

# SOUTH KEYS TO BLOSSOM PARK

## Bank Street Community Design Plan



**DRAFT FOR DISCUSSION – JUNE 25, 2015**

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## 1.0 INTRODUCTION

Bank Street is one of the primary north-south routes in the City of Ottawa. It runs from Wellington Street, in the heart of Downtown at the Parliament Buildings, through many historic neighbourhoods that range in character from The Glebe to Alta Vista to Hunt Club. It travels through communities like Blossom Park and Greely before exiting the city limits. Symbolically and physically, Bank Street connects the urban, suburban and rural communities of Ottawa.

In 2015 Bank Street in the *South Keys to Blossom Park Community Design Plan* has a ‘suburban feel’, characterised by lower density development and wide roadways. Bank Street, south of Johnston Road, will see change and growth over time that ultimately transforms it to a denser, more compact, pedestrian-friendly area in the future.

### 1.1 Study Area

The study area for the *South Keys to Blossom Park, Bank Street Community Design Plan* (CDP) is approximately 150 ha and extends approximately 3.5 km along Bank Street. It generally developed after 1945. The Study area includes properties that abut Bank Street from the Ottawa Central Railway tracks near the Greenboro Transit station to south of Queensdale Avenue. It also includes properties

on Albion Road north of Sawmill Creek, on Mountain Crescent, on Dazé Street, a small light industrial area on Sieveright Road and properties along Hunt Club Road (see Figure 1). The Study area is in Ward 10, Gloucester-Southgate, and is surrounded by the established communities of South Keys, Greenboro West, Upper Hunt Club and Blossom Park.

The urban fabric in the Study area is comprised of varying lot sizes, buildings with varied setbacks and lower densities in an automobile-oriented environment. Parking lots are often located between the buildings and the street. The predominant existing land uses include offices, box stores, strip malls, small businesses and several properties that currently accommodate apartments, townhouses or single detached-dwellings. The CDP study area captures several notable properties and physical features. These include the Greenboro and South Keys Transit Stations, South Keys Shopping Centre, Sawmill Creek, the large intersection of Bank and Hunt Club and the Jewish Memorial Gardens.

With the extension of the Trillium Line, and the natural evolution that occurs for large suburban shopping centres into denser, mixed-use nodes, the Study area may first experience development pressure around Greenboro and South Keys transit stations.



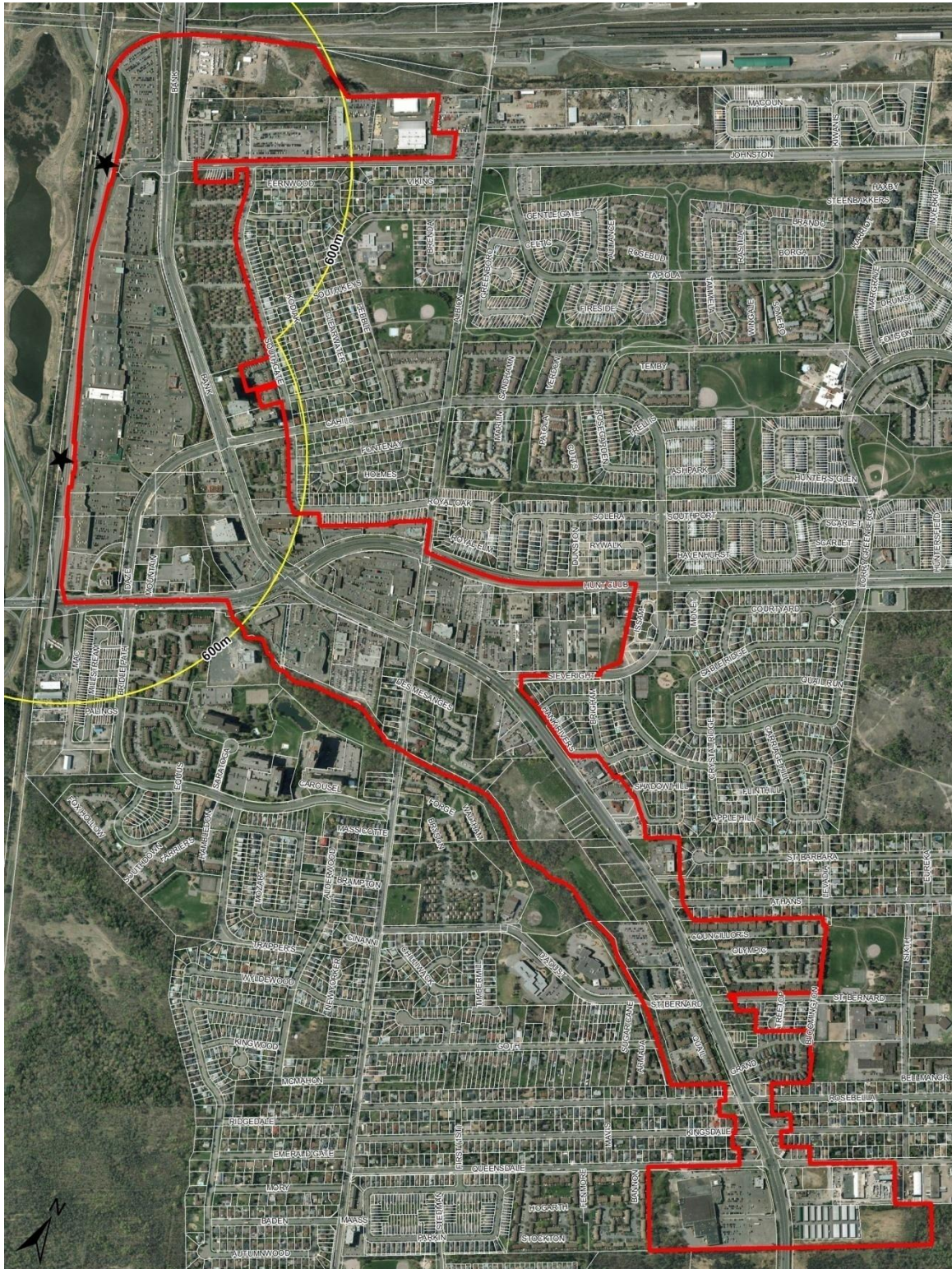


Figure 1: CDP Study Area



## 1.2 Determining the Study Area Boundary

The Study area begins at the Ottawa Central Railway tracks since this location coincides with the southerly boundary of the Bank Street South CDP which was approved in February 2012. It follows Bank Street to the south to the end of the Arterial Mainstreet designation in the Official Plan, which is south of Queensdale Avenue.

Properties along Hunt Club Road and Sieveright Avenue were included to provide an opportunity to review the appropriateness, in the context of the surrounding residential area, of the existing light industrial zoning that affects certain locations.

Sawmill Creek is used as a natural boundary to the west. The Creek is an important natural feature and will be restored, protected and enhanced through policies outlined the CDP.

## 1.3 What is a CDP?

A Community Design Plan (CDP) establishes a vision and planning framework for strategically-located areas in the City that are likely to experience growth and change. They translate broad policies outlined in the City's Official Plan to the neighbourhood-level. CDPs are created based on principles of collaborative community building with affected residents, property owners, businesses and residential neighbourhood groups. Among other things, CDPs help prepare land for redevelopment by guiding zoning changes; informing the look and feel of redevelopment proposals and, identifying necessary capital projects, like streetscaping and park development, that contribute to the liveability of the area. Change is anticipated to unfold over many years as redevelopment of both public and private lands

occurs. Because CDPs are typically implemented over time, in response to market demand for development, they may have planning horizons of more than 20 years. The CDP will assist in shaping new physical changes of both private and public lands, and help to ensure a desirable urban fabric that represents the community's vision for the area.

## 1.4 How to use this CDP

The *South Keys to Blossom Park, Bank Street CDP* is a Council-approved policy document, supported by a Secondary Plan. Together they are to be used by City staff and developers to inform the planning, review and approval of development proposals occurring on private land and for capital projects on City-owned land in the CDP area. This CDP document should be referenced by City staff and developers during the development review process, parkland acquisition and development process, infrastructure renewal process, etc..

## 1.5 Policy Framework

### 1.5.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) sets the policy foundation for regulating the development and use of land in Ontario. A focus of the PPS is achieving efficient development patterns, densities and land use mixes that optimize the use of land, resources and public investment in infrastructure and public service facilities. The PPS promotes intensification and redevelopment where it can be accommodated by existing and planned infrastructure and public service facilities.

Municipalities are required to establish and implement minimum targets for intensification within built-up areas, and appropriate development

standards that facilitate intensification are encouraged.

### 1.5.2 Official Plan (2013)

The 2013 City of Ottawa's Official Plan (OP) provides a vision of future growth in the city and a policy framework to guide its physical development for 30 years. The OP sets a policy framework for managing growth in ways that will reinforce the qualities of the city that are most valued by its residents: its distinctly liveable communities, its green and open character, and the landmarks and landforms that distinguish Ottawa from all other places. It has many policies that apply to the CDP area – some general, and some specific.

The following existing OP policies are specific to the CDP area. Some of the existing OP policies have been amended as part of implementation of this CDP. The *South Keys to Blossom Park, Bank Street* CDP translates these policies to the neighbourhood level.

i. **Arterial Mainstreet** (Bank Street, from the railway tracks to Queensdale Avenue):

- An area of the City that is targeted for growth and intensification.
- Measures to enhance the pedestrian environment and public realm, such as tree planting, improved sidewalks, and other streetscape improvements, as well as traffic calming measures to help transform these streets from wide, automobile-oriented streets, to urban avenues that exhibit more liveable conditions shall be applied to Arterial Mainstreets (AMs).
- Will evolve into more compact, denser, people-places.

- The minimum density requirement of 120 people and jobs per gross hectare that applied to properties along Bank Street within the AM designation was removed as part of the approval of the CDP and Secondary Plan. A minimum density is required in the Mixed-Use Area, discussed later in this CDP.

ii. **Design Priority Area** (Bank Street):

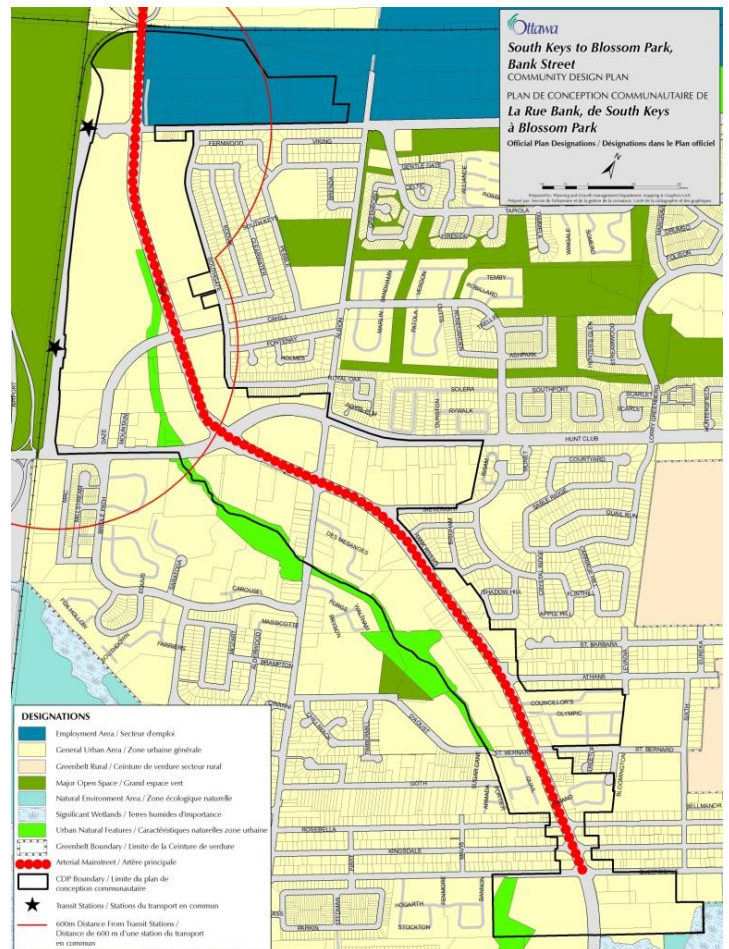
- An area that will see significant population growth over time and good urban design is critical in making these places enjoyable places to live, work and socialize.
- Both the public and private sectors are required to achieve higher standards of design with development proposals.
- Development proposals that meet the threshold for intensity, occurring in these areas, are required to present their project to the City's Urban Design Review Panel for comment.

iii. **General Urban Area** (CDP area):

- Low-rise intensification is the predominant form of intensification for the General Urban Area unless permitted otherwise in a Secondary Plan.
- These areas will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function.



- A new Mixed Use Area requiring minimum density and permitting high-rise buildings was created for properties in proximity to the transit stations as a result of this CDP.
- iv. **Employment Area** (along Johnston Road):
- An area where the City will plan for, protect and preserve lands for current and future employment uses and will discourage the removal of employment lands for other purposes.
- v. **Urban Natural Feature** (Sawmill Creek):
- Are physically tangible elements of the environment, including creeks, and are associated wildlife habitat areas along the edge of, or which support significant ecological functions within, the natural feature.
  - Natural features perform an array of natural functions, resulting from natural processes, products or services such as groundwater recharge, provision of wildlife habitat, temperature moderation, natural cleansing and filtration of surface water, and carbon sequestration (carbon sinks).
  - The design and character of development adjacent to these lands should enhance the visibility and accessibility of these features and contribute to their connection to the Urban Greenspace Network.



**Figure 2: Existing Official Plan Designations (2013)**

### 1.5.3 Transportation Master Plan (2013)

The City of Ottawa’s 2013 Transportation Master Plan (TMP) provides a framework for the continuing development of transportation infrastructure that can build upon existing assets, increase connectivity and support economic growth throughout the City. The TMP strongly supports the use of sustainable transportation modes, and sets goals to increase the use of these modes for commuter, personal and recreational trips. To this end, the TMP aims to motivate people to walk, cycle and use transit by providing a well-connected network of safe and convenient facilities. The 2013 TMP includes separate Cycling and Pedestrian

Plans, addressing the specific needs of these modes and establishing a framework in order to develop facilities that are integrated into the City transportation network as a whole; all three plans recognize the multiple roles of roads, and the importance of balancing the needs of all users and creating more complete streets.

The TMP proposes a target of 50% all trips in Ottawa using sustainable modes by 2031, up from 45% in 2011; the specific modal targets are summarized in Table 1 below.

**Table 1: Modal Targets for City from TMP (2013)**

Travel Mode	Mode Share	
	• 2011	• 2031
Walking	• 9.5%	• 10.0%
Cycling	• 2.7%	• 5.0%
Transit	• 22.4%	• 26.0%
Automobile Passenger	• 10.7%	• 9.0%
Automobile Driver	• 54.6%	• 50.0%

The TMP targets anticipate that the majority of growth in walking and cycling will occur inside the Greenbelt, with transit representing most of the growth in sustainable mode share in the outer suburbs. The transit mode share from Riverside South / Letrim to the inner suburbs, including the Bank Street South CDP area, is expected to more than double by 2031, up to 16% from the current 7%.

Within the CDP area, the TMP does not propose to widen Bank Street for additional traffic capacity. However, the TMP does propose to widen the

Airport Parkway between Hunt Club Road and Brookfield Road, which may draw some of the through-traffic volumes away from Bank Street. It also identifies road widening on Hunt Club Road between Albion Road and Uplands Drive.

Bank Street north of Hunt Club Road is identified in the TMP as a Transit Priority Corridor that warrants isolated measures. These measures include transit signal priority treatments, bus queue jump lanes, dedicated bus lanes, special bus stop arrangement and traffic management techniques. Implementing transit priority measures on busy arterial roads like Bank Street should improve the level of service of transit relative to the private automobile.

The *2013 Ottawa Cycling Plan* identifies Bank Street, Hunt Club Road and the Airport Parkway as Spine Routes in the City's ultimate cycling network concept; spine routes follow major roadways and may provide a reserved space for cyclists, ideally being a cycle track buffered bike lane. The Cycling Plan includes several new projects that will build upon the existing cycling infrastructure in the CDP area and increase cycling connectivity, although cycle tracks along the Bank Street corridor have not been included as part of the 2031 affordable cycling plan network. The proposed improvement on both the CDP and surrounding areas is expected to double the cycling mode share in the area from the current 3% up to 6% in 2031.

The *2013 Ottawa Pedestrian Plan* indicates that much of the CDP area is well served by a network of sidewalks and pathways for pedestrian access. The designation of Bank Street as an arterial road requires pedestrian facilities along both sides of the road. However, the existing network does contain several gaps along the corridor in this regard. As development and growth continue in the area, the principles outlined in the Ottawa Pedestrian Plan will be applied to the design of internal access

routes in new development and for the design and operation of any new or modified pedestrian crossings at intersections. The TMP anticipates a smaller growth in walking trips for the inner suburbs than for other modes, increasing from the existing 14% of all trips to 16% by 2031.

The 2013 City of Ottawa Transportation Master Plan, Cycling Plan and Pedestrian Plan outline improvements to the transportation network to 2031. All of these plans include projects either located within or providing connections to the CDP area. These projects include the following:

**i. Active Transportation**

- Hunt Club Neighbourhood Bikeway and connection to Airport Parkway Bridge
- Hunt Club Road Bike lanes – Bank Street to Lorry Greenberg Drive and Riverside Drive to Billy Bishop Private.

**ii. Transit**

- Extension of the Trillium Line south to service Riverside South, including a new station at South Keys.
- Transit signal priority and queue jump lanes at selected intersections along the Bank Street corridor north of Hunt Club Road.
- Transit signal priority and queue jump lanes at selected intersections along the Hunt Club Road corridor between Uplands Drive and Albion Road (with plans to expand to Riverside Drive and Conroy Road past 2031).

**iii. Roads**

- Expansion of the Airport Parkway to four lanes, accommodating mixed traffic

north of Hunt Club Road and two dedicated transit lanes to the south.

- Widening of Hunt Club Road between Albion Road and Uplands Drive.
- Recently completed eastern connection of Hunt Club Road with Highway 417.

**1.5.4 Greenspace Master Plan (2006)**

The 2006 City of Ottawa Greenspace Master Plan expresses a vision for greenspace in the urban area and sets policies for how this vision can be pursued over the next several years and beyond. That vision is firmly rooted in the fact that, as the city grows, there is an adequate supply of greenspace which is accessible to all residents. This greenspace will be linked to allow movement through green corridors. It will also be high quality and sustainable, minimizing the need for human intervention and public spending. Greenspace comes in a variety of types: natural lands (i.e. wetlands, forests, waterways, etc.), open space and leisure lands (public parks, gardens and play areas), etc.

**1.5.5 Design Guidelines**

Design Guidelines translate Official Plan policies into more detailed principles for development, and play an integral role in achieving high quality design throughout the city.

The design guidelines for Arterial Mainstreets (2006), High-rise Buildings (2009) and Transit-Oriented Development (2007) were reviewed during the development of this CDP. The CDP provides additional detail in applying the design Guidelines to the plan area. Where there is a disagreement between the design guidelines and the more detailed, area-specific direction in the CDP, the CDP prevails.



### 1.5.6 Bank Street Community Design Plan, Billings Bridge to Ledbury Park (2012)

A community design plan for the Bank Street corridor between the Rideau River and Ledbury Park was completed in March 2012. While accounting for the different land use typologies, many principles that were developed for the 2012 CDP may be applicable to the Bank Street corridor between South Keys and Blossom Park, and provide continuity between the two CDPs.

The 2012 CDP highlights that the majority of vehicle trips using this corridor are “through” trips, reinforcing the importance of Bank Street as a connection between downtown Ottawa and the southeast suburbs. To accommodate the future growth in transportation expected for this segment of the Bank Street corridor, the 2012 CDP estimates that further reductions in the auto drive modal share beyond the most recent TMP targets

will be required to maintain traffic operations along the corridor at an acceptable level of service. The CDP recommends reductions of the auto mode share to 45% and 47%, compared with the TMP targets of 50% and 57% during the AM and PM peak hours, respectively. This reduction in modal share will be compensated by increases in other modes of transportation, with transit expected to make up most of the shift.

The 2012 CDP proposed an ultimate cross section concept for the corridor, seeking to provide consistency in urban design and the provision of vehicle, pedestrian and cycling facilities. The concept was a ‘compressed’ version of the arterial road cross-section documented in the City of Ottawa’s Official Plan, using the lower range of allowable widths to permit additional space in the right-of-way for cycling and a more extensive pedestrian environment. The 2012 CDP proposed cross section configuration is illustrated in Figure 3.

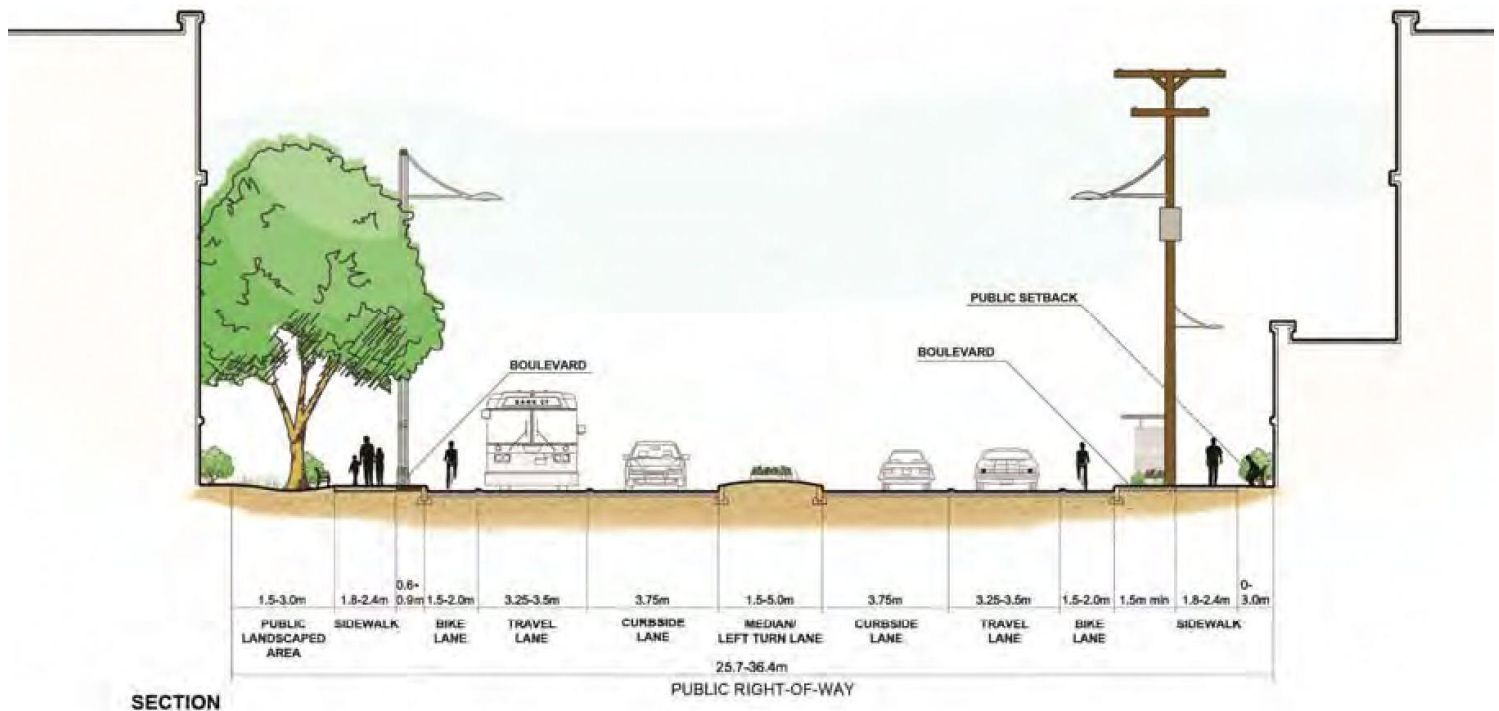


Figure 3: 2012 CDP Proposed Bank Street Cross-Section

The southern boundary of the 2012 Bank Street CDP was the bridge crossing the Ottawa Central Rail corridor. The CDP recognized the poor existing cycling and pedestrian connections across the bridge: *“the bridge cannot be retrofitted to accommodate bike lanes due to width and structural constraints”* and recommends the installation of “share the road” signs or ‘*sharrows*’ across the bridge to draw attention to the need to share this segment of the road. The 2012 CDP recommends that bike lanes be included across the bridge when the bridge deck is rebuilt in the future. If this does not occur during the CDP planning horizon, the plan recommends performing a feasibility study for a cycling and pedestrian facility under the bridge.

## 1.6 Public Consultation Process

The *South Keys to Blossom Park, Bank Street CDP* is created based on principles of collaborative community building with affected residents, property owners, businesses and residential neighbourhood groups. Three advisory groups were formed to help guide the creation of the CDP. Since the CDP area consists of commercial and business properties, and is surrounded by well-established communities, a business advisory group and a public advisory group were formed. A technical advisory group was also formed. These groups met three times each throughout the CDP process. The groups were tasked with representing the diverse interests of their particular community or organisation, identifying opportunities and challenges in the CDP area, reviewing emerging concept plans and providing feedback throughout the process.

## Composition of Advisory Groups

The business advisory group included business owners, with varying interests, from different locations within the CDP area. There was a range of business and commercial representation in the group, including: large and small property owners, multi-national companies, independent businesses, and business owners from the north, middle and south end of the CDP area.

The public advisory group was comprised of dedicated individuals who represented the interests of their respective communities. The communities represented included South Keys / Greenboro, Upper Hunt Club and Emerald Woods.

A technical advisory group (TAG) was made up of City staff and representatives from other agencies to help assess existing conditions, provide technical feedback, and ensure that the CDP meets City policies and is achievable. Members of the TAG represented interests such as transportation planning, cycling and walking, transit, development review, infrastructure policy, research and forecasting, urban design, hydro, public health, land use and natural systems. City advisory committees were also consulted towards the end of the process to ensure consistency with broader City interests, such as Accessibility and the Urban Design Review Panel.

## 1.7 Open Houses

Three open houses were held in the course of the CDP project. The open houses were on February 20<sup>th</sup>, June 23<sup>rd</sup> and November 25<sup>th</sup> in 2014. Approximately 56, 100 and 82 people attended the open houses, respectively.

The purpose of the open houses was to introduce or update the public on the project; confirm the existing conditions, opportunities and direction of

the project; review emerging and recommended ideas and policies for the CDP; and, get feedback from stakeholders. The comments received at the open houses informed the preparation of the CDP. Key stakeholders invited to the events included community members, landowners and business owners in and around the CDP area. City Councillor for Ward 10 Gloucester-Southgate, Diane Deans, was in attendance at each open house.



**Figure 4: Open House held in November 2014.**

The events were a drop-in format with a timed presentation. Information boards were available and City staff was on-hand to answer questions and solicit feedback. Information presented at the open house was summarized and posted on the project web page. The comment periods lasted approximately 2 to 4 weeks after each event.

The advertising approach for the open houses included a variety of methods to ensure a broad cross-section of the community was notified of the consultation events. This included: (1) Ads appearing in English and French local papers two weeks prior to the consultation events; (2) More than 6,000 postcards dropped-off to homes and businesses within the CDP area and surrounding

neighbourhoods; (3) Updates on the project webpage; (4) E-newsletter distribution; (5) Ads appearing in the Councillor’s column; (6) Emails sent directly to key stakeholders and community associations; and, (7) Earned media (i.e. Councillor interview, media interest, etc.).

## 1.8 Design Charrette

A design charrette was held on March 25, 2014 to investigate, develop, test and recommend a master concept plan for the South Keys Shopping Centre (SKSC) and surrounding area. A concept plan was generated with stakeholders from the area because the subject site is large, well-situated near transit, a popular destination and may experience redevelopment first in the CDP area. The resulting concept plan is an important influence on the design direction of the CDP.

The City hired design consultants from the firm HOK to lead 30 stakeholders through the design charrette. Stakeholders that participated in the event included representatives from the Public, Business and Technical Advisory Groups as well as design and engineering professionals, and City staff. The landowners of the subject site and Councillor Diane Deans were among the participants.

Stakeholders were divided into 5 working groups, each tasked with creating preliminary and final concept designs. Before group work began, stakeholders were led through an introductory presentation and interactive ‘carding’ session (using coloured cards to ‘vote’ for preferred ideas and highlight areas for discussion) to confirm the vision and growth objectives for the site. This preliminary work helped set the stage for the creation of concept plans.



Topics that were discussed throughout the day included: Strengths / Weaknesses of the site; Land Use and Built Form; Transit-Oriented Development; Connectivity and Mobility; Street Blocks and Development Parcels; Compact and Complete Communities; Urbanizing Suburban Forms; Public Realm and Open Spaces; and important City policies. These ideas generated informed the creation of one preferred Master Concept Plan for the South Keys Shopping Centre. Elements of the Master Concept Plan are contained directly within and informed portions of this CDP.

## 1.9 What we heard from stakeholders

Stakeholder feedback was collected throughout the project and was typically submitted via email, regular mail, comment sheets, online, by phone or during advisory meetings.

Appendix A provides a synopsis of *What We Heard* throughout the project, often solicited in response to one of three open houses that were held during the CDP process. These comments helped guide and inform the creation of the CDP and its implementation measures – opposing ideas were balanced and assessed in relation to the approved policies outlined in the City’s Official Plan.



Figure 5: Design Charrette held in March 2014.

## 2.0 EXISTING CONTEXT:

### 2.1 Current Initiatives

#### 1. Environmental Assessment for Trillium Line Extension from Greenboro Station to Riverside South (Bowesville Road) and the Ottawa Macdonald-Cartier International Airport

- An Environmental Assessment (EA) is underway to extend the Trillium Line service from Greenboro Station to Riverside South (Bowesville Road), including options to service the Ottawa International Airport and adjacent lands, as well as new stations at Gladstone, Walkey and South Keys on the existing Trillium Line line.
- A portion of the study area for the EA overlaps with the study area for the CDP. The plan area for the EA includes the existing Trillium Line corridor between Bayview and Greenboro stations, as well as the Walkley Yard maintenance and storage facility and the area south of Greenboro Station to Riverside South (Bowesville Road). The EA study commenced in 2014, and the formal EA approval process is expected to be completed in 2015.

#### 2. Environmental Assessment to widen the Airport Parkway

- An Environmental Assessment to widen the Airport Parkway between Brookfield Road (near Heron Road) and the Airport terminal ran concurrently to the South Keys CDP. The project began in mid-

2014 and is expected to be completed in 2015.

- The recent Transportation Master Plan update shows a new alignment of the parkway to the Airport, north of the Ernst & Young Centre, at Uplands Drive. The section between Brookfield and Hunt Club is planned to be implemented sometime before 2018 while the section south of Hunt Club is not expected to be built until sometime post-2025. The project is required to accommodate existing and future travel demand along this busy corridor.

### 2.2 Mobility

#### 2.2.1 Existing Road Classification

Bank Street is a major arterial route in Ottawa's road network, extending from Wellington Street in Downtown Ottawa to the Ottawa urban boundary to the south. The segment of Bank Street through the CDP area is fronted by primarily retail and highway commercial uses, with some residential towards the southern portion. With the recent rapid growth of the Riverside South and Findlay Creek communities to the south, Bank Street (in the CDP area) will become an increasingly important route for commuter trips from these communities destined for the Ottawa urban area.

The Official Plan defines protected right-of-way widths for the Bank Street corridor as 37.5 m north of Hunt Club Road and 44.5 m to the south. The segment of Bank Street in the CDP area is configured to provide two through traffic lanes in each direction. Approaches to most of the intersections along Bank Street include supplementary turn lanes to separate turning

movements from through traffic. South of Albion Road, Bank Street includes a bi-directional centre left turn lane for access into commercial entrances and residential side streets. The segment of Bank Street passing through the CDP has a posted speed limit of 60 km/h.

### 2.2.2 Surrounding Road Network

The CDP area includes several other arterial and collector routes that provide connections to and from the surrounding areas of the City. The most significant of these is Hunt Club Road, which travels east-west through the CDP area, intersecting with Bank Street to the southeast of South Keys Shopping Centre. Hunt Club Road is a divided arterial road with two through lanes in each direction, and expands to include numerous turning lanes as it approaches most intersections. The 2013 TMP proposes widening of Hunt Club Road between Uplands Drive and Albion Road to add dedicated transit lanes intended to reduce travel times and improve transit reliability through this segment. The first phase of the widening was completed between the Airport Parkway and Bank Street in the summer of 2014. Hunt Club Road has also recently been expanded to include a new interchange with Highway 417 to the east, opened in the fall of 2014.

The Airport Parkway is a north-south arterial route that forms the western edge of the CDP area, spanning between the airport to the south and Heron Road to the north, where it turns into Bronson Avenue and continues towards the downtown core. The Airport Parkway is an important connection to the CDP area. Currently, there are very few good connections between the south end of the Parkway and routes continuing to the communities to the south, resulting in the

Parkway being frequently used as a commuter route south of Hunt Club Road. The Airport Parkway is accessed from the CDP area via Hunt Club Road. When this traffic is combined with the traffic volumes along the corridor, particularly during weekday afternoons, the segment of Hunt Club Road approaching the Airport Parkway experiences heavy congestion.

Albion Road is a north-south route travelling through the CDP area beginning as a collector road through the residential communities at the CP Rail corridor and continuing south as an arterial road to the south of the CDP area. Albion Road provides an alternative route to the Bank Street corridor for trips to and from the communities to the South. Due to the narrower cross section (one lane in each direction) and frequency of all way stops along Albion Road to the south of Bank Street, travel times to and from the CDP area are greater on this route compared to the Bank Street corridor.

### 2.2.3 Existing Travel Patterns

The 2011 National Capital Region TRANS Origin-Destination Survey was examined to determine travel patterns to and from the South Keys to Blossom Park CDP area. The most common origins of trips to the CDP area in the morning were short distance, originating from adjacent areas of the city. Trips arriving to the CDP area do not appear to follow an “external to internal” flow pattern, with the Merivale and Alta Vista areas being two of the most significant origins of trips to the CDP area.

Outbound trips from the CDP area during the AM peak period were also strongly aligned to the adjacent areas of the City, but there was a flow toward the inner urban and downtown cores, consistent with the conventional commuter behaviour across the City.

The five most common trip origins and destinations to and from the CDP area are illustrated in Figure 6 below. Intrazonal trips starting and ending in the CDP area were also very common, representing approximately 12% of all trips starting and ending in the area. The majority of trips to and from the CDP area were entirely within Ontario with interprovincial trips accounting for only 3% and 2% of trips departing from and arriving to the CDP respectively during the AM Peak.

It is notable that trips from the South Gloucester / Leitrim Area, which includes the Riverside South and Findlay Creek communities are not among the five most common trip origins to the CDP despite the rapid recent growth of these communities; suggesting that most of the trips from these areas pass through the area to reach other employment nodes and other destinations further towards the downtown core.

