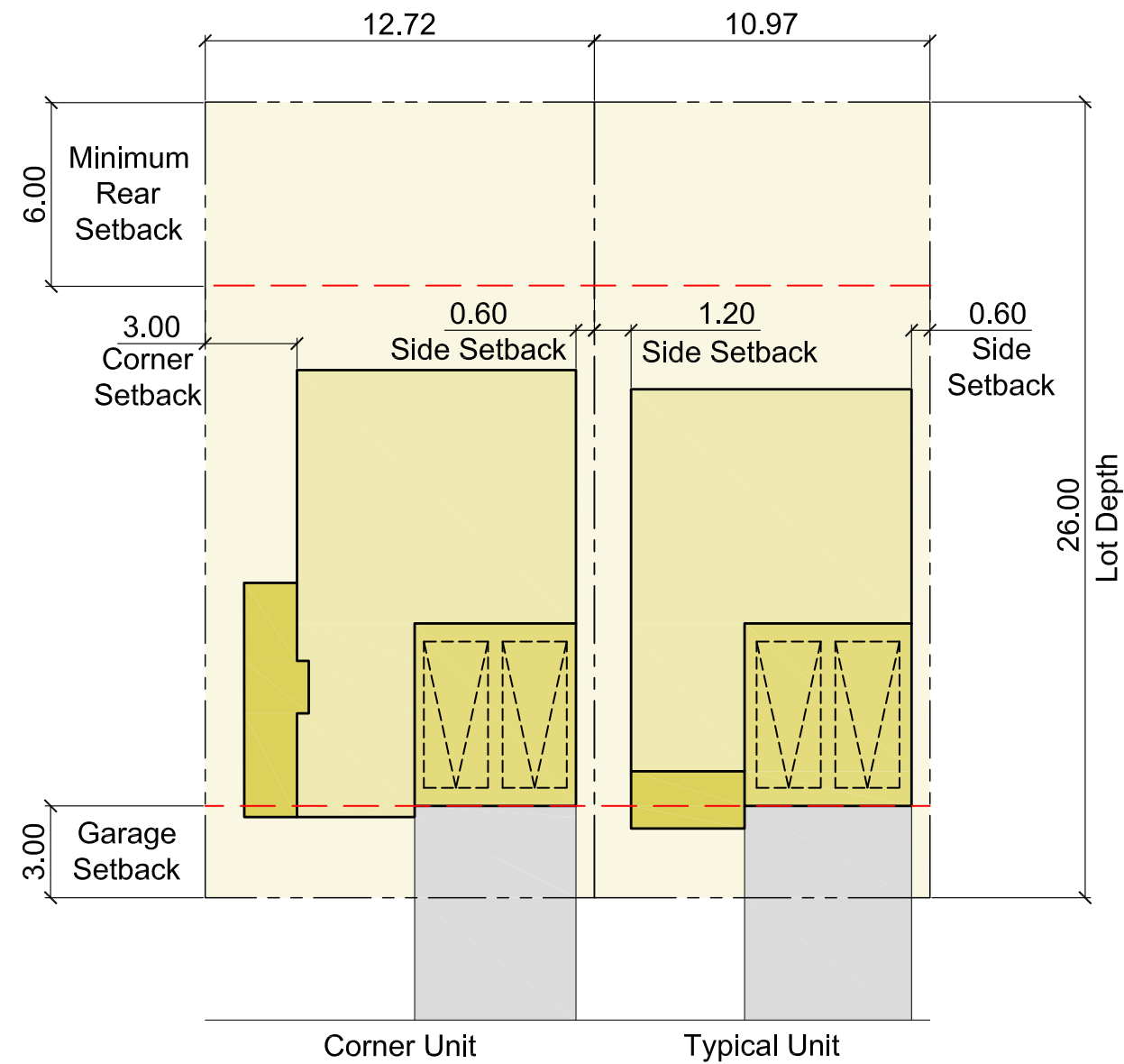


Figure 8 36' Single Detached Home Lotting Standard and Measurements



Contemporary Style



Traditional Style



Traditional Corner Product

Figure 9 Conceptual Architectural Renderings - 36' Single Detached Home

43' Single Detached Home

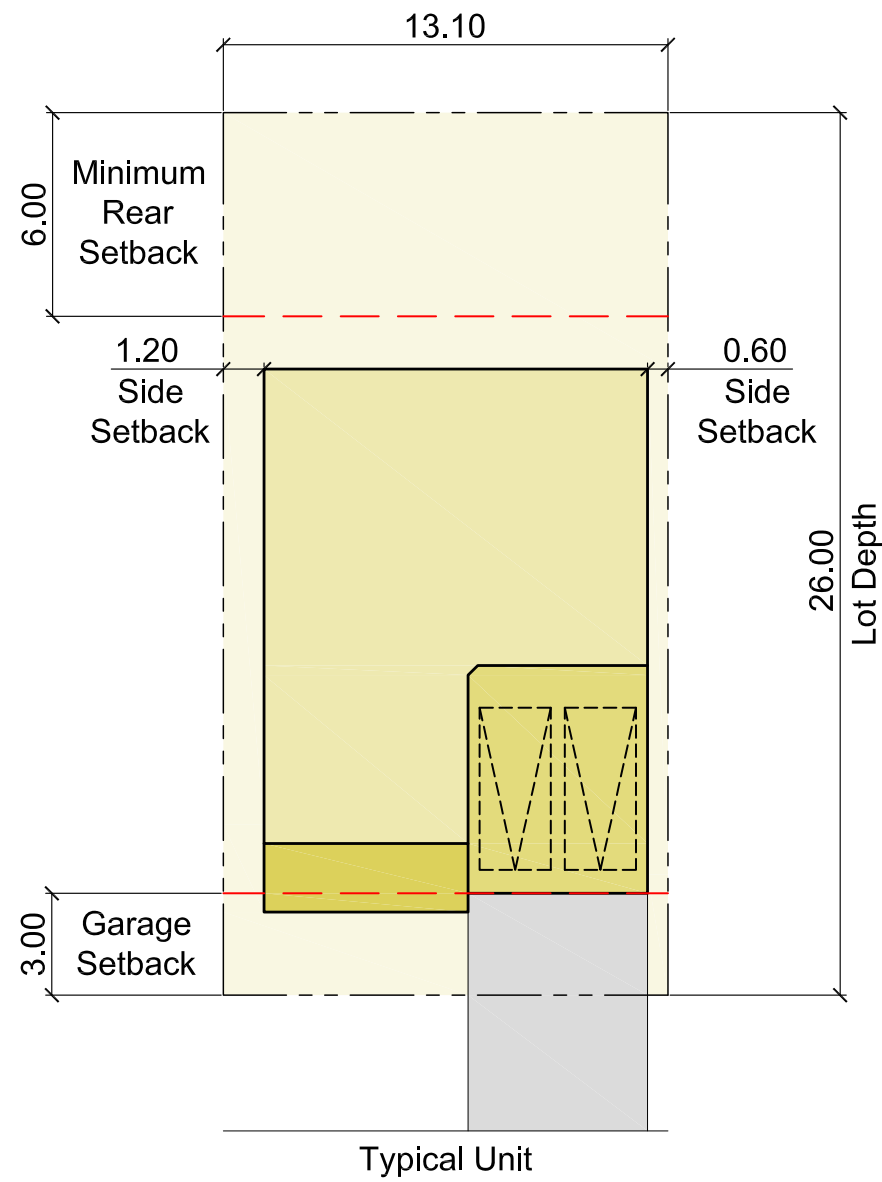


Figure 10 43' Single Detached Home Lotting Standard and Measurements



Traditional Style



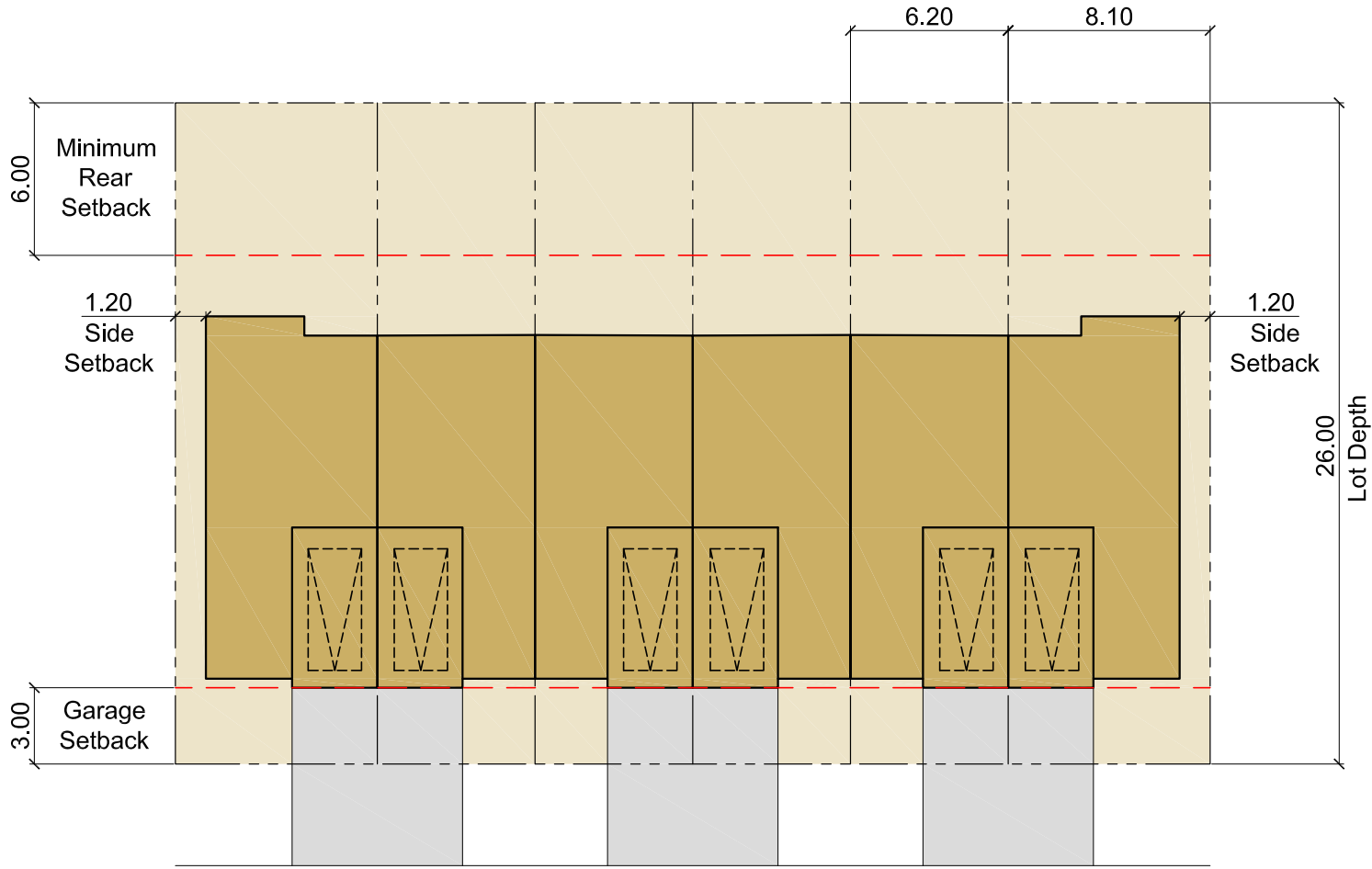
Traditional Style



Contemporary Style

Figure 11 Conceptual Architectural Renderings - 43' Single Detached Home

Executive Townhome



Traditional Style



Contemporary Style

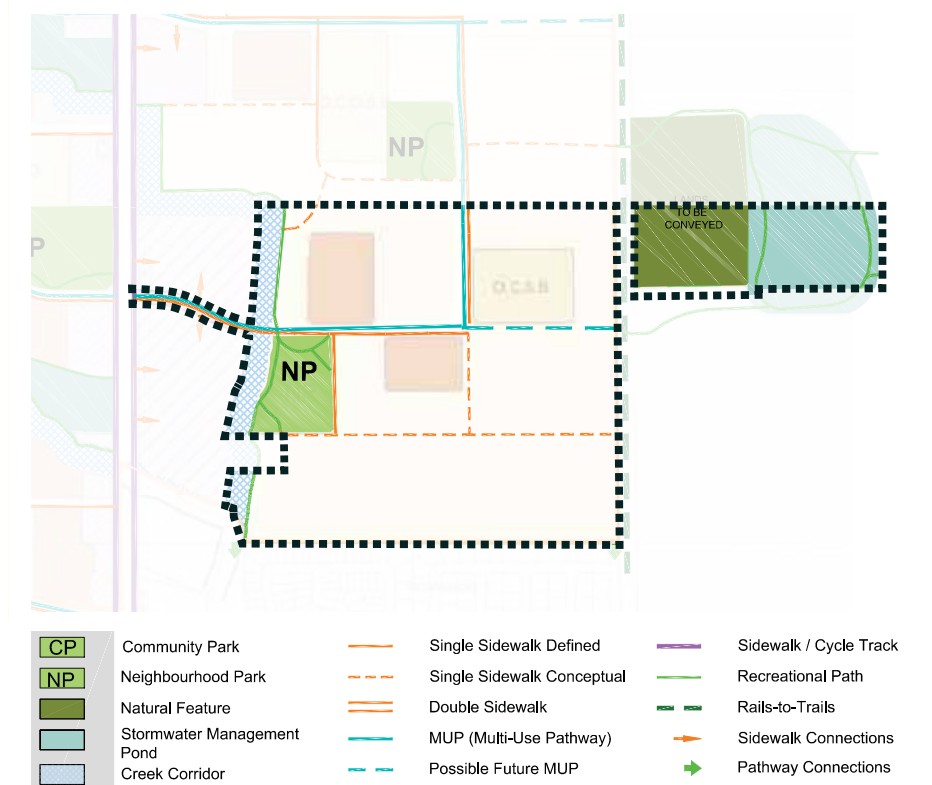
Figure 12 Executive Townhomes Lotting Standard and Measurements

Figure 13 Conceptual Executive Townhomes Renderings