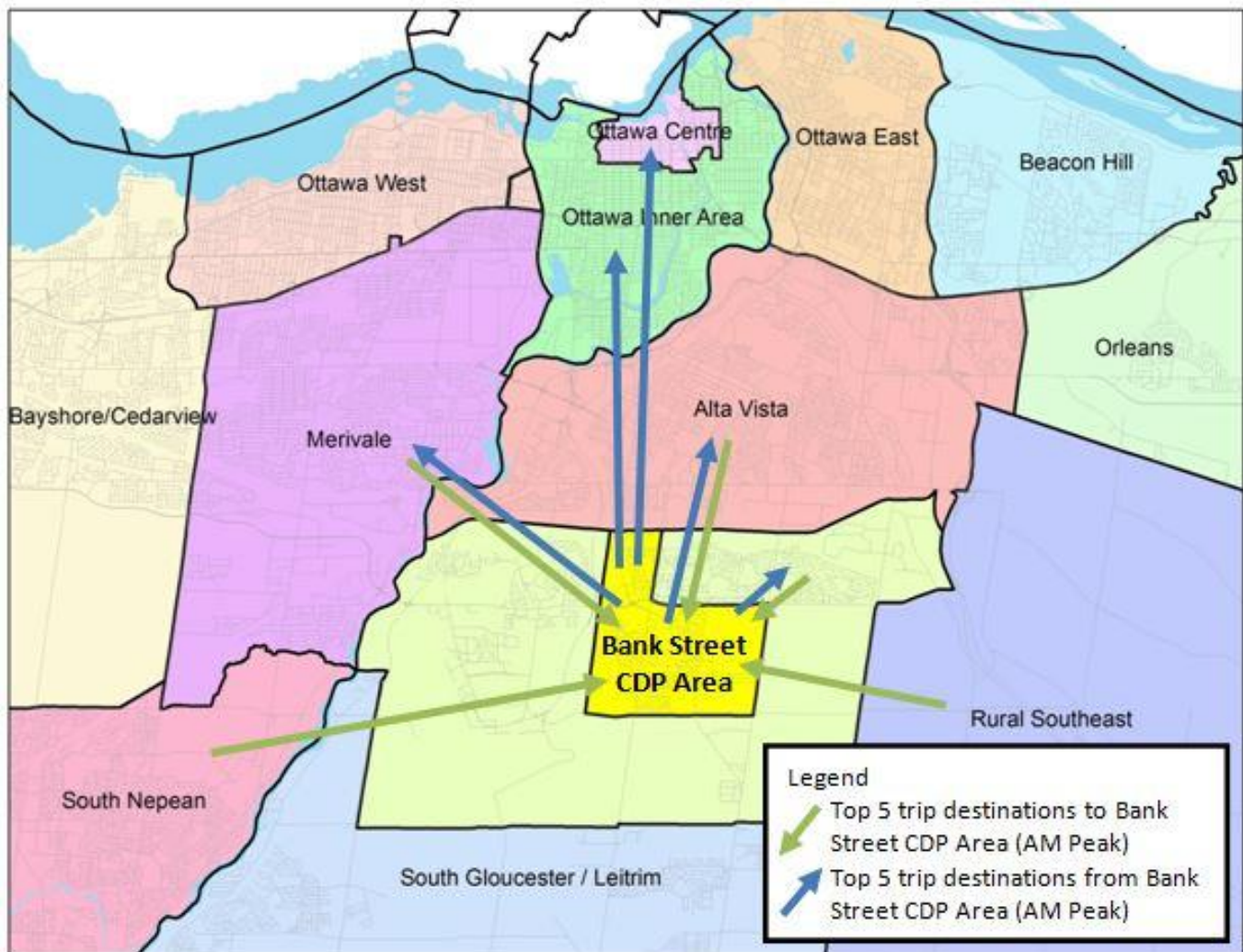


Figure 6: Top 5 Origins and Destinations to/from CDP Area (2011)



### 2.2.4 Existing Transportation Modal Shares

Mode shares to and from the CDP area were taken from the 2011 TRANS Origin-Destination Survey, these are summarized in Table 2 below for the AM and PM peak hours.

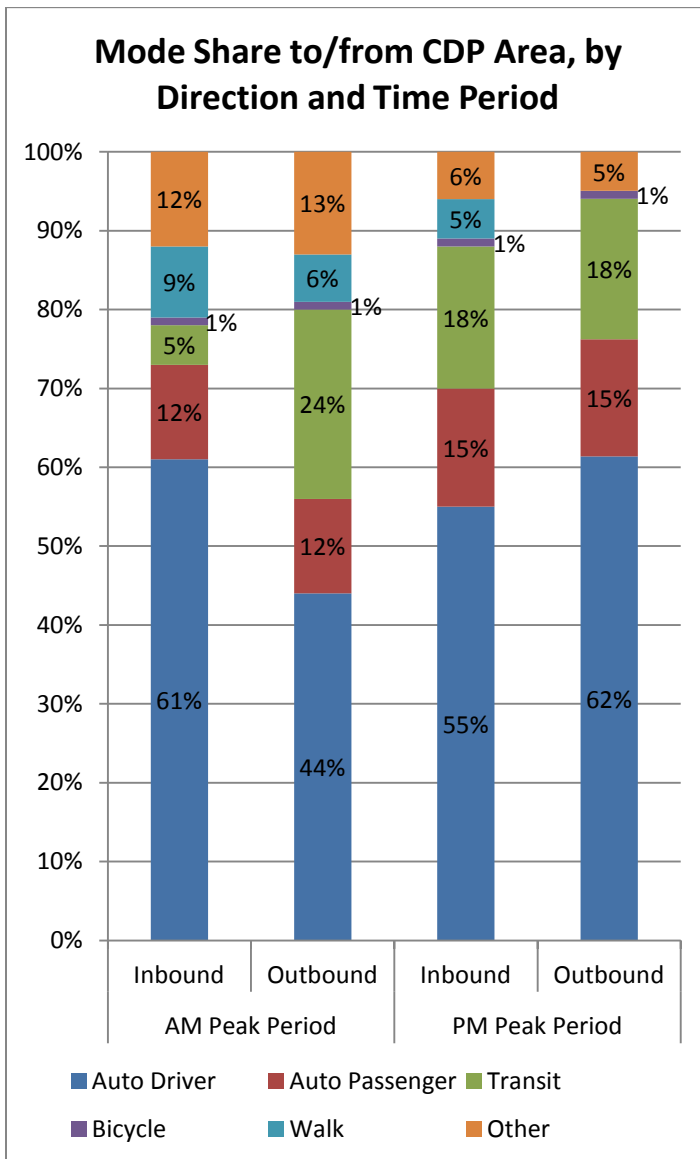


Table 2: Mode Share to/from CDP Area, by Direction and Time Period.

Auto travel is the most frequently used mode of transportation for trips both to and from the CDP area, representing over 50% of inbound during most time periods. The exception to this trend is the 44% auto modal split during the AM peak period. The lesser auto use during this period appears to be offset mostly by transit trips. It was observed in the previous section that the CDP area acts as a strong source of trip origins to the Ottawa downtown and inner urban areas. The Transitway and Trillium Line corridors provide very high quality and frequent transit service from the CDP area to these inner areas, this is likely the primary cause of the high transit share in this direction and time.

### 2.2.5 Existing Active Transportation Network and Identified Issues

The CDP area’s existing pedestrian network provides sidewalks along most major corridors connecting between the residential neighbourhoods, stores, and transit facilities in the area. However, significant discontinuities in the sidewalk network exist, most notably along Bank Street south of Sieveright Avenue. In this area the west side of the corridor fronting the Jewish Memorial Gardens has only a paved shoulder, while the east side has intermittent sidewalk segments that break for long distances crossing accesses to the adjacent businesses. Other discontinuities in the pedestrian network include the lack of sidewalks along the north side of Johnston Road between the access to Artistic Landscaping and Albion Road, the east side of Albion Road between Bank Street and Hunt Club Road, the north side of Sieveright Avenue for its entire length and the east side of Bank Street between Queensdale Avenue and the CDP boundary.



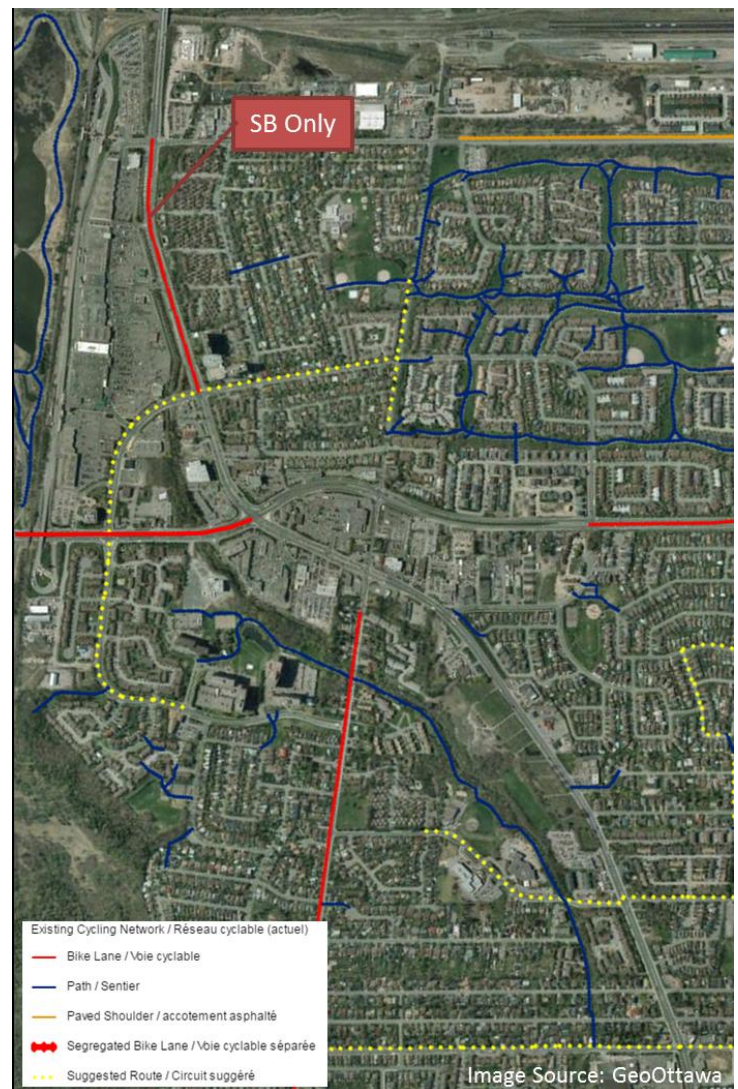
The majority of traffic signals along the Bank Street and Hunt Club Road corridors through the CDP area include full signalized pedestrian crossing signals, but some community members have indicated that the pedestrian walk times at certain locations may be insufficient for some pedestrians to completely clear the crossings. Community members have also commented on the lack of pedestrian crossings across Bank Street, between the existing signalized intersections, indicating a demand for more crossing points across Bank Street.



**Figure 7: Pedestrian crossing at Bank Street and Johnston Road Intersection.**

Currently there are few dedicated cycling connections in the CDP area. Bike lanes exist on Bank Street southbound between Johnston Road and Cahill Drive, on Hunt Club Road west of Bank Street and on Albion Road south of Sawmill Creek. None of these facilities are connected, forcing cyclists to continue on these busy routes towards their destinations. The Hunt Club Road bike lanes provide a connection to the existing Sawmill Creek Multi-Use Pathway (MUP) that parallels the Transitway and Airport Parkway up to Brookfield

Road, but does not provide a connection through the Hunt Club Road / Airport Parkway interchange that facilitates a connection between this facility and the eastbound Hunt Club Road bike lane. The Bank Street bridge crossing the Ottawa Central Railway corridor has been identified by numerous community members as being a hazardous environment for both walking and cycling, due to its lack of bike lanes, very narrow sidewalks, and high motor vehicle traffic speeds.



**Figure 8: Existing & Suggested Cycling Network**

The CDP area contains an existing multi-use pathway that parallels Sawmill Creek for most of its length between Queensdale Road and the apartment complex off of Saratoga Place. Connections between this facility and the surrounding pedestrian and cycling networks are relatively sparse, being available only to Saratoga Place, the Towngate Plaza at Bank Street and Hunt Club Road, Carousel Crescent, Albion Road, D'Aoust Avenue and Queensdale Avenue. This MUP crosses a number of minor residential streets between D'Aoust and Queensdale Avenue, but these streets themselves do not have existing sidewalks.

A pedestrian and cycling connection across the Airport Parkway was completed in late 2014. This new crossing provides a link between the residential neighbourhood to the west of the Airport Parkway and the South Keys Shopping Centre, Transitway Station as well as an active transportation connection to the north via the Sawmill Creek Pathway.

### 2.2.6 Existing Transit Network

The CDP area is currently served by a combination of local and rapid transit routes. The southeast Transitway runs parallel to the Airport Parkway immediately to the west of South Keys Shopping Centre, and can be accessed at two stations: Greenboro at the north end of South Keys Shopping Centre and South Keys Stations at the south end. The southeast Transitway provides connections through the Ottawa downtown core and beyond to other areas of the City through three primary routes, 97, 98 and 99. At the south end of the Transitway at Hunt Club Road, Transitway route 98 turns east to service the Hunt Club-Greenboro neighbourhood, while Transitway

Routes 97 and 99 continue south on the Airport Parkway; 97 providing service to the airport and 99 providing service to Riverside South, with some trips continuing across the new Strandherd-Armstrong Bridge to the Barrhaven Town Centre.

In addition to providing access to Transitway service, Greenboro Station also functions as the existing south Terminus of the Trillium Line Light Rail corridor, providing service to and from Bayview Station to the north and passing through Carleton University. The Trillium Line currently operates at a 12 minute frequency with the addition of new trains and the opening of additional passing tracks along the existing corridor. Greenboro Station includes a park and ride area with a capacity of 678 vehicles that services both the bus and rail customers. The parking area typically fills up by 8:00 am most weekdays.

Transit service along Bank Street north of Hunt Club Road is provided by OC Transpo Route 1 which travels along Bank Street to the downtown core, connecting with the Transitway at Billings Bridge Shopping centre in addition to its starting point and stops at Greenboro and South Keys Stations. There is no continuous transit service along the Bank Street corridor south of Hunt Club Road. Service through the Blossom Park neighbourhood is provided by Routes 40 (peak periods only, to and from Gatineau) and 144 (all day). These routes follow roughly the same alignment via Bridle Path Drive, Albion Road and Queensdale Road, with a short loop on Bank Street, Athans Avenue and Sixth Street to provide increased coverage of the neighbourhood. Route 40 terminates on Queensdale Avenue at Conroy Road, while Route 144 continues south to serve the Findlay Creek community before terminating at the Leitrim Road Park and Ride.

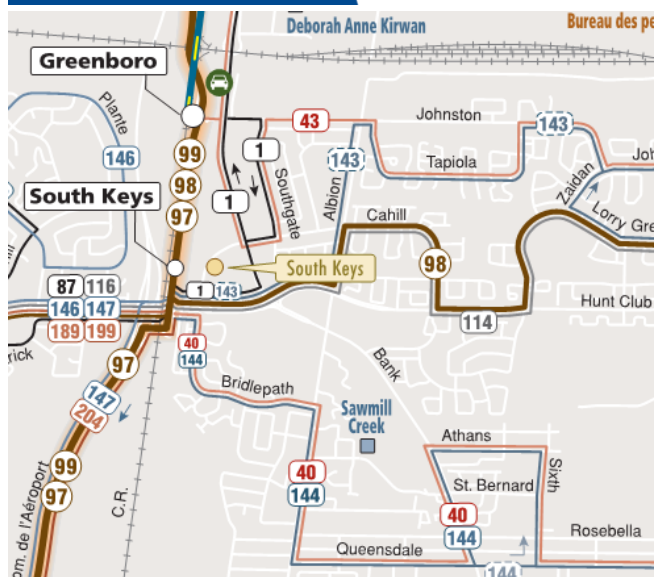


Figure 9: Existing Transit Map

### 2.2.7 Existing Traffic Operations

The existing traffic operations at signalized intersections in the CDP area were modeled. The results are summarized below by volume to capacity ratios (V/C) and the corresponding level of service (LOS) scores as per the City of Ottawa guidelines for Traffic Impact Assessments. The City standard for intersection LOS outside of the downtown core is LOS 'D', with mitigation measures (typically additional lane capacity or adjustments to traffic signal timings) being required for locations that exceed this threshold (LOS E or F). The overall intersection operations are summarized in Table 3.

Intersection	AM Peak		PM Peak	
	V/C	LOS	V/C	LOS
Bank Street / Johnston Road	0.66	B	0.76	C
Bank Street / South Keys Shopping Centre	0.37	A	0.58	B
Bank Street / Dazé Street / Cahill Drive	0.45	A	0.55	A
Bank Street / Hunt Club Road	<b>0.87</b>	<b>D</b>	<b>1.00</b>	<b>E</b>
Bank Street / Towngate Shopping Centre / Petro-Canada	0.62	B	0.82	D
Bank Street / Albion Road	<b>0.96</b>	<b>E</b>	<b>0.94</b>	<b>E</b>
Bank Street / St. Bernard Street	0.35	A	0.32	A
Bank Street / Rosebella Avenue	0.33	A	0.33	A
Bank Street / Queensdale Avenue	0.35	A	0.41	A
Dazé Street / South Keys Shopping Centre	0.19	A	0.57	A
Hunt Club Road / Dazé Street / Bridle Path Drive	<b>1.00</b>	<b>E</b>	<b>0.99</b>	<b>E</b>
Hunt Club Road / Albion Road	0.67	B	0.80	C

Table 3: Summary of Intersection Operations in CDP Area.



The analysis of existing traffic conditions indicates that most of the intersections within the CDP area operate at an acceptable level of service during the morning and afternoon peak hours. Some congestion is noticeable at the intersections of Hunt Club Road with Dazé Street / Bridle Path Drive and Bank Street, and the intersection of Bank Street with Albion Road. In most cases, this congestion is isolated to a few specific movements at each intersection.

Although the traffic analysis indicates the intersection of Bank Street and Johnston Road is operating at an acceptable level of service, the proximity of the entrance to 2079 Bank Place to the intersection has been reported to result in a hazard to movements through the intersection, due to the conflicts and delays resulting from vehicles turning into and out of this access into or through the westbound approach and storage lanes of the intersection.



**Figure 10: Intersection of Bank Place and Johnston Road.**

The Bank Street corridor also contains numerous unsignalized side street accesses into the surrounding community. These side streets are generally stop controlled on the approaches to Bank Street and free flowing along Bank Street itself. Of particular note is the intersection with

Sieveright Avenue, which experiences relatively high turning volumes during peak hours due to the connection into the community and access to the light industrial area between Sieveright Avenue and Hunt Club Road. This intersection does not warrant signalization under existing traffic volumes, but community members have raised concerns about the ease and safety of turning movements between Bank Street and Sieveright Avenue.

South of Hunt Club Road, Bank Street includes many mid-block accesses to retail stores and other private properties, creating the potential for turning movements to and from the corridor at many additional points between intersections. The centre two way left turn lane south of Albion Road is intended to increase the safety and ease of left turns into these accesses from Bank Street, although it has been reported that this facility is occasionally misused as a passing lane by some drivers.

### 2.2.8 Traffic Collision History

The CDP analysis included a review of traffic collisions in the CDP area between 2008 and 2012. The intersection of Bank Street and Hunt Club Road is the most dangerous in the CDP area, with 130 collisions recorded between 2008 and 2012; this intersection was in the City’s top 10 locations for collisions in 2010, 2012 and 2013. The worst mid-block location for collisions was on the Bank Street Bridge north of Johnston Road, with 38 recorded collisions between 2008 and 2012. The intersection of Johnston Road and Bank Street had the second highest number of recorded collisions in the CDP area, suggesting that the proximity of the intersection may influence some of the collisions recorded on the Bank Street Bridge.



Figure 11 illustrates all intersection and mid-block locations in the CDP area that had five or more collisions recorded between 2008 and 2012 (i.e., more than one collision per year, on average).

The City of Ottawa collision reports also isolate the numbers of collisions involving pedestrians and

cyclists. Due to the low existing volumes of these modes in the CDP area the number of collisions recorded was small, with three or fewer recorded collisions recorded over the five year period for each mode.

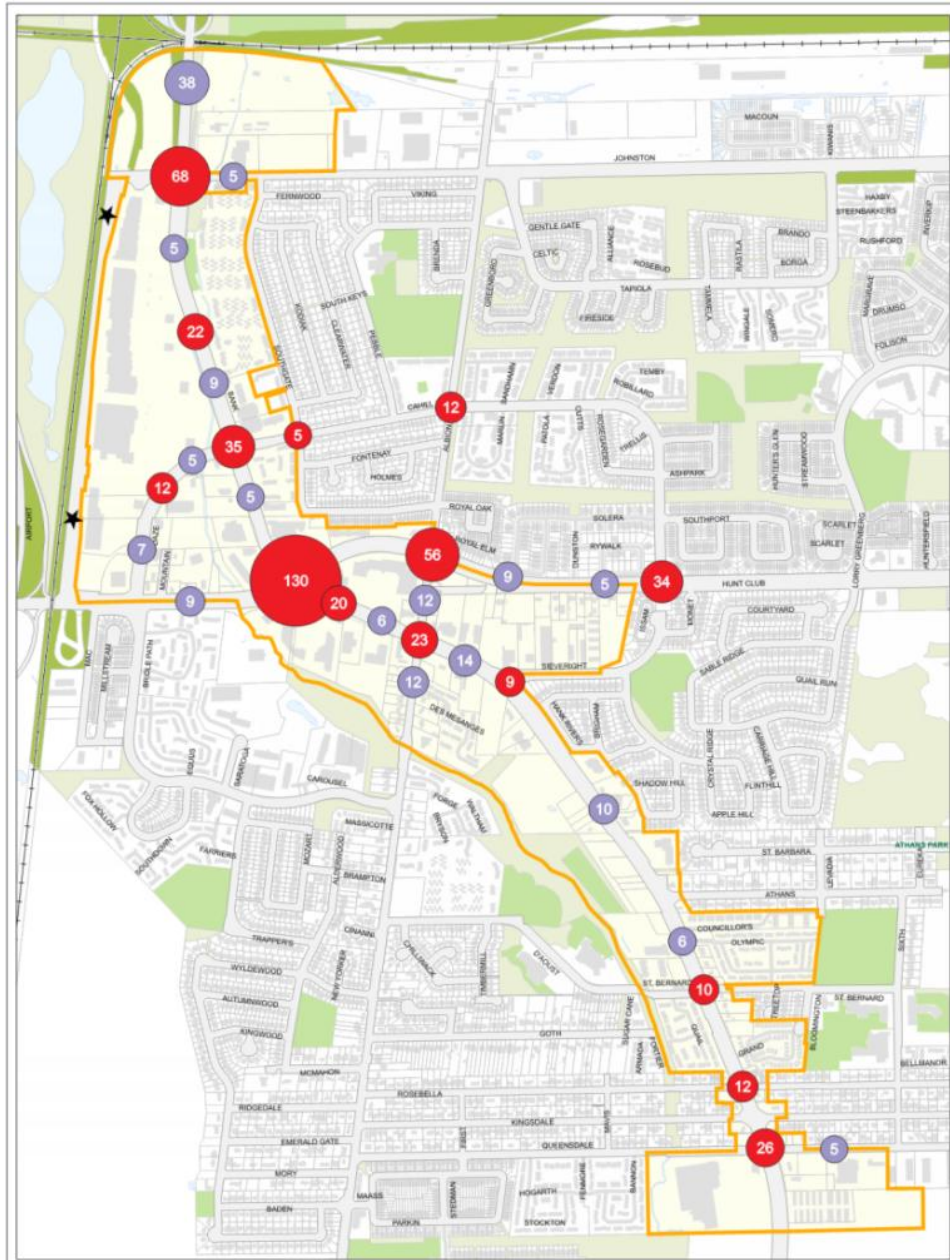


Figure 11: Recorded Collisions 2008-2012 (all modes)

The worst locations in the CDP area for pedestrians and cyclists are the intersections of Bank Street with Johnston Road and Dazé Street / Cahill Avenue, with two collisions involving pedestrians and three collisions involving cyclists recorded at each intersection. It should be noted that there have been no collisions involving pedestrians

recorded at either location since 2010. A contributing factor for the drop in pedestrian collisions at Bank Street and Cahill Avenue may be the pedestrian crossing improvements implemented in 2012.

Figure 12 illustrates recorded collisions involving pedestrians and cyclists between 2008 and 2012.

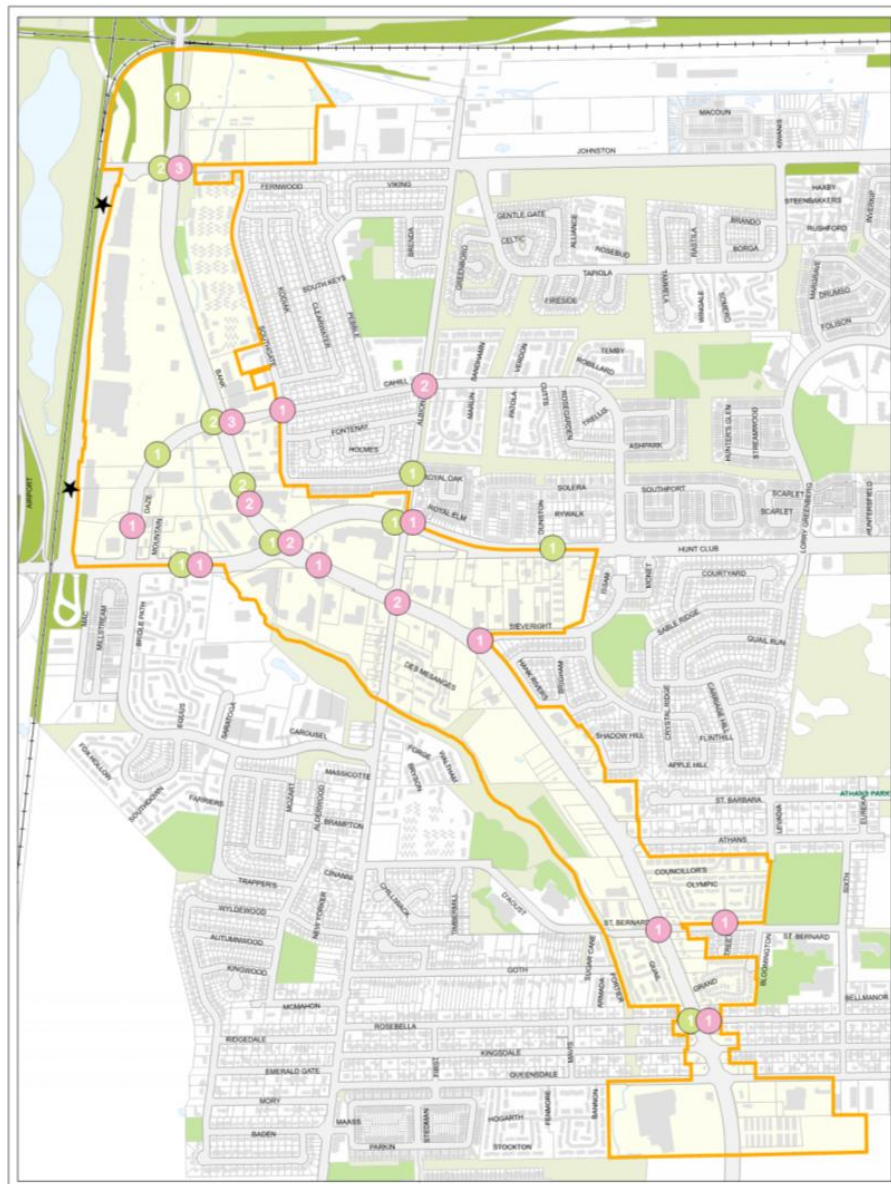


Figure 12: Recorded collisions 2008-2012, Involving Pedestrians and Cyclists.

## 2.3 Existing Land Use, Built Form and Zoning

The following section outlines the existing land use and built form patterns and zoning of the CDP area in 2015. Assessing these existing conditions helps establish a baseline understanding of the character of the plan area that influences the recommendations of the CDP.

### 2.3.1 Bank Street Character Areas

Bank Street is an important north-south spine that connects many different communities. Its roles and functions vary throughout the corridor. In some areas Bank Street is a destination, in other areas, a travel corridor and in some locations, it acts as a barrier. Bank Street is surrounded by well-established residential communities like South Keys, Emerald Woods and Upper Hunt Club, as well as by areas that are in transition, changing from former residential or industrial uses to more mixed-use with commercial, retail or institutional. Because of these differences, the CDP aims to recognize, define, improve and enhance the various roles and functions of Bank Street.

To assist with the analysis of the existing conditions within the CDP area, a character area map was developed to illustrate areas with similar land use features. The character areas have been defined based on their geographic location, patterns of existing or planned land uses and built form, the ability of the area to change over time and by the surrounding residential context.

Bank Street in the CDP area can be divided into three character areas: the South Keys Gateway, the Hunt Club Activity Node and the Blossom Park Mainstreet area. The following describes the character of each of these areas. The

transportation aspects of each character area are further discussed in Section 3.8, Mobility and Connectivity.

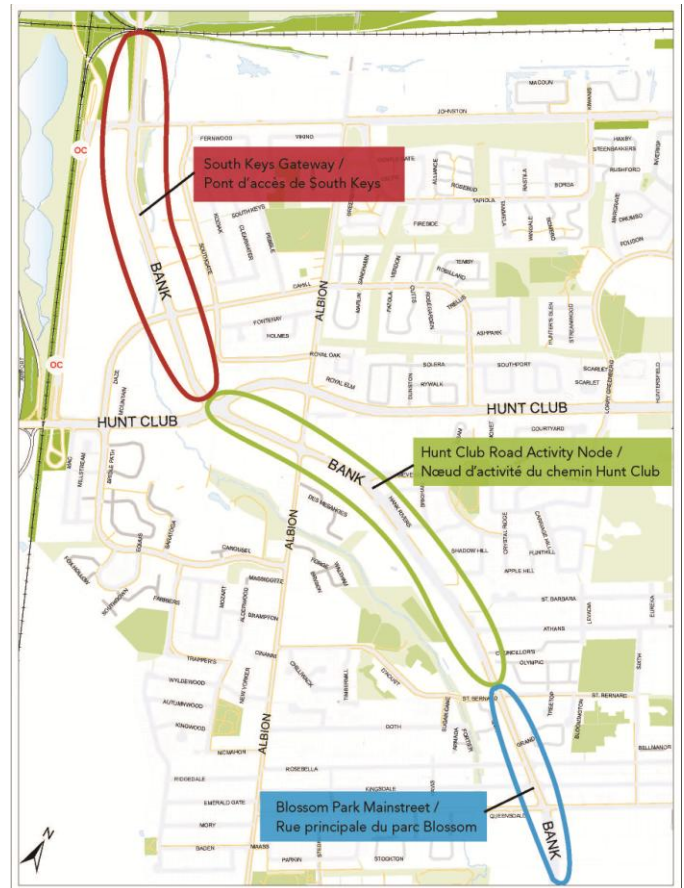


Figure 13: Bank Street Character Areas.

1. **South Keys Gateway:** Extends from the Ottawa Central Railway tracks in the north to Hunt Club Road:
  - A transition point between Bank Street at the Ledbury Park area and the South Keys community.
  - A gateway area into the future South Keys Mixed Use Area, with people arriving via Greenboro and South Keys Transit Stations or over the Bank Street south bridge.



- The west side of Bank Street is a single-loaded commercial street and is a place where people cross to reach destinations such as South Keys Shopping Centre and transit.
  - The east side of Bank Street is characterised by a large, well-established townhome development (Southgate Square) and high-rise apartment buildings (Strathmore Towers), which backs onto the road. These developments form the edge of the well-established residential area of South Keys - Greenboro.
  - The lot fabric of this area is comprised of large-lots next to Bank Street with the surrounding pattern being small lots that accommodate single-detached dwellings and townhomes.
2. **Hunt Club Activity Node:** Extends from Hunt Club Road to St. Bernard Street:
- A destination for a mix of commercial and retail activities. Existing development in this area consists of mixed-use plazas, grocery stores and automobile-oriented land uses in buildings that are setback away from the roadway with parking lots along Bank Street (i.e. Towngate Shopping Centre, Southgate Mall, and car dealerships).
  - Numerous medium-sized lots with large parking lots in the northerly area offer redevelopment potential.
- Large commercial properties along the west side of Bank Street about Sawmill Creek.
  - The Jewish Memorial Gardens is a large property and long-established cemetery land use along the west side of Bank Street.
  - An extension of several residential areas exists along the east side of Bank Street (i.e. Hank Rivers Drive and Athans Avenue).
  - A limited number of commercial uses exist along the east side of Bank Street, on medium-sized lots.
  - A mix of property sizes and land uses in the southerly area.
  - Sites are accessed principally from Bank Street.
  - Poor connectivity for pedestrians and cyclists due to a lack of sidewalks and sidewalks in poor condition and no space for bicycles.
3. **Blossom Park Mainstreet:** extends from St. Bernard Street to south of Queensdale Avenue:
- Smaller properties are organized among shorter blocks, especially at the south end of the CDP area by Rosebella and Kingsdale Avenues.
  - Residential development introduced as part of newer subdivisions backs onto Bank Street.
  - Commercial properties along Bank Street about the well-established, low

density residential area of Blossom Park

- Large commercial properties are the termini at the south end of the CDP area along Bank Street, and accommodate relatively large-format retail stores and associated surface parking lots situated close to the street.

### 2.3.2 Existing Zoning - Bank Street

A large portion of the Bank Street corridor in the CDP area is zoned AM – Arterial Mainstreet or one of its subzones, AM1 or AM2. Specifically, many of the commercial properties that front onto Bank Street from Dazé Street to Queensdale Avenue are zoned either AM, AM1 or AM2.

The AM Zone accommodates a broad range of uses including retail, service commercial,

automotive, offices, residential and institutional uses at building heights up to 9 storeys, subject to compliance with the Official Plan including compatibility with the surrounding residential uses. AM1 and AM2 have the same purpose as the parent AM zoning; however, provide another layer of detail, ensuring no greater than 50% of the maximum permitted Floor Space Index (FSI) may be used for the non-residential uses, and certain entertainment / institutional land uses that may be incompatible with residential uses are prohibited, respectively.

Excluding the South Keys Shopping Centre area which is zoned General Mixed-Use (GM), the zoning for the balance of the Bank Street corridor is residential (i.e. R1, R3, R4). The residential zoning allows a mix of residential building forms ranging from detached to low-rise apartment buildings.

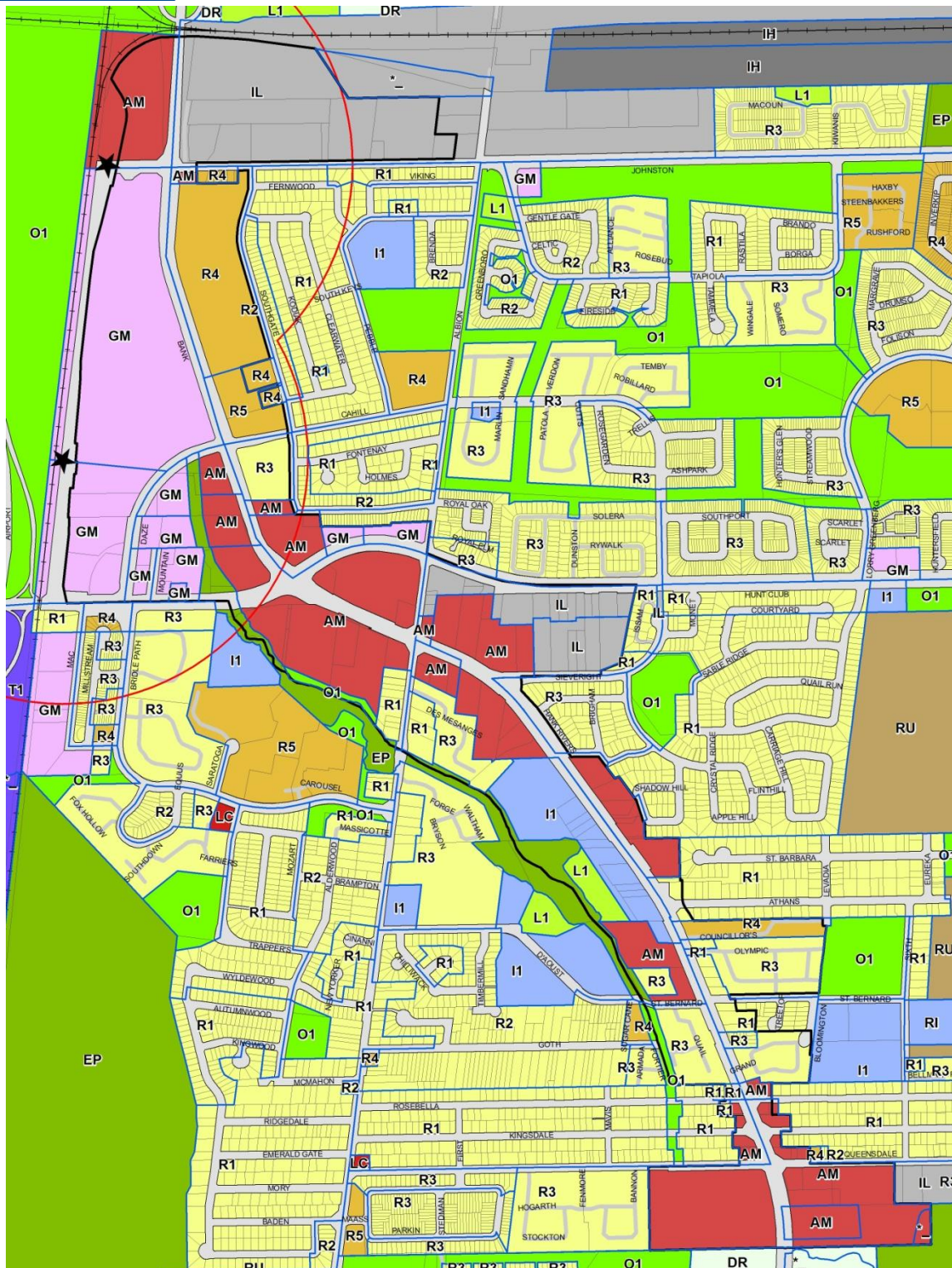


Figure 14: Existing CDP Area Zoning





Figure 15: South Keys Shopping Centre (2014)

### 2.3.3 South Keys Shopping Centre and Area

South Keys Shopping Centre (SKSC) is located at the northern-most end of the CDP area to the northwest of Hunt Club Road and Bank Street. It is a typical suburban-style shopping facility consisting of a series of chain stores, anchored by large-format retailers including Wal-Mart and Loblaws. SKSC was developed in the early to mid-1990s and has been a successful shopping destination since its inception. According to the owners, the site is reaching the stage to be considered for a next stage of development that could provide for more urban, mixed use intensification.