As fundamental and valued elements of Minto Kanata North, the parks, open spaces and natural features will be strategically located to cater to the recreational needs of residents and visitors. The preserved woodlot, adjacent to the planned stormwater pond, could provide additional open space and trails, while adding to the diversity of the neighbourhood. Overall, parks, open spaces and natural features will be publicly accessible, visible and located along primary roads.

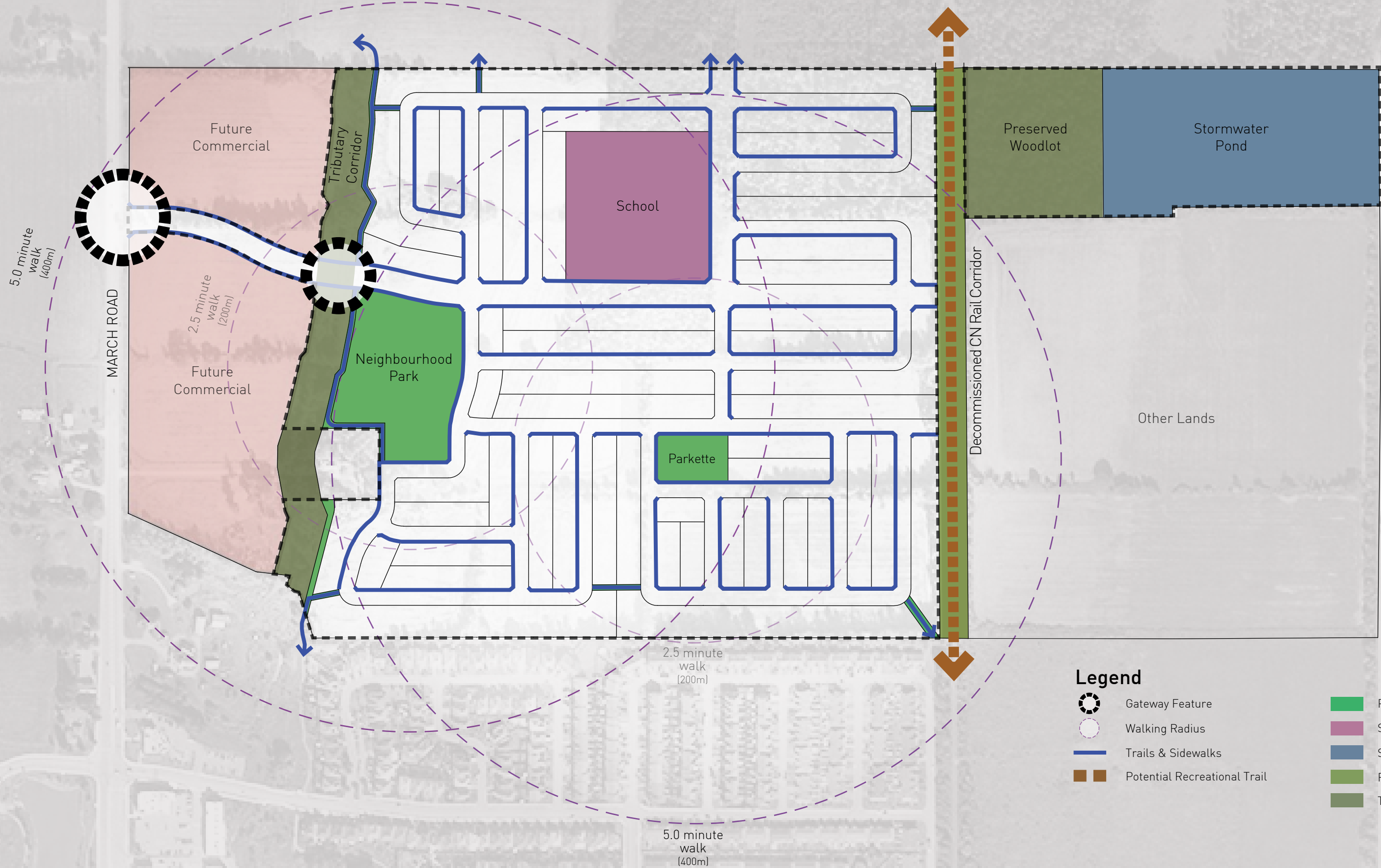
The parks are categorized into two typologies:

- Neighbourhood Park (1.20 - 3.20 ha) - Active/passive park space with play equipment, shade structures, sports fields, multi-purpose courts and seating areas.
- Parkette (0.40 - 1.20 ha) - Active/passive park space with small playground equipment and seating areas.



Kanata North - CDP Parks and Open Space Plan

Figure 14 Open Space Diagram



Legend

- Gateway Feature
- Walking Radius
- Trails & Sidewalks
- Potential Recreational Trail
- Parks & Open Space
- School
- Storm Pond
- Rail Corridor
- Tributary / Woodlot

Landscape Features

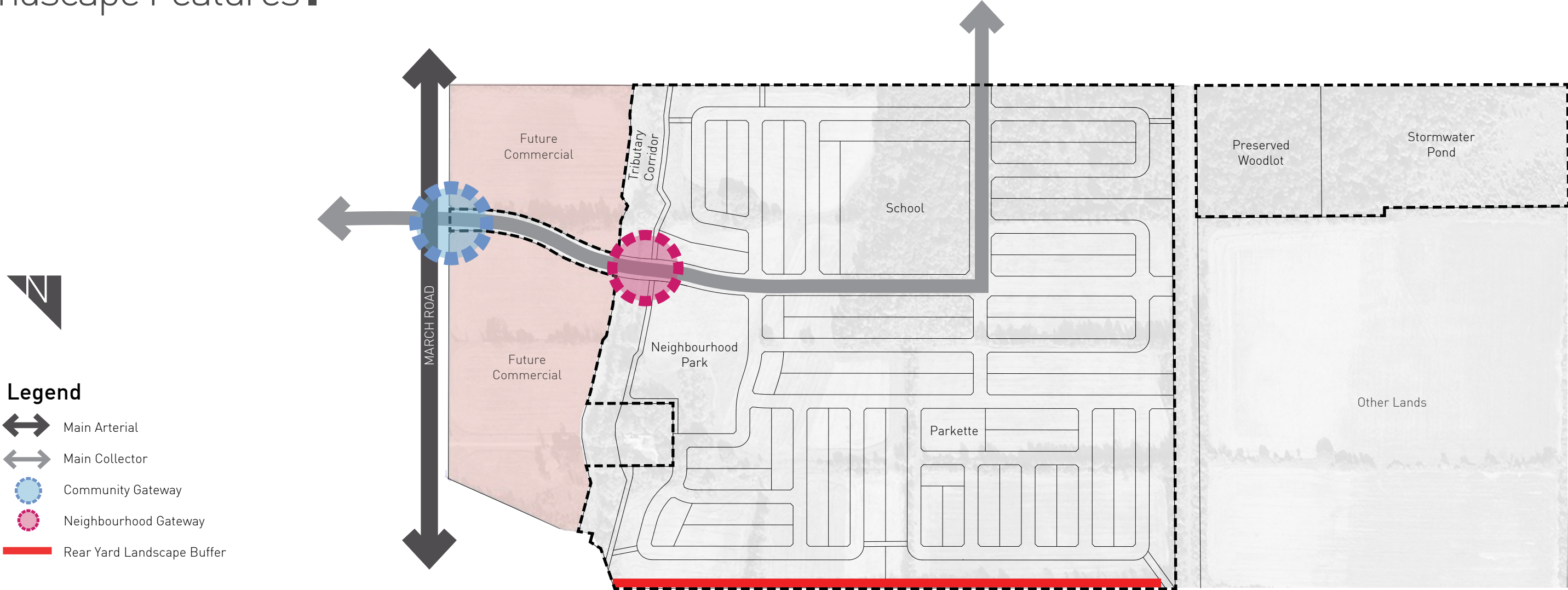


Figure 15 Landscape Features Diagram



Pedestrian Typologies



Legend

- Multi-Use Pathway
- 2.0m Sidewalk
- 1.5m Sidewalk
- Walkway Block
- Tributary Corridor Trail
- Potential Recreational Trail

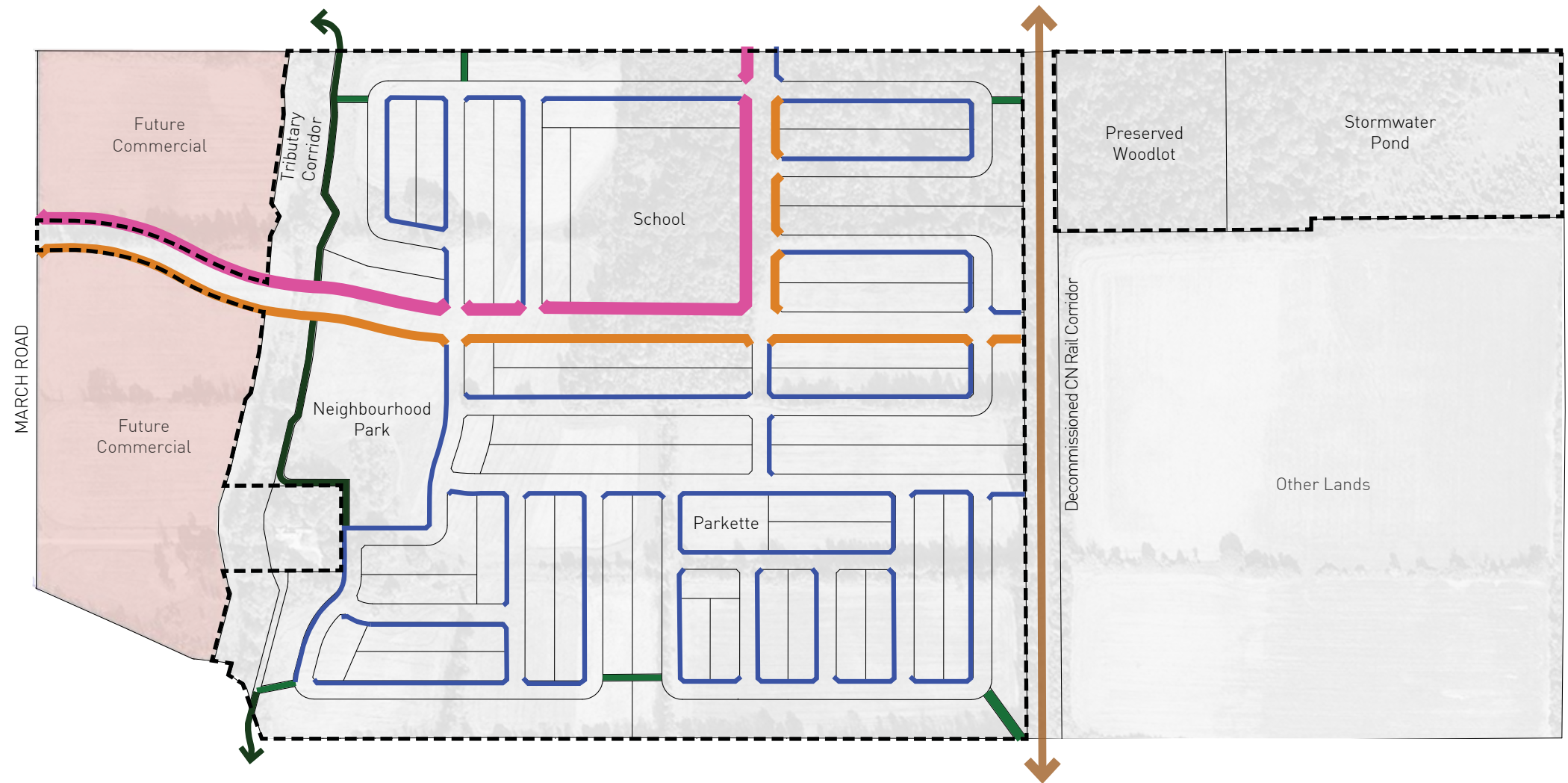


Figure 16 Trails and Pathways Diagram

Multi-Use Pathway



Neighbourhood Sidewalk



Open Space Trail



Neighbourhood Park Vignette



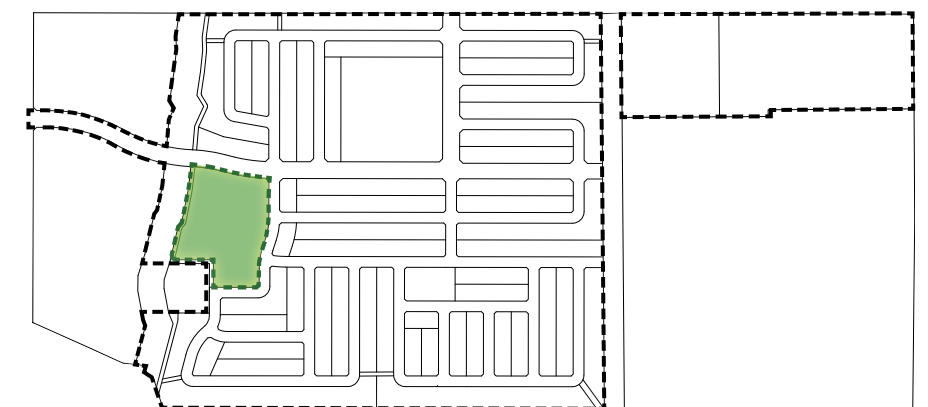
*Conceptual design subject to final detail design and grading