The 21 hectare (52 acre) area is bounded to the east by Bank Street and to the west by the Transitway. The Greenboro and South Keys Transitway stations are located along the westerly boundary of the property. Sawmill Creek runs along the south east side of the site, and a large green space sits between the property and the Airport Parkway. The Official Plan designation of the property is General Urban Area. It is currently zoned General Mixed Use (GM) with a maximum building height of 25 m (approximately 8 stories).

The property, like others in the area, is subject to height controls imposed by the Ottawa Macdonald Cartier International Airport.

The GM zoning of the South Keys Shopping Centre (and the properties between Dazé Street and Hunt Club Road) allows a range of residential, commercial and institutional uses.

### 2.3.4 Greenboro Park and Ride

The Greenboro Station is a multi-modal station (bus and light rail) located at the current southern terminus of the Trillium Line. The Park-and-Ride to the north abutting Bank Street is a well-used facility with 678 car spaces. On an average weekday it is usually full by 8am (peak hour) with approximately 575 users recorded on any given day. The Greenboro Park-and-Ride gets the majority of its users (76.9%) from the Urban Transit Tax Zone, within the Greenbelt. Many of these users come from Ward 10, Gloucester-Southgate, to the immediate east (i.e. neighbourhoods of Greenboro and Hunt Club Park) and the immediate south (i.e. neighbourhoods of Upper Hunt Club and Blossom Park). Some users also arrive from the Riverside South, Leitrim and Greeley areas. The remainder of users of the Greenboro Park-and-Ride arrive from the Rural Transit Tax Zone: 0.4% from Rural A and 18.9% from Rural B (i.e. the Osgoode, Vars and Navan areas).

### 2.3.5 Mountain Crescent

The existing land uses clustered around Mountain Crescent include a dental office, a potential home-based business, a 3 storey residential building, an abandoned detached dwelling, a larger lot (with an old bingo hall, surface parking lot and chiropractic office), and a detached dwelling. Four of the original structures still exist and are in poor

condition. Two properties at the north end of Mountain Crescent do not have legal access to the road. The existing land uses on these properties include a restaurant, surface parking lot and a vacant lot. This area is well-situated near transit, arterial roadways and Sawmill Creek and is an area with good redevelopment potential.

The existing zoning along Mountain Crescent is General Mixed-Use (GM) with maximum permitted buildings heights of up to 36 metres / 12 storeys. The existing land ownership pattern in this area is fragmented, with lot consolidation possibly needed for smaller properties to support any significant redevelopment proposal(s).

### 2.3.6 Low-Rise Residential Area along Albion

A small pocket of thirteen (13) residential properties exists along Albion Road, between Bank Street and Sawmill Creek. Most of these properties have existing single-detached houses. Two neighbouring properties accommodate a well-established daycare and a place of worship. All of the properties are zoned R1 - Residential First Density Zone, falling under one of two subzones: R1W or R1WW. In general, R1 restricts the building form in the zone to detached dwellings in areas designated as General Urban Area in the Official Plan. The most notable differentiating factor between the subzones is the minimum permitted lot area of either 250m<sup>2</sup> (R1W, for properties on the west side of Albion Road) or 450m<sup>2</sup> (R1WW, for properties on the east side of Albion Road), respectively.

The maximum building height for single detached dwelling in R1 zones is 11m (approximately 2.5 storeys).



Figure 16: Existing Houses on Albion Road

### 2.3.7 Heritage Building along Albion

There is only one property in the CDP area that has heritage value. It is located at 3560 Albion Road (Figure 16) and is zoned R1W. This property accommodates a red-brick, single-detached dwelling and is located on the west side of the road, south of Bank Street and north of Sawmill Creek. The property is on the City of Ottawa Heritage Reference List. ‘Listed’ properties have been identified as potentially having cultural heritage value. The retention of buildings on the Reference List and the integration of the buildings into redevelopment is encouraged.



Figure 17: Potential Heritage Home on Albion Road.

### 2.3.8 Light Industrial Area at Hunt Club and Sieveright

There is an existing light industrial area located along Sieveright Avenue and Hunt Club Road. The total area is approximately 6 ha in size, and is made up of approximately 25 properties. These properties represent a legacy industrial area left over from when the surrounding area (now residential subdivisions) was farmers' fields. The land uses in the area are a mix of automotive repair, sales, self-storage, limited manufacturing, dental clinic and daycare.

Properties along Hunt Club Road have an existing zoning of IL – Light Industrial and along Sieveright Avenue a IL2 H(14) zoning. The light industrial zoning permits a wide range of low impact light industrial uses, as well as office and office-type uses. Of the currently-permitted land uses in IL and IL2 H(14) zones, the most potentially noxious or incompatible ones (relative to the near-by residential uses along Sieveright Avenue and Issam Private) include:

- light industrial uses (i.e. manufacturing, processing, assembling, packaging or repairing of finished parts)
- printing plant
- truck transport terminal

The maximum permitted building height for the IL zone is 18 m (approximately 6 storeys) and for the IL2 H(14) zone is 14 m (approximately 4.5 stories), depending on distance away from existing residential zoning.

This light industrial area is across the street from the neighbourhood of Upper Hunt Club, which consists of low-density, low-rise housing. The houses along the south side of Sieveright Avenue

back onto the road, buffered by an opaque wooden fence (approximately 1.2 m high), often with shrubs/trees planted on private properties, mounted on top of a retaining wall that runs the length of the roadway. A row of young street trees also exists along the boulevard on the south side of Sieveright. The topography of the south side of Sieveright is elevated approximately 2 m higher than the north side of Sieveright, tapering down towards the east end of the street.

The light industrial area along Sieveright Avenue is subject to a future study as described in this CDP (Section 3.6.2) to determine appropriate future land use and maximum building heights.



Figure 18: Existing Built Form - Sieveright (Looking East).

### 2.3.9 Cemetery

The Jewish Memorial Gardens is over 120 years old, being established as a burial ground in 1892 by members of Agudath Jeshurun Congregation. The cemetery is zoned I1 – Minor Institutional Zone and will remain as a burial ground in perpetuity.



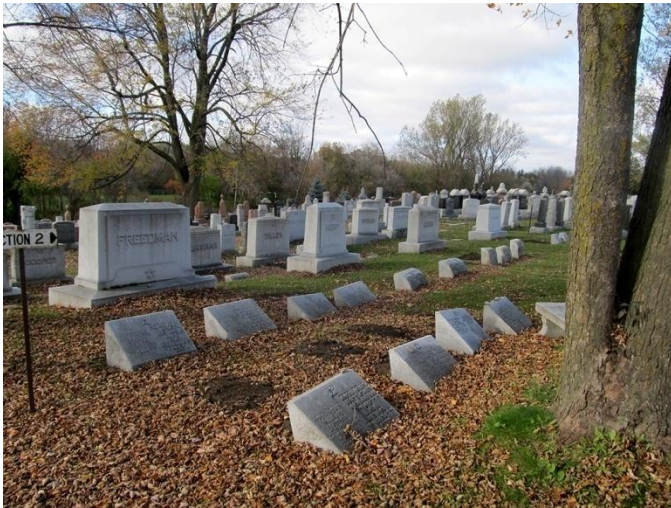


Figure 19: Jewish Memorial Gardens.

### 2.3.10 Density of the CDP Area

The average density in 2013 of the CDP area is approximately 50 people and jobs per gross hectare. This existing density is low but could increase substantially over time. A minimum density of 120 people and jobs per gross hectare applies to several streets within the Arterial Mainstreet (AM) designation of the Official Plan. Density requirements like these are applied to areas in the City with the greatest potential to support the Rapid Transit and Transit Priority Network, with the City directing growth to urban areas where services already exist or where they can be provided efficiently.

The minimum density requirement for the AM portion of Bank Street in the CDP area is to be removed as part of the approval of this CDP. In its place, intensification with higher minimum densities will be focussed in the new Mixed-Use Area closer to the Greenboro and South Keys transit stations in the South Keys Shopping Centre area to help achieve the City's overall transit-supportive density goals (Section 3.4.9.4). Intensification may occur in many forms including redevelopment of brownfield

sites, greyfield sites, vacant sites, or of underutilized sites within previously developed areas (i.e. on parking lots). Intensification may also occur with the expansion of existing buildings and infill residential development.

## 2.4 Greenspace

The following section provides an overview of the existing conditions of the greenspace and parks in the CDP area.

### 2.4.1 Sawmill Creek Existing Conditions

Sawmill Creek is an important natural feature and is one of the only free-flowing, cool water streams located in the heart of the City of Ottawa. According to the Rideau Valley Conservation Authority (RVCA), the Creek is approximately 10 km long with its headwaters at Lester Road, flowing northward through South Keys and along the heavily-urbanized Bank Street eventually joining the Rideau River at Billings Bridge. Land use and development along the length of the Creek is 55% urban, 22% agriculture, 21% forest and ~2% rural, wetlands and unclassified<sup>1</sup>. Studies conducted by the RVCA conclude that the stream provides habitat for a rather large fish community as well as a variety of native aquatic and terrestrial plants. Because of its urban environment, there is also a significant amount of garbage that collects along the banks and in the stream itself.

Due to its location, much of the subwatershed is fairly urbanized, which has caused the loss of extensive vegetated areas. However, there are still some areas of the creek that contain significant fish

<sup>1</sup> Reference, 2008 Sawmill Creek City Stream watch report, Rideau Valley Conservation Authority

and wildlife habitat and have a buffer over 30 metres. Anthropogenic alterations refer to any human changes that have been made to the stream itself, or the riparian areas. Only 22 percent of Sawmill Creek had no anthropogenic alterations. The remaining 78 percent had a variety of alterations, ranging from shoreline armouring to loss of riparian buffer to stream channelization.

Local actions for improvement of Sawmill Creek include: garbage clean-ups, riparian/buffer enhancements (Riparian plantings and buffer improvements could be implemented in two main locations, with one being located in the CDP area: the Railway section that runs along Artistic Landscape and the Chrysler Dodge Jeep planted with more trees and shrubs with native species to enhance wildlife habitat and help filter runoff from the surrounding area), migratory obstruction removal, invasive species control.<sup>2</sup>

To better understand its functions and roles within the context of the CDP, the creek has been divided up into different segments. The different segments have varying characteristics based on where they are located and what type of development and encroachments have occurred nearby. The five segments of Sawmill Creek proposed by the CDP are:

1. **Employment Area Segment:** Ottawa Central Railway tracks to Johnston Road. This segment has been significantly impacted by adjacent development and there is very little natural corridor remaining. The Creek has been channelized through

commercial properties (garden centre and auto dealership).

2. **Southgate Square Segment:** Johnston Road to Bank Street. This segment is bordered on the east by an established townhome development (Southgate Square), and includes parking lots, play areas, and swimming pools that abut the watercourse. This segment is not likely to change within the CDP planning horizon.
3. **South Keys Shopping Centre Segment:** Bank Street to Dazé Road. There is no natural corridor remaining in this segment of the Creek due to the construction of the South Keys Shopping Centre. Because of the already highly manipulated nature of the Creek in this area, realignment of this portion of the Creek or special creekside treatments may be considered in site design of the Shopping Centre.
4. **Dazé Segment:** Dazé to Hunt Club. Foot travel is difficult in this area due to the lack of space at the top-of-slope. This segment should have limited physical access, because its small size means it is more sensitive to activities that may compromise its environmental integrity. The ravine character of this segment also makes it difficult to provide much visual access because there is very little physical space near the top-of-slope. Hunt Club Road presents a major impediment to north-south travel along the Creek in the CDP area.

<sup>2</sup> Reference, 2008 Sawmill Creek City Stream watch report, Rideau Valley Conservation Authority



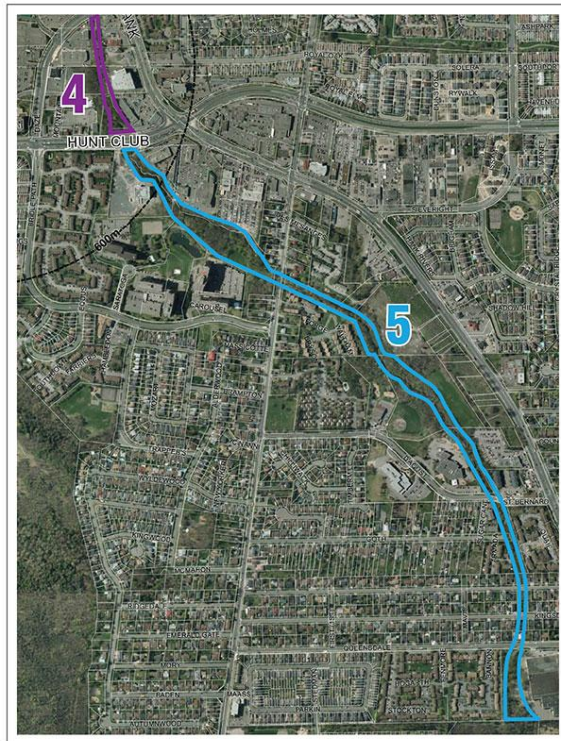


Figure 20: Segments of Sawmill Creek

5. **Hunt Club to Queensdale Segment:** This is the longest segment of Sawmill Creek in the CDP and is the only segment that currently has an established pathway through residential areas along the west side of the Creek. There are also two crossings within this segment that connect the pathway to Towngate Shopping Mall and Sawmill Pool Park. The pathway is located relatively close to the creek along this segment on the west side. On the east side, there are several commercial parking lots near Hunt Club Road that are close to the Creek and whose activities can intrude into the top-of-slope area.

Guidance for development in proximity to Sawmill Creek is set out in Section 3.7.2 of this CDP.

#### 2.4.2 Existing Parks

An assessment of the number of existing parks reveals that most of the CDP area has sufficient access to a park. The only portion of the CDP area that is lacking a park is the northwest quadrant, on the South Keys Shopping Centre site.

The City's Official Plan sets out a target that all homes be within 400 metres, or roughly within a five-minute walk, of a greenspace. This target was tested using the 2005 Land Use Survey, by drawing a 400-metre buffer around active and passive recreation lands owned by a public body.

There are nine existing public parks within approximately 400 m of the CDP area. They are well distributed throughout the CDP area (Figure 21). Existing Parks near CDP area (from north to south):

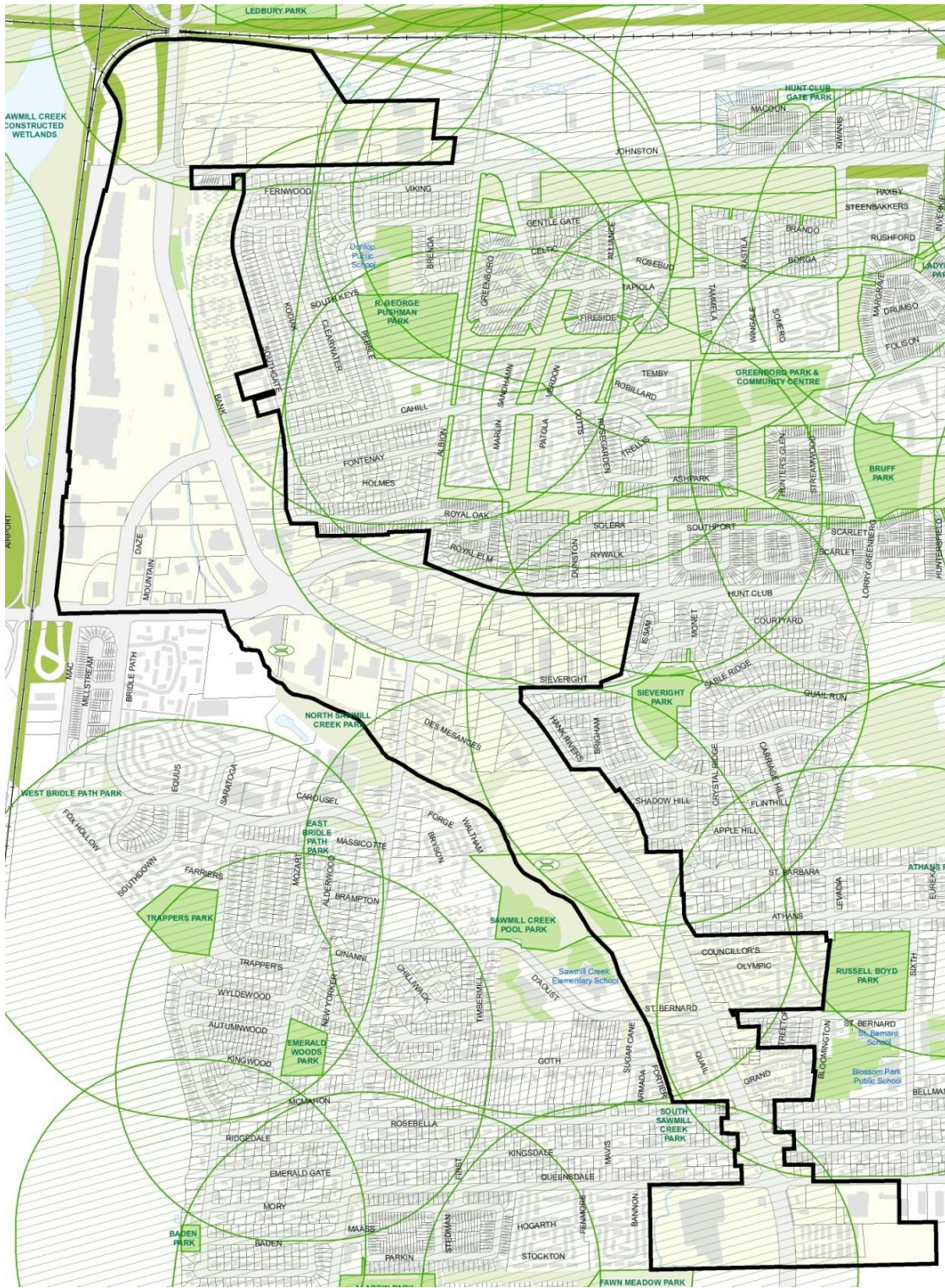
1. Ledbury Park (2.9 ha): Programmed with activities (sports, off-leash dogs, rink).



2. R. George Pushman Park (3.2 ha): Programmed with activities (sports, swimming, off-leash dogs).
3. Sieveright Park (2.4 ha): Programmed with activities (sports, rink, on-leash dogs).
4. North Sawmill Creek Park (2.9 ha): Naturalized with pathways (on-leash dogs).
5. East Bridlepath Park (0.6 ha): Not programmed.
6. Sawmill Creek Pool Park (2.0 ha): Programmed with activities (sports, on-leash dogs, rink, fields).
7. Russell Boyd Park (3.7 ha): Programmed with activities (sports, on-leash dogs, sledding, fields).
8. South Sawmill Creek Park (0.2 ha): Not programmed.
9. Fawn Meadow Park (5.5 ha): Programmed (on-leash dogs, fields).

Three near-by schools are associated with these parks:

- Dunlop Public School (R. George Pushman Park).
- Sawmill Creek Elementary School, École élémentaire publique Gabrielle-Roy (Sawmill Creek Pool Park).
- St. Bernard School, Blossom Park Public School, Ecole élémentaire Sainte-Bernadette (Russell Boyd Park).



**Figure 21: 400 m Walking Distance to Existing Parks.**



## 2.5 Servicing and Utilities

The following section provides an overview of the existing conditions of the servicing and utilities in the CDP area.

### 2.5.1 Wastewater Collection System

Municipal sanitary sewers within the CDP area were constructed in 1969 and are totally separated conveying municipal wastewater only. The wastewater catchment area is divided into two separate sections. The area north of Bank Street along Albion Road joins the Green's Creek Collector at Johnston Road, the area south of Bank Street along Albion Road drains directly to the Albion Road Collector Sewer, which also terminates at the Green's Creek Collector. The Green's Creek Collector conveys the wastewater to the R.O. Pickard Wastewater Treatment Plant where it is treated before discharging to the Ottawa River. The existing wastewater collection system along CDP area is shown on Figure 22.

The existing sanitary collection system along Bank Street is 50 years old however it is considered to be in good working condition and will be rehabilitated / replaced in the future as required. The Albion Road Collector sewer is considered to be in good working condition as well. No sewage rehabilitation / replacement work in the South Keys CDP area is identified in the current City 2014-2018 planning construction program.

The capacity of the existing wastewater collection system was analyzed using a hydraulic model to identify existing restrictions and/or determine if the proposed intensification will have a negative impact on system performance. Flows were entered into the theoretical model using litres per/ha figures based on historical flow monitoring information

throughout the City. Although these flows are considered realistic, they do not represent actual flows in the system since flow monitoring specific to this area would be required to obtain this data.

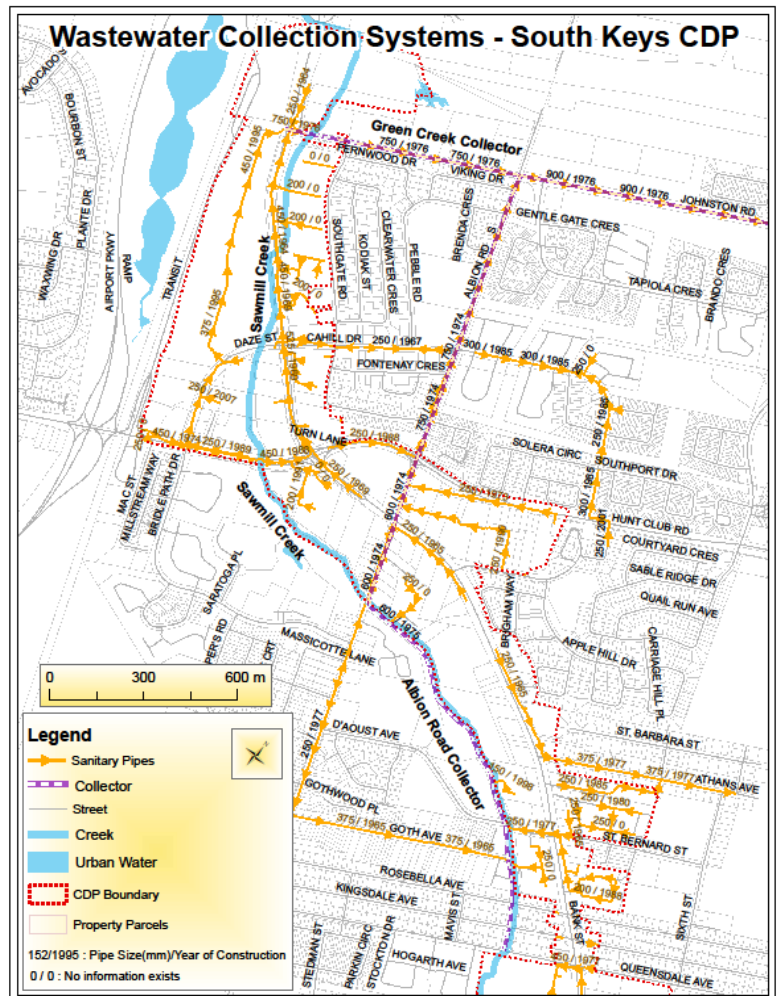
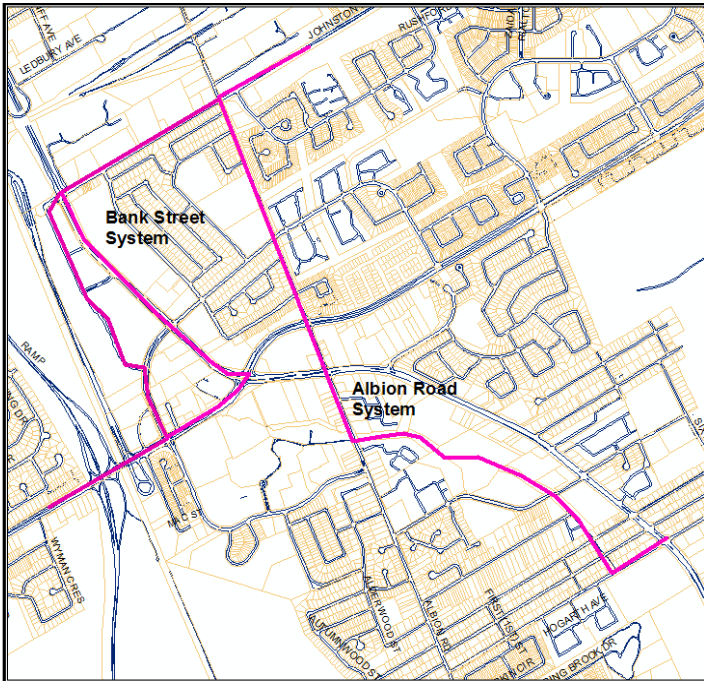


Figure 22: CDP Area Wastewater Collection System

Two trunk systems were created in the model. They consist of the Bank Street collection system, which drains to Johnston Road and the Albion Road Trunk system, which also drains to Johnston Road (Figure 23).





**Figure 23 – Hydraulic Model Trunk System**

The analysis results show that under dry weather conditions, there is ample capacity for intensification in either system. During wet weather conditions, however, the upper portion of the Albion Road Trunk Sewer is at risk of surcharge. The analysis shows that under existing conditions, the hydraulic grade line (HGL) upstream of Bank Street starts to come out of the pipe during a significant wet weather event. This elevated HGL is not a threat to basements as it remains approximately more than 2.0 m below ground. Even if we assume a doubling of the domestic flow in the intensification area, the HGL continues to remain more than 2 m below ground.

A potential area of concern is the approximately 70 ha of residential development in the upper reach of Albion Road system that is partially separated (i.e. ditch drainage areas). Although foundation drains are not connected to the sanitary system, this area is serviced by sump pumps that are most likely

directed to the roadside ditches. Experience has shown that when these connections become problematic, (i.e. winter freezing), homeowners may redirect them to the sanitary system via internal plumbing. When this occurs, extraneous flows can more than double and even quadruple in some cases. Historical flooding information however, does not show that this occurring presently. As a precaution, it is recommended that flow monitoring be undertaken along the upper reach of the Albion Road collector before significant intensification takes place, so that a better understanding of the system’s residual capacity and any required mitigation measures can be determined.

### 2.5.2 Water Distribution System

The South Keys CDP area is within 2W2C Pressure Zone. There are no operational issues related to capacity or pressure in the CDP area excepted at the southern portion of the CDP area where low water pressure is experienced. The area is serviced by 406 mm dia. watermain constructed in 1963/65 (Johnston Road to Albion Road) and in 1976/77 (Albion to Queensdale Avenue) which follows the Bank Street alignment. The existing water distribution system along CDP area is shown on Figure 24.

Up to now, water distribution system has been functioning well still the City will monitor condition and performance of the existing watermains and replace them if required. No watermain rehabilitation / replacement work in the CDP area is identified in the current City 2014-2018 planning construction program.

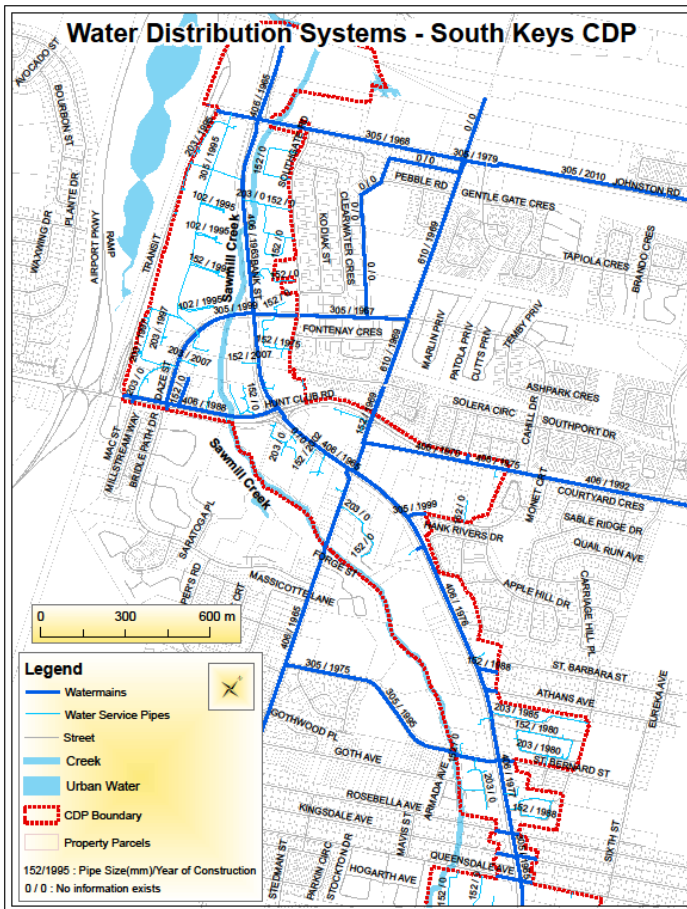


Figure 24: CDP Area Water Distribution System

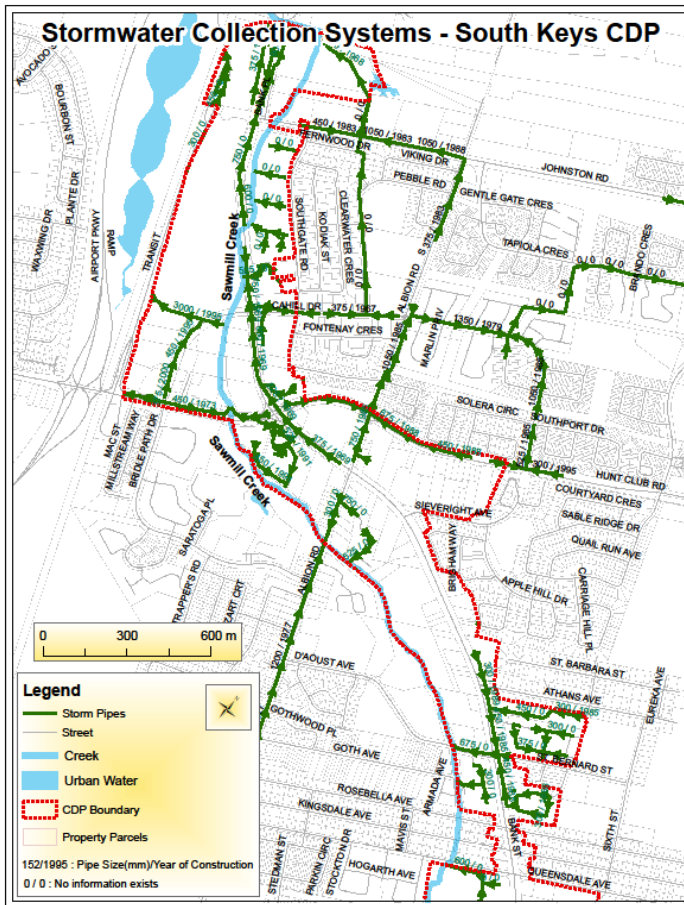
### 2.5.3 Stormwater Collection System

Most of the South Keys CDP area is served by piped storm sewer system except the section along Bank Street between Albion Road and St. Barbara Street which is serviced by road side ditches. Almost all of the CDP area drains to the Sawmill Creek except a small section along Hunt Club Road. The existing stormwater collection system for CDP area is shown on Figure 25.

Sawmill Creek flows from the Ottawa Airport and Greenbelt lands south of Lester Road northwards through residential and commercial areas including CDP area discharging to the Rideau River near

Billings Bridge. Increasing urbanization of the creek watershed threatened water quality, increases peak flows and flood levels, and impacted on bank stability and aquatic habitat. In response to the growing public concern over the state of the watershed, the Rideau Valley Conservation Authority initiated the Sawmill Creek Watershed Study. That study, completed in 1994, provided a comprehensive overview of the characteristics of the Sawmill Creek Watershed and produced a watershed management plan and implementation strategy following an extensive public consultation process. The watershed management plan reviewed options for stormwater management on a watershed scale. One of the core components of the plan included the construction of a creek diversion and constructed wetland to improve water quality in the creek, attenuate peak flows, help control downstream creek erosion and to re-establish a more natural continuous north-south corridor.

In 2002, the City of Ottawa initiated the Sawmill Creek Subwatershed Study Update. The Subwatershed Study Update included an evaluation of the changes in the watershed over the past ten years and an updated watershed management strategy focused on mitigating impacts from development and enhancing the natural watershed features wherever possible.



**Figure 25: CDP Stormwater Collection System**

As per recommendations of the above studies, the Sawmill Creek Constructed Wetland was recently built with intention to provide the following benefits:

**Mitigate flooding** though the South Keys residential and commercial areas east of Bank Street between the Ottawa Central Railway (OCR) and Cahill Drive by reducing flow rates in the main creek during peak runoff periods;

**Provide treatment of stormwater runoff** for a substantial portion of the watershed including lands draining to the Cahill tributary and the main creek south of the South Keys shopping centre;

**Reduce downstream channel erosion** by decreasing flow rates in the main channel of the creek downstream of the facility;

**Enhance the natural features and recreational opportunities** of the watershed.

The future intensification projects in the CDP area should be supported with on-site storm water management plan. Intensification of an area typically increases the imperviousness and creates additional runoff that should be managed within the site before reaching the receiving stream.

### 2.5.4 Budgeted Infrastructure Works

The infrastructure within the CDP area has not been identified at the present time (up to 2018) with a "need" for any reconstruction / rehabilitation. The "need" could range from water, sewer, road or drainage issues or any combination thereof. It does not necessarily mean full road reconstruction.

The Asset Management Branch of the City of Ottawa Infrastructure Service Department regularly monitors and undertakes preliminary assessment of the infrastructure needs using existing data and available planning information for future growth predictions. Integration of the CDP planning process information with future capital programs will enable the redevelopment of the area to take place consecutively with required infrastructure upgrades.

The water and wastewater infrastructure in the CDP planning area will be reevaluated as a part of the next (2018) Infrastructure Master Plan update using the Council approved CDP development projections. If major trunk infrastructure upgrades are needed to accommodate new growth as anticipated in the CDP, then these capital projects will be identified and funded, in part, from



development charges generated inside the Greenbelt and included in the updated Development Charges Background Study. Area-specific development charges may also be calculated and applied within the drainage area if upgrades are required to be made to the existing stormwater facilities to accommodate future growth.

Any needed local service improvements to water, wastewater and stormwater facilities will be developer responsibility and will be identified during the development approval process.

### 2.5.5 Hydro

Overhead hydro wires exist on the east side of Bank Street from Johnston Road to Queensdale Avenue. Overhead lateral hydro connections also exist periodically along the Bank Street corridor. A 5 metre clearance and separation distance is to be maintained from buildings to overhead wires.

The burial of hydro wires is not recommended in this CDP. City Council's 2011 Underground Wire Policy applies to this area as it does city-wide. As such, City Council would have to approve the undergrounding of overhead wires along Bank Street "only when the full cost of burial is paid for by the requesting party, or as otherwise approved by Council on a case-by-case basis" (as stated by the Policy).

## 2.6 Strengths, Opportunities & Challenges

The following is a list of strengths, opportunities and challenges in the *South Keys to Blossom Park, Bank Street CDP* area. They are characteristics and features that were identified during the planning process and have influenced the CDP's design.