Pathways & Shade Structure



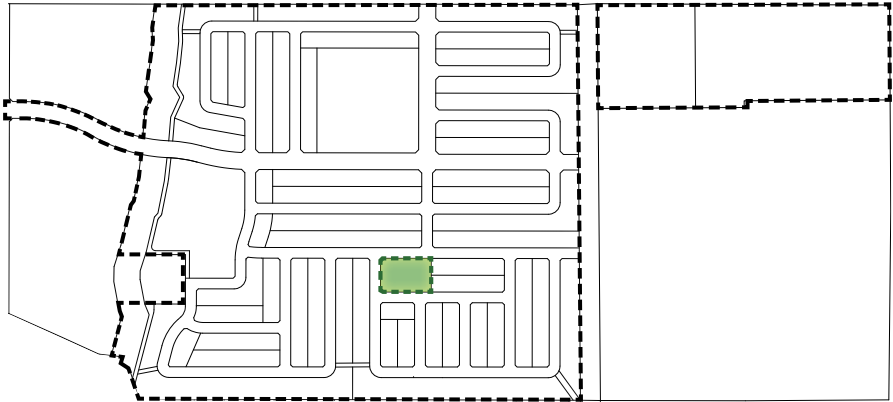
Playground & Splash Pad



Parkette Vignette



*Conceptual design subject to final detail design and grading



Rear Yard Buffer Section

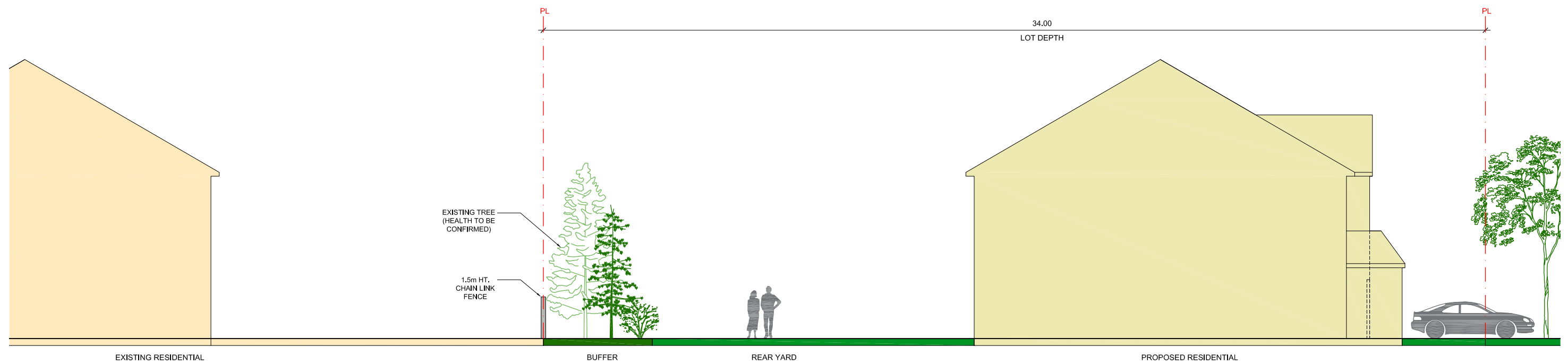
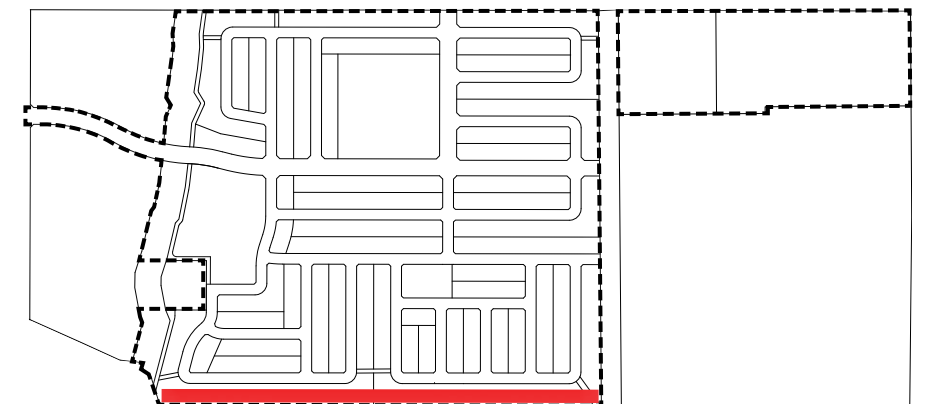


Figure 19 Rear Yard Buffer Section

Due to the existing neighbourhood to the south of Minto Kanata North, the CDP contains guidelines for appropriate transitions between new and existing neighbourhoods. Proposed residential development that abuts the existing community will be provided with additional lot depth to retain an existing treed area, the health of which is to be confirmed by the EIS.



Tributary Corridor Section

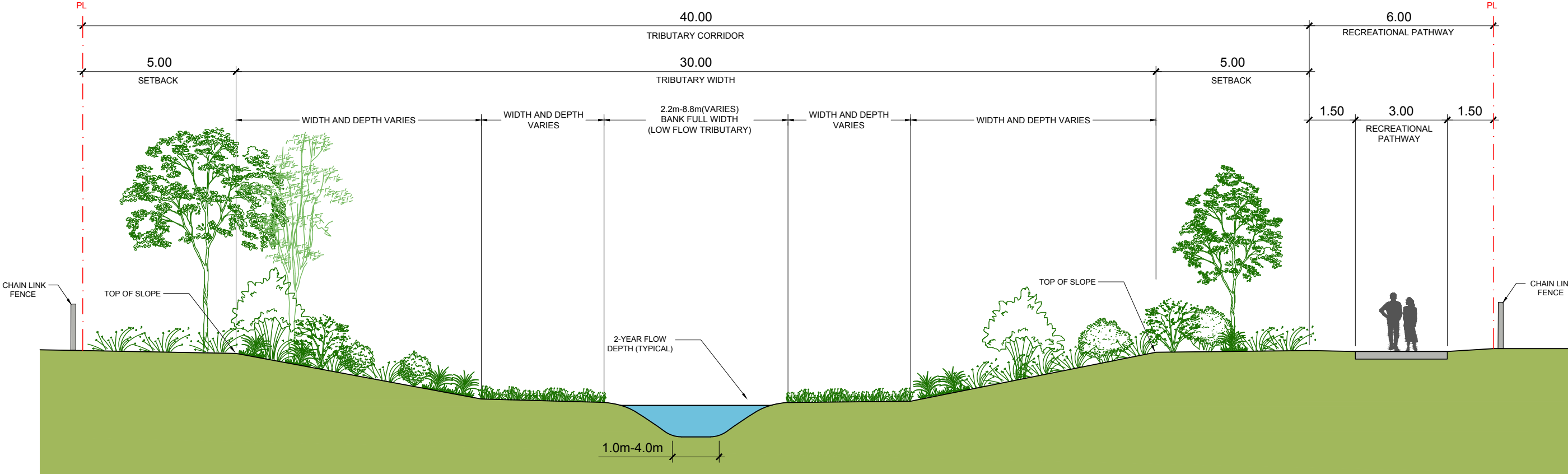
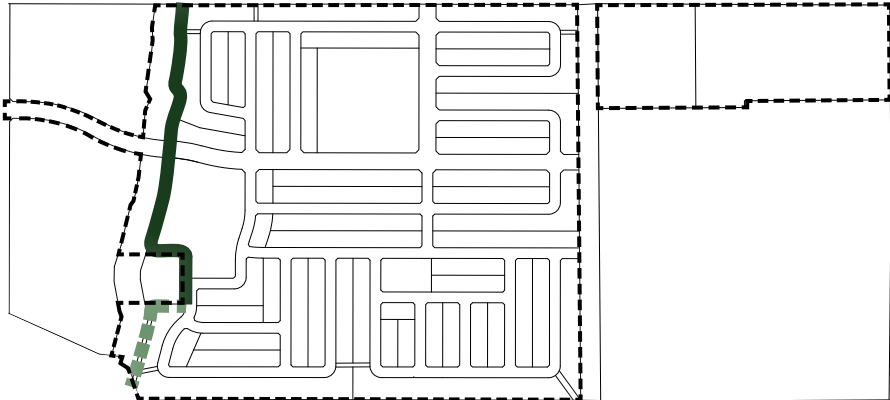


Figure 20 Tributary Corridor Section

Shirley’s Brook Tributary 2 is designated as a Urban Natural Feature that runs north-south along the west side of the site. As outlined in the CDP, the 40m tributary corridor will include a recreational pathway with a selection of vegetation that allows for views to the natural feature. The corridor will also be directly accessible from the abutting neighbourhood park and various walkway blocks. No recreational pathway will be provided in the tributary corridor south of the existing private farmhouse.



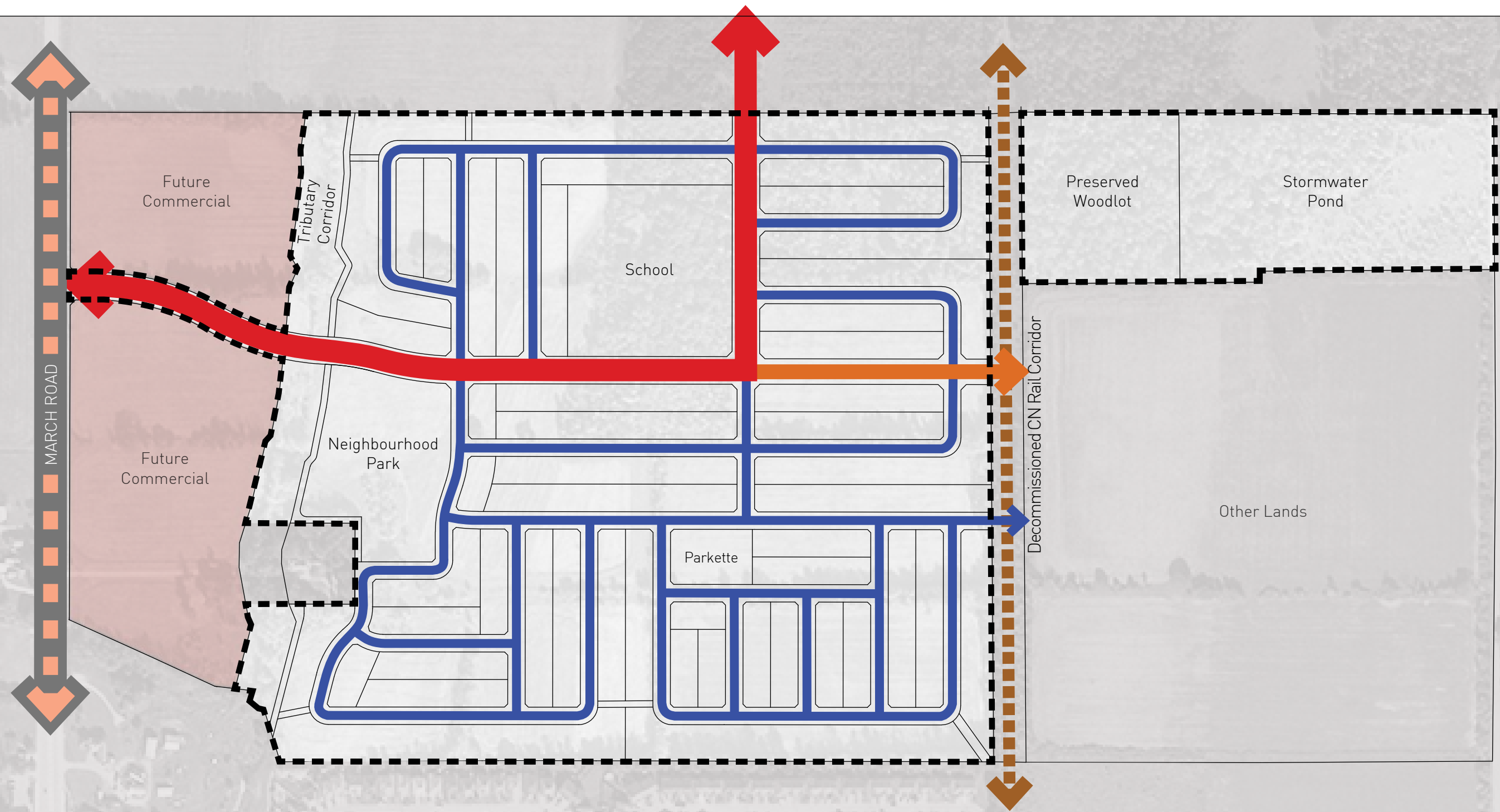
Minto Kanata North will consist of three road typologies that will improve overall connectivity and enhance the character of the neighbourhood; a 26.0m Major Neighbourhood Collector, that will serve as the main 'spine', a 24.0m Minor Neighbourhood Collector, which will provide access to any future development east of the decommissioned railway corridor, and 16.5m Local Roads. This network of roads will be functional for pedestrians, cyclists, and vehicles, while providing terminating views and vistas towards parks and natural features.

As mentioned previously, running north-south along the March Road arterial will be the proposed Kanata North Transitway, a bus rapid transit corridor running between Klondike Road and the terminal Park and Ride Station north of the subject lands.








Kanata North - CDP Demonstration Plan

Figure 21 Street Hierarchy Diagram



Legend

-  26.0m Major Collector Road
-  24.0m Minor Collector Road
-  16.5m Local Road
-  Proposed Bus Rapid Transit Route
-  Potential Recreational Trail

Major Neighbourhood Collector Section (26.0m ROW)

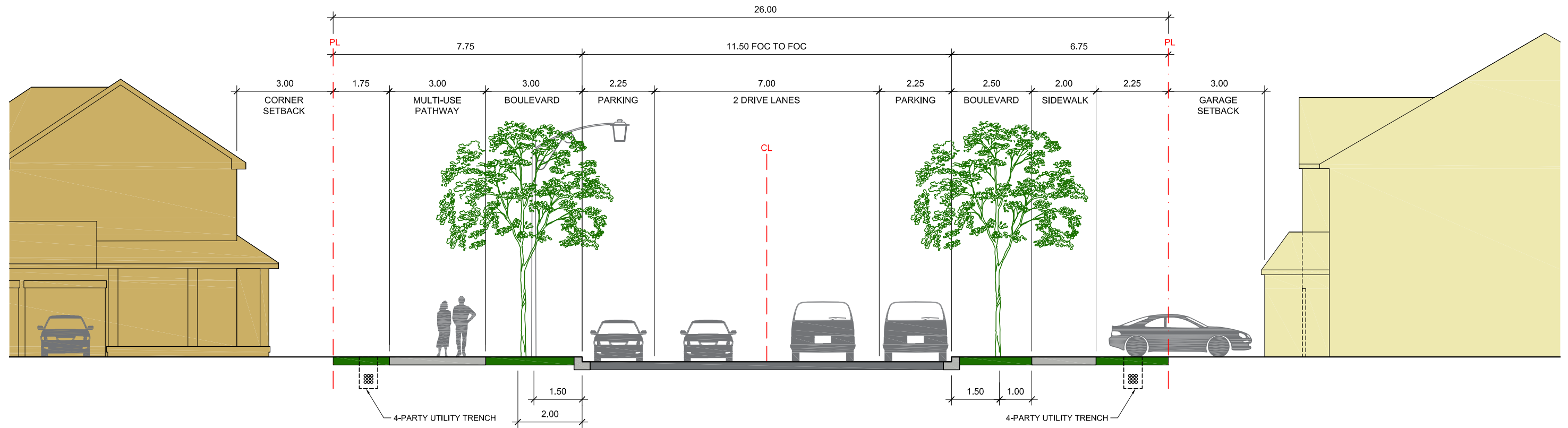
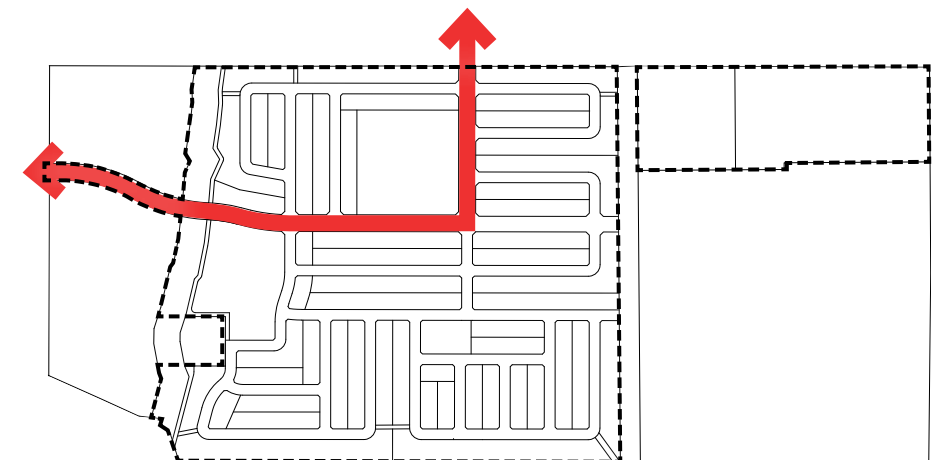


Figure 22 Major Neighbourhood Collector (Typical 26.0m ROW)

The Major Neighbourhood Collector (26.0m) serves as the main thoroughfare connecting Minto Kanata North with March Road to the east and future residential development (Valecraft Homes) to the north, as highlighted in the CDP. This road will be predominantly flanked onto, except for residential blocks that front the school and neighbourhood park, and will consist of the following elements: multi-use pathway; sidewalk; double-sided on-street parking; and street trees within the boulevard.