### 2.6.1 Strengths and Opportunities:

- Proximity of the area to Downtown offers a shorter trip for residents and commuters.
- A strong north-south access provides a direct route to downtown.
- Good access to multiple modes of transportation such as the Airport, Trillium Line, VIA Rail Station and bus rapid transit stations.
- People from downtown and Carleton University come to the area.
- A diverse demographic already exists in the area (i.e. students, seniors, etc.); however, these people need to be engaged by future activity hubs.
- Bank Street is a good roadway for keeping cars out of adjacent neighbourhoods.
- Proximity of underdeveloped sites, homes and businesses to the Greenboro and South Keys Transit stations.
- Diversity and variety of businesses and services; such as grocery stores, large multi-national retailers, small / independent businesses in plazas, automotive uses, etc.
- Established residential neighbourhoods in or near the area create populations to support new services and land uses (i.e. commercial, office, civic).
- Sawmill Creek offers opportunities for active and passive recreation, and a habitat for animals, fish and birds.
- Larger properties like South Keys Shopping Centre, Towngate Mall, Southgate Mall are owned by singular owners and can make redevelopment strategies and implementing

policies outlined in the CDP more coordinated or feasible.

- Large surface parking lots provide underdeveloped land that facilitates redevelopment without having to demolish buildings.
- In the future, when the Trillium Line line is extended, the South Keys Transit Station may become a stop that connects to the Ottawa MacDonald-Cartier International Airport, bringing more people to the site with transit.
- Light industrial area along Sieveright and Hunt Club offers an opportunity to update land use and zoning to be more compatible with surrounding residential neighbourhoods.
- Employment Area along Johnston Road is currently within an 800 m walk of the Greenboro Transit Station and may be an area for growth and intensification.
- Continuous pedestrian network covers most of the CDP area.
- On- and off-street cycling paths connect the area to surrounding communities (i.e. Hunt Club Bike Lanes, Sawmill Creek Multi Use Pathway).
- Rapid and frequent transit service connecting to the major node in CDP area (Transitway and Trillium Line).
- High car traffic volumes bring customers to retail stores in the area.
- Residual capacity exists at most area intersections to accommodate additional traffic volumes.

- Dazé Street acts as a bypass around Bank Street / Hunt Club Road intersection, reducing stress on this busy intersection.

### 2.6.2 Challenges:

Challenges identified were further examined during the CDP design process to mitigate and lessen their impact to the CDP area.

- No organized Business Improvement Area for Bank Street to spear-head promotion, organization and enhancement initiatives for the corridor.
- Limited public amenity space along Bank Street or at activity nodes.
- Not comfortable for pedestrians or cyclists, especially at large intersections.
- Middle / shared turning lane confuses vehicle manoeuvring especially around intersections, and creates numerous curb-cuts (compromising safety and a continuous pedestrian and cycling environment).
- Lack of greenspace and landscaping throughout majority of the Bank Street corridor.
- Large blocks occupied by the South Keys Shopping Centre and surface parking lots make the area difficult and uncomfortable for people to walk through and around.
- Long-term lease agreements associated with large commercial tenants at the South Keys Shopping Centre site influence and may prolong the timing of change for certain areas on the large property (i.e. the existing Walmart and Loblaws).

- Intensifying and properly phasing the densification of the South Keys Shopping Centre.
- Traffic speeds and volumes along Bank Street seem too fast and congested, respectively, for pedestrians and cyclists to feel safe.
- Bank Street is long and linear, and moves a lot of automobiles, which makes regularly-spaced crossings difficult for pedestrians and cyclists.
- Transit stations are hidden from view from Bank Street, making way-finding and accessing transit more challenging.
- Contamination issues may exist in the CDP area; particularly on sites associated with gas stations and automotive uses and in the light industrial area near Hunt Club and Sieveright, may require investigation and potential remediation prior to redevelopment.
- Bus routes south of Hunt Club are perceived as circuitous and do not exist along Bank Street.
- Discontinuities in the existing cycling and pedestrian networks.
- Limited bicycle parking (that is not weather-protected) available at South Keys Shopping Centre and in the rest of the CDP area.
- Bank Street Bridge is a hazardous environment for walking and cycling due to the lack of bicycle facilities, narrow car lanes and high traffic speeds.
- Several intersections, particularly Bank Street and Johnston Road, have pedestrian crossing intervals that are too short to allow comfortable crossing for pedestrians.
- Intersection spacing along Bank Street beside South Keys Shopping Centre results in frequent mid-block pedestrian crossings.
- Existing traffic congestion at intersections of Hunt Club with Bank Street and Dazé Street / Bridle Path Drive, and intersection of Bank Street and Albion Road, and concern that traffic growth resulting from future development will exacerbate this.
- Misuse of the shared centre left turn lane on Bank Street south of Albion Road.
- Hazards arising from vehicle movements to and from access to 2079 Bank Place.
- Property impacts from proposed realignment of Dazé Street as part of South Keys Shopping Centre Redevelopment.



## 3.0 THE COMMUNITY DESIGN PLAN

### 3.1 Introduction

The Community Design Plan (CDP) area is comprised of a Mixed-Use Area (MUA) at its north end focused around the Greenboro and South Keys Transit Stations. This MUA is linked to a designated Arterial Mainstreet (Bank Street) that runs southward 2 km from Hunt Club Road to Queensdale Avenue. Sawmill Creek meanders parallel to Bank Street on its west side, and crosses underneath the street at the MUA, and heads northeast through an Employment area. The northerly portion of the CDP area will intensify over time while the southerly portion, along Bank Street, will be primarily stable, with modest growth on properties fronting Bank Street. The large cemetery along Bank Street (Jewish Memorial Gardens) will remain a long-standing land use in the community.

Hunt Club Road, a large east-west arterial, bisects the CDP area near the middle. This roadway will always carry high volumes of traffic but will evolve over time to an environment that is more respectful of, and appealing to pedestrians and cyclists. Southeast of Hunt Club Road and Bank Street is a General Mixed-Use area at Hunt Club and Sieveright. This area is to develop over time in a way that is more compatible in land use with the surrounding residential neighbourhoods, and away from its primarily industrial character.

There are several pockets of residential development along Bank Street. Most of these areas will remain stable, as areas of established character with minimal growth. Several of these pockets, along Albion and near the south end of

Bank Street, may intensify slightly over time. Growth in these low-rise residential areas will be modest, but will allow for more housing options than single detached homes.

In all, the CDP area will evolve into a more mixed-use, connected, attractive place for pedestrians and cyclists. Intensification shall be promoted at the South Keys Mixed-Use Area; Sawmill Creek shall be protected and enhanced, and the area will see a high standard of urban design applied to new development proposals.

### 3.2 Vision Statement

*In creating the vision for the CDP, inspirationally, stakeholders preferred a “village feel” for Bank Street and a “Town Centre feel” at South Keys Shopping Centre. Sawmill Creek was identified countless times as a place that should be embraced by the community, protected from careless human activities and made more accessible, where possible.*

**In the future, Bank Street will be a comfortable, inviting place for all pedestrians, from children to seniors, and support cyclists via a well-connected and safe network of pathways and cycling lanes. Bank Street will be a seam that serves to attract, connect and enable people to move through and across different places.**

**South Keys Shopping Centre will be a dynamic transit-oriented community that is home to a variety of human-scaled open spaces and offers a wide range of opportunities for live, work and play for residents of any age or ability.**

**Sawmill Creek will be restored and protected to a naturalized state with enough space in the corridor to support: aquatic, bird and**

mammalian habitats, surface water quality and native vegetation. In specific areas the Creek will offer opportunities for active or passive recreation.

### 3.3 Guiding Principles and Key Directions

Seven core principles were developed to guide the *South Keys to Blossom Park, Bank Street CDP*. These principles are derived from the plan's Vision, based on stakeholder feedback and broad City objectives. They form the foundation of the CDP; each principle is elaborated on and supported by a set of key directions for the community.

**1. Identify and reinforce the different roles of Bank Street, which vary depending on segment and, ultimately, make the street more comfortable for pedestrians and cyclists. Bank Street may attract people as a place or move people, across or through, to different places.**

- Reinforce the different character areas and roles of Bank Street, which include: (1) South Keys Gateway; (2) Hunt Club Activity Node; and (3) Blossom Park Mainstreet. (Figure 13)
- Transform the Bank Street right-of-way into a true Arterial Mainstreet, providing more space for pedestrians and cyclists, providing more space for boulevards, medians and landscaping, sufficient lane width for transit service and promoting growth in appropriate areas.

- Ensure existing Bank Street intersections at Johnston Road, Hunt Club Road, Albion Road, St. Bernard Street, Rosebella Avenue and Queensdale Avenue are safer for pedestrians and cyclists. A new signalized intersection may be established at Sieveright Avenue when warranted. Mid-block crossings will be considered along Bank Street where signalized crossing distances for pedestrians are more than 250 metres apart.

**2. Create a transit-oriented community at the South Keys Shopping Centre site and immediate area. The South Keys Shopping Centre area will develop as a human-scaled, distinct, walkable, mixed-use community with amenity space for community gathering and recreation.**

- Intensify land uses and permit the tallest buildings in proximity to transit stations.
- Accommodate a mix of higher-density housing options with varying unit sizes and dwelling types to appeal to a range of people and incomes.
- Introduce a mix of land uses that allows for a variety of shops, employment uses and community amenities.
- Integrate transit stations with adjacent development.

- Create a central north-south Main Street that is designed using a 'complete streets' approach.
- Establish a central amenity space, public spaces and parks, including in front of both the Greenboro and South Keys Transit Stations, that act as community gathering spaces and may accommodate civic uses;
- Divide large blocks of single-use commercial development with streets and public spaces and allow large surface parking lots to redevelop;
- Make the area more walkable by introducing a street and pathway system that is based on a grid layout and ensures connectivity to the surrounding pedestrian and cycling network – creating easier access to transit and safe linkages to destinations;

**3. Protect and enhance Sawmill Creek. It serves many important roles and functions in the CDP area such as improving property values, and being a destination, amenity space and natural feature.**

- While understanding that Sawmill Creek is an important whole-piece to a larger environmental system, understand that the different segments of the Creek may warrant different treatments and enhancements.

**4. Improve land use compatibility for areas of change. As these areas change over time they will better recognize, respond to and respect their context, be it close to Greenboro Transit Station or close to established residential communities.**

- Make Sawmill Creek more accessible to the public either through physical or visual access, depending on the environmental sensitivity of the particular segment.
- Connect Sawmill Creek into a greenspace network using pathways or greenways.
- Protect the watercourse from encroachment of nearby developments. The perceived ownership of the Creek sometimes extends past its legal boundaries. Expand and protect the boundaries along the top-of-slope.
- Introduce reforestation efforts to improve the environmental health and attractiveness of the creek corridor.
- Conduct future land use studies with public involvement for the Johnston Road and Sieveright Avenue areas that are sensitive to regulating future development that is compatible with surrounding residential neighbourhoods. Involve the public in any redevelopment planning for the Greenboro park and ride area, should this facility be redeveloped.



- Create a mixed-use area along Hunt Club Road. This mixed-use area will have expanded land use and building permissions, and be compatible with the neighbouring residential context.
- Permit more mixed-use and residential options for properties that front along busy roads and where current zoning is restrictive.
- Ensure that transitions in building heights respect the existing residential that surround areas of change.
- Ensure pedestrian and cycling connectivity in, around and through areas of change.

**5. Recognize and reinforce stable residential neighbourhoods as areas of established character. These areas may be located within 800 m of a Transit Station but have already been developed and are unlikely to experience pressure for significant change in the future.**

- Maintain the current residential zoning of select communities in the CDP area.
- Maintain pedestrian and cycling connections from these areas to Bank Street and/or other near-by destinations.
- Permit desirable small-scale residential in-fill, occurring at the proper scale and fitting-in with the existing context.

**6. Ensure a safe, well-connected network of sidewalks, pathways, greenways and cycling facilities that connect greenspaces, parks, transit stations and other destinations. Attractions and destinations such as South Keys Mixed-Use Area, Sawmill Creek and the South Keys and Greenboro Transit Stations will be easily accessible to pedestrians, cyclists and transit users.**

- New parks are required at the South Keys Mixed Use Area, which is the only area of the CDP that does not have 400 metre walking distance access to park space. These parks shall connect into a larger network of pathways.
- Improve existing and construct missing sections of sidewalk for the entire length of Bank Street.
- Improve the connections for pedestrians and cyclists across the Bank Street south bridge.
- Add cycle tracks along Bank Street and along a portion of Hunt Club Road. These tracks are separated from the automobiles for safety and also connect to the routes further north that lead to downtown.
- Add new pedestrian / cycling connections between shopping plazas near Hunt Club and Bank (i.e. Towngate Shopping Mall).
- Add two mid-block pedestrian crossings along Bank Street in key locations.

7. **Promote sustainable, green and low-impact design for public and private development and infrastructure.** Sawmill Creek offers a unique opportunity for the CDP to showcase its importance as a natural feature, contributing to the significant ecological functions within the City and, building from that idea, promoting more sustainable, green design in the area. The design and character of development adjacent to these lands should not only enhance the visibility and accessibility of this feature but also help achieve broad goals to increase forest cover, improving water quality, reducing surface water runoff, protecting fish and wildlife habitat and using low-maintenance, natural solutions.

- Maintain and improve water quality.
- Maintain base flows and reduce peak flows in surface water.
- Protect springs, recharging areas, headwater wetlands and other hydrological areas.
- Manage resources by using low-maintenance, natural solutions.
- Support the reduction of the carbon footprint of future populations in the South Keys Mixed Use Area by ensuring transit-oriented development supports increased use of active modes of transportation and public transit.
- Increase forest cover in the CDP area by planting more trees along Bank Street, Johnston Road, Hunt Club Road, Albion Road, Sieveright

Avenue and within areas of reforestation in Sawmill Creek.

- Explore low impact design in stormwater management.
- Create comfortable outdoor spaces that incorporate climate-responsive design. These spaces can maximize the ecological health of the CDP area and provide comfortable outdoor spaces that can be enjoyed year-round.
- Encourage developers of new buildings to incorporate passive solar energy design.
- Protect and improve the fish and wildlife habitat in stream corridors by establishing a sufficiently wide natural buffer along Sawmill Creek.

### 3.4 Land Use

The range of land uses within the CDP area is anticipated to become more diversified over time, allowing people to meet their daily needs within the neighbourhood, using a manageable walking or cycling distance. These land uses will likely be accommodated by taller buildings concentrated around transit stations and Bank Street, north of Hunt Club Road, in keeping with the City's objectives for intensification and growth envisioned for the area.

The existing zoning along the northerly section of Bank Street already allows for considerable intensification along the corridor. However, a new Mixed Use Area (MUA) has been created in the South Keys Shopping Centre area to provide for a greater level of intensification in appropriate

locations in proximity to the Greenboro and South Keys Transit Stations. A master plan (refer to Section 3.4.9.1) was prepared as part of the CDP process to illustrate conceptually how this growth could unfold and to identify improvements to the public realm to create more attractive conditions for people who live and/or work in the area. To manage the impacts of change, development will be subject to urban design zoning provisions and design guidelines.

In comparison to the new MUA, future growth along Bank Street south of Hunt Club Road will be more modest, subject to the Arterial Mainstreet policies of the Official Plan and the more detailed policies within the South Keys to Blossom Park, Bank Street Secondary Plan and in this CDP. According to the Transportation Master Plan, this southerly part of Bank Street is not a Transit Priority Corridor, not designated for Bus Rapid Transit nor is it within walking distance of a transit station.

The Land Use map (Figure 26) shows the various land use areas within the CDP. The Maximum Building Heights map (Figure 27) illustrates the range of maximum permitted buildings heights for

the parts of the CDP that are not in the Mixed Use Area. Where these areas are adjacent to existing neighbourhoods, building height transitions and setbacks will ensure new development is respectful of the scale of existing residential areas. Maximum building heights for the Mixed Use Area are discussed in Section 3.4.9.5. Key components of the CDP are within the South Keys to Blossom Park, Bank Street Secondary Plan (under separate cover).

### **3.4.1 Areas of Established Character**

These areas are clusters of existing residential development within the CDP that are well-established and not likely to change significantly within the lifespan of the CDP (approximately 20 years). Except for minor infill projects and second unit additions to existing homes, for example, these areas are stable. They include Southgate Square, Strathmore Towers, Southwood Place; along Albion Road, between Bank Street and Sawmill Creek; along Bank Street near D'aoust (Quail Ridge); along Bank Street at Councillor's Way; and along Bank Street at Olympic Way (Victoria Heights).



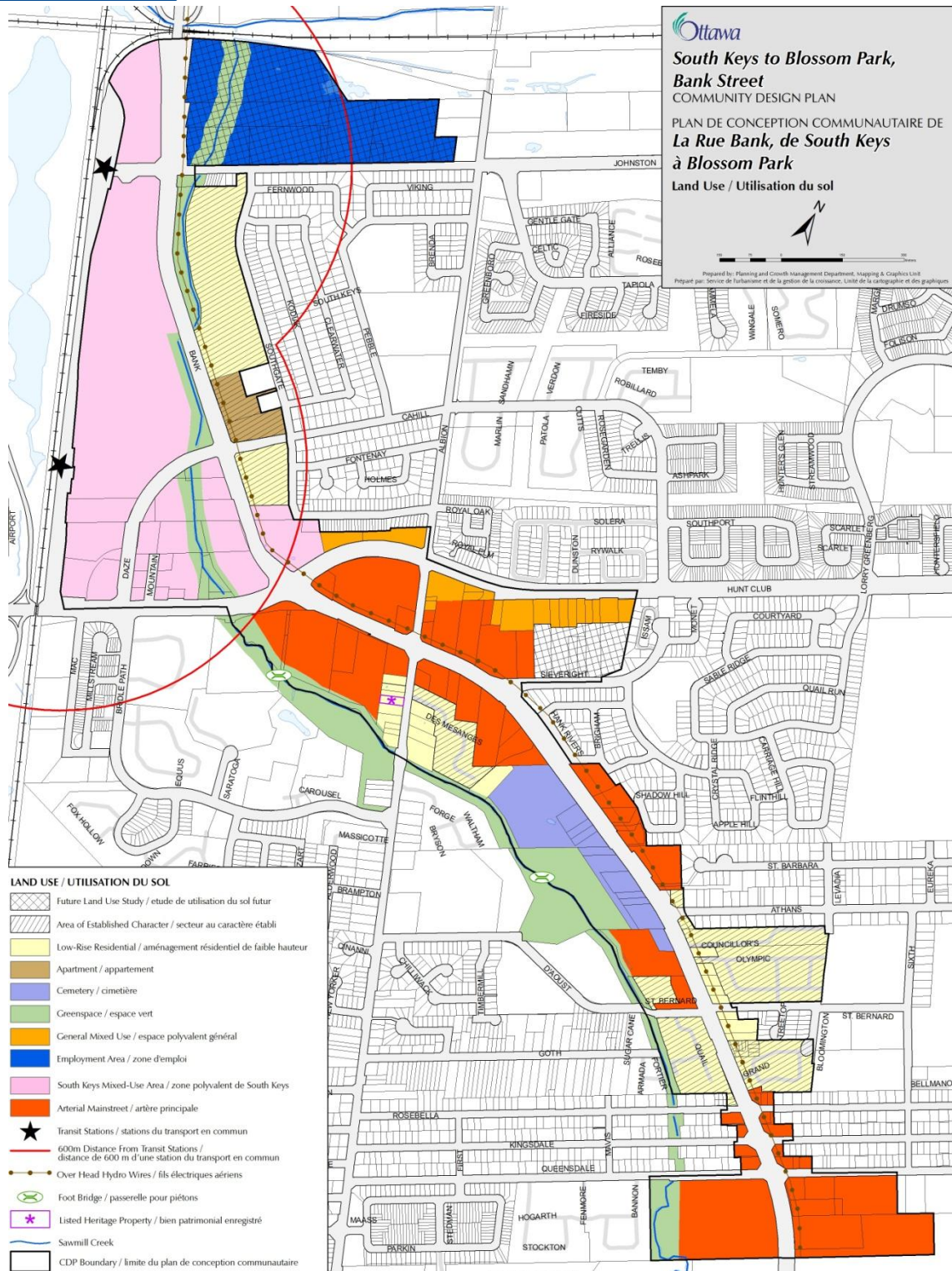
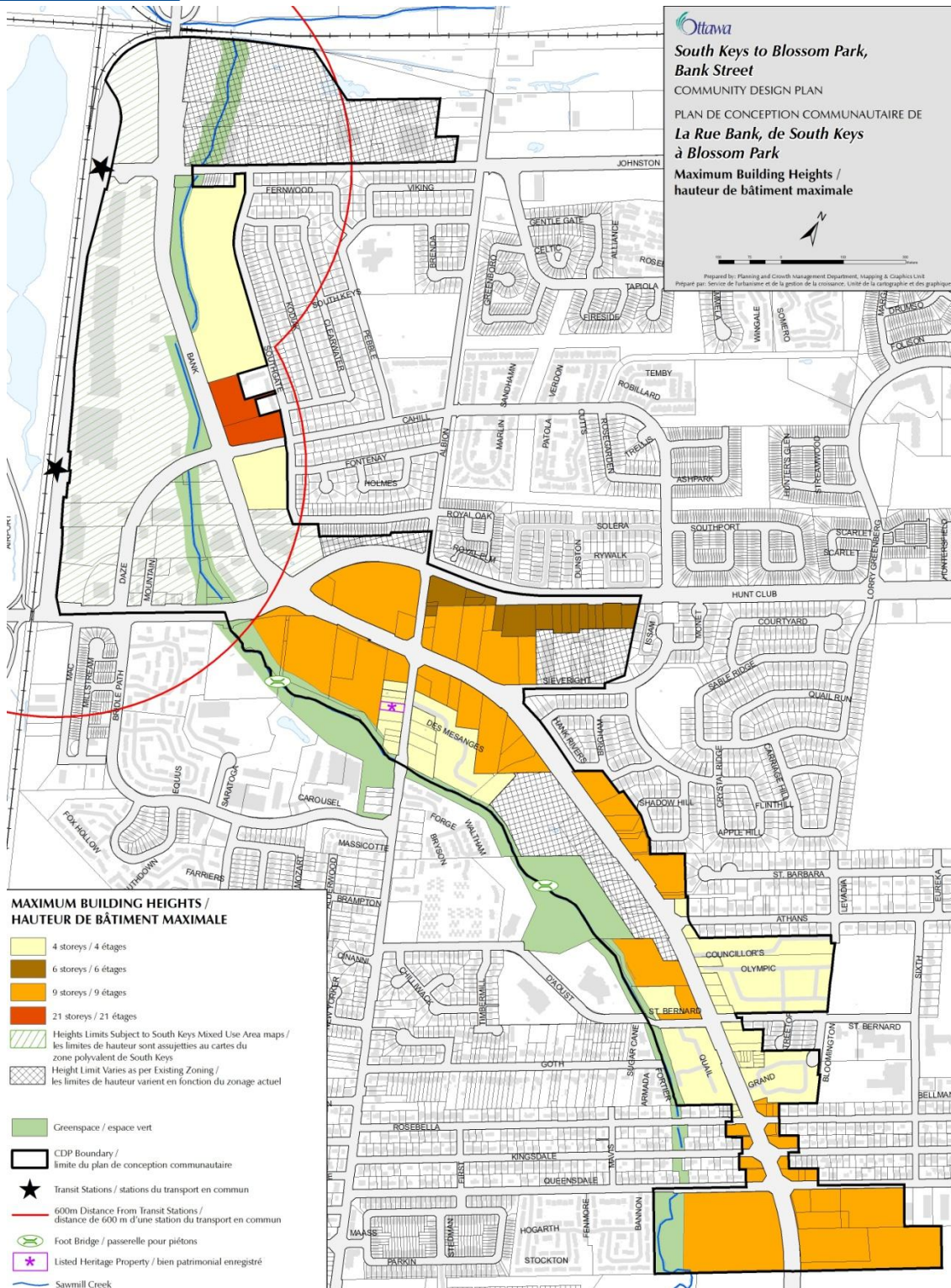


Figure 26: Land Use Map





**Figure 27: Maximum Building Heights**

### 3.4.2 Low-Rise Residential (Albion Road and Bank Street)

Two small pockets of single-detached housing (R1 zoning) currently exist along Albion Road, between Bank Street and Sawmill Creek (approximately 13 properties) as well as along Bank Street near St. Bernard Street (approximately 8 properties). These properties are zoned to permit slightly taller buildings that may result in increased density. Albion Road and Bank Street are busy roadways that enable many cars to move at peak hours. Over time, the existing single-detached homes may be replaced by other permitted forms of housing. Additional land use options allow redevelopment to be flexible and to respond to market demands.

- a. Permit the development of additional residential building forms such as semi-detached dwellings, duplex, planned unit development, townhouse dwelling, and stacked dwellings.
- b. Permit the development of complimentary land uses to residential housing such as bed and breakfasts, community gardens, home-based businesses, daycares, parks, retirement homes, secondary dwelling units, etc.
- c. Permit the existing daycare and place of worship located at 3581 Albion and 3591 Albion, respectively, as legal uses of land on their subject properties.
- d. Maximum building height should be 4 storeys.
- e. Sawmill Creek forms the southern boundary of the Albion Road Low-Rise Residential area. Redevelopment that abuts the Creek should maintain a

sufficiently wide natural buffer from the watercourse and top-of-slope.

- f. Where possible do not locate parking between Albion Road and buildings.

### 3.4.3 Apartment (Bank Street at Cahill Drive)

The Apartment designation (shown on the Land Use Map) applies to the northeast corner of Bank Street and Cahill Drive. This area contains two existing high-rise (21 storey) apartment buildings. The existing development in this location is stable and not expected to experience significant pressure for change. As a result, the property is identified as an Area of Established Character.

### 3.4.4 General Mixed Use (Hunt Club Road)

The General Mixed-Use (GM) designation applies to properties located along Hunt Club Road east of Bank Street as shown on Schedule A – Land Use. The properties affected by this designation are outside of the 800 metre walking distance from the South Keys Transit Station. The purpose of the General Mixed-Use Area is to allow flexibility in permitted land uses and built form but at building heights that support increased density.

The south side of Hunt Club Road east of Albion is currently in a light-industrial zoning. Uses in this area generally include a dental clinic, single storey residential and automobile dealerships, some of which have their primary frontage along Bank Street. As this area redevelops over time, connectivity through to Sieveright Avenue from/to Hunt Club Road is vital in promoting walkability and creating a more pedestrian-oriented environment. The location of the walking / cycling connection through this area may be adjusted as a result of the future land use study for Sieveright Avenue (Section 3.6.2).



- a. Due to the fragmented ownership and the varying parcel sizes of the area, consolidation of lots may need to occur before any meaningful redevelopment can be accommodated. A Master Plan may need to be created for larger properties at the first phase of redevelopment to outline how the area may develop overtime, and how the neighbouring lots may contribute to a cohesive vision for the area.
- b. A mix of land uses such as retail, service commercial, office, residential and institutional is preferred along Hunt Club Road. These uses may be housed in mixed-use buildings or in separate single use buildings.
- g. Any established land uses in the area that are permitted in the IL - Light Industrial zone should be permitted under the new zoning.
- h. Mid-rise buildings up to 6 stories in height are permitted along Hunt Club, depending on distance away from residential zones.
- i. Development along Hunt Club Road should be setback close to the street with parking at the rear or sides of buildings.

These properties may support intensification in the form of non-residential uses, permitted under zoning regulations appropriate for the Employment Area.

Sawmill Creek parallels Bank Street, and runs through the westerly part of the Employment Area. Consequently, some of the properties are subject to flood plain zoning. However, the flood plain may be deemed unnecessary, and may be removed in the future.

The Employment Area is subject to a future land use study to determine, for example, appropriate maximum building heights, range of permitted land use and setbacks to Sawmill Creek (refer to Section 3.6.1). The following generally applies to the Employment Area:

- a. Development should establish pedestrian connections to Johnston Road to promote walking to Bank Street and to transit.
- b. A 30 m development setback is required from the natural high water mark of Sawmill Creek or the limit of hazard lands (i.e. the floodplain), whichever is greater. The setback will be confirmed through an environmental report that assesses water features on any subject property, submitted in support of a development application.
- c. Properties that have had land uses whose past actions have resulted in actual or perceived environmental contamination and/or have derelict or deteriorated buildings shall submit an environmental study to determine whether contamination exists and how the remediation should be carried out. This should occur prior to, or with, any proposed rezoning or site plan for the development of habitable space.

### 3.4.5 Employment Area (Johnston Road)

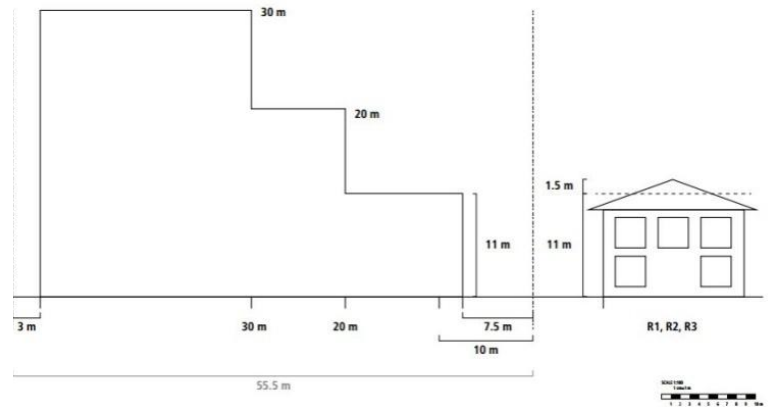
The Official Plan designates the northeast portion of the CDP as an Employment Area. Several properties within this Employment Area are located within an 800m walk from the Greenboro Transit Station and within a 400m walk from a Transit Priority corridor (Bank Street). Because these sites are well-situated near rapid transit and a transit priority corridor, they are candidate properties to support future intensification.

### 3.4.6 Arterial Mainstreet (Bank Street)

Bank Street south of Hunt Club Road to Queensdale Avenue is designated Arterial Mainstreet in the Official Plan. Most of Bank Street is a destination and a hub of commercial activity. Many of the properties in this area are underdeveloped (with many surface parking lots) and, near Hunt Club Road, are sufficiently large to accommodate significant redevelopment.

The ‘look and feel’ of development supported by the Arterial Mainstreet designation is characterized by mid-rise buildings that frame the street, is more compact, pedestrian-oriented and transit-friendly with ample pedestrian connections. A broad range of land uses are permitted in the AM zoning that applies to many of the properties along Bank Street. Height transition provisions in the AM zone require that the height of new buildings respond to the height of the neighbouring, lower density residential areas (Figure 28).

- a. Permit a broad range of land uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings.
- b. Maximum building height for properties in the Arterial Mainstreet area of Bank Street is 9 storeys, subject to building height transition requirements in the AM zone when abutting certain residential zones.



**Figure 28: Height Transitions Required along Bank.**

- c. To assist in creating a mainstreet look and feel to Bank Street, buildings should be sited close to the street and where possible at least 50% of the Bank Street frontage of the property should be occupied by building walls that include active entrances and windows at grade. Narrow lots may be exempt from this requirement.
- d. Buildings on properties on the east side of Bank Street shall respect the clearance distances required of the overhead hydro wires.
- e. For the purpose of determining a front yard setback for properties, a lot that abuts Bank Street should be treated as though it fronts that street.
- f. Sidewalks should connect the front doors of buildings to the existing or planned sidewalks along Bank Street. Although vehicular access may be granted on Queensdale Avenue, Kingsdale Avenue or Rosebella Avenue, depending on location, sidewalks shall connect the buildings to Bank Street.

- g. Where sidewalks do not exist, sidewalk construction will be required along Bank Street adjacent to all properties undergoing redevelopment as a condition of development approval.
  - h. Passive solar design in building development is encouraged. For example, elements to be considered in passive solar design include window placement and glazing type, thermal insulation, thermal mass, and shading. These elements in addition to proper building orientation may be used to collect, store, and distribute solar energy in the form of heat in the winter and eliminate solar heat in the summer.
- a. The portion of the creek corridor located to the north of Johnston Road illustrates a conceptual width for the Greenspace designation. The actual width of greenspace to be protected along the creek corridor, including any required flood plain area, is to be determined as part of the future land use study (Section 3.6.2).
  - b. The portion of the creek corridor abutting the east side of Bank Street and south of Johnston Road is defined and bordered by existing development that is an “Area of Established Character”. This section also contains some existing recreational uses.
  - c. The portion of the creek corridor located to the west of Bank Street through the Mixed Use Area and continuing south of Hunt Club Road within the CDP is designated as Urban Natural Features (UNF) in the Official Plan. The portion of the creek through the South Keys Mixed Use Area is envisioned to evolve into a neighbourhood feature, with adjacent buildings and associated amenity spaces oriented towards the creek offering shoppers, employees and residents direct access to and views of the greenspace. The greenspace corridor in the area between Dazé Road and Hunt Club Road to be dedicated to the City is to be determined at the time of development approval of abutting land. Any additional greenspace land should be rezoned to the EP – Environmental Protection Zone as may be required.

### 3.4.7 Cemetery

The long-established Jewish Memorial Gardens property is located along the west side of Bank Street and east of Sawmill Creek. The property has a frontage of approximately 540 metres on Bank Street. Over time, the cemetery may intensify operations in accordance with the regulations of its current zoning. The General Urban Area policies of the Official Plan apply to this area.

### 3.4.8 Greenspace

The Greenspace designation on the Land Use map applies to the Sawmill Creek corridor. The creek corridor provides valuable amenity space to the community and should be restored, protected and enhanced to ensure its functional environmental integrity in the future. Greenspace land may be required to be dedicated to the City at the time of development approval and will not be considered as a contribution to required parkland dedication.

### 3.4.9 South Keys Mixed Use Area

The South Keys Mixed Use Area (MUA) will be an important node along the Trillium Line rapid transit



network. It includes the Greenboro and South Keys Transit Stations, with South Keys Station being a possible future transfer point for passengers departing and arriving from the Ottawa Macdonald-Cartier International Airport. Most land within an 800 m walk of either Transit Station is included in the MUA, being target areas for growth and intensification. This area is currently under-developed and given the proximity to the transit stations is expected to be subject to intensified development changing over time to a more transit-oriented, walkable, cyclable and complete community. However, the residential area east of Bank Street adjacent to the Mixed Use Area has been identified as an Area of Established Character and is not recommended as part of this CDP for new zoning that permits or requires greater density.

The boundary for the South Keys Mixed Use Area was established based on an approximate 10 minute (800 metre) walking distance from the Greenboro or South Keys transit stations. These walks were measured using public sidewalks and walkways and considered existing land use patterns, physical elements and existing and planned pedestrian and cycling connections. The 600 metre radius (red circles) lines shown on the Land Use Map (Figure 26) generally capture land within the 800 metre walking distance. The gross area of the MUA is approximately 43.2 ha, and the net developable area is approximately 30.5 ha.

### 3.4.9.1 South Keys Shopping Centre Redevelopment Master Plan

A conceptual Master Plan was developed for the South Keys Mixed Use Area (Figure 29). A primary component of the MUA is to urbanize the existing shopping centre into a dynamic transit-oriented community that is home to a variety of human-scaled open spaces and offers a wide range of opportunities for live, work, and play. The concept plan emphasizes walkability, a cycle culture and public transportation in favour of traditional motor vehicular use of the site.

The South Keys Shopping Centre Redevelopment Master Plan is under separate cover from this CDP. However, many of the key design elements from the Master Plan are embodied in the Mixed Use Area guidelines in the CDP and in the policies of the South Keys to Blossom Park, Bank Street Secondary Plan. The Master Plan illustrations are not prescriptive in terms of guiding building height, form, location and use. When development and redevelopment occurs in the future, architectural styles, heights, massing and siting will be unique and look different when compared to the illustrations. Land use mix is permitted to vary from the illustrations as development is approved based on the market requirements of the day.

The following sections summarise some of the key initiatives from the Master Plan that support the future intensification of the MUA.



Figure 29: South Keys Conceptual Master Plan



## 1. Main Street

Designed with a ‘Complete Streets’ approach, Main Street will accommodate all users, but will place special emphasis on active modes of transportation.

- a. Dedicated café/patio areas, spacious sidewalks, cycling facilities, street tree plantings, on-street parking, and vehicle movement will all be accommodated in addition to public transit elements such as shelters, benches and wayfinding features.
- b. Intersections along Main Street will use high quality materials and design for safe and comfortable pedestrian crossings. The intersections will be highly pedestrianized using appropriate urban design and material cues to ensure that drivers are aware of these Pedestrian Priority Areas.
- c. A priority to pedestrians should be applied to Main Street at the Town Square, and at the South Keys and Greenboro Transit Plazas. These locations will attract more pedestrians and, as such, may require enhanced design treatments to communicate a pedestrian priority to cars and vehicles. Streetscape design should include curbless streets, raised intersections, special paving materials and other appropriate design gestures and visual cues for pedestrians.
- d. Streetscape design for transit customer pickup and drop-off, including Para Transpo vehicles and taxi stands at the Transit Plazas should respect the pedestrian priority and incorporate all applicable accessibility guidelines.