Minor Neighbourhood Collector Section (24.0m ROW) ■

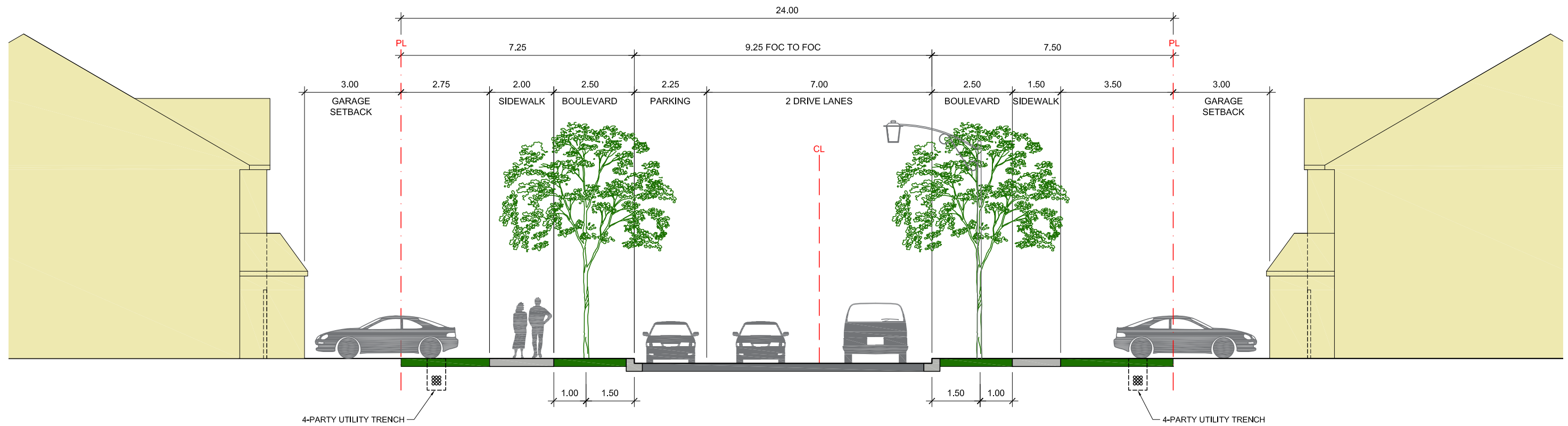
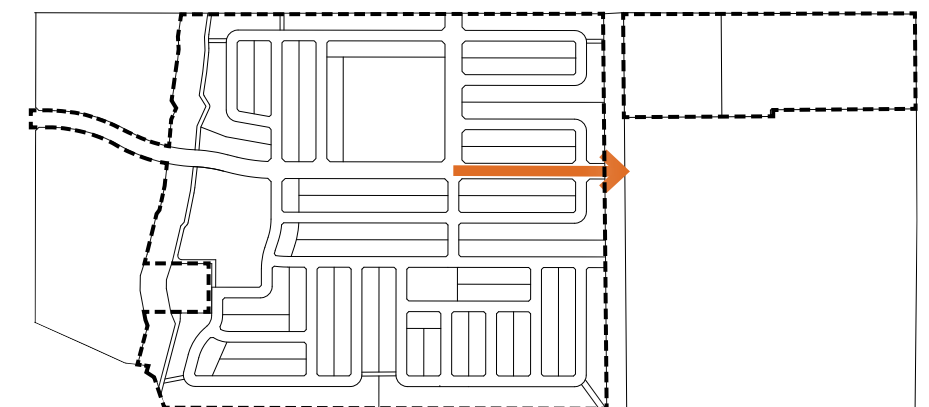


Figure 23 Minor Neighbourhood Collector (Typical 24.0m ROW)

The Minor Neighbourhood Collector (24.0m) serves as the primary access road to any future development east of the decommissioned CN rail corridor. Unlike the Major Neighbourhood Collector (26.0m), which has residential units predominantly flanking onto it, the minor collector will be fronted onto by single-detached product, and will consist of the following elements: 2.0m & 1.5m sidewalks; single-sided on-street parking; and street trees within the boulevard.



Local Road Section (16.5m ROW)

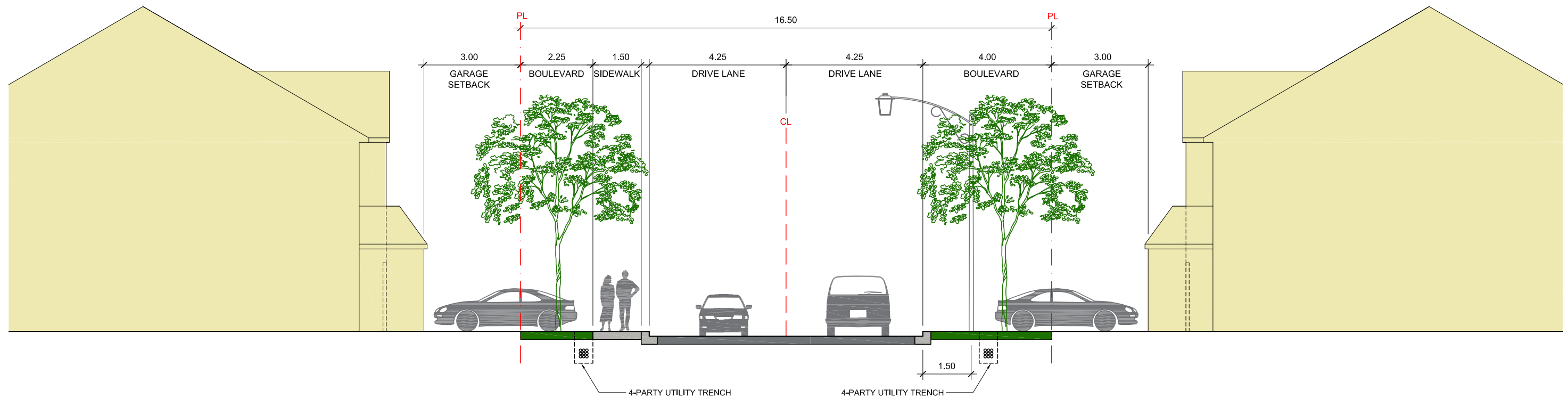
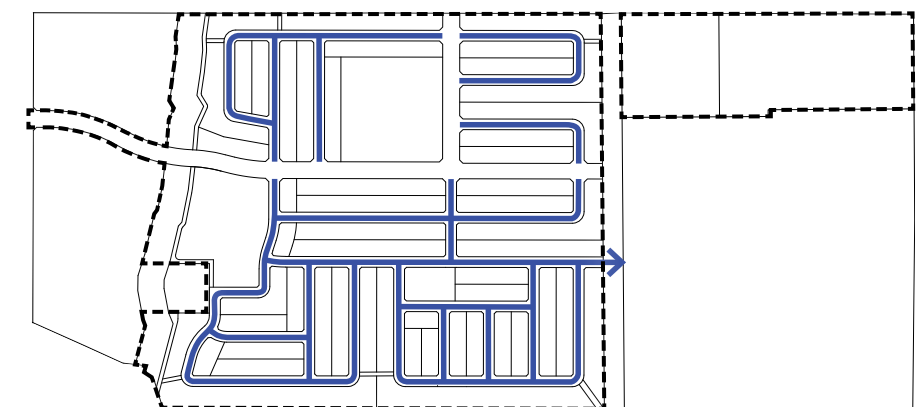


Figure 24 Local Road (Typical 16.5m ROW)

The Local Roads (16.5m) serve as secondary thoroughfares within the neighbourhood, drawing residents to the main collector. These roads will further improve connectivity to the neighbourhood's parks, open spaces and school site. Furthermore, the local road network will accommodate future development to the east of the site, as highlighted in the CDP. Local roads will consist of the following elements: single-sided on-street parking; street trees; and a single curb-face sidewalk on select roads.



Local Road (16.5m ROW) Street Tree Demonstration .