- e. The placement and form of buildings along Main Street should contribute to the creation of a complete street with “active frontage” characteristics such as building siting in proximity to the street (maximum setback), at least one-half of the property frontage along the street occupied by building walls that include transparent glazing, active entrances, patios and courtyards between the building and the sidewalk and vehicle parking screened from views from the street.
- f. High-rise buildings should generally be designed with a tower and podium form to provide a sense of definition and enclosure for pedestrians and with building fronts stepped-back as determined by review with members of the City’s Urban Design Review Panel.
- g. Tower elements should be oriented to capture key views to special features of the site and the surrounding area while respecting viewsheds and privacy of other towers.

## 2. Town Square

To ensure that the Town Square becomes a truly vibrant place and the central focus point of the redevelopment, it is designed to serve two major purposes: as a destination and as a connection point for active transportation.

- a. Located in the centre of the redevelopment area and proportioned as an urban gathering place, the Town Square should be framed and supported by mixed-use and/or residential buildings with retail at-grade. Programmed and spontaneous community events throughout the year,



and at various times of the day, will ensure that it becomes a successful gathering space.

### 3. South Keys Transit Plaza

A high quality public plaza at the entrance to the South Keys transit station is proposed with retail frontage surrounding at grade to activate the space and create a vibrant pedestrian environment. The plaza will be designed to capture the attention of site users and provide a pleasurable and safe experience for day-to-day users and for those accessing public transit.

- a. Short-term parking areas will be provided adjacent to the plaza for pick-up and drop-off, Para Transpo vehicles, and taxis.
- b. In order to capitalize on the South Keys Transit Station and pedestrian flow, the building floor plates surrounding the plaza have been illustrated with a finer grain to improve permeability and pedestrian flow, and to create pedestrian spaces adjacent to the plaza.
- c. An opportunity to install public art should be explored for the South Keys Transit Plaza.

### 4. Greenboro Transit Plaza

The Greenboro Transit Station is envisioned to become a neighbourhood service station and the design of the Transit Plaza will be appropriately treated to reflect this character. The condition surrounding the station will continue to incorporate the pedestrian-first principles used for the South Keys Transit Station area, however the scale of the plaza will be smaller and its character will be focused with softer landscapes and smaller-scale features.

- a. This plaza will also accommodate the continuing need of OC Transpo to allow for passenger pick-up and drop-off, as well as appropriate turning circles to support bus routes that enter and exit the site from the adjacent Johnston Road / Bank Street intersection. This part of the transit plaza will not be counted toward parkland dedication.
- b. Short-term parking areas will be provided adjacent to the plaza for pick-up and drop-off, Para Transpo vehicles, and taxis.

### 5. Neighbourhood Parks

A key feature of the open space network in the South Keys Shopping Centre Redevelopment Master Plan is the provision of green neighbourhood parks. The integration and distribution of programmed open spaces into the built form is a key design consideration of the CDP. Open space distribution responds to proposed densities, land uses and site geometry. The green spaces are illustrated on Figure 33, Public Realm Plan and specific park requirements for the Mixed Use Area are set out in Section 3.4.9.6 of this CDP.

### 6. Sawmill Creek

The Master Plan proposes to transform Sawmill Creek into an attractive, well designed neighbourhood feature. This will also create a feature for retailers and provide a great space to pause and enjoy views of the water and wildlife from adjacent windows, walkways and patios.

- a. North of Dazé Street, the Master Plan proposes boardwalks and retail to be located adjacent to - and overlooking - the naturalized creek. The boardwalks and buildings are appropriately setback from protected areas while fostering an

improved relationship between the community and its environment.

- b. Capitalize on the natural beauty of Sawmill Creek through the strategic placement of buildings to capture views.
- c. Create new visual connections to the Creek to provide employees/site users access to nature.
- d. The re-naturalization of the creek also offers the opportunity to introduce environmental education uses on the site to promote, educate and raise awareness for conservation. It could be a place to share knowledge of sustainability initiatives including integrated on-site stormwater management and treatment, urban agriculture and sustainable energy production.

### 7. Community Facilities

New community facilities are included in the Master Plan vision to support the increased density of the community. The potential locations are strategically distributed to ensure that they support the entire community and connect with adjacent neighbourhoods.

Two locations for community facilities have been identified:

- e. The building in the centre of the Town Square is close to both the Town Square and Sawmill Creek. This makes it the perfect location for a gallery, museum, or similar cultural institutional landmark, which could also incorporate an environmental education programme.
- f. A smaller community facility is proposed at the site gateway leading to the Greenboro

Transit Plaza. This location is ideal for its proximity to transit, the large neighbourhood park to the north, and the surrounding community.

### 8. View Corridors

The Master Plan is set up to create view corridors into and throughout the site to aid wayfinding and to create a safe and understandable site.

- a. Notable corridors include the 'gateway corridors' leading to the South Keys and Greenboro Transit Station areas, the Main Street corridor, the Sawmill Creek view corridor from Hunt Club Road looking to the north over the creek, and views into the site from Airport Parkway.

### 9. Street Grid and Block Sizes

A street grid was used to create block sizes of approximately 60-75m x 120-150m. The grid size was chosen to improve walkability, connectivity and wayfinding while still providing flexibility for larger building floor plates. The street grid also assists in creating a manageable phasing and implementation strategy for the site, creating larger development parcels that can be divided into sub-phases if required.

- a. Mid-block connections should be used to break up large building masses and will also provide increased connectivity, walkability, as well as more variation in open space types.

### 10. Servicing and Access

Service areas, such as loading/unloading, garbage and recycling collection, for the westerly part of the MUA are to be located along a service / access / shared space routes along the western edge of the site. These routes link in two locations to mid-block connections that lead to Bank Street (Figure 33).

For parcels of land located east of Main Street, servicing should occur out of view from public areas internal to site, underground or within the podium parking. This service area strategy aims to prioritize the pedestrian-oriented character of Main Street.

- a. Service road rights-of-way will be subject to easement and maintenance and liability agreements between benefiting landowners and with the City as may be required, subject to the discretion of the City at the time of development approval. In the interim, until the parkette and transit plaza's are constructed, the service road may exist continuously along the westerly limit of the MUA.
- b. To avoid an 'urban canyon' effect with views from Main Street, buildings abutting the east-west segments of service streets should be sited to allow space for the provision of sidewalks and street trees.
- c. The western edge of the site is likely to foster first impressions of the City of Ottawa for visitors travelling from the airport to the city centre. As such, buildings that face the service road and transit corridor are to exhibit high-quality façades and public realm conditions, given their high visibility from the Southeast Transitway, Trillium Line, and Airport Parkway.

### 11. Bicycle Parking Facilities

Public bicycle storage facilities should be located close to, or integrated with, transit stations. Private bicycle storage should occur in secure, well lit and visible locations in association with all buildings in the MUA. Covered bicycle storage is preferred for

development that provides underground or above-grade structured parking.

### 12. Parking

The long-term parking strategy for the Master Plan includes a mix of underground and podium parking. Surface parking will be reduced over time as transit ridership grows and demand for intensification increases. Main Street will offer on-street parking facilities.

- a. Residential, retail, hospitality or office uses should occupy any parking podiums that front on a public street, transit plaza or town square.
- b. Access to podium and underground parking as well as to building service areas should be located away from Main Street where possible.
- c. Surface parking should not be located between buildings and Main Street, Bank Street, Hunt Club Road or Sawmill Creek. All parking should be well-screened from view from Main Street, Bank Street, Hunt Club Road, Sawmill Creek and the Transitway.
- d. Shared parking is encouraged among adjacent lots.

### 13. Future Dazé Road Realignment

The Master Plan illustrates a possible future realignment of Dazé Street, replacing the existing suburban styled curved roadway with a straightened street that intersects at approximately 90 degrees with the future Main Street (Figure 29). This realignment creates several benefits for the site, including:

- A direct view corridor and improved desire lines for pedestrians to South Keys Transit



Station, establishing better visibility, wayfinding, and safety;

- Increased safety for pedestrians with improved sight lines and reduced traffic speeds;
- A regularized intersection with the proposed “Main Street” and improved walkability;
- A consistent street grid; and more regular and developable blocks with greater efficiencies.

Despite the benefits, the realignment would impact the effectiveness of Dazé’s current function as an alternate route to travelling through the intersection of Hunt Club Road and Bank Street, and may influence the use of Cahill Drive as a short-cutting route. It would also have effect on the distance between the realigned road and existing development to the southeast. A technical memorandum prepared in support of the CDP (Appendix B) provides a full analysis of the possible future realignment.

The decision on the realignment should be made at the time of major redevelopment of the property located at 1001 – 1009 Dazé Street. Until that time, the City will protect for the realigned Dazé Street at the time of development approval of adjacent areas. This will include for example consideration of the location of buildings, structures and above and below grade site features in a manner that would not preclude the eventual realignment.

Should Dazé be re-aligned in the future, the east-west traffic diversion measures from Dazé Road to Cahill Avenue, across Bank Street, shall remain in place. Also, more connections for vehicles from

private properties onto Dazé may be considered if supported by TIAs and if approved by the City.

### 3.4.9.2 Greenboro Park and Ride (MUA)

In the future, as early as 2023, the Trillium Line line will be extended southward from Greenboro Station to Riverside South (Bowesville Road), including options to service the Ottawa International Airport and adjacent lands. Over time, the Greenboro Park and Ride will no longer be at the terminating Trillium Line station and, thus, the current parking demands placed on this terminus station park and ride may be transferred further south to the expanded Leitrim Park and Ride.

The park and ride area, being situated close to the Greenboro Transit Station, is a candidate area for future intensification. The existing Arterial Mainstreet – AM1 zoning already provides opportunity for redevelopment with a range of uses at transit-supportive densities. Despite that, this CDP provides for increased maximum permitted building heights and the corresponding potential for additional density. The Secondary Plan and Zoning By-law change the designation and zoning (to Mixed-Use) to provide the implementing regulatory framework.

However, prior to any redevelopment proposal, further study by the City is required to better understand the site and its potential for change. The study will determine, for example, the need for park and ride spaces, parking options and phasing, specific site planning issues, design of the northern neighbourhood park, vehicle, pedestrian and cycling circulation (including the potential need for an at-grade multi-use pathway crossing to the north and west of the Bank Street bridge) and will include a public participation component.



Figure 30: South Keys Transit Station

### 3.4.9.3 Mixed Use Development (MUA)

The majority of the South Keys Mixed Use Area is comprised of mixed-use blocks. These blocks are connected by a network of streets, pathways, parks, squares and other open spaces. They will support buildings that can accommodate a full mix of transit-supportive land uses, including those that will help create a more complete community by providing more amenities to support people working and living in the MUA and in the broader community.

A mix of transit-supportive land uses is preferred for Mixed-Use Blocks. Transit-supportive uses include offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses.



Figure 31: Perspective of Conceptual Master Plan - Hunt Club Road at Bank Street, looking northwest.

### 3.4.9.4 Minimum Density (MUA)

The existing density in the MUA is approximately 55 people and jobs (p/j) per gross hectare. The gross area of the MUA has been calculated at approximately 43.2 ha and the net area has been calculated at approximately 30.5 ha. In order to provide for intensified development in the MUA that supports the rapid transit network, a minimum development density of 200 p/j per gross hectare is required in the MUA. This translates into a net density (density on a site-specific basis) of approximately 280 p/j per net hectare. This minimum density is to be part of phased citywide implementation of minimum density requirements implemented in the Zoning By-law and applied to all development within the MUA. Exceptions to this minimum density requirement may be implemented in the Zoning By-law for smaller properties, for minor additions to existing buildings on larger properties as well as for changes in use in existing buildings.

### 3.4.9.5 Built Form (MUA)

The future built form character of the mixed-use blocks in the South Keys Mixed Use Area varies depending on location. For example, blocks adjacent to the Transit Plazas are permitted to accommodate the tallest buildings and blocks in proximity to existing stable residential areas will have the shortest buildings. The Mixed Use Area Maximum Building Heights (Figure 32) defines the various areas of maximum permitted height for the Mixed-Use Area. The General Policies for Built Form (Section 3.5) apply to the MUA in addition to the following:

- a. High-rise buildings will generally take a podium and tower form. A high-rise building that deviates from a podium and tower form with support from a specialized design review with members of the City's Urban Design Review Panel will be permitted subject to the design of the building and the site meeting the applicable policies below.
- b. A maximum building height of 12 storeys is permitted along Bank Street in proximity to the Low Density Residential areas identified as an Area of Established Character. A maximum building height of 12 storeys also applies along the north limit of Hunt Club Road, west of Sawmill Creek. The lower building heights in these parts of the MUA are to provide height transition to the lower built form to the east of Bank Street and to the south of Hunt Club Road.
- c. Maximum building height of 15 storeys is permitted along Bank Street, from Dazé / Cahill to Hunt Club, as well as along Bank Street in the northerly portion of the MUA. Buildings in these locations are taller than the 9 storey buildings permitted along Bank Street south of Hunt Club Road, as well as the maximum 12 storey buildings along Bank Street in the central part of the MUA,

to provide opportunity for the creation of a visible node and a sense of arrival at the north and south ends of the South Keys Mixed Use Area. Buildings proposed on the northeast corner of Bank Street and Hunt Club Road that are in proximity to existing low-rise homes are subject to building height transition regulations in the Zoning By-law.

- d. The maximum building heights permitted at Transit Plazas, the Town Square and along the future Main Street range between 12 and 21 storeys depending on location. Buildings located closer to Transit Plazas are generally higher than those located between Transit Plazas. The purpose of this is to provide opportunity for establishment of the highest densities with proximity to transit and public spaces. The maximum building height of 21 storeys is a result of the zoning regulations of the Ottawa Macdonald-Cartier International Airport. This height is calculated as the difference between the elevation above sea level of the subject property, and 151.79 metres. The maximum height established by the Airport Authority applies to buildings as well as rooftop projections (i.e. satellite dishes, antennae, radio towers, etc.).
- e. Main Street is to be designed with a complete streets approach, accommodating all users but placing special emphasis on pedestrians and active modes of transportation. The placement and form of buildings along Main Street should contribute to the creation of a complete street with "active street frontage" characteristics such as building siting in proximity to the street (maximum setback), at least one-half of the property frontage along the street occupied by building walls that include transparent glazing, active entrances, patios and courtyards between



the building and the sidewalk and vehicle parking screened from views from the street.

f. Towers of high-rise buildings should be designed and located to minimise wind and shadowing impacts and maintain sunlight penetration to public spaces, maintain privacy, and preserve public views and sky views, among other elements. To achieve these objectives the tower portion of high-rise buildings must:

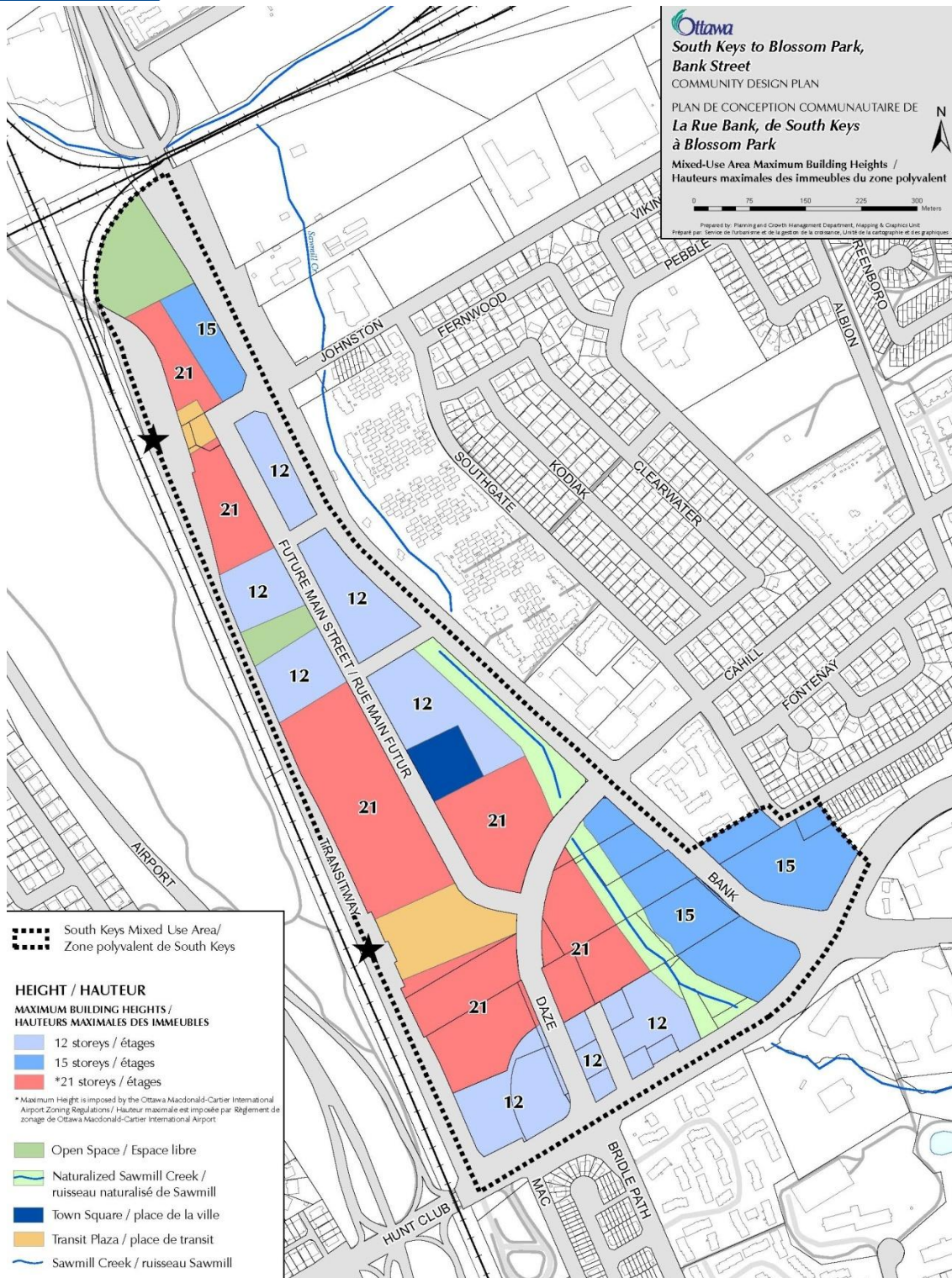
i. Be appropriately separated from adjacent towers, either on the same site or on an adjacent site. The tower portion of residential high-rise buildings shall have a minimum separation distance of 23 metres from other high-rise building towers. A reduced separation distance of no less than 18 metres may be permitted for residential towers fully offset from one another or for proposals where a residential tower faces an existing non-residential tower. Where there is no high-rise building on an adjacent property and the property is of sufficient size to accommodate a high-rise building, a tower setback from interior side yard and rear yard lot lines of 11.5m is required. Non-residential towers facing one another will have minimum separation distances of 11.5 metres. Proposals for high-rise buildings that include distances less than specified above shall:

- Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation and/or building shape; and
- Demonstrate that the potential for future high-rise buildings on adjacent lots can be developed and meet the separation distances and setback distances above.

Where a proposal cannot demonstrate that the above requirements can be met the site is not appropriate for tall buildings or may require lot consolidation.

ii. Have a floor plate size that is limited. The maximum floor plate size for the tower portion of residential and mixed-use high-rise buildings is approximately 750 m<sup>2</sup> and is approximately 1,500 m<sup>2</sup> for non-residential buildings. Proposals for towers with floor plates greater than indicated above may be considered provided that the following criteria are met:

- Demonstrate that the objectives stated above are met through the use of building orientation, and/or building shape; and
- Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines.



**Figure 32: Maximum Building Heights for MUA**

### 3.4.9.6 New Parks (MUA)

New parks are key components of the urban structure of the CDP, and support its growth and liveability. They are focused within the South Keys Mixed Use Area to respond to the increased density envisioned for the area. These spaces should be designed to meet the needs of new populations, and respond to the types and densities of land use in adjacent parts of the South Keys Mixed Use Area.

Notwithstanding the City’s Parkland Dedication By-law, the required percentage of parkland dedication associated with all residential and mixed-use development proposals in the South Keys Mixed Use Area that include identified park space shall be taken as land, not cash-in-lieu. For phased development projects or projects that involve multiple landowners, opportunities to meet parkland requirements early and/or establish up-front cost-sharing agreements should be explored. Parks that are provided via development projects to meet the Parkland Dedication By-law may be sized and designed as urban plazas, deviating from the City’s standard definitions and sizes of parks, but may still count as dedicated parkland.

Proposed urban plazas / parks will be evaluated at the time of development approval and must be sized, located, and designed to the satisfaction of the City of Ottawa before they are accepted as parkland dedication. The City will consider collecting cash-in-lieu of parkland in the CDP area, outside the South Keys Mixed Use Area. The money collected from development in the CDP will be used as per the provisions of the City’s Cash-in-Lieu of Parkland By-law.

Two Transit Plazas (at Greenboro and South Keys Stations) and a central Town Square are illustrated

on the Public Realm Plan (Figure 33) and on the Maximum Building Heights Plan (Figure 32). These “Urban Parks” are to be important people-places in the Mixed Use Area that will help to define its identity and character. These areas require a high standard of urban design and will be able to accommodate many users in a compact urban environment. Development surrounding the edges of these areas will be animated by human-scaled development and active land uses. The landscape design should be characterized by a combination of hard and soft landscape, seating areas, shade structures and coordinated tree plantings to provide reprieve from the summer sun and protection in the winter.

The location, configuration and size of parks, including the Transit Plazas and Town Square, as well as the open spaces are conceptual and may be refined at the time applications are made for site plan or subdivision approval. Buildings adjacent to parks, Transit Plazas and the Town Square should be sited in proximity to the space to contribute to the creation of an urban environment, but with a minimum setback of 3.0 metres. These spaces should be publicly-owned unless otherwise stated and be acquired at the time of development approval as part of parkland dedication. Parks that are not publicly owned will not be accepted as parkland dedication and additional land or cash-in-lieu of parkland will be required. The following policies should be applied in conjunction with the Park and Pathway Development Manual, approved by Council in March 2012.

- a) **The Town Square (Parkette)** abutting the east side of the future Main Street is located on land that currently is privately owned and contains a parking area for adjacent commercial development. It is located approximately in the centre of the MUA. It



is to be designed to function as the primary gathering place and be the central focus point of surrounding redevelopment. This park will be dedicated to the City at the time of redevelopment, or may be privately owned at the sole discretion of the City. It is recognised that the Town Square may be constructed in the later redevelopment phases of the MUA. The minimum size for this park is approximately 0.6 hectares and the minimum public road frontage is approximately 80 metres.

Town Square amenities will include:

- Central water feature / fountain with winter skating possibilities.
- Play component.
- Seating and opportunities for casual games / informal recreation.
- Lighting.
- Park signage.
- Minimum 30% canopy tree cover.

- b) **The Transit Plaza (Neighbourhood Park)** abutting the South Keys Transit Station is located on land that currently is privately owned and contains a parking area and service access for adjacent commercial development. It is to be designed to form an urban courtyard “gateway” to the station entrance, comprised of hard and soft landscape elements. The design will place particular emphasis on the safety of transit customers using the park to access / exit the station. This park will be dedicated to the City at the time of redevelopment. The minimum size for this park is approximately 1.3 hectares and the minimum public road frontage is approximately 100 metres.

Transit Plaza amenities in this location will include:

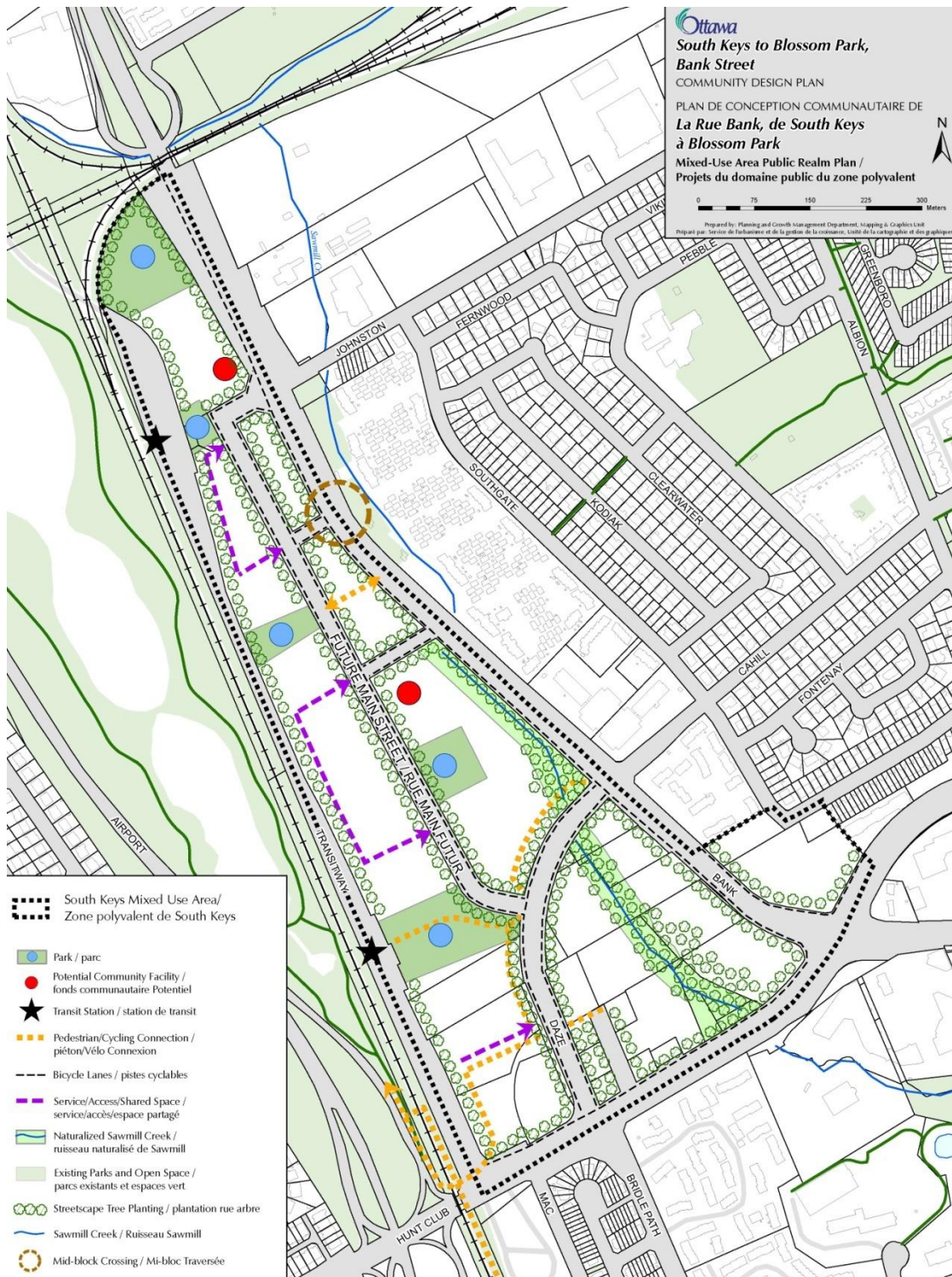
- Walkways around all edges.
- Broad, primary pedestrian spine leading from street to transit waiting area.
- Toddler, Junior and Senior playground equipment.

- Shade Structure.
- Games and/ or picnic tables.
- Accessible pathway loop.
- Fitness stations and benches along the pathway.
- Lighting
- Entry with park signage.
- Minimum 30% canopy tree cover plus coniferous trees.

- c) **The Transit Plaza (Parkette)** abutting the Greenboro Transit Station is located mostly on land that is owned by the City and used in association with the transit station. A portion of the Plaza is located on privately owned land that is currently part of the parking area for the adjacent commercial development. It is to be designed to form a compact urban courtyard “gateway” to the station entrance. The design will place particular emphasis on the safety of transit customers using the park to access / exit the station. If the City chooses to discontinue the park-and-ride in the future and make the area available for development, this park will be required as part of the development of the residual property area. The minimum size for this park is approximately 0.2 hectares and the minimum public road frontage is approximately 40 metres.

Transit Plaza amenities in this location will include:

- Walkways around all edges.
- Broad, primary pedestrian spine leading from street to transit waiting area.
- Large copse of canopy trees on either side of the spine.
- Hard surface plaza area with water-play (such as spray jets in paving).
- Bench seating along the walkways.
- Entry with park signage.
- Minimum 50% canopy tree cover



**Figure 33: South Keys Public Realm Plan**

d) **The Park (Neighbourhood Park)** located in the north end of the MUA area is situated on City-owned land that is currently used for a park-and-ride facility. If the City chooses to discontinue the park-and-ride in the future and make the area available for development, this park will be required as part of the development of the residual property area. The park is located on land currently designated as Major Open Space in the Official Plan. Public access and maintenance access may be obtained through registered easements if public road frontage is not required by the City. The minimum size for this park is approximately 1.3 hectares.

Park amenities in this location will include:

- Playgrounds for all ages (toddler, junior and senior play) as well as accessible play elements for special needs.
- Mini soccer fields.
- Summer multi-purpose court / winter rink.
- Shade structure.
- Accessible circular pathway loop with regularly spaced benches.
- Entry with park signage.
- Minimum 30% canopy tree cover plus coniferous trees.

e) **The Park (Parkette)** abutting the west side of the future Main Street and to the south of the Greenboro Transit Station is located on land that currently is privately owned and contains commercial development. This park will be dedicated to the City at the time of redevelopment. The minimum size for this park is approximately 0.4 hectares and the minimum public road frontage is 35 metres.

Park amenities in this location will include:

- Toddler, Junior and Senior playground equipment.
- Shade Structure with games and/ or picnic tables.
- Accessible pathway loop.
- Benches along the pathway.
- Open grassy area for free play.
- Hard surface play area for basketball, ping-pong or similar.
- Entry with park signage.
- Minimum 30% canopy tree cover plus coniferous trees.

f) A park has not been identified in the southeast portion of the MUA bordered by Dazé Street, Bank Street and Hunt Club Road. The need for a park in this area will be determined in the future as development and redevelopment proceeds. In particular the location for a park, its size and facilities will be based on analysis of surrounding land use mix by the City. For MUA parkland evaluation purposes, it is assumed that this park would be approximately 0.65 hectares. Parkland dedication may be taken incrementally as contributions of land and/or cash in lieu of parkland in order to complete the necessary land area to create the park. Generally, the preferred location for a park in this area is abutting the Sawmill Creek corridor. Public access and maintenance access may be obtained through registered easements if public road frontage is not required by the City.

g) A park has not been identified for the northeast corner of Bank Street and Hunt Club Road. This area has walking distance proximity to existing parkland to the east and, due to its smaller land area, may not be a candidate to locate a future park of a functional size. Cash in lieu of parkland will be considered by the City at the time of any future redevelopment of this area of the MUA.



- hydro, water, sanitary and storm water services to the satisfaction of the City.
- h) In total, a combination of park dedication in the MUA (including the Transit Plaza's and Town Square) plus the natural open space along Sawmill Creek should form a minimum of approximately 20% of the gross MUA area. Parks should form a minimum of approximately 10% of the net developable area of the MUA except for the northerly City-owned (existing park and ride) area where a greater percentage may be dedicated for parkland purposes.
- i) The following general requirements apply to the development of all parks in the MUA:
- i. Testing and clean-up of any potential soil contamination will be undertaken by and at the sole cost of the developer prior to the transfer of the land to the City.
  - ii. The design of all parks, plazas and squares must comply with this CDP and applicable design criteria and guidelines in the Park & Pathway Development Manual, and must incorporate prevailing City policies, standards, guidelines and safety measures in force at the time of development.
  - iii. All parks, plazas and squares will remain the responsibility of the developer for maintenance and safety during the warranty period and until acceptance by the City.
  - iv. Parks, plazas and squares developed with private road frontage, as may be approved by the City, must connect to required
- 3.4.9.7 Future Streets**
- New public streets and service access routes are illustrated on the Public Realm Plan. The purpose of new public streets is to create a walkable mainstreet environment, provide access to / from Bank Street, to create smaller blocks for development and to improve connectivity to the community. New streets are arranged on a grid pattern and loosely follow existing parking area aisle way locations and Bank Street access points. The alignments will be refined and dedicated to the City as may be required at the time applications are made for site plan, severance or subdivision approval.
- a. The Main Street and the connector streets are to be dedicated as public roads as may be required by the City. They are to be designed with a complete streets approach, accommodating all users but placing special emphasis on pedestrians and active modes of transportation. Intersections are to be highly pedestrianized using appropriate design cues to ensure motor vehicle drivers are aware of these pedestrian priority areas.
  - b. The Main Street is to be the cultural and economic spine of the MUA, helping to create an active and vibrant core to the community. It shall have a spacious right-of-way (ROW) between 26 m to 30 m wide, subject to future detailed design. Within the ROW, two lanes of through traffic, on-street parking, cycling facilities, a planting and furnishing zone and a spacious 4 m wide sidewalk on both sides of the street is required.

- c. Main Street may be built in phases over time. As a result the City may choose to assume public ownership of the roadway after its full completion. The timing of acquiring Main Street and other rights-of-way in the MUA shall be determined at the discretion of the City.
- d. Connector streets are east-west gateways into the MUA and provide way-finding opportunities to Transit Plazas from Bank Street. Three connector streets are envisioned for the Plan area including at the westerly extension of Johnston Road and at the two existing driveways into the site from Bank Street.
- e. Connector streets shall have a right-of-way (ROW) between 22 m to 26 m wide, subject to future detailed design. Within the ROW, two lanes of through traffic, sidewalks and dedicated cycling facilities on both sides of the street are required.
- f. Service roads are to provide coordinated and shared access to future buildings adjacent to the west limit of the MUA. Service road rights-of-way will be subject to easement and maintenance and liability agreements between benefiting landowners and with the City as may be required, subject to the discretion of the City at the time of development approval. In the interim, until the parkette and transit plaza's are constructed, the existing service road may exist continuously along the westerly limit of the MUA.

applied in conjunction with the City's approved design guidelines for Arterial Mainstreets, Transit-Oriented Development, High-Rise Housing, etc.

- a. A range of building forms and types, including stacked townhouses for example, should be considered for the podiums of mid to high-rise buildings.
- b. Buildings with longer street frontages along public streets should not have long wall segments without some form of articulation, courtyard or other architectural feature that achieves a break in the visual appearance of the length.
- c. High-rise buildings should generally be designed with a tower and podium form to provide a sense of definition and enclosure for pedestrians and with building fronts stepped-back as determined by review with members of the City's Urban Design Review Panel.
- d. Phasing plans may be required for larger properties to demonstrate how proper building placement, massing and density will be achieved over time.
- e. At least 50% of the lot width measured at the building setback along Bank Street, the future Main Street and the southerly portion of Dazé Street (future southerly portion of Main Street) must be made up of one or more building wall(s) to create a strong street wall.
- f. Buildings that front along Bank Street, Main Street and the southerly portion of Dazé Street (future southerly portion of Main Street) must have at least 50% of the

### 3.5 General Policies for Built Form

This section provides general built form design guidelines for the CDP area including the new Mixed Use Area. These policies should be

ground floor façade comprised of transparent glazing and/or active entrances. The glazing should not contain 'lifestyle' posters.

- g. The ground floor of non-residential and mixed-use buildings facing Bank Street, Main Street and the southerly portion of Dazé Street (future southerly portion of Main Street) must include an active entrance from each commercial occupancy to the planned / future sidewalk.
- h. Buildings along the future Main Street and the southerly portion of Dazé Street (future southerly portion of Main Street) should have a maximum building setback of 3 metres.
- i. Building floor plates surrounding the Transit Plazas, Town Square, Main Street and the southerly portion of Dazé Street (future southerly portion of Main Street) should be finer grain to improve pedestrian flow and create intimate, adjacent spaces.
- j. Buildings adjacent to the Transit Plazas and Town Square should contribute to the

creation of an urban environment with "active frontage" characteristics such as building siting in proximity to the space, building walls that include transparent glazing, active entrances, patios and courtyards and associated vehicle parking screened from view.

- k. Buildings adjacent to parks, Transit Plazas and the Town Square should be sited in proximity to the space to contribute to the creation of an urban environment, but with a minimum setback of 3.0 metres.
- l. Plant coniferous and deciduous trees near outdoor seating areas for thermal comfort.
- m. Commercial signage along Bank Street, Main Street and the southerly portion of Dazé Street (future southerly portion of Main Street) should be designed to fit within the architecture of the building it applies to. Signage designs that create visual clutter in the rights-of-way are discouraged.



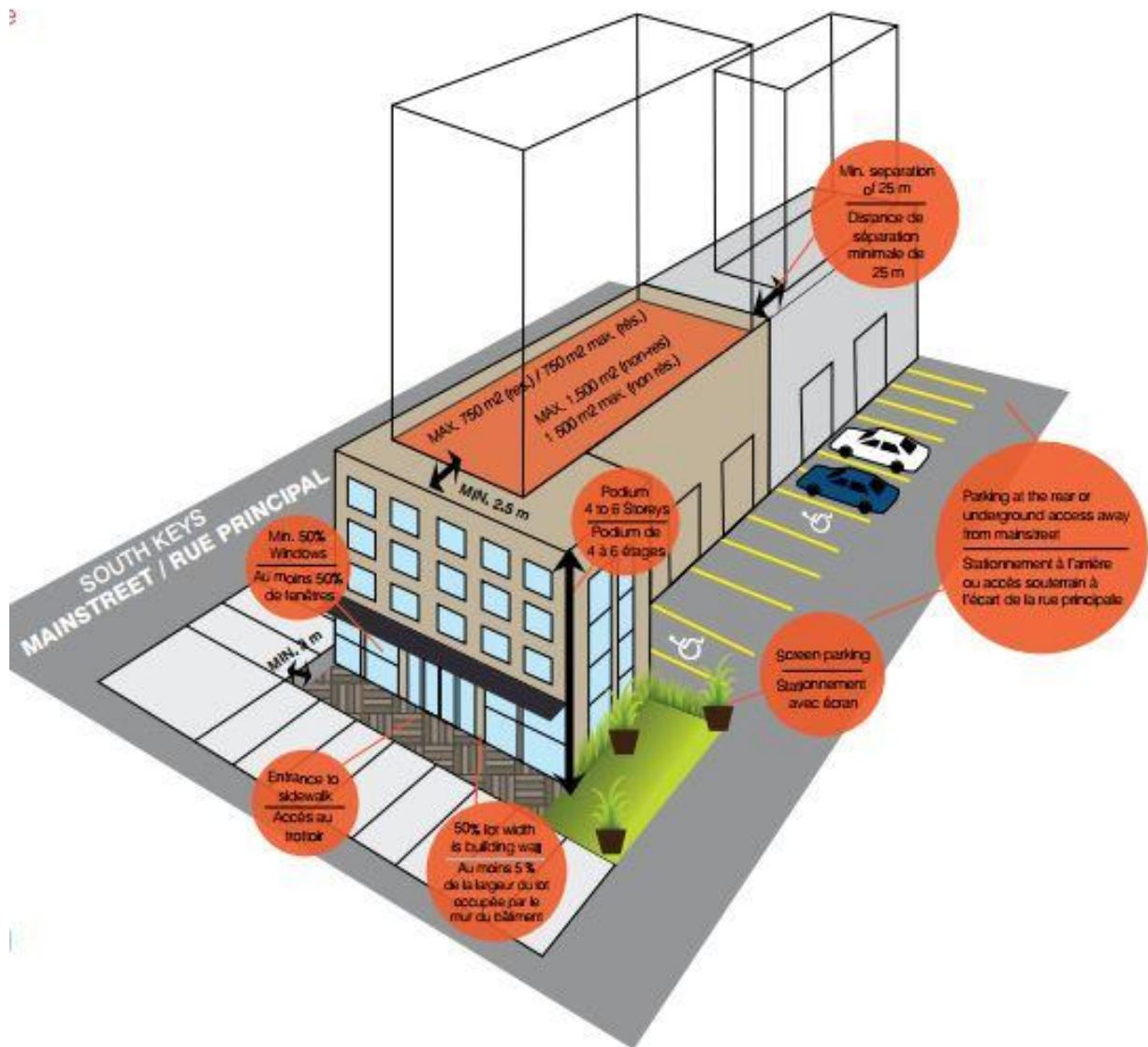


Figure 34: General Built Form Illustration

### 3.6 Future Land Use Studies

Two locations in the CDP require additional study to determine appropriate land use mix and/or permitted maximum building heights. The Johnston Road employment area and an area of land on the north side of Sieveright Road are identified as “Future Land Use Study” on Schedule A – Land

Use. Until these studies are completed in the future, the existing Official Plan designations and zoning applies. The studies will be undertaken and implemented by the City in the future as identified in annual work plans. An application for Official Plan amendment or Zoning By-law amendment submitted within these areas prior to commencement of a study will be considered as a

trigger requiring early preparation and implementation of the study for that particular area. In such cases the landowner may lead the study in cooperation with and at the discretion of the City. The future land use studies will include public participation in addition to any required public process to implement the studies through secondary plan or Zoning By-law amendments.

### 3.6.1 Johnston Road Employment Area

The Johnston Road employment area within the CDP is located along the north side of Johnston Road, a Major Collector roadway, and to the east of Bank Street, an Arterial Road and Transit Priority Corridor. The employment land included in the CDP is approximately 15 hectares in area and located within an 800 metre walk of the Greenboro Transit Station. This location in the community and proximity to transit suggests that the area may be appropriate for future intensification. Current zoning is IL – Light Industrial that permits a wide range of low impact light industrial uses, as well as office and office-type uses with a maximum building height of 18 metres (approximately 6 storeys) depending on proximity to residential zones. The future land use study will:

- a. Determine locations that may be appropriate for higher or lower buildings compared to the existing zoned maximum permitted building height and in consideration of proximity to and the existing character of adjacent residential areas, the rail line to the north, to Bank Street and the Greenboro Transit Station.
- b. Determine if additional or fewer types of permitted uses of land would be appropriate.

- c. Determine if additional public roads and/or shared private access points to property from Johnston Road are required.
- d. Identify required development setbacks from Sawmill Creek and the appropriate width for the greenspace corridor, the need for a flood plain overlay, the need to dedicate the greenspace corridor land to the City and if any public amenities are required within the greenspace corridor.
- e. Identify that the required setback from the top of bank of the tributary to Sawmill Creek located along the northerly limit of the employment area is 15 metres.
- f. Determine any required safety setbacks and measures from the railway as well as any required setbacks and mitigation measures due to noise and vibration issues, and
- g. Implement any required changes to the CDP, to the Secondary Plan and to the Zoning By-law arising from the study.

### 3.6.2 Sieveright Avenue

The Sieveright Avenue future study land use study area is located along the north side of Sieveright Avenue and to the east of Bank Street as shown on Schedule A – Land Use. The study area is comprised of all or portions of approximately six properties and is approximately 2.8 hectares in area. It is located outside of the 800 metre walk to the South Keys Transit Station but has proximity to Bank Street, an Arterial Road. The current zoning is IL2 – Light Industrial with a maximum building height of 14 metres (approximately 4.5 to 5 storeys). The IL2 zone permits a wide range of low impact light industrial uses, as well as office and office-type uses. The future land use study will:

- a. Determine locations that may be appropriate for higher or lower buildings compared to the existing zoned maximum permitted building height and in consideration of lot depth and proximity to and the existing character of adjacent residential areas and Bank Street.
- b. Determine the appropriate land use and zoning for the area and if light industrial uses should continue to be permitted.
- c. Determine appropriate first storey finishes (windows and doors) for building walls to create a human-scale along the roadway and to prevent blank facades facing residential areas.
- d. Determine if parkland should be dedicated as land or cash-in-lieu in consideration of permitted uses of land.
- e. Consider potential transportation impacts related to increased density and measures to mitigate such impacts, and
- f. Implement any required changes to the CDP, to the Secondary Plan and to the Zoning By-law arising from the study.

### 3.7 Open Space and Greening

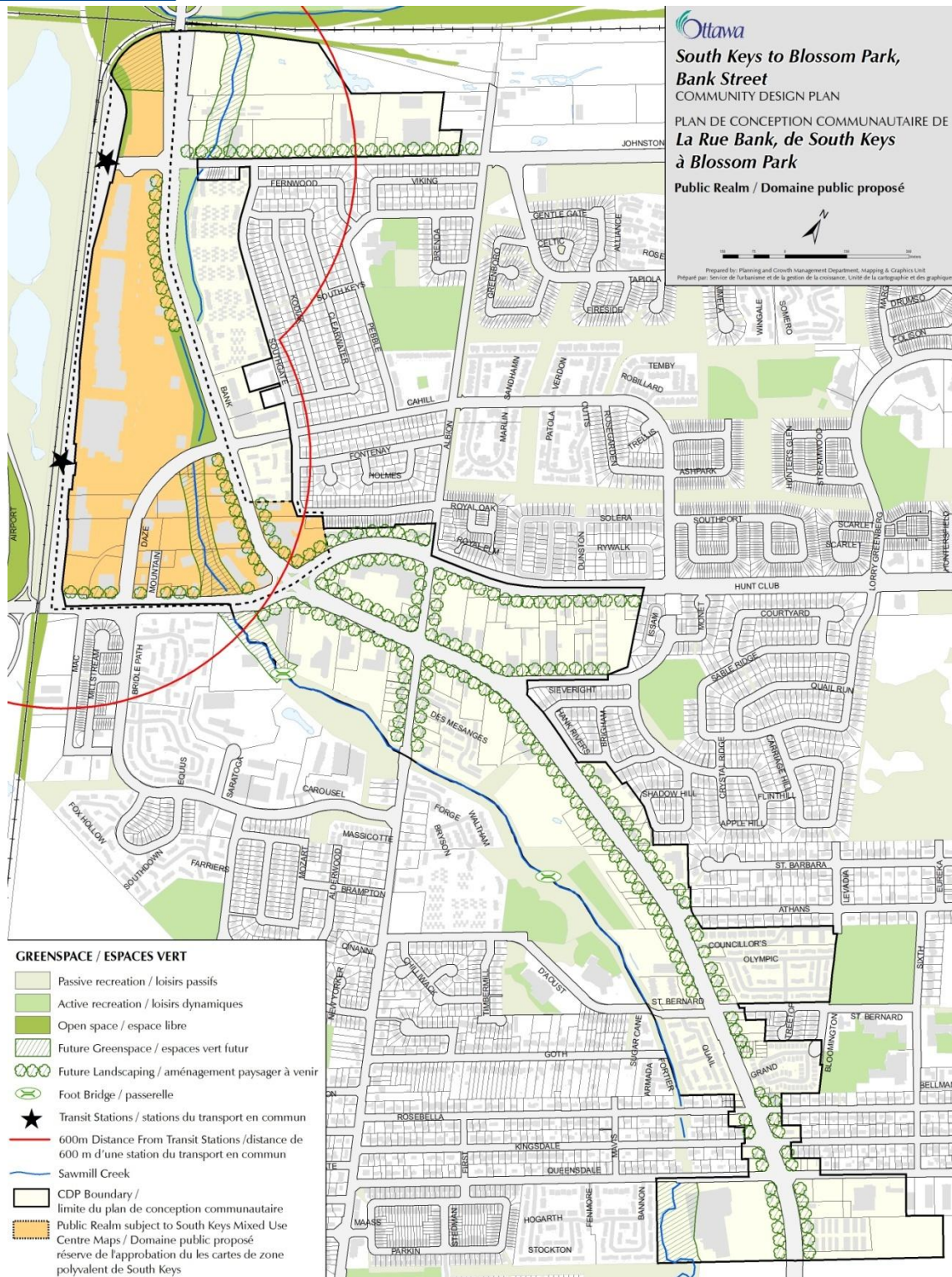
Open space and greening improvements to the public realm are a key component of the urban structure of the CDP, and support its growth and liveability.

#### 3.7.1 Street Trees

Increasing the tree canopy throughout the CDP area, especially along arterial roadways, is an important component of greening the CDP area.

- a. Street trees shall be planted along all rights-of-way including those located in the South Keys Mixed Use Area, Bank Street, Johnston Road, Hunt Club Road, Sieveright Avenue and Albion Road. Sufficient planting space is required to help ensure the viability of street trees in these areas.
- b. Overhead wires exist along the east side of Bank Street in the CDP area. The presence of overhead wires will influence the selection of smaller street trees and / or impact the planting location and / or clearance distance of trees to overhead wires in these locations.





**Figure35: Greenspace Map**

### 3.7.2 Sawmill Creek

Sawmill Creek is an important natural feature and should be restored, protected and enhanced to ensure its functional environmental integrity well into the future. The Creek is in need of protection as the land surrounding its banks has become more urbanized and the corresponding surfaces are impervious to water, e.g., parking lots, roads, buildings. The amount of runoff into Sawmill Creek has greatly increased. Even short rain falls will cause water levels in the creek to rise significantly, and as water levels rise and flow faster, bank erosion results. In areas where the buffer has been reduced or removed there is not enough vegetation to filter and catch the runoff coming in from the impervious areas. This combination puts a great deal of erosion pressure on the banks.

Natural buffers between the creek and human alterations are extremely important for filtering excess nutrients running into the creek, infiltrating rainwater, bank stability and wildlife habitat. Natural shorelines also shade the creek, helping maintain base flow levels and keeping water temperatures cool.

- a. Reclaim lands near the Creek to create a sufficiently wide natural corridor to support aquatic habitat, surface water quality, native vegetation, bird and mammal habitat and the functional integrity of the watercourse corridor.
- b. The width of some segments of the creek corridor is defined by existing development. The width of other segments, and the need to dedicate the land to the City, is subject to review at the time of development approval and/or subject to future land use study. All development (buildings, parking, loading, pathways, etc.) should be setback from the

Creek by: (1) 15 m from top-of-slope in ravine lands; or (2) 30 m from the natural high water mark in areas where the watercourse is at-grade or (3) by the limit of the geotechnical / floodplain assessment, whichever is greater. The setback will be confirmed through a report submitted in support of a development application.

- c. Land within the setback from the Creek should be naturalized and be dedicated to the City as determined at the time of development approval.
- d. While still respecting the natural buffer, land uses may overlook the Creek and natural buffer to provide people with an opportunity to be close to nature. Ideal built form and land uses include patios, terraces, balconies, private parkettes and pedestrian connections. Outdoor furnishings such as waste receptacles, benches and lighting are complimentary additions near to but outside of the Creek buffer area.
- e. Locating parking, other impervious surfaces and snow storage areas beside the Creek is discouraged. At a minimum, any parking that is located adjacent to the watercourse corridor shall have a 1.5m high fence and a landscaped buffer, which includes shrubs and/or trees, separating the parking from the Creek. The choice of fencing should be visually unobtrusive, add to the overall improvement of the urban design and also allow for movement of people while protecting the corridor from parked vehicles and snow storage. This is to prevent snow that is overflowing the parking lot from being dumped in the Creek and compromising the environmental integrity of this important natural feature.

### 3.7.2.1 Trees and Invasive Species

Approximately 20-25% of the City’s urban forest cover consists of three species of ash trees from the genus *Fraxinus*. All three species are highly susceptible to impacts from the invasive Emerald Ash Borer (EAB) which is now endemic throughout Ottawa and eastern Ontario. Trees impacted by EAB will eventually die unless they have been protected by an injection application of a systematic pesticide called TreeAzin. Treatment does not assure survival and injected trees will require ongoing treatments and may also require corrective pruning to address some decline.

Ash trees dominate many streetscapes, open areas, backyards and creek corridors across the City. Sawmill Creek is no exception and has several areas where Ash trees are present. Ash trees located in Natural Areas, like Sawmill Creek, are less likely to have been treated for EAB and may pose risks to public safety in the future, for areas near pathways or lookouts, if a proper approach to managing treed assets is not introduced. If left alone, impacted areas of EAB will eventually return to a treed state on their own or will be impacted by other invasive species like Buckthorn that may turn these areas into undesirable shrub thickets.

Regardless of the current state of the forest cover, the most important policies for promoting healthy tree cover in Sawmill Creek are those that are associated with protecting the areas from other land uses and encroachment. To improve the health of the existing urban forest and to increase the overall amount of tree cover, the following policies apply to lands within or adjacent to Sawmill Creek at the development review process:

- c. Submit a Tree Conservation Report (TCR) as outlined on the City’s website which in

addition to the stated requirements, identifies the presence or absence of invasive species that may impact tree health. The TCR would be submitted at the time of application. This invasive species assessment should:

- i. Identify the potential safety risk posed by declining trees and those susceptible to future decline by the impacts of invasive species.
- ii. Identify trees that are or may become a ‘high risk’ to public safety, and should be removed at the cost of the landowner.
- iii. Identify trees that are lower risk, and may be treated or protected from further decline, or removed.
- iv. Plan for removal and reforestation of impacted areas to address tree loss and safety concerns.
- d. Areas impacted by tree removal should be reforested to the satisfaction of the City. Appropriate reforestation efforts may include the planting of native nursery stock or seedlings. This material will require years of maintenance to reduce the completion-related mortality. For example, areas within Sawmill Creek, specifically from Dazé Road to Hunt Club Road, will require shoreline re-planting projects in 2 to 5 years due to the devastation by the Emerald Ash Borer in these locations.

Where possible, partnerships in reforestation efforts within and along Sawmill Creek are encouraged. Potential partners include City of Ottawa, Rideau Valley Conservation Authority, Ecology Ottawa and other community stewards.



## 3.8 Mobility and Connectivity

### 3.8.1 Pedestrian and Cycling Network

The Pedestrian Network (Figure 36) and Cycling Network (Figure 37) plans build on the existing active transportation network in the community and, along with the Ottawa Pedestrian Plan and the Ottawa Cycling Plan, provide connections to / from and through the Mixed Use Area (MUA) and to the transit stations. The future pedestrian and cycling connections have been arranged to shift the prioritization of travel within the MUA from the automobile to active and sustainable modes, and in the balance of the CDP area to ensure connectivity to / from surrounding neighbourhoods and through the CDP area. Also, the routes illustrated on the Mixed Use Area Public Realm Plan (Figure 33) will enable short walking and cycling distances to the transit stations, help to establish a walkable grid within the MUA and provide key connections to the existing pedestrian and cycling network within the surrounding community.

- a. **Sidewalks** are required on both sides of future public and private streets.
- b. **Multi-Use Pathway** rights-of-way should be a minimum 6 m wide, with a minimum 3 m wide asphalt surface.
- c. **Cycle Track** is a facility where bicycles are physically separated by a change in grade from motorized vehicles. At a minimum in the CDP area, cycling tracks are required along Bank Street and along a portion of Hunt Club Road, from Albion Road to approximately McCarthy Road.
- d. **Cycling Routes** are facilities such as a painted bike lane, multi-use pathway or

cycle track that provides reserved space for cyclists, either physically separated from the road as appropriate depending on vehicle volumes and speeds of the roads. Future Cycling Routes create a network through the CDP area and become particularly important as they create connections to the South Keys and Greenboro Transit Stations.

- e. **Long-Term Bicycle Parking** should be weather-protected with a higher degree of security as bicycles are left unattended for longer periods of time. Facilities should be conveniently located close to Transit Stations. Shorter term bicycle parking is also required at public spaces and commercial establishments.
- f. **Enhanced Crosswalk** is a facility whose presence and design features raise awareness to motorists of pedestrians crossing the street. Features that may be included at *Enhanced Crosswalks* include: longer crossing times, high-visibility pedestrian markings (i.e. zebra stripes), improved landscaping in the right-of-way, smart channels to reduce the speed of right-turning motorists, yield to pedestrian signs, pedestrian refuges in the median, etc.
- g. **Mid-block Crosswalk** is a crosswalk facility that connects the pedestrian or cycling network across a roadway, needed because of the distance between intersections (i.e. more than 250m between intersections). Mid-block Crosswalks along Bank Street should be signaled and pedestrian-activated, and may include features of *Enhanced Crosswalks*.

- h. Create an internal pedestrian network among the large commercial / mixed-use properties at Hunt Club Road and Bank Street (I.e. between Towngate Shopping Centre, Southgate Mall, etc.). People should be able to walk from one neighbouring property to the next without having to double-back along Bank Street. Walkways should connect to crosswalks at Bank Street, so people can easily cross without deviating off the larger pedestrian system. The location of the future pathways shown on the Pedestrian and Cycling Plans for these properties is conceptual and the actual design and location of the pathways will be determined at the time of redevelopment approval.
- i. The Pedestrian / Cycling connection between Dazé Street and Mountain Avenue is located to provide an active transportation link since a street connection is difficult to establish.
- j. The connection from the intersection of Dazé Street and Bank Street to the southwest corner of the MUA provides a dual function of providing an off-road connection for the community to the future pedestrian / cycling bridge to be located on the east side of the rail bridge over Hunt Club Road and to give off-road access to the South Keys transit station.
- k. The rights-of-way, connections, sidewalks and pathways in this CDP may be achieved as a condition of development approval, as required by the City, in addition to necessary road modifications, intersection modifications, signal installations, sidewalk implementation, etc.

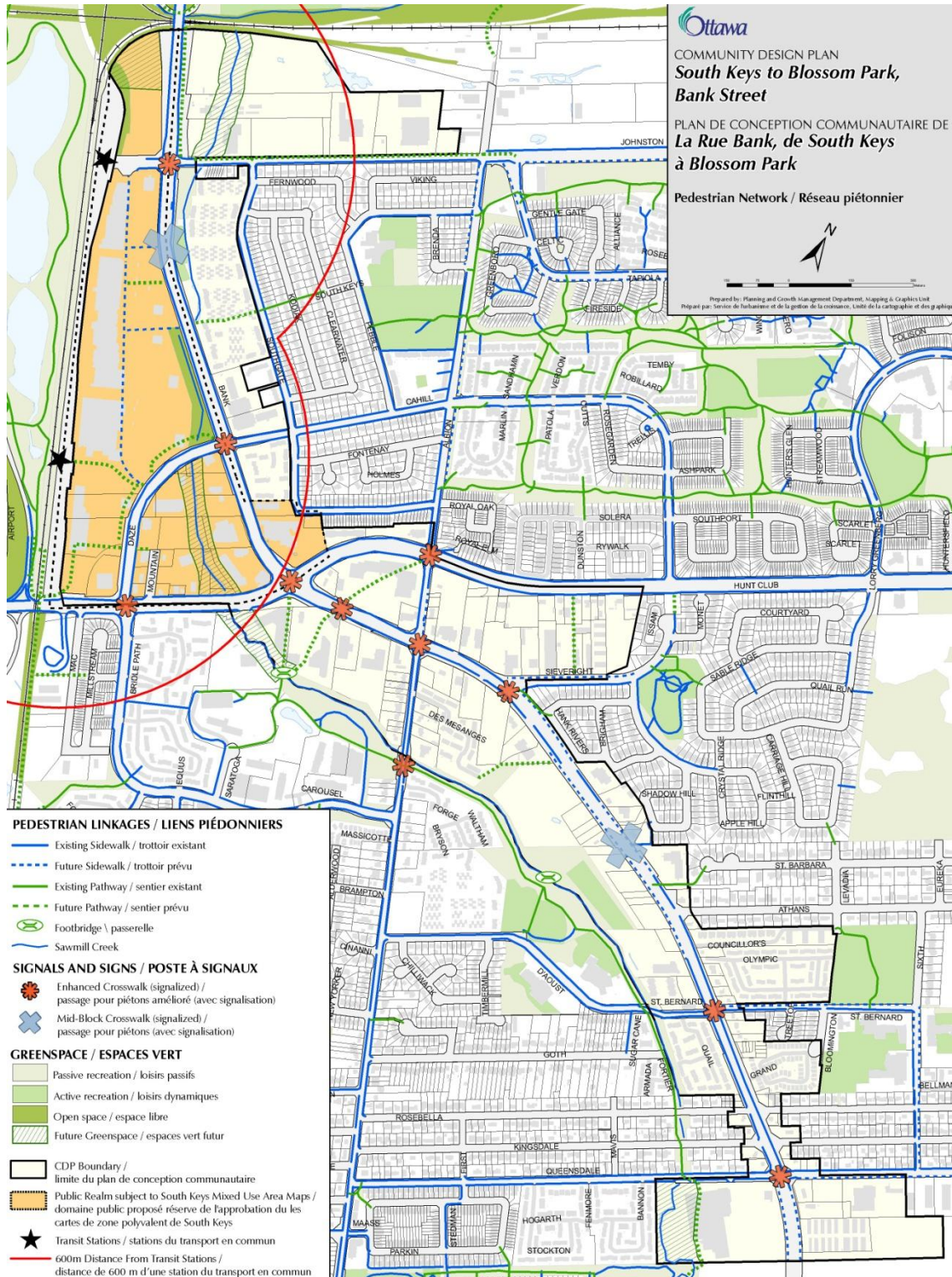
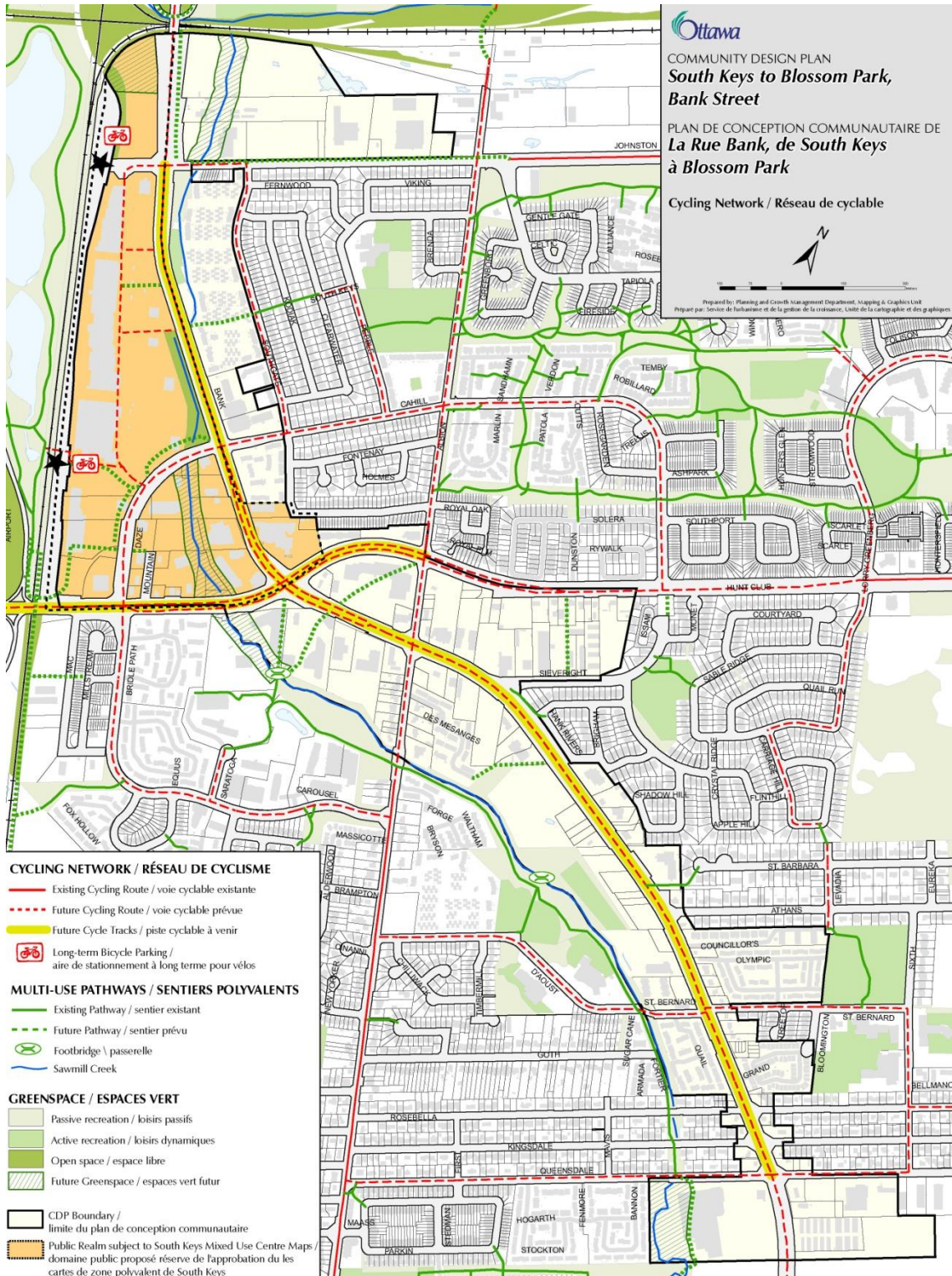


Figure 36 Pedestrian Network





**Figure 37 Cycling Network**

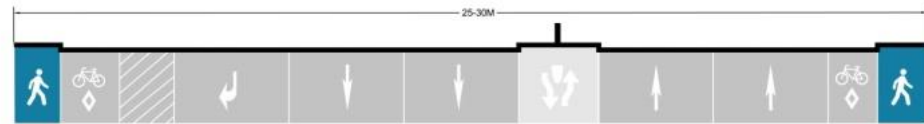
### 3.8.2 Mid-block Crosswalks

Two mid-block crossings are planned along Bank Street in the CDP area. They are in locations where the distance between planned or existing signalized intersections is greater than 300 m and, in one instance, greater than 900 m. The mid-block crossings align to nearby pedestrian destinations such as transit stations, commercial areas, schools and parks, etc. and / or existing or planned pathways and sidewalks. Mid-block crossings are illustrated at approximately the mid-point between St. Bernard Street and Sieveright Road, and between Cahill / Dazé Road and Johnston Road (Figure 36).

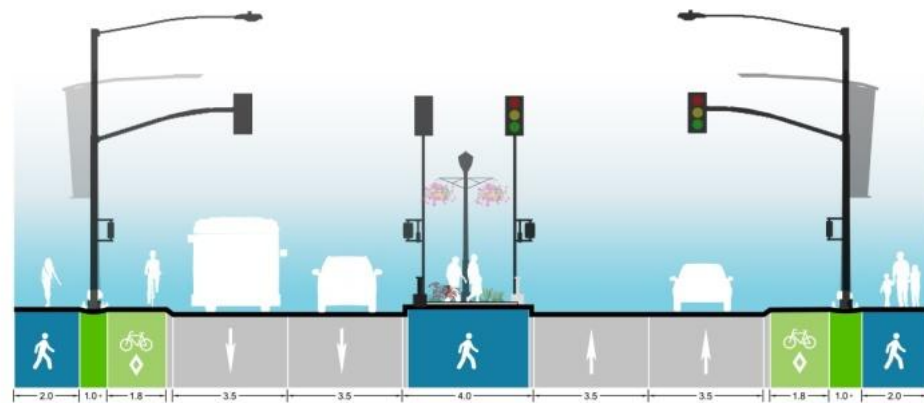
The mid-block crossing facilities along Bank Street must be signalized and pedestrian-activated, and

must include design features that raise awareness to motorists of the possibility of pedestrians crossing the street. Features that may be included at these crossings also include: longer crossing times, high-visibility pedestrian markings (i.e. zebra stripes), improved landscaping in the right-of-way, smart channels to reduce the speed of right turning motorists, yield to pedestrian signs, cycle track signage, pedestrian refuges in the median, etc. (Figure 38). The right-of way for Bank Street at mid-block crossings should include a centre median / pedestrian refuge that is approximately 4.0 m wide. This refuge may include signalized lights, light standards, planters, etc. to further enhance the safety of pedestrians in the ROW.

**MID-BLOCK CROSSING - SOUTH KEYS GATEWAY**  
**PASSAGE PIÉTON AU MILIEU DE L'ÎLOT - ZONE D'ACCÈS À SOUTH KEYS**



EXISTING CONDITION - SECTION  
 CONDITION EXISTANTE - COUPE TRANSVERSALE



PROPOSED CONDITION - ELEVATED SECTION  
 AMÉNAGEMENT PROPOSÉ - COUPE EN ÉLÉVATION



PROPOSED CONDITION - PLAN  
 AMÉNAGEMENT PROPOSÉ - VUE EN PLAN

**Figure 38 Bank Street Mid-Block Crossing**



### 3.8.3 Public Right-of-Way Design

Rights-of-way in the CDP area, whether public or privately-owned, shall advance the complete streets approach. Space in rights-of-way will be dedicated to accommodate pedestrians, cyclists and potential transit users, as well as boulevards and refuges to accommodate trees and street furniture to help create an environment that feels safe for users.

#### 3.8.3.1 Mountain Crescent

Mountain Crescent is a public roadway that is developed to a rural cross-section standard, without sidewalks or curbs. It is a dead-end road that is approximately 110 m long and 24 m wide, connecting to Hunt Club. Historically (prior to 1965), seven detached homes had driveway access from Mountain Crescent. Today approximately 8 properties abut the road with 6 having legal access.

There is no vehicular access from Mountain Crescent to nearby Dazé Street. The City does not support a connection of these two roadways, reinforced by the placement of a 1 foot reserve at the end of Mountain Crescent and another 1 foot reserve along the properties which flank Dazé Road and also front onto Mountain Crescent. The restriction is in place to prevent cut-through traffic between Dazé Road and Hunt Club Road, and due to the additional traffic volumes and associated movements that would result should a proposed vehicle connection ever be made. Furthermore, a future connection would create a problem regarding signal spacing since there is no allowable space for a new signal due to the locations of the existing north and south intersections along on Dazé.

- a. Mountain Crescent and/or its future replacement should be repurposed to an urban cross-section to service the new

commercial buildings. For pedestrians and cyclists, a connection should be made from Mountain Crescent to Dazé Street with a link up to the mid-block crossing to connect to west of Main Street.

- b. If an intersection between Mountain Crescent and Dazé Street is considered in the future, a median on Dazé Street (to restrict turning movement to right-in/right-out) would likely be required. Further investigation by interested developers into this arrangement would be required and may warrant consideration by the City. However, cut-through traffic may remain a concern.
- c. In the long term, an option may be to close Mountain Crescent with its replacement access road being located to maximize on-site movement. Adjacent owners may be able to purchase extra land at the front of their property. Cut-through traffic from Hunt Club Road to Dazé Street shall be prevented.

#### 3.8.3.2 Hunt Club Road

Hunt Club Road is a key east-west travel corridor across Ottawa, and will continue to grow in importance due to the new connection to Highway 417 and the continuing growth of the City's southern suburbs. The segment of Hunt Club Road passing through the CDP area is an important connection to the inner urban area of Ottawa via Bank Street and the Airport Parkway. Hunt Club Road has traditionally been focused towards auto traffic, but has begun a transition to favour additional modes. Its planned right-of-way will remain at 44.5 m, but the pavement width will be expanded to include additional facilities for public transit and cycling.

- a. The 2013 Ottawa Transportation Master Plan (TMP) includes the proposed expansion of Hunt Club Road to include dedicated transit lanes and transit priority measures between Uplands Drive and Albion Road, and fill-in the gaps in the Hunt Club Road bicycle lanes between Riverside Drive and Lorry Greenberg Drive. The first phase of this expansion was completed for the segment between the Airport Parkway and Bank Street in the fall of 2014.
- b. In the future, Hunt Club Road will use its wide right of way allowance to include on both sides a sidewalk of 2.0m or more in width, cycling lanes, dedicated transit lanes (Uplands Drive to Albion Road) and supplementary transit priority measures (signals and queue jump lanes, where feasible) and two 3.5m through lanes of traffic in each direction. Supplementary 3.5m wide turning lanes will be provided on approaches to intersections with arterial streets as required based on traffic volumes. A continuous centre median will be included along the corridor to mitigate the hazard of left turning movements across the heavy opposing traffic flows.
- c. Hunt Club Road is designated as a spine route in the 2013 Ottawa Cycling Plan's ultimate network concept; this designation, as well as the existing traffic volumes and speeds, meet the warrant for the provision of segregated cycling facilities along the corridor.
- d. The 2031 TMP ultimate network concept (beyond 2031) includes the widening of Hunt Club Road from four to six lanes

between Riverside Drive and Bank Street. Although this may ultimately be warranted due to the growth in traffic volumes from the connection to Highway 417 to the east and the growth of the communities to the south, the expansion of the road to accommodate additional traffic volumes should not result in the elimination or reduction in facilities promoting transit, cycling and pedestrians.

### 3.8.3.3 Bank Street

In time, Bank Street in the CDP area will be designed to meet the needs of all people whether they choose to walk, bike, drive or take public transit. Its planned right-of-way will remain at 37.5 m (from Johnston Road to Hunt Club Road) and 44.5 m (from Hunt Club Road to Queensdale Avenue), but will be reconstructed with a complete streets approach. Safe and attractive signalized crossings will also be added along Bank at key locations to bridge neighbourhoods and destinations.