Separated Driveways

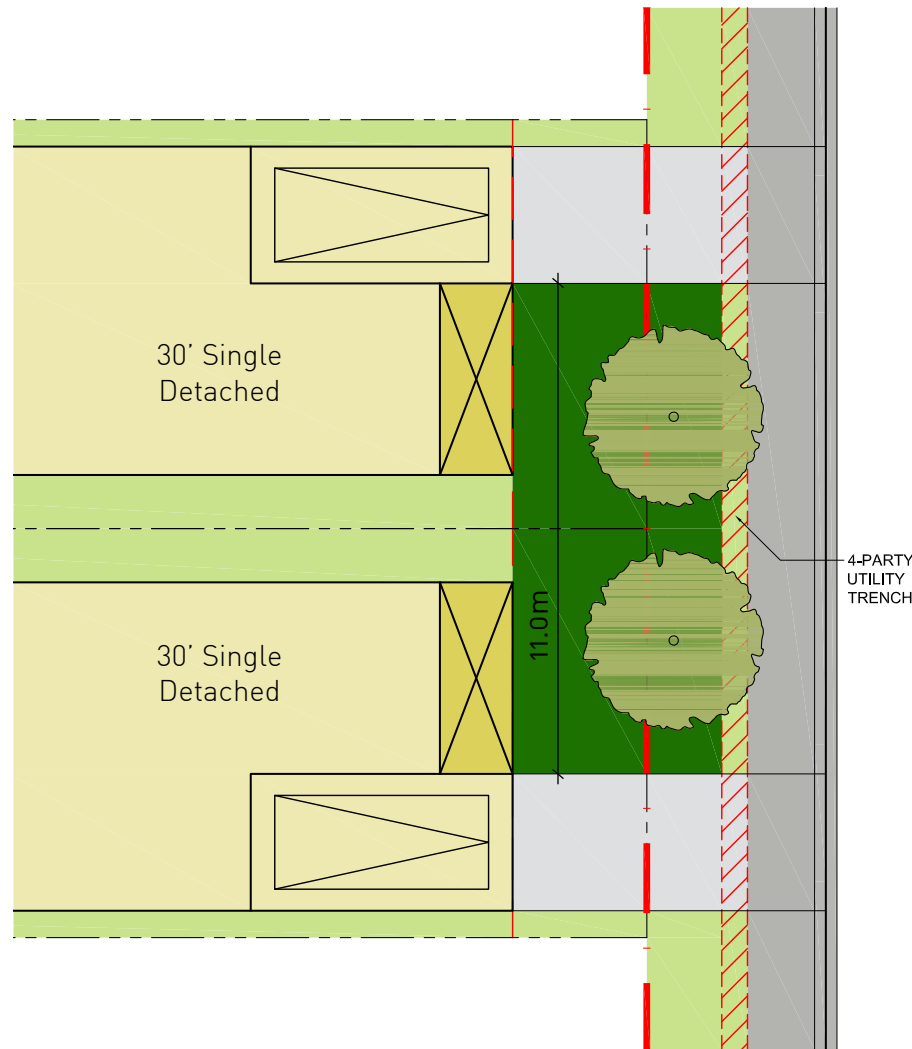


Figure 25 Separated Driveways

Length: 11.0m
Width: 4.7m
Depth: 1.5m

77.6m³
Soil Volume

Alternating Driveways

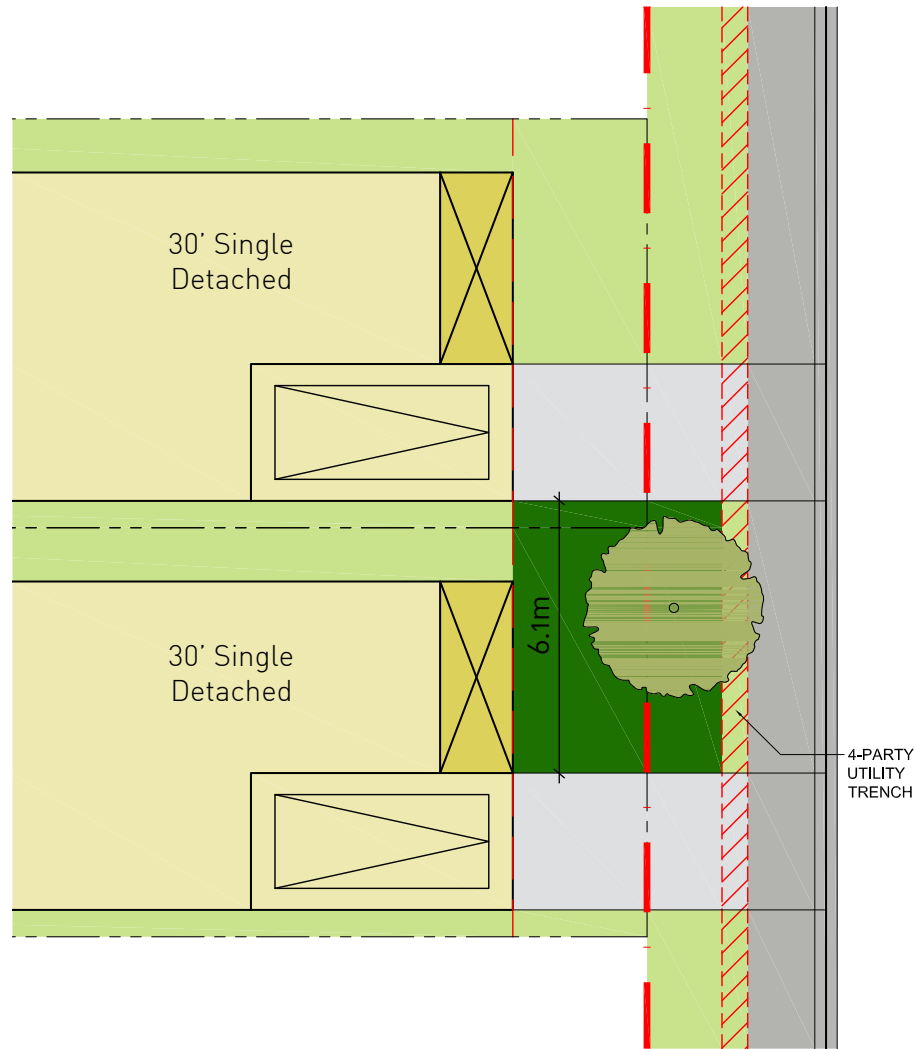


Figure 26 Alternating Driveways

Length: 6.1m
Width: 4.7m
Depth: 1.5m

43.0m³
Soil Volume

Executive Townhomes

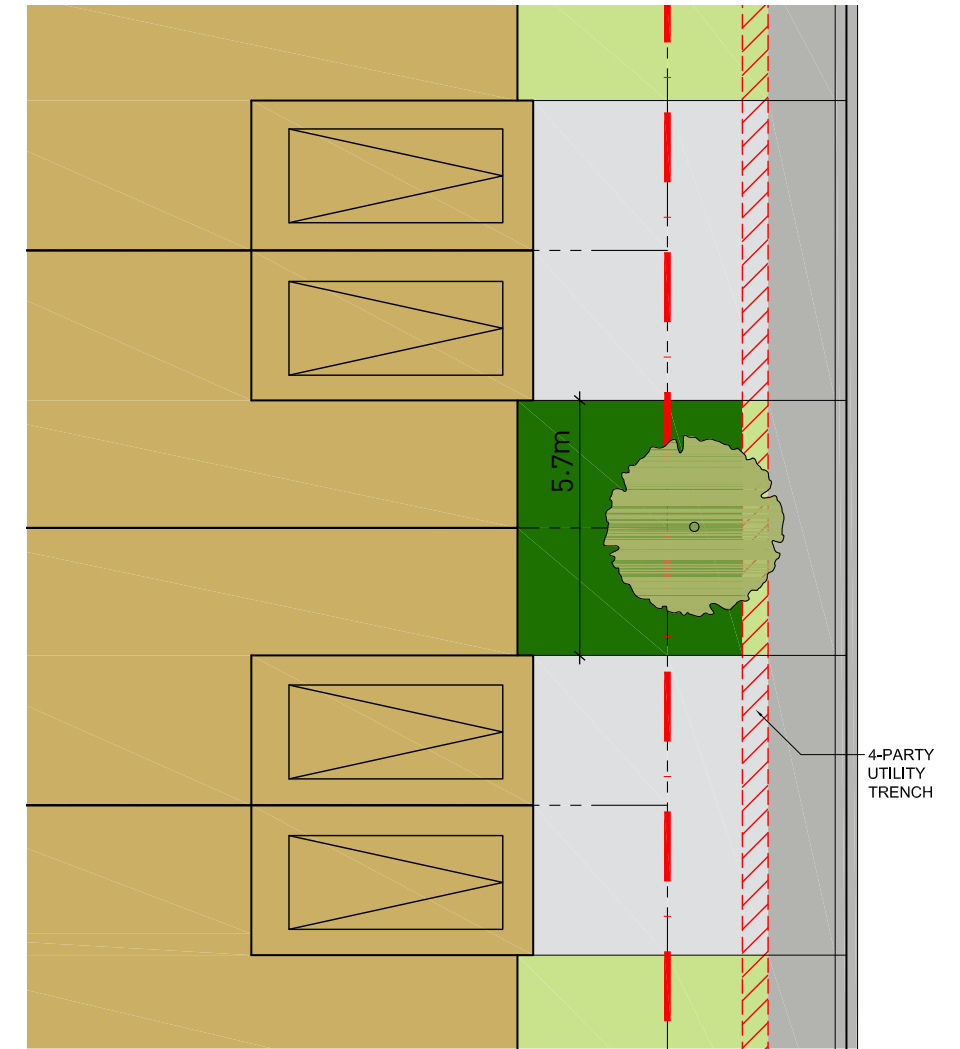


Figure 27 Paired Driveways

Length: 5.7m
Width: 5.0m
Depth: 1.5m

42.8m³
Soil Volume

*Minimum soil volume required = 25m³
**Final streetscape design to be completed at the detail design stage