The ultimate configuration of the Bank Street corridor right-of-way is guided by the creation of the vision for the CDP area through the analysis and consultation process. Specifically, the CDP vision highlights a number of principles that the future right-of-way should reflect:

- a. The focus of the right-of-way should be moving all people comfortably and safely, regardless of mode of transportation and regardless of whether they are travelling to, from or through the CDP area.
- b. The pedestrian environment should be inviting and comfortable for pedestrians of all ages and abilities. This includes measures to separate vulnerable users from the faster moving vehicular traffic.

- c. Cycling is supported through a well-connected and safe network of pathway and cycling lanes. This network provides continuous routes through the area, to and from the surrounding communities, as well as providing connections to key destinations within the CDP area.
- d. In general, Bank Street will have a right-of-way (ROW) that will include (on both sides) a minimum 2 m sidewalk, minimum 2 m planting area / furnishing zone, minimum 1.8 m cycle track (with appropriate buffer from vehicle lane), two vehicle travel lanes each approximately 3.5 m wide and a centre median that is approximately 1.4 m wide. A 3.0 m wide turning lane may be included at some locations in the ROW if necessary.

Acknowledging that a single concept may not be appropriate, the CDP Transportation study developed three cross section concepts, one for each character area (Section 2.3.1) along Bank Street, to guide the future transformation of the Bank Street right-of-way. The cross sections for each character area are described in the sections below.

#### 3.8.3.4 South Keys Gateway

The South Keys Gateway character area represents the span of the Bank Street corridor between the Bank Street Bridge north of Johnston Road and the intersection with Hunt Club Road. In keeping with the CDP vision of providing mobility for all users and maintaining the amount of right-of-way to be dedicated as outlined in the Official Plan, the proposed right-of-way concept retains the existing two travel lanes in each direction for vehicle traffic, using the remaining width to include dedicated spaces for cycle tracks and widened sidewalks. In addition to providing a visible and

separated space for cyclists, the cycle tracks also provide an additional buffer space between vehicle traffic and pedestrians, providing a further increase in comfort to the pedestrian. The cycle tracks and sidewalks will be separated by a small buffer area accommodating the required utility poles and some planters or green features, where possible.

Due to the observed demand for mid-block crossings of Bank Street between the existing intersections, the proposed right-of-way concept includes the provision for an additional pedestrian crossing on Bank Street located at the existing right-in / right out entrance to the shopping centre. This mid-block crossing will be signalized, and use the centre median as a refuge area for pedestrians.

This cross section concept, illustrated in Figure 38, Mid-Block Crossing, is intended to provide continuity into the CDP area from the similar configuration of vehicle lanes, cycle tracks and sidewalks proposed as part of the previous 2012 Bank Street CDP between Billings Bridge and Ledbury Park.

#### 3.8.3.5 Hunt Club Activity Node

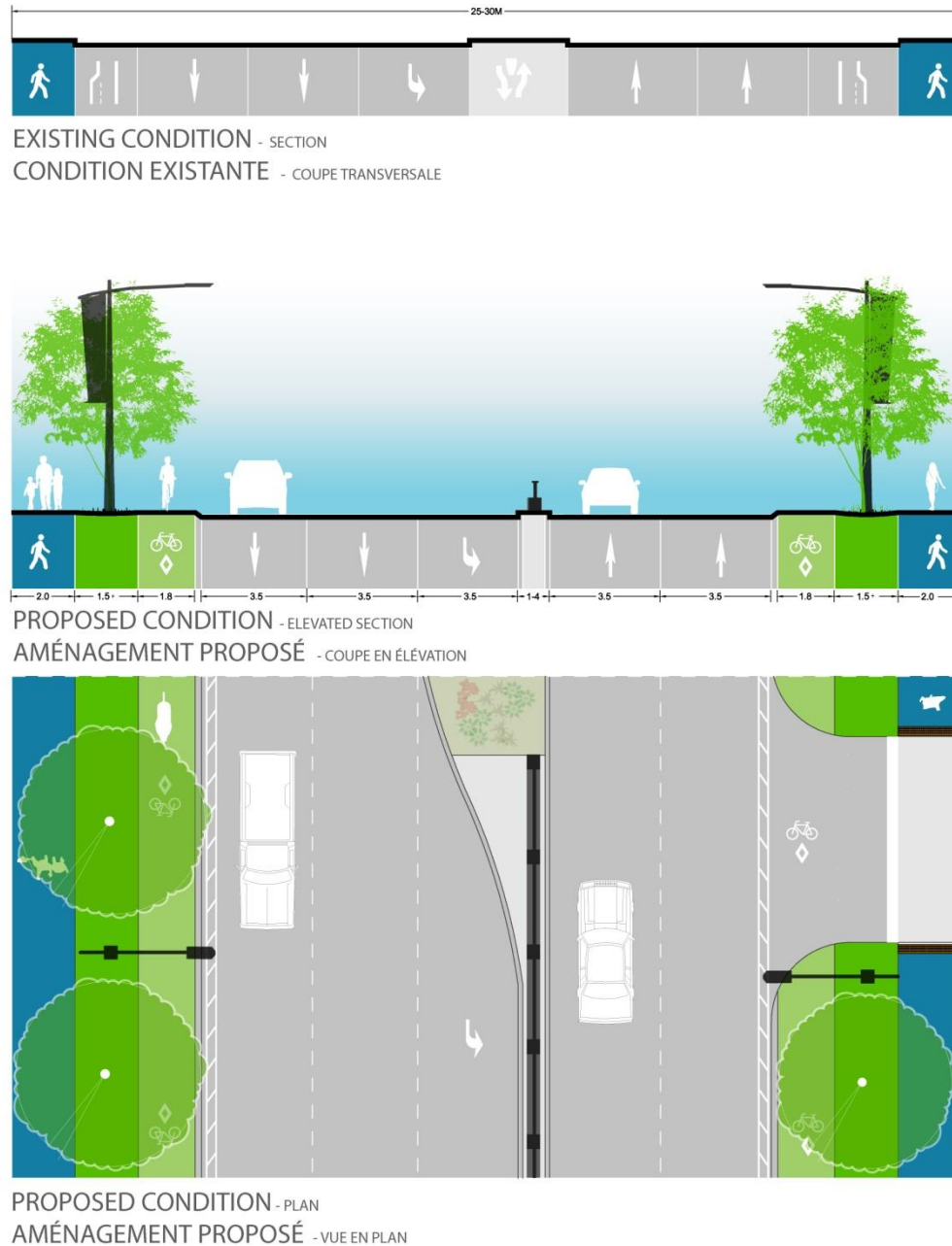
The Hunt Club Activity Node character area includes the segment of the Bank Street corridor spanning from Hunt Club Road to St. Bernard Street. This segment includes a high concentration of adjacent retail land use, and a high concentration of traffic movements into and out of the property accesses adjoining Bank Street. The proposed right-of-way concept for this area maintains the two traffic lanes in each direction, cycle tracks and widened sidewalks proposed for the South Keys Gateway, providing continuity along the full corridor (Figure 39). The wider right-of-way in this segment allows for additional width for the buffer area between the sidewalks and cycle tracks, allowing the potential for street trees and other vegetation



along the corridor. These facilities will also bridge some of the major existing gaps in the existing pedestrian and cycling networks, providing continuous and safe connections for these modes along the corridor.

As the existing shared centre left turn lane in this segment has been identified by many residents as allowing hazardous traffic movements, the proposed right-of-way concept includes a centre median replacing the shared facility, opening up for shorter left turn lanes aligned with the adjacent property entrances and side streets. This configuration will continue to support access to the adjacent retail properties along the corridor, while mitigating the risk of hazardous vehicle movements by preventing continuous travel in the centre lane.

**MIXED-USE NODE - HUNT CLUB ROAD ACTIVITY NODE**  
**PÔLE D'ACTIVITÉ MIXTE - PÔLE D'ACTIVITÉ DU CHEMIN HUNT CLUB**



**Figure 39: Cross-Section for Hunt Club Activity Node.**

### 3.8.3.6 Blossom Park Main Street

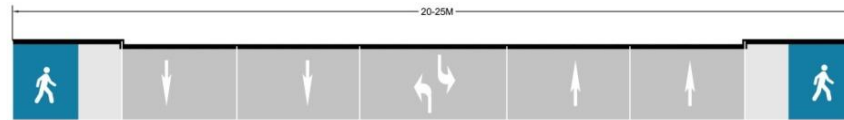
The Blossom Park Main Street character area spans between St. Bernard Street and Queensdale Avenue, including the large properties south of Queensdale in the CDP area. The proposed right-of-way concept for this segment continues the two vehicle lanes in each direction, cycle tracks and expanded sidewalks proposed for each of the previous segments through Blossom Park, providing consistent and continuous facilities for all modes for the full length of the corridor (Figure 40). The median proposed for the Hunt Club Activity Node segment will not continue onto the Blossom Park segment much like the existing shared left

turn ends before this section; the vehicle lanes through this segment of the corridor will be undivided.

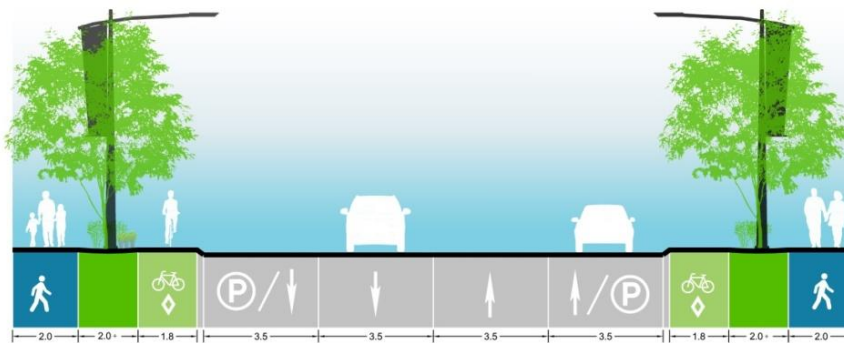
In order to support the existing and future retail development adjacent to Bank Street, the proposed right-of-way concept includes the provision for on-street parking in the curb lanes. Due to the Bank Street corridor's role as a commuter route from communities to the south, this on-street parking would have to be limited to off-peak periods only, in order to retain the full road capacity for commuter traffic.



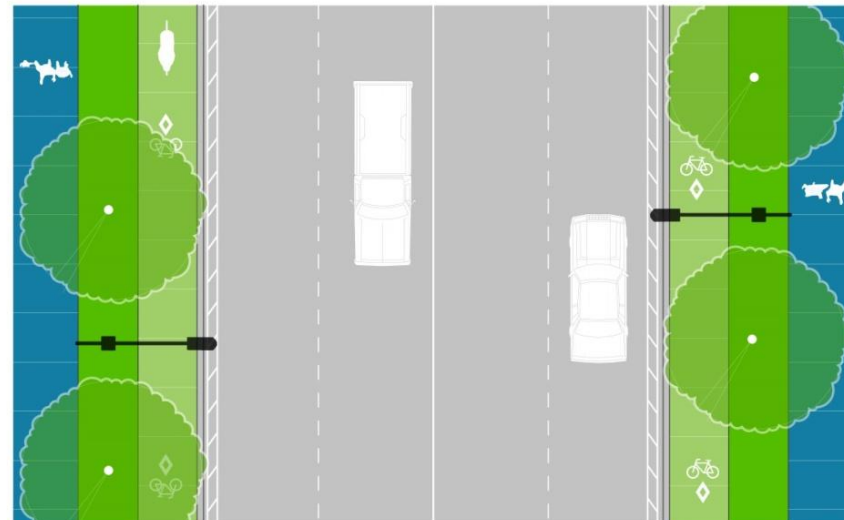
**MIXED-USE MAIN STREET - BLOSSOM PARK MAINSTREET**  
**COULOIR POLYVALENT - RUE PRINCIPALE DU PARC BLOSSOM**



EXISTING CONDITION - SECTION  
 CONDITION EXISTANTE - COUPE TRANSVERSALE



PROPOSED CONDITION - ELEVATED SECTION  
 AMÉNAGEMENT PROPOSÉ - COUPE EN ÉLEVATION



PROPOSED CONDITION - PLAN  
 AMÉNAGEMENT PROPOSÉ - VUE EN PLAN

**Figure 40: Cross-Section for Mixed-Use Main Street.**

### 3.8.4 Assessment of Future Traffic Conditions

An assessment of projected traffic conditions has been undertaken for the South Keys CDP in order to determine the impacts on the proposed Bank Street corridor right-of-way configurations and surrounding roads. The analysis of future traffic conditions uses the same horizon year as the 2013 Transportation Master Plan, which is 2031. By this point, it is assumed that all of the transportation infrastructure in the Transportation Master Plan, Cycling Plan and Pedestrian Plan will be in place. Future traffic conditions were estimated based on City of Ottawa traffic forecasts and estimated additional trips from the new development estimated for this horizon; these future conditions assume the achievement of the mode share targets set out in the 2013 TMP.

The results of the analysis of future traffic are summarized in Table 4. The results indicate that the future traffic volumes will exceed the capacity of several of the intersections, most significantly at the intersections Bank Street with Hunt Club Road and Albion Road, and at the South Keys site accesses to Dazé Street from Bank Street and Hunt Club Road.

**Table 4: 2031 V/C ratios and LOS measurements assume modifications to the traffic signal timings at each intersection as appropriate, and no changes to the existing intersection configurations.**

Intersection	AM Peak		PM Peak	
	V/C	LOS	V/C	LOS
Bank Street / Johnston Road	0.64	B	0.83	D
Bank Street / South Keys Shopping Centre	0.40	A	0.66	B
Bank Street / Dazé Street / Cahill Drive	<b>0.92</b>	<b>E</b>	<b>1.03</b>	<b>F</b>
Bank Street / Hunt Club Road	<b>1.04</b>	<b>F</b>	<b>1.07</b>	<b>F</b>
Bank Street / Towngate Shopping Centre / Petro-Canada	0.64	B	0.87	D
Bank Street / Albion Road	<b>1.04</b>	<b>F</b>	<b>0.93</b>	<b>E</b>
Bank Street / St. Bernard Street	0.53	A	0.52	A
Bank Street / Rosebella Avenue	0.52	A	0.51	A
Bank Street / Queensdale Avenue	0.47	A	0.64	B
Hunt Club Road / Dazé Street / Bridle Path Drive	<b>1.00</b>	<b>E</b>	<b>1.24</b>	<b>F</b>
Hunt Club Road / Albion Road	0.73	C	<b>0.95</b>	<b>E</b>

In order to limit roadway congestion, the need for additional modal share was considered for the new trips generated by the future South Keys redevelopment. The analysis indicates that at least 20% of the future trips generated by the new development on the South Keys site to and from the north and west will need to choose more sustainable modes to maintain a level of service of E or better along the Bank Street corridor; a 30% shift will be required for vehicle trips for trips to and from the south. This translates to a reduction in auto modal split targets for the new development traffic from 50% to 40% in from the north and west, and to 35% from the south.

It is expected that much of this shift can be accommodated by the improved Trillium Line service from the north and south and connections to Barrhaven and areas to the west via Riverside South / Leirtrim. Along with the eventual reduction in automobile modal splits must be a corresponding increase in sustainable modes of transportation to facilitate comfortable and safe pedestrian and cycling travel. This is to be achieved through a combination of public investment at the time of major road rebuilds and private investment at the time of development approval. The expected levels of service with this modal share in place are summarized in Table 5.

**Table 5: Future V/C ratios and LOS measurements assume modifications to the traffic signal timings at each intersection as appropriate, and no changes to the existing intersection configurations.**

Intersection	AM Peak		PM Peak	
	V/C	LOS	V/C	LOS
Bank Street / Johnston Road	0.64	B	0.83	D
Bank Street / South Keys Shopping Centre	0.40	A	0.66	B
Bank Street / Dazé Street / Cahill Drive	0.85	D	<b>0.93</b>	<b>E</b>
Bank Street / Hunt Club Road	<b>0.97</b>	<b>E</b>	<b>1.00</b>	<b>E</b>
Bank Street / Towngate Shopping Centre / Petro-Canada	0.64	B	0.87	D
Bank Street / Albion Road	<b>0.97</b>	<b>E</b>	<b>0.93</b>	<b>E</b>
Bank Street / St. Bernard Street	0.50	A	0.48	A
Bank Street / Rosebella Avenue	0.49	A	0.48	A
Bank Street / Queensdale Avenue	0.43	A	0.61	B
Hunt Club Road / Dazé Street / Bridle Path Drive	<b>0.98</b>	<b>E</b>	<b>0.98</b>	<b>E</b>
Hunt Club Road / Albion Road	0.73	C	0.90	D



As intensification occurs, the City will continue to monitor traffic flow along the Bank Street corridor and will be able to plan for specific areas of congestion through the traffic impact assessments required by the development approvals process. Identifying measures to achieve a modal shift (and changes in travel behaviour) requires a comprehensive review of the travel patterns in a wider catchment area than the CDP area. The City may opt to develop a Transportation Management Implementation Plan (TMIP) for the area, which offers an appropriate framework to study how to increase sustainable modes of transportation specific to the Bank Street corridor.

### 3.8.5 Recommended Intersection Improvements

The analysis of future traffic conditions assumed the retention of all existing vehicle turn lanes at each intersection with modifications only to the signal timings. However, the need for additional intersection improvements may arise as specific levels of development occur in the CDP. Based on the projected intersection levels of service as well as multi-modal accessibility, the following additional intersection modifications are recommended in the corridor:

- a. **Bank Street at Albion Road** intersection to receive a southbound signal head that includes an advanced left turn arrow, which will allow the provision of additional green time to this congested approach.



Figure 41: Bank Street at Albion Road, 2014.

- b. **Existing centre median on Bank Street** on the south leg of the intersection with Hunt Club Road currently spans the entire width of the pedestrian crosswalk on this leg, and cannot be walked around without entering into a traffic lane. As this represents a hazard for pedestrians using mobility aids, this median should be reconfigured with curb cuts to allow these users to pass over it as they cross.
- c. **Pedestrian crossings** at all intersections in the CDP area to be reconfigured using “zebra stripe” or “ladder” pavement markings, similar to those implemented at the intersection of Bank Street and Cahill Avenue, to increase the visibility of these crossings. City of Ottawa staff has begun implementing new standards for pedestrian crossings that will result in longer crossing times, these should be implemented for pedestrian crossings along the corridor through the City’s ongoing review and update of traffic signal timings.



**Figure 42: Bank Street at Hunt Club.**

The need for additional intersection improvements may arise as development in the CDP occurs, the Traffic Impact Assessments completed as part of the development approvals process will indicate the specific locations where congestion may occur as the locations of new land uses and their associated property accesses are determined. Specific considerations expected to arise through the development approvals process include:

- d. The need for signalization of the intersection of Bank Street and Sieveright Avenue; and,
- e. The need for auxiliary turn lanes at the intersections of Bank Street with Dazé Street / Cahill Avenue and Hunt Club Road with Dazé Street / Bridle Path Drive to accommodate the additional traffic generated by the new development proposed for the South Keys Shopping Centre site.

### 3.8.6 Bank Street Bridge – Recommended Improvements

The Bank Street Bridge crossing the CN rail corridor is configured with a four lane cross section with narrow sidewalks and a small median. These narrow sidewalks and the lack of cycling facilities make the bridge an uncomfortable environment for the use of these modes. Due to geometric and structural constraints, it is not possible to reconfigure the structure to provide widened sidewalks or cycling facilities. Given this limitation, the following mitigation measures are recommended to improve the comfort level of active transportation modes using the bridge:

In the short term, it is recommended that "sharrow" pavement markings and/or roadside "single file" signage be implemented across the bridge. These measures have been used in numerous corridors across the City of Ottawa to draw attention to the presence of bicycles in the curb lanes and discourage vehicles passing around bicycles where these movements are constrained.

If the end of the bridge service life is beyond the CDP planning period, it is recommended that a study be undertaken to determine the feasibility of an at-grade multi-use pathway crossing over the CN rail corridor below the bridge. This crossing would ideally link the Bank Street loop below the bridge with the existing sidewalk and bike lane south of the bridge; bicycle crossings at the intersection of Bank Street and Johnston Road would be required to link this facility to the existing and proposed cycling facilities along Bank Street as well as the Greenboro Neighbourhood Bikeway.

If the end of the bridge service life and replacement of the deck falls within the CDP planning horizon, it is recommended that the new bridge deck be

designed to a sufficient width to accommodate cycle tracks and wider sidewalks, to provide continuity with the facilities proposed along Bank Street on either side of the bridge.

### 3.8.7 2079 Bank Place Access – Recommended Improvements

The proximity of the entrance to 2079 Bank Place, currently occupied by Artistic Landscaping Designs, to the intersection of Bank Street and Johnston Road results in turning movements to and from the site that cross over the westbound intersection approach. This configuration has the potential to result in conflicts or delays when westbound queues are formed on Johnston Road.

If the existing access to 2079 Bank Place is retained, it is recommended that vehicle movements to and from this access be restricted to right turns in and out only, in order to prevent eastbound left turns waiting to access the site from blocking southbound left turns from Bank Street onto Johnston Road. This would likely require the implementation of a physical median or barrier between the eastbound and westbound lanes on Johnston Road in front of the access to ensure compliance. Although this configuration will mitigate some of the traffic hazards, it will provide more limited access to the property.

A more beneficial strategy in terms of traffic movements and property access would be for the access to 2970 Bank Place to be shifted as far as possible to the east along Johnston Road, either through a shared access arrangement with the adjacent property (1255 Johnston Road) or through a new access to the property further to the east. It is recommended that the City initiates a consultation with the affected property owners and additional stakeholders (RVCA) to determine if

such an arrangement can be reached. The decision on which approach to take will be determined as part of the future land use study for the Johnston Road employment area (Section 3.6.1).

### 3.8.8 Transportation Demand Management

Transportation Demand Management (TDM) is a collection of programs and initiatives that can be targeted at varying scales, from entire cities to individual employers, to promote the use of alternative modes of transportation for both commuting and personal trips. A TDM program has recently been implemented in Ottawa for the opening of Lansdowne Park, which has been successful in diverting many of the trips to the 24,000 seat stadium to transit, cycling, and provided shuttle service during events.

The South Keys Shopping Centre Redevelopment Master Plan proposes intensified residential, employment and retail uses on the existing South Keys Shopping Centre site. The resulting concentration of trips to and from the site would be an excellent candidate for the application of TDM measures to promote alternate modes to offset the demand on the road network and CDP area intersections, building on the existing active transportation network and proximity to Greenboro and South Keys Transit Stations.

It is recommended that the development approvals process for the redevelopment of the South Keys shopping centre include the formation of a site specific TDM plan as a requirement. This TDM plan should require the formation of a Transportation Management Association (TMA), consisting of a group of representatives for the residents, employers and retailers on site. This TMA would be responsible for the development and implementation of the TDM initiatives, and for



disseminating information about the programs and initiatives to residents, employees and customers. The TMA should also include representatives from the surrounding community or business associations to integrate the TDM initiatives on the South Keys site with the needs of the surrounding communities. Membership on the TMA would be a requirement for owners of all future development on the South Keys shopping centre and surrounding sites. All future development approvals in these areas should include a development-specific TDM plan that can be used to determine the needs to the specific development and guide the new development's integration into the TMA. The TMA should be supported by the in-kind participation of a member of City of Ottawa staff, who can provide information on TDM programming used throughout the City and act as a liaison between the TMA and other City of Ottawa departments or services (e.g., OC Transpo, Parking and By-law, OPS, etc.).

Specific TDM initiatives that are possible to promote the use of alternative modes to and from the South Keys Site include, but are not limited to, the following:

- Implementing requirements for end-of-trip facilities (change rooms, showers, lockers) for active transportation users in workplaces;
- Implementing additional bicycle parking facilities on the site;
- Expanding the bike share facilities implemented in the downtown core to include facilities on the South Keys site, particularly near the transit stations and accesses to the Sawmill Creek Pathway;

- Providing dedicated parking spaces for VRTUCAR or similar carsharing services;
- Promoting and providing information for participation in the City of Ottawa's carpool matching service, ottawaridematch.com;
- Establishing an OC Transpo kiosk on site to provide information on transit services available and sell Presto Cards and passes;
- Arranging local transit shuttle service or increased local OC Transpo service linking the South Keys Shopping Centre and transit stations with the surrounding community, if demand warrants;
- Promoting options for telecommuting and flexible work hours for employers to reduce commuter trips or shift them from peak periods.

## 4.0 IMPLEMENTATION

The CDP will be implemented gradually, over time, as redevelopment occurs. Although market demands have a large impact on timing of change of privately-owned land (and can make it difficult to predict exactly when properties will redevelop), City investment is also necessary for significant elements of the CDP to be realized.

The implementation approach involves policy and regulative changes such as Official Plan and zoning by-law amendments as well as infrastructure improvements and investment in capital projects. Partnerships are also encouraged as part of the CDP's implementation. The Implementation Section of the CDP identifies several projects that may be implemented in 5-10 years, 10-20 years, or +20 years.

### 4.1 Amend Schedule B – Urban Policy Plan in the City's Official Plan

The CDP design direction for the community results in the need for the following Official Plan amendments:

- i. To include a new Secondary Plan for the CDP area as described in Section 4.2.
- ii. To remove the Arterial Mainstreet designation for the portion of Bank Street adjacent to and within the new Mixed Use Area (from railway tracks to Hunt Club Road).
- iii. To remove from Figure 2.3 the minimum density requirement for Bank Street within the remaining Arterial Mainstreet designation south of Hunt Club Road to respond to the new policy direction for this

area in the Secondary plan and given that the new MUA will be the primary place in the community for growth and intensification.

- iv. To update Annexes 5 and 6 of the Official Plan to reflect the approved CDP and Secondary Plan, respectively.

### 4.2 Prepare and Adopt a Secondary Plan

A Secondary Plan is required for the CDP area to reinforce certain policy directions set out in the CDP. The Secondary Plan includes maps, height schedules and policies for the new South Keys MUA and for the balance of the CDP area along Bank Street. Highlights of key components of the Secondary Plan are set out below. Regulatory direction will be found in the corresponding zoning by-law amendments.

- i. To create a new Mixed Use Area (MUA) for land within approximately an 800m walk from the Greenboro and South Keys transit stations.
- ii. To create land use and maximum permitted building height schedules and related policies for the new MUA and for the balance of the CDP area.
- iii. To establish a minimum density requirement of 200 people and jobs per gross hectare for the new MUA.
- iv. To create a Public Realm schedule and policies for the MUA to guide development of public spaces.
- v. To provide policies for future public streets and community facilities in the MUA.

- vi. To establish the MUA as a Design Priority Area by requiring conformity with this and other policy directions within the Mixed Use Centre policies of the Official Plan.
- vii. To establish the process framework for future land use studies for the Johnston Road employment area and for land along the north side of Sieveright Avenue.

### 4.3 Amend the Zoning By-law

Much of the existing zoning in the CDP area is consistent with the land use and built form vision for the area. For example, properties zoned AM - Arterial Mainstreet on Bank Street from Hunt Club Road to Queensdale Avenue will retain existing zoning. Other land in the CDP area will also retain existing zoning. For example the cemetery, and several of the residential areas that abut Bank.

However, there are a few areas of change that require zoning amendments to promote the City's growth objectives as well as to enhance the land use compatibility of the CDP area. The following list summarises, generally, the zoning amendments to implement this CDP and the Secondary Plan. The zoning by-law amendment report (separate from this CDP) will detail the technical provisions and conditions.

They include:

- i. **Changing the maximum permitted building height for properties along Bank Street in the CDP area that are zoned Arterial Mainstreet (AM) from 8 stories (25m) to 9 stories (30m)** to implement an existing Official Plan policy that permits up to 9 storeys in the Arterial Mainstreet designation. The maximum permitted

height is subject to existing building height transition regulations in the zoning by-law that limit the height of buildings adjacent to lower density residential zones.

#### ii. South Keys Mixed Use Area (MUA)

- a) **Permit maximum building heights** of between 12 and 21 storeys by implementing a zone schedule ("S\_\_\_") that matches the Maximum Building Heights plan of this CDP (Figure 32).
- b) **Require minimum building height** for office and residential uses of 4 storeys, as may be required by the Official Plan, on properties greater than 600 square metres in size.
- c) **Use a zone "exception" e.g. [xxx1] for MUA properties to:**
  - Regulate minimum separation distances and maximum floor plate sizes for the tower portion of high-rise buildings (greater than 9 storeys in height).
  - Apply the minimum parking requirements of the Central Area and the maximum parking requirements of the Inner City Area to the new MUA. The rates for parking spaces in these areas are lower than the rates for the Suburban Area which currently applies. Minimum parking space rate requirements, as per Section 101, Table 101, Column II, Area A on Schedule 1, despite the location of the land on Schedule 1. Maximum number of parking spaces permitted,



as per Section 103, Table 103, Column III, Area B on Schedule 1, despite the location of the land on Schedule 1.

- Permit required parking for one lot to be located on another lot within the same block, or on the immediate opposite side of street.
- Permit additional uses of land and / or have additional zone regulations as may apply in the existing zoning on some properties.

**d) Use a zone “holding” for MUA properties along Bank Street, and the future Main Street / southerly portion of Dazé Street** to be lifted upon

approval of required supporting plans and technical reports, and the satisfaction of the City that the proposed phase of development achieves the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and Community Design Plan including for example:

- Preparation of environmental, transportation, and infrastructure reports.
- Provision of parks, squares, plazas, streets, service/access roads, pedestrian and cycling routes and related facilities (i.e. bicycle parking, wayfinding signage, etc.).
- High-rise buildings along Bank Street, the future Main Street, the

southerly portion of Dazé Street (future southerly portion of Main Street) and along the lot lines for the Transit Plazas and the Town Square should generally be designed with a tower and podium form to provide a sense of definition and enclosure for pedestrians, and for buildings of all heights have building fronts stepped-back as may be determined by review with members of the City’s Urban Design Review Panel.

- At least 50% of the lot width measured at the building setback along Bank Street, the future Main Street, the southerly portion of Dazé Street (future southerly portion of Main Street) and the lot lines of the Transit Plazas and the Town Square must be occupied by one or more building wall(s).
- Buildings along the future Main Street and the southerly portion of Dazé Street (future southerly portion of Main Street) should have a maximum building setback of 3 metres.
- At least 50% transparent glazing and/or active entrances on the ground floor of buildings that front along Bank Street, the future Main Street, the southerly portion of Dazé Street (future southerly portion of Main Street).
- Buildings adjacent to the Transit Plazas and Town Square should contribute to the creation of an urban

environment with “active frontage” characteristics such as building siting in proximity to the space, building walls that include transparent glazing, active entrances, patios and courtyards and associated vehicle parking screened from view.

- Buildings adjacent to the Transit Plazas and the Town Square should be sited in proximity to the space to contribute to the creation of an urban environment, but with a minimum setback of 3.0 metres.
- Surface parking areas not permitted between buildings and Main Street, Bank Street, Hunt Club Road and Sawmill Creek and be screened from views from Main Street, Bank Street, Hunt Club Road and Sawmill Creek and the Transitway.

Exceptions to the requirement to lift holding in order to proceed with development will be permitted for changes in use and for expansions to existing buildings where the expansion does not exceeding the greater of 600 square metres gross floor area and 25% of the existing gross floor area.

**e) Park and ride in MUA rezoned from:**

- AM1[384] to O1[384] affecting 2100 Bank Street (north part).
- AM1[384] to MC[xxx1] S\_\_\_ affecting 2100 Bank Street (south part).
  - The minimum tower separation and maximum floor plate size for high rise towers, and the reduced

minimum and maximum and shared parking provisions apply.

**f) Shopping Centre in MUA rezoned from:**

- GM24 F(1.0) H(25) and GM24 F(1.5) H(25) to MC[xxx2]-h S\_\_\_ affecting 2200 Bank Street and 1131 Hunt Club Road.
  - The minimum tower separation and maximum floor plate size for high rise towers, and the reduced minimum and maximum and shared parking provisions apply.
  - Additional Land Uses Permitted (from GM 24): auto service station, car wash, gas bar.
  - Holding provisions for urban design / active frontage elements apply.

**g) Office / parking in MUA rezoned from:**

- GM24 F(1.5) H(25) to MC[xxx2]-h S\_\_\_ affecting 1135 and 1145 Hunt Club Road.
  - The minimum tower separation and maximum floor plate size for high rise towers, and the reduced minimum and maximum and shared parking provisions apply.
  - Additional Land Uses Permitted (from GM 24): auto service station, car wash, gas bar.
  - Holding provisions for urban design / active frontage elements apply.

**h) Amend GM24 to delete (24) (c) (iii) and delete (24) (d) affecting 2200 Bank Street and 1135 and 1145 Hunt Club Road.**

**i) Properties in MUA east of Dazé Street rezoned from:**

- GM F(1.5) to MC[xxx1]-h S\_\_\_ affecting 1, 20 and 30 Mountain Crescent and 1187 Hunt Club Road.
- GM[165] F(3.30) to MC[xxx1]-h S\_\_\_ affecting 40 Mountain Crescent.
- GM F(1.0) to MC[xxx1] S\_\_\_ affecting 2400 Bank Street (west part fronting on Dazé Street).
  - The minimum tower separation and maximum floor plate size for high rise towers, and the reduced minimum and maximum and shared parking provisions apply to all.
  - Holding provisions for urban design / active frontage elements apply to all.

**j) Properties in MUA west of Bank Street rezoned from:**

- AM to MC [xxx1]-h S\_\_\_ affecting 2300, 2380 and 2430 Bank Street.
  - The minimum tower separation and maximum floor plate size for high rise towers, and the reduced minimum and maximum and shared parking provisions apply.
  - Holding provisions for urban design / active frontage elements apply.
- AM[472] to MC[xxx3]-h S\_\_\_ with exception 472 regulations carried forward to new exception affecting 2400 Bank Street (east part) and 2420 Bank Street.

- The minimum tower separation and maximum floor plate size for high rise towers, and the reduced minimum and maximum and shared parking provisions apply.
- Holding provisions for urban design / active frontage elements apply.

**Exception 472:**

- Additional Land Use Permitted: warehouse.
- warehouse permitted provided it is located within a building containing on the ground floor a minimum gross floor area of 2000 square metres of permitted commercial uses.
- no individual warehouse unit may exceed a gross floor area of 80 square metres.
- parking for warehouse to be provided at a rate of 1 space per 1000 square metres of gross floor area.

**k) Properties in MUA east of Bank Street rezoned from:**

- AM[72] F(1.0) S116 to MC[xxx4]-h S\_\_\_ affecting 2425 Bank Street.
  - The minimum tower separation and maximum floor plate size for high rise towers, and the reduced minimum and maximum and shared parking provisions apply.
  - Notwithstanding Table 191 – MC Zone Provisions, subsection (d), (i), the minimum interior side yard



setback abutting a lot in a residential zone is 6.0 metres.

- Holding provisions for urban design / active frontage elements apply.
- AM to MC[xxx1]-h S\_\_\_ affecting 2401 Bank Street.
  - The minimum tower separation and maximum floor plate size for high rise towers, and the reduced minimum and maximum and shared parking provisions apply.
  - Holding provisions for urban design / active frontage elements apply.

**iii. Properties on Albion Road rezoned from:**

- R1W to R3Y[xxx5] affecting 3548, 3556, 3558, 3560, 3568, 3572, 3580, 3582 and 3588 Albion Road:
  - Notwithstanding Table 160A – R3 Subzone Provisions, subzone “Y” and Table 160B – Additional Provisions, for existing detached dwellings: Minimum Front Yard is 4.5m, Minimum Rear Yard is 6.0m and Minimum Interior Side Yard is 1.0m and the Minimum Lot Width for townhouse dwelling is 5.0 metres.
- R1WW to R3Y[xxx6] affecting 3565, and 3573 Albion Road:
  - Notwithstanding Table 160A – R3 Subzone Provisions, subzone “Y” and Table 160B – Additional Provisions, for existing detached dwellings: Minimum Interior Side Yard is 1.0m and the Minimum Lot Width for townhouse dwelling is 5.0 metres.