Local Road (16.5m ROW) Parking Demonstration

Single Detached Streetscape

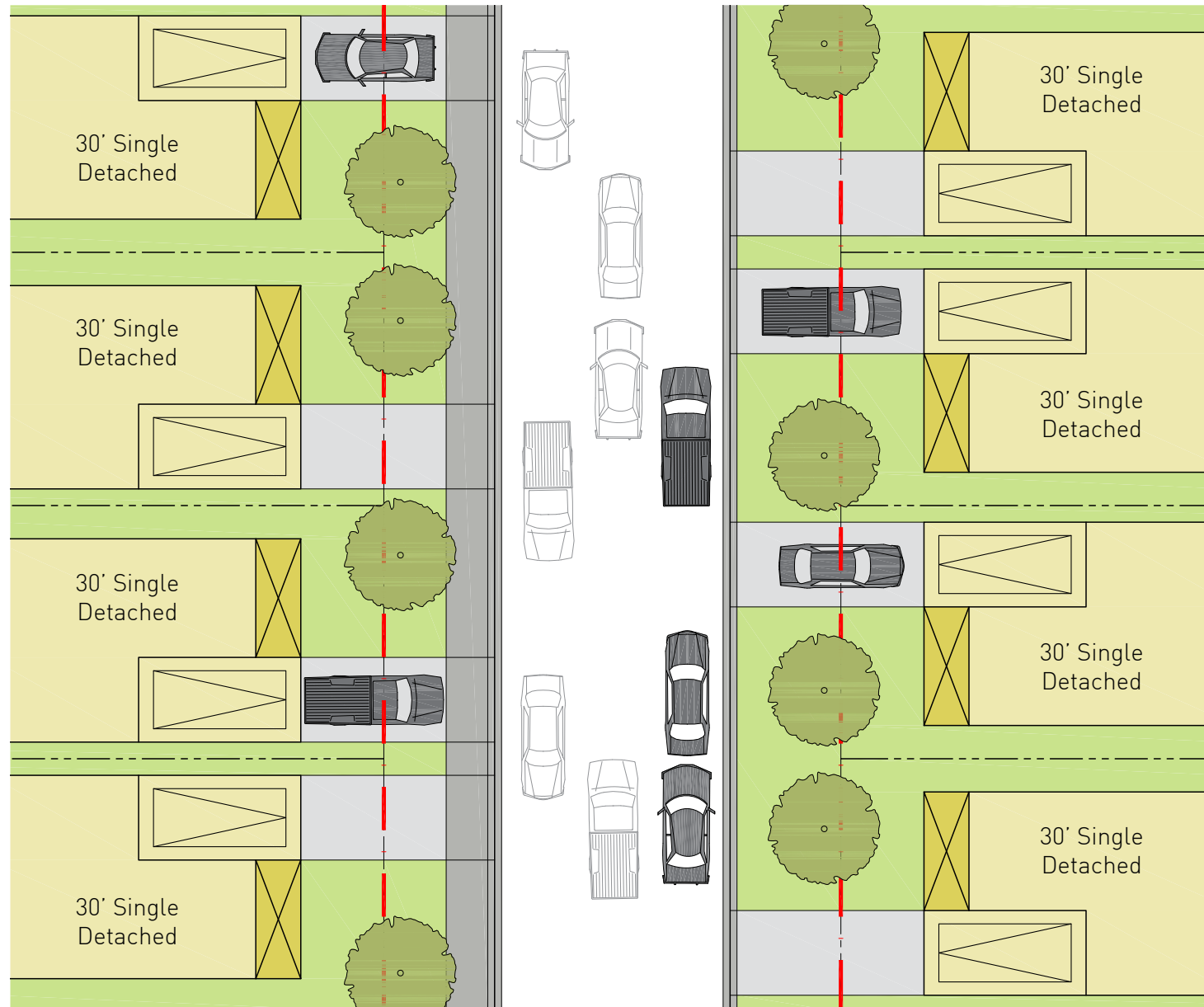


Figure 28 Single Detached On-Street Parking Configuration

Executive Townhomes Streetscape

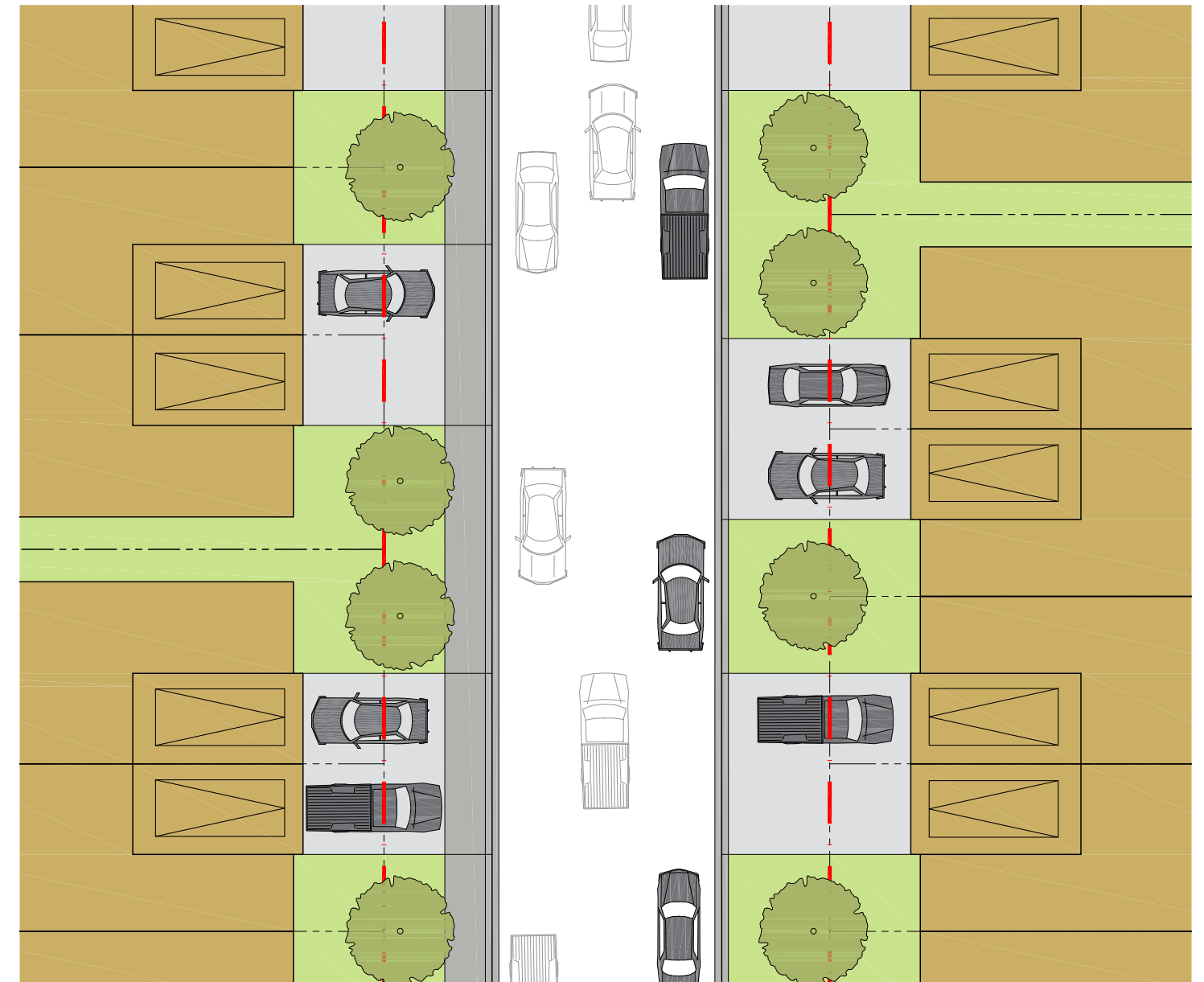
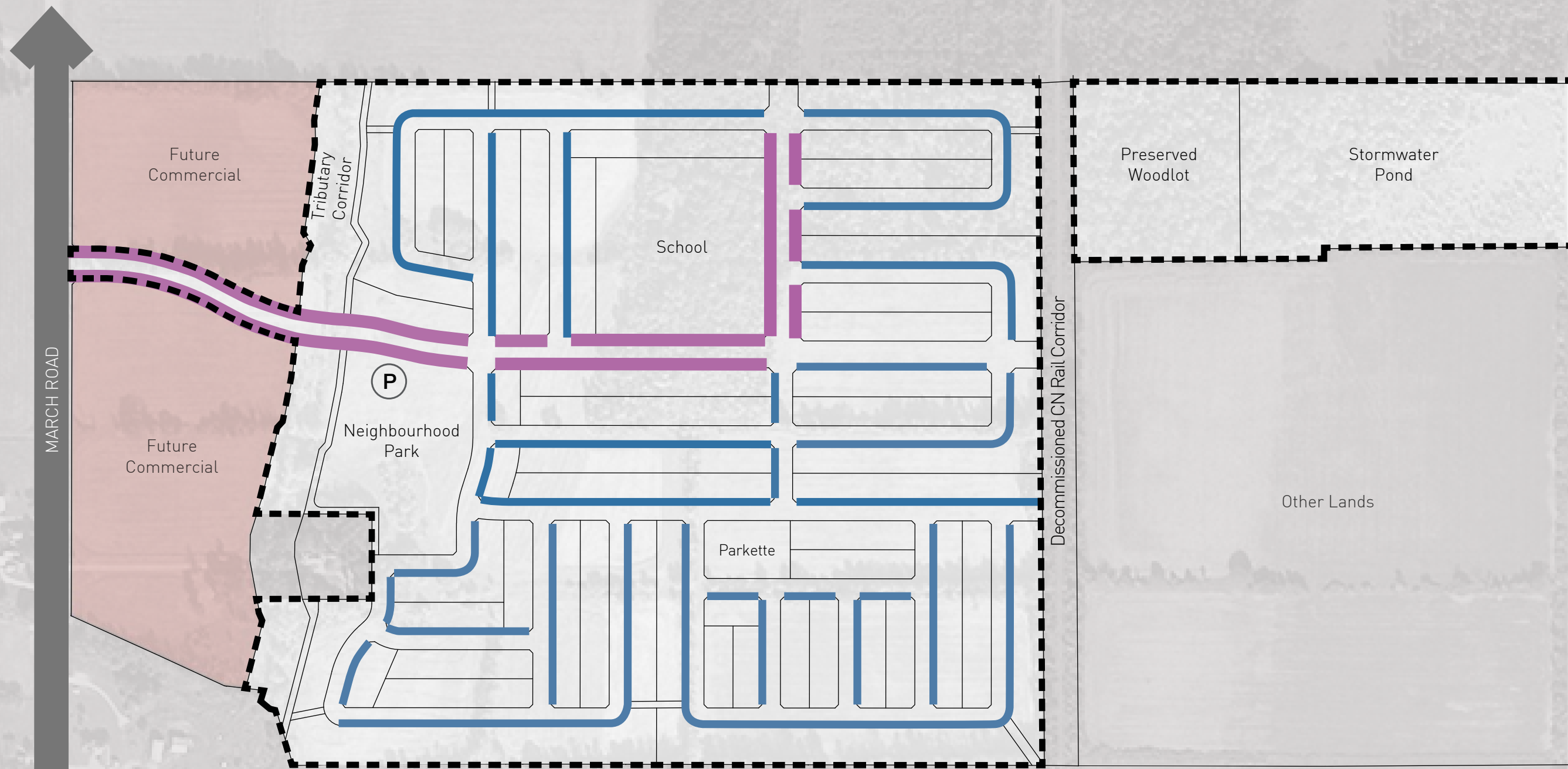


Figure 29 Executive Townhomes On-Street Parking Configuration

*Final streetscape design to be completed at the detail design stage

Parking Plan



Legend




-  Double-Sided On-Street Parking
-  Single-Sided On-Street Parking
-  Parking Lot

Figure 30 Preliminary Parking Plan

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minto
Communities