- R1WW to R3Y[xxx7] affecting 3581 Albion Road:

Notwithstanding Table 160A – R3 Subzone Provisions, subzone “Y” and Table 160B – Additional Provisions, for existing detached dwellings: Minimum Interior Side Yard is 1.0m and the Minimum Lot Width for townhouse dwelling is 5.0 metres

- Additional Land Uses Permitted: daycare.
- R1WW to R3Y[xxx8] affecting 3591 Albion Road:

- Notwithstanding Table 160A – R3 Subzone Provisions, subzone “Y” and Table 160B – Additional Provisions, for existing detached dwellings the Minimum Interior Side Yard is 1.0m and the Minimum Lot Width for townhouse dwelling is 5.0 metres.

- Additional Land Uses Permitted: place of worship or place of assembly.

**iv. Properties on Bank Street south of Hunt Club Road rezoned from:**

- R1W to R4ZZ[xxx9] affecting 2785, 2797, 2807, 2813, 2821, 2831, 2837, 2845 Bank Street:
  - Notwithstanding Table 162A - R4 Subzone Provisions, Sub-Zone “ZZ” and Table 162B – Additional Provisions, the provisions of Table 156A – R1 Subzone Provisions, Sub-Zone “W” apply to existing detached dwellings.

v. **Properties on fronting on Hunt Club Road and along Albion Road east of Bank Street rezoned from:**

- IL to GM16 affecting 3511 and 3513 Albion Road, 2555 and 2559 Bank Street (north parts) and 1406, 1408, 1410, 1426, 1434, 1438, 1444, 1450, 1452, 1460, 1470 (north part), 1480 Hunt Club Road.

#### 4.4 Development Review

The CDP recommends that several processes be incorporated into the Development Review process for proposals in the CDP area.

- i. **Subject Significant Projects to the City of Ottawa Urban Design Review Panel.** The Urban Design Review Panel (UDRP) is an independent advisory panel of volunteer professionals who provide an objective peer review of both municipal and private sector development projects throughout the City's Design Priority Areas. The Panel is an important addition to the City's formal design review process and is intended to enhance the City's capabilities in achieving architectural and urban design excellence.

Development proposals made within the new South Keys MUA shall be subject to the review by the UDRP to ensure conformity with the CDP, a high standard of urban design and overall contribution to the public realm. Development proposals along Bank Street are also subject to the review of the UDRP because the Arterial Mainstreet is also considered a Design Priority Area.

#### 4.5 Capital Projects

**Bank Street Reconstruction:** Bank Street Reconstruction as per CDP's proposed cross-section and streetscape concepts that include cycle tracks, pedestrian amenities and landscaping. In 2008 a Preliminary Design Report for the reconstruction of Bank Street from Riverside to Walkley has already been completed. This project should continue so the reconstruction may begin and ultimately reach the CDP area for *South Keys to Blossom Park, Bank Street CDP*.

#### 4.6 Measures in place to remain

- ii. Existing restrictions for eastbound traffic at Cahill / Dazé. (i.e. no traffic is permitted eastward on Cahill from Shopping Centre) will remain in place.

#### 4.7 Mobility

To ensure a coherent approach to implementation, the initiatives in this CDP have been assigned a timeline for implementation. The phasing of the various alternatives for this CDP have been established to match the three project phases set out by the 2013 Ottawa Transportation Master Plan: short term (2014-2019), medium term (2020-2025) and long term (2026-2031+). There are a number of proposed projects that will be triggered by other projects or developments, these are identified where applicable.

The table below summarizes the implementation timelines for the initiatives and project proposed as part of the CDP, as well as the TMP projects that correspond with these timelines.

**Table 6: Priority Projects and Associated Timeframe**

Time Frame	Initiatives and Projects
Short Term (2014-2019)	<ul style="list-style-type: none"> <li>• Implement “share the road” signage and sharrows on Bank Street Bridge over CN Rail Corridor</li> <li>• Implement permissive / protected southbound left turn from Albion Road to Bank Street.</li> <li>• Update signal timings along Bank Street corridor to reflect new pedestrian clearance interval standards.</li> </ul> <p><b>TMP Projects in Timeframe:</b></p> <ul style="list-style-type: none"> <li>• Airport Parkway widening, Brookfield Road to Hunt Club Road</li> <li>• Hunt Club Neighbourhood Bikeway – Connections from Bank Street and Johnston Road</li> </ul>
Medium Term (2020-2025)	<ul style="list-style-type: none"> <li>• Undertake a Transportation Management Implementation Plan (TMIP) if deemed required.</li> <li>• Begin detail design of Bank Street corridor responding to development (completed and accepted applications to date) based on proposed right-of-way concepts.</li> </ul> <p><b>TMP Projects in Timeframe:</b></p> <ul style="list-style-type: none"> <li>• Lester Road widening, Airport Parkway to Bank Street.</li> <li>• Hunt Club Bike Lanes – Bank Street to Lorry Greenberg Drive.</li> <li>• Hunt Club Neighbourhood Bikeway – Extension to Airport Parkway Bridge.</li> <li>• Trillium Line extension to Letrim / Riverside South.</li> </ul>
Long Term (2026-2031+)	<ul style="list-style-type: none"> <li>• Implement on-street bike lanes and widened sidewalks on Bank Street CN Rail overpass.               <ul style="list-style-type: none"> <li>◦ <i>Triggered by:</i> End of service life rehabilitation or replacement of bridge.</li> </ul> </li> <li>• If short and medium term projects are not completed within their respective timeframes, priority to be placed through an implementation plan.</li> </ul> <p><b>TMP Projects in Timeframe:</b></p> <ul style="list-style-type: none"> <li>• Airport Parkway widening for transit lanes – Hunt Club Road to Airport</li> </ul>



## APPENDIX A: WHAT WE HEARD

After reviewing the comments, various themes were identified after each open house. The table below outlines these themes (with the most popular themes and sentiments listed first) and paraphrases the information received.

	Theme	Summary of Comments
	<p><b>Results from Open House #1, held February 23<sup>rd</sup>, 2014.</b></p> <p><i>Purpose of the open house was to introduce the CDP project, confirm existing opportunities and issues in the plan area; confirm vision for the project and identify gaps in the information presented.</i></p>	
1.	<p><b>Land Uses / Commercial uses</b></p>	<ul style="list-style-type: none"> <li>- More Independent, smaller retailers needed</li> <li>- Better mix of uses / businesses needed</li> <li>- More hang-out / patio space needed</li> <li>- There are already good retailers along Bank</li> <li>- Introduce 24-hour activities</li> <li>- Cars drive too close to stores and to people</li> <li>- Too many underused parking lots in plan area</li> <li>- Walmart and Loblaws should be stand-alone stores</li> <li>- Residential uses along Sieveright Avenue are preferred</li> </ul>
2.	<p><b>Sidewalks</b></p>	<ul style="list-style-type: none"> <li>- Poor / missing sidewalks along Bank Street</li> <li>- Wider sidewalks needed</li> <li>- Integrate malls located at Hunt Club &amp; Bank using future pedestrian links</li> <li>- Better sidewalks needed</li> <li>- Pedestrian bridge / tunnel at Hunt Club needed</li> <li>- Clear snow on pathway behind Saratoga Place</li> </ul>

	Theme	Summary of Comments
3.	<b>Bikes</b>	<ul style="list-style-type: none"> <li>- Poor / missing bike paths</li> <li>- Better cycling routes needed</li> <li>- Hunt Club is a barrier</li> <li>- Better facilities at Cahill &amp; Johnston needed (i.e. over/underpass)</li> <li>- Safe, secure bike parking at transit stations needed</li> <li>- Meet needs of all bike users – commuter, recreational</li> <li>- Grade-separated bike paths along Bank needed</li> <li>- Connections to South Keys Station needed</li> <li>- Ensure bike lanes end at intersections, if applicable</li> </ul>
4.	<b>Cars</b>	<ul style="list-style-type: none"> <li>- Will always be popular</li> <li>- Divert traffic off Bank Street</li> <li>- Traffic and congestion will increase with intensification</li> <li>- Better intersection at Bank &amp; Johnston needed</li> <li>- Address push-back from car owners to Plan</li> <li>- Congestion concerns along Hunt Club &amp; Johnston</li> </ul>
5.	<b>Parking</b>	<ul style="list-style-type: none"> <li>- Retailers need to supply enough parking for residents</li> <li>- Parking should be underground</li> <li>- More accessible parking needed</li> <li>- Don't lose parking for greenspace</li> <li>- Don't concentrate parking at north &amp; south ends of mall</li> <li>- Parking needed for groceries</li> </ul>



	Theme	Summary of Comments
6.	<b>Streetscaping</b>	<ul style="list-style-type: none"> <li>- Old town look preferred</li> <li>- New street lights needed</li> <li>- Garbage cans needed</li> <li>- Central boulevard needed</li> <li>- Remove “suicide lane”</li> <li>- Limit commercial signage in corridor</li> </ul>
7.	<b>Good Access</b>	<ul style="list-style-type: none"> <li>- To transitway</li> <li>- To airport</li> <li>- To Bank Street</li> <li>- No Queensway</li> </ul>
8.	<b>Greenspace / Landscaping</b>	<ul style="list-style-type: none"> <li>- More landscaping needed</li> <li>- Large canopy trees wanted</li> <li>- Have greenspace fronting stores</li> <li>- More public greenspace to hang out is needed</li> </ul>
9.	<b>Sawmill Creek</b>	<ul style="list-style-type: none"> <li>- Is good</li> <li>- More opportunities for enjoyment of Creek needed</li> <li>- More pathways along Sawmill Creek needed</li> <li>- Opportunity for environmental education centre</li> </ul>
10.	<b>South Keys Shopping Centre</b>	<ul style="list-style-type: none"> <li>- Internal Mainstreet is good</li> <li>- Concern about traffic flow with intensification</li> <li>- Limit car access at South Keys Shopping Centre</li> <li>- Establish a better north-south route on site</li> <li>- Create a true ‘urban village’</li> </ul>
11.	<b>People</b>	<ul style="list-style-type: none"> <li>- Redevelopment should respect residential neighbourhoods</li> <li>- Seniors live in the area</li> <li>- Lack of community identity in the plan area</li> </ul>

	Theme	Summary of Comments
13.	<b>Bank Street</b>	<ul style="list-style-type: none"> <li>- Should change from a main route for cars</li> <li>- Feels like a through-way for cars, which is not good</li> <li>- Is not a mainstreet</li> </ul>
14.	<b>Sustainability</b>	<ul style="list-style-type: none"> <li>- Include more sustainable, innovative and climate-responsive urban design in CDP</li> <li>- Urban hydrology, urban geometry and urban forestry should be included</li> <li>- Introduce stormwater infiltration beds along ROW</li> <li>- Bank Street north-south orientation good for solar energy</li> </ul>
15.	<b>Greenboro Park-n-Ride</b>	<ul style="list-style-type: none"> <li>- Kiss-n-ride preferred to Park-n-Ride</li> <li>- Park-n-Ride should be expanded to 2 levels</li> <li>- Concern over reduction of size of Park-n-Ride</li> </ul>
16.	<b>Bridges</b>	<ul style="list-style-type: none"> <li>- Remove Bank Street South Bridge to allow east-west road to Airport Parkway</li> <li>- Add pedestrian bridge between Albion North &amp; South</li> <li>- Make Bank Street South Bridge more pedestrian/bike friendly</li> </ul>
	<b>General</b>	<ul style="list-style-type: none"> <li>- Add surveillance cameras</li> <li>- Add moving walkways along Albion &amp; Johnston Road</li> <li>- It is difficult turning at Rosebella</li> <li>- Connect Sieveright Avenue to Hunt Club Road</li> <li>- Give greater consideration to communities who drive to SKSC</li> <li>- Need longer crossing times for seniors</li> <li>- Bury hydro wires</li> </ul>

	Theme	Summary of Comments
	<b>Results from Open House #2, held June 23<sup>rd</sup>, 2014.</b>  <i>Purpose of the open house was to introduce the proposed recommendations for the CDP project, including those for: Land uses and building types for the plan area; Pathways and connections for pedestrians and cyclists; The plan to manage cars and traffic; Future neighbourhood greenspaces; The Master Plan for the South Keys Shopping Centre and immediate area, and preliminary CDP implementation and timing approaches.</i>	
1.	<b>Sieveright &amp; Hunt Club</b>	<ul style="list-style-type: none"> <li>- A traffic signal at Bank should be required as significant redevelopment occurs</li> <li>- Proposed 6 storey buildings along Sieveright are too high</li> <li>- Concern about extra traffic that will be created with intensification</li> <li>- There is not sufficient space for parking associated with new development</li> <li>- Ensure a height transition for new buildings along Sieveright – overall heights should be limited to 5 storeys</li> <li>- Would prefer to see the current building heights reduced from 9 storeys (at Bank) to 3 storeys</li> <li>- Cars travel too fast along Sieveright</li> <li>- Prefer that new housing be condominiums not rentals</li> </ul>
2.	<b>Blossom Park</b>	<ul style="list-style-type: none"> <li>- Sidewalks are needed in area (i.e. along Athans)</li> <li>- Infrastructure upgrades are needed (i.e. storm sewers, bus shelters, street lighting, etc.)</li> </ul>

	Theme	Summary of Comments
3.	<b>South Keys Shopping Centre area</b>	<ul style="list-style-type: none"> <li>- Concern about traffic congestion and traffic management of area due to intensification</li> <li>- Parking should remain free</li> <li>- Bike racks are needed</li> <li>- Parking will still be needed to accommodate grocery shopping, etc.</li> <li>- Reduce the amount of surface parking</li> <li>- Prefer to see smaller shops, with more of a mix of land uses</li> <li>- Crosswalks should be made more visible</li> <li>- Proposed park (located south of Dazé) is unwarranted</li> <li>- Parking should be located away from green spaces and pedestrians.</li> <li>- South Keys Transit Station needs to be upgraded to make it more attractive and safe</li> </ul>
4.	<b>Pedestrians</b>	<ul style="list-style-type: none"> <li>- Crossing times are too short at Johnston Road and Bank</li> <li>- Ensure there is space between pedestrians and cars, and between cyclists and pedestrians</li> </ul>
5.	<b>Proposed Rezonings</b>	<ul style="list-style-type: none"> <li>- Allow the existing land uses to continue to operate if properties are rezoned</li> </ul>
6.	<b>Bank Street</b>	<ul style="list-style-type: none"> <li>- Would prefer to see mini-malls fill-in all the parking lots</li> </ul>
7.	<b>Traffic</b>	<ul style="list-style-type: none"> <li>- Concern about the congestion around Hunt Club</li> <li>- The ideas presented about traffic management need to be made more clear</li> </ul>



	Theme	Summary of Comments
8.	<b>Dazé Re-alignment</b>	<ul style="list-style-type: none"> <li>- Ensure adjacent properties are not land-locked if roadway is re-aligned</li> <li>- Proposed re-alignment will negatively impact the commercial viability of adjacent sites</li> <li>- Concerned that a short-cutting problem would result if a vehicle access was introduced from Mountain Crescent to Dazé</li> <li>- Concern that traffic would increase in the neighbourhoods located east of Bank (at Cahill)</li> </ul>
9.	<b>Greenboro Park and Ride</b>	<ul style="list-style-type: none"> <li>- The park and ride is well used and shouldn't be redeveloped</li> <li>- Concern that parking would overflow into neighbourhoods if the park and ride was redeveloped</li> </ul>
10.	<b>Sawmill Creek</b>	<ul style="list-style-type: none"> <li>- Creek should be made accessible between Hunt Club and Dazé to enhance enjoyment</li> <li>- Creekside area should be enhanced with waste receptacles, benches, etc.</li> <li>- Dumping into the Creek should be prohibited and measures should be put in place to prevent this</li> </ul>
11.	<b>General</b>	<ul style="list-style-type: none"> <li>- Wildlife that is impacted by new development will want to move into adjacent houses in the area</li> <li>- There is a general loss of greenspace in the larger area that is concerning</li> </ul>
<p>Results from Open House #3, held November 25<sup>th</sup>, 2014.</p> <p><i>Purpose of the open house was to introduce the proposed recommendations for the CDP project, including those for: Land uses and building types for the plan area; Pathways and connections for pedestrians and cyclists; The plan to manage cars and traffic; Future neighbourhood greenspaces; The Master Plan for the South Keys Shopping Centre and immediate area, and preliminary CDP implementation and timing approaches.</i></p>		

## APPENDIX B: DAZÉ STREET REALIGNMENT ASSESSMENT

### Assessment of Impacts from Proposed Realignment of Dazé Street

Prepared by MMM Group – April 10, 2015

The South Keys Shopping Centre Redevelopment Master Plan (June 2014), prepared by HOK through a design charrette in cooperation with the City of Ottawa and community stakeholders, proposes that the redevelopment of the South Keys Shopping Centre site include an internal road network centred around a north-south Main Street running the full length of the site. The configuration of this proposed Main Street would include the realignment of Dazé Street from its existing curved alignment to two straight perpendicular segments extending from the existing intersections at Hunt Club Road / Bridle Path Drive and Bank Street / Cahill Road, meeting at a new intersection within the site.

While the South Keys Shopping Centre Redevelopment Master Plan identifies several benefits of the reconfigured road network, consultation with stakeholder groups has also identified concerns regarding the impacts of the proposed Dazé Street realignment on the existing adjacent properties. This technical memorandum is intended to identify the potential impacts of the proposed realignment and provide a comparative analysis of the impacts of this proposal versus maintaining the existing configuration.

#### Existing Conditions

Dazé Street follows a curved alignment to intersect with Bank Street opposite Cahill Road and Hunt Club Road opposite Bridle Path Drive. Dazé Street is configured with two lanes for through traffic in each direction, plus additional auxiliary turning lanes approaching intersections and property accesses along the street. A main entrance to the South Keys Shopping Centre intersects with Dazé Street at a signalized intersection approximately halfway along its length; this intersection also provides access to the 1001-1009 Dazé Street retail plaza on the southeast side of the road. For most of its length, Dazé Street is divided by a centre median, this median is continuous except for small breaks to allow left turns from Dazé Street into the adjacent retail properties; a larger median break is available near the south end of the street to allow full movements to and from the driveways for the KS on the Keys Restaurant and 1145 Hunt Club Road.

Dazé Street is designated as a local road in the City of Ottawa's Transportation Master Plan, but functions more as a collector road, providing access to the South Keys Shopping Centre and the other adjacent retail and office buildings. Dazé Street also functions as a cut-through route between Bank Street and Hunt Club Road, allowing



Figure 1: Existing Alignment of Dazé Street (GeoOttawa)

drivers to bypass the busy intersection of these two arterial streets. The road right-of-way containing Dazé Street varies between approximately 30m and 34m in width along the length of the street; the existing Montana’s and KS on the Keys Restaurants lie very close to the edge of the right-of-way.

**Proposed Dazé Street Realignment**

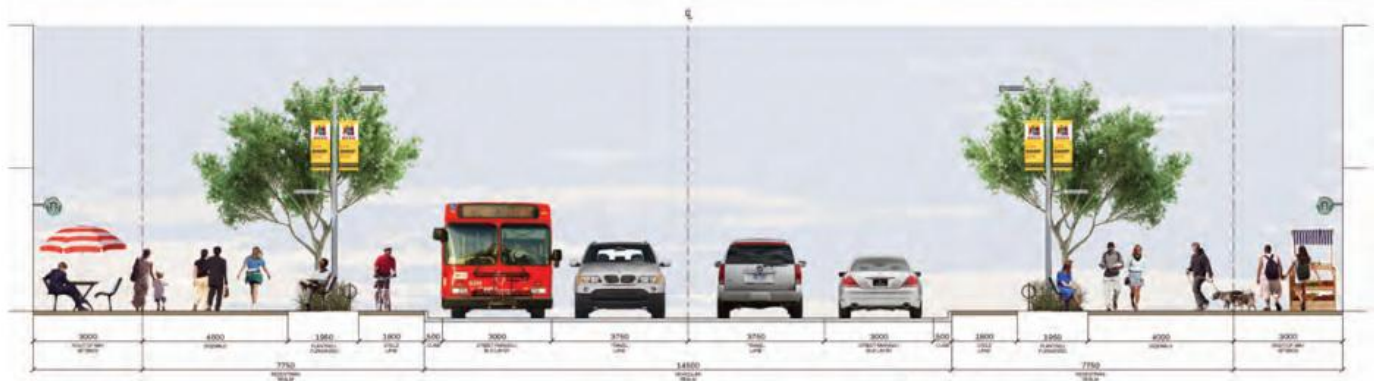
HOK’s 2014 South Keys Shopping Centre Redevelopment Master Plan proposes a vision for the full redevelopment of the existing South Keys Shopping Centre Area, including the existing land to the southeast of Dazé Street. The proposed site layout is arranged around a central Main Street spanning from Greenboro Station to Hunt Club Road through the centre of the site. The southern portion of this Main Street is a realignment of Dazé Street which straightens the existing curved alignment to two straight legs extending from Hunt Club Road and Bank Street to meet at a T-intersection within the site. A transit plaza is proposed for the space between this new intersection and South Keys Station, which is intended to allow a high quality connection for pedestrians and cyclists to and from the station, as well as provide a view corridor to the station from the new South Keys Main Street and from the entrance to the site at Bank Street.

The proposed south Keys Main Street, including the realigned segment of Dazé Street extending to Hunt Club Road, is configured with a 30m right-of-way containing one vehicle travel lane, one bus lane/on-street parking lane and one bike lane in each direction. The remainder of the space on each side is envisioned as a pedestrian space with wide sidewalks and a planted buffer separating the pedestrian environment from the bicycle and vehicle lanes. A minimum 3m building setback on either side of the right-of-way will further increase the pedestrian space, while providing the opportunity for patio spaces and other activity without encroaching into the sidewalk space.



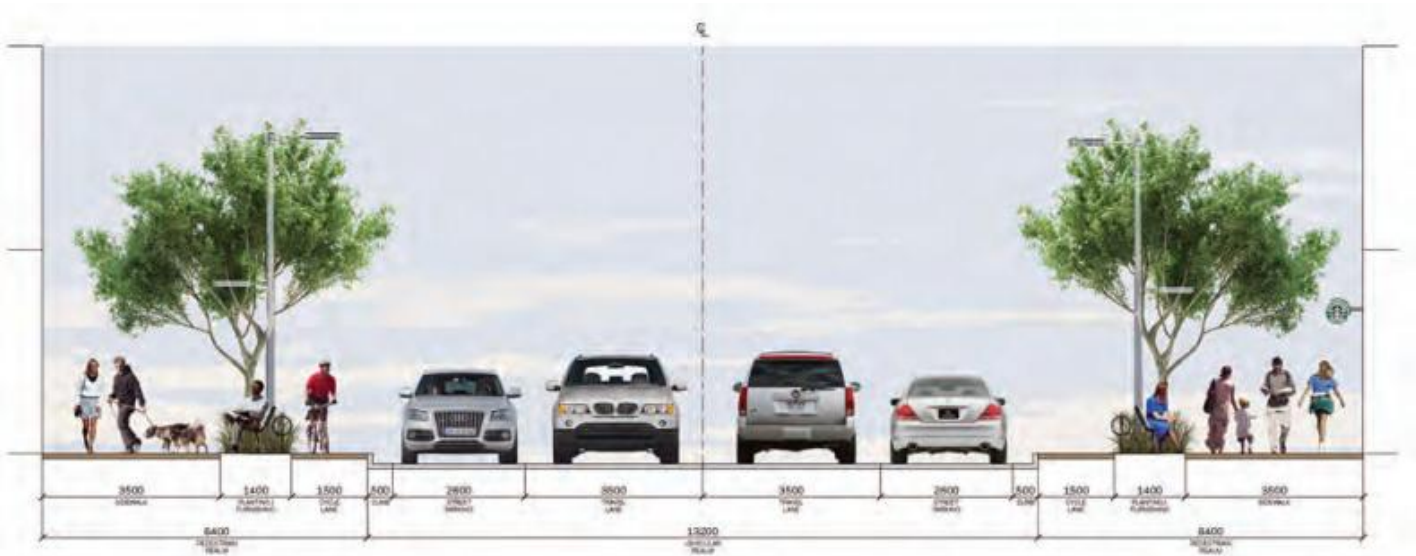
Figure 2: Site Concept, South Keys Redevelopment Master Plan (HOK)





**Figure 3: "Main Street" Proposed Cross Section (HOK)**

The segment of the realigned Dazé Street extending from Bank Street opposite Cahill Drive has a proposed right-of-way width of 26m, which is proposed to include one 3.5m vehicle travel lane, one 2.6m on-street parking lane, and a 1.5m bike lane in each direction. As with the proposed main street cross section, the remainder of the right-of-way width will be allocated to wide pedestrian sidewalks and planted buffer spaces.



**Figure 4: "Connector Street" Proposed Cross Section (HOK)**

The proposed realignment of Dazé Street is part of the first phase of HOK's South Keys Shopping Centre Redevelopment Plan, supporting the new development of the portion of the site to the south of the existing Wal-Mart.





**Figure 5: South Keys Redevelopment Master Plan Phase 1 (HOK)**

### Comparative Analysis of Impacts

The proposed realignment of Dazé Street as part of the HOK Master Plan is intended to support the redevelopment of the site by opening up additional land for development in the south portion of the site and to provide a more gridlike road network in the site to facilitate wayfinding and access by pedestrians and cyclists. However, the existing alignment does play a significant role in the distribution of local traffic, which may be impacted by the proposed realignment.

In order to determine the overall impacts of the proposed realignment, both the existing alignment of Dazé Street and the proposed realignment have been evaluated against a number of criteria related to transportation and property impacts in the surrounding area. Each alternative has been assigned grades as follows:

Alternative provides significant benefits	●
Alternative provides some benefits / some drawbacks	◐
Alternative provides significant drawbacks	○

The detailed comparison of the two options is summarized by specific criteria in the table below.

Pedestrian Accessibility	
Status Quo	Dazé Street Realignment
<p>Dazé Street includes sidewalks on both sides of the roadway between Bank Street and Hunt Club Road. The existing sidewalks are located adjacent to the curb, however a buffer area is provided on the segment on the north/west side of the street between Bank Street and the South Keys Site entrance. Signalized pedestrian crossings of Dazé Street are available at Bank Street, Hunt Club Road and the South Keys Site entrance. Sidewalks are provided within the South Keys site to provide a connection between Dazé Street, the retail stores and South Keys Transitway Station, although the existing retail store layout of buildings require pedestrians to traverse parking lot areas for access.</p>	<p>The realigned Dazé Street would offer pedestrian sidewalks along both sides of the street, separated from the vehicular traffic lanes by bicycle lanes as well as green buffer areas. It is anticipated that the proposed realignment will better align pedestrian desire lines with physical connections and that pedestrian crossings will be provided at the internal intersection of the realigned legs of Dazé Street within the site, connecting to the transit plaza leading to South Keys Station. The realignment and proposed cross section is anticipated to better manage traffic speeds, thereby increasing the safety for pedestrians in the corridor.</p>

Cycling Accessibility	
Status Quo	Dazé Street Realignment
<p>Dazé Street is currently identified as a “Suggested Route” in the Ottawa Cycling Plan, not having any dedicated cycling facilities of its own but providing a more comfortable connection between the existing Bank Street southbound bike lane and the newly constructed bike lanes along Hunt Club Road. The “Suggested Route” designation continues beyond Dazé Street along Bridle Path Drive and Cahill Avenue, providing access to and from the surrounding communities. There are no existing cycling facilities connecting Dazé</p>	<p>The proposed internal road network for the South Keys site proposes dedicated cycle tracks along the major internal access roads, including the realigned Dazé Street. The realignment is also expected to better manage vehicle traffic speeds within the site, further increasing the safety for cyclists. The proposed bicycle facilities will connect to the proposed transit plaza leading to South Keys Station, facilitating this connection as well as connections beyond to the Sawmill Creek Pathway and</p>

<p>Street to the South Keys Shopping Centre or Transitway Station; cyclists are required to travel along the internal site roads or across the existing parking lots to reach these locations. However, the newly constructed Multi-use Pathway Bridge over the Airport Parkway provides access between South Keys Station and the neighbourhood west of the Parkway, as well as to the Sawmill Creek Pathway extending north to Brookfield Road. The Ottawa cycling plan identifies Dazé Street and the connection to South Keys Transitway Station as part of the connection to the proposed Greenboro Community Bikeway.</p>	<p>Airport Parkway Bridge.</p>	
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<p style="text-align: center;"><b>Access to South Keys Transitway Station</b></p>		
<p style="text-align: center;"><b>Status Quo</b></p>	<p style="text-align: center;"><b>Dazé Street Realignment</b></p>	
<p>South Keys Transitway Station is set back approximately 180m from Dazé Street. Vehicular access to the station is provided by the South Keys Shopping Centre entrance from Dazé Street, through an internal all-way stop intersection and via a laneway immediately south of the existing Wal-Mart. This route includes a parallel sidewalk for pedestrians leading to the station. The setback, alignment of Dazé Street and circuitous local access route prevents clear visibility of the station from Dazé Street. Wayfinding and opportunities to provide clear signage along the internal shopping centre roadways are limited.</p>	<p style="text-align: center;">○</p> <p>While the proposed realignment of Dazé Street will not change the setback distance of South Keys Transitway Station from the street, the plaza space proposed between the realigned street and South Keys Transitway Station together with the road realignment will offer improved visibility from Dazé Street as well as from Bank Street. This feature will facilitate wayfinding, and provide stronger pedestrian and cycling access/linkages between the station and site road network. The proposed plaza space leading to South Keys Transitway Station will strengthen station access by non-motorized modes, but will place kiss and ride opportunities farther away from the station.</p>	<p style="text-align: center;">●</p>



**Construction Related Impacts/Disruption**




Status Quo		Dazé Street Realignment	
<p>Retaining the status quo for Dazé Street will not result in any construction impacts related to the realignment of the street any utilities buried below. Improvements related to Dazé Street’s function as part of the Greenboro Neighbourhood Bikeway will be included as part of the Ottawa Cycling Plan budget.</p>	●	<p>The realignment of Dazé Street as proposed in the South Keys Shopping Centre Redevelopment Master Plan will require the removal and reconstruction of the existing roadway, as well as the excavation and relocation of utilities located within portions of the right-of-way. These removals and relocations will require new vehicular accesses as well as new utility tie-ins to continue servicing the surrounding properties, which may result in disruptions to vehicle access and utility use during construction.</p>	○

**Impacts on Existing Buildings**

Status Quo		Dazé Street Realignment	
<p>Retaining the existing alignment of Dazé Street will not have an impact on any existing buildings.</p>	●	<p>The road right-of way proposed to be occupied by the realigned Dazé Street impacts on the building footprint of the existing Montana’s restaurant to the west of Dazé Street; this building will need to be removed to permit the construction of the realigned street. The right-of-way of the proposed realignment is also expected to pass very close to the existing Royal Bank of Canada Branch to the north of the street; design modifications to the proposed road alignment may be required to retain this building when the road is reconstructed.</p>	○

**Impacts on Adjacent Properties**

Status Quo	Dazé Street Realignment

<p>A number of existing commercial/retail buildings front onto Dazé Street with access provided directly onto Dazé Street; this configuration allows for high visibility and quality access to these locations. Existing accesses include breaks in the centre median along Dazé Street so that they can be accessed by traffic from both travel directions.</p> <p>The City of Ottawa has indicated that due to the existing road geometry and traffic speeds along Dazé Street, that the potential for additional or increased access arrangements is limited. This constraint prevents the potential for providing a connection between Dazé Street and Mountain Crescent, which would increase the accessibility of Mountain Crescent and open up the internal portions of 2420 Bank Street for potential development.</p>		<p>The South Keys Shopping Centre Redevelopment Master Plan proposes the long term replacement of the existing buildings along the Dazé Street corridor with taller, mixed-use buildings fronting onto the realigned street. The plan does not currently detail specific access points to these new buildings, but it is assumed that accesses will be placed directly on Dazé Street, or onto internal roadways connecting to Dazé Street.</p> <p>If the Dazé realignment is completed while the existing buildings along the corridor remain in place, the proposed alignment will result in several of the existing buildings, most notably the plaza at 1001-1009 Dazé Street, being set back much further from the road, requiring longer accesses into the site and thereby reducing the overall visibility by roadway users that these properties currently enjoy.</p> <p>The proposed Dazé Street realignment will replace the existing curvilinear alignment with one that forms a T-intersection with the proposed “main street” which will provide for some additional property to be potentially reallocated adjacent property owners. These lands may offer increase opportunities for improvements to existing access arrangements. For example, the potential for roadway connection between the realigned Dazé and Mountain Crescent thereby increasing the potential development of the current undeveloped central area of 2420 Bank Street. The realignment will also free up several land parcel fragments that lie within the existing Dazé Street right-of-way for development</p>	 <p>or</p>  <p>*</p>
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	<p>potential.</p> <p>*Acquisition of properties to the southeast of Dazé Street in advance of the road realignment will mitigate some impacts to the adjacent properties caused by the increased setback.</p>	
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Traffic Impacts – Internal Site Traffic		
Status Quo	Dazé Street Realignment	
<p>The intersection of Dazé Street at the entrance to South Keys and 1001-1009 Dazé Street accommodates approximately 530 and 1,250 vehicles entering the intersection during the AM and PM peak hours, respectively.</p> <p>The development proposed in Phase 1 of the South Keys Shopping Centre Redevelopment Master Plan, if fully realized, has the potential to double or triple the hourly vehicle traffic volumes using Dazé Street as an access to the proposed developments. In the case of either retaining the status quo or realigning Dazé Street, the ability of the roadways and intersections will depend heavily on the arrangement of accesses to the surrounding buildings and the resulting turning movement volumes. In either case, the need for intersection modifications or the provision of turning lanes will be identified with the completion of Traffic Impact Assessments when development proposals are fully defined. The realignment of Dazé Street, if implemented, will provide an opportunity to protect sufficient road right of way and adequately design</p>	<p>Refer to comments under status quo.</p>	

<p>intersection layouts that can accommodate the future traffic demand resulting from the new development when fully defined.</p> <p>It is noted that the proposed realignment of Dazé Street is intended to intersect with the proposed South Keys “Main Street” that will run north south along the length of the redeveloped site. Although the status quo will not provide the same linear connection through the site, the provision of a connection to the proposed “Main Street” may also be achieved through the existing intersection layout (i.e. the north shopping centre intersection access leg which leads to the Wal-Mart.</p>			
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Traffic Impacts – Local Road Network			
Status Quo		Dazé Street Realignment	
<p>Dazé Street currently provides for an attractive alternative to traveling through the existing intersection of Bank Street and Hunt Club Road, particularly during peak traffic times when congestion levels at Bank and Hunt Club are considered high. This configuration is one of the few solutions currently in place to improve traffic congestion at the Bank/Hunt Club intersection. Retaining the existing alignment of Dazé Street will allow for Dazé Street to continue serving as an attractive alternative (bypass route) and thereby potentially reducing traffic pressures on the Bank/Hunt Club intersection.</p>	●	<p>The realignment of Dazé Street will reduce the attractiveness of its current role in providing an alternative to traveling through the intersection of Bank Street and Hunt Club Road, as the existing straight through movements along the corridor will become turning movements through the new intersection formed by the two streets, incurring additional delays. While the existing traffic volumes are not expected to experience a significant change in travel time, the increased development-generated traffic will add additional delays, increasingly discouraging the use of Dazé Street as an alternative to routes using the Bank/Hunt Club intersection. As such additional traffic pressures would be placed on the Bank Street / Hunt Club Road</p>	○



		<p>intersection.</p> <p>Under existing volumes, it is expected that the new intersection created by the Dazé Street realignment would be operated using an all-way stop or roundabout. However, it is expected that this intersection will ultimately require signalization to accommodate the traffic be generated by the new development on site.</p>	
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**Traffic Impacts – Neighbourhood Cut-through**

<b>Status Quo</b>		<b>Dazé Street Realignment</b>	
<p>It is not expected that any future development on the South Keys Site will require the removal of the prohibition of through movements between Dazé Street and Cahill Avenue. However retaining the existing alignment of Dazé Street will allow it to continue to serve as an alternative (bypass route) to traveling through Bank Street and Hunt Club Road intersection, particularly during peak traffic times. As highlighted previously this alternative routing alleviating pressure on the arterial to arterial intersection and allocates capacity for other turning movements between Bank Street to the north and Hunt Club Road to the east.</p>	●	<p>The realignment of Dazé Street and associated delay from the additional turning movement through the new Dazé Street intersection may result in road users choosing to use routing s through the Bank Street / Hunt Club Road intersection as future development traffic increases. The additional congestion at the intersection of Bank Street and Hunt Club Road as some road users shift away from using the Dazé Street may result in some road users travelling to and from Hunt Club Road to the east choosing to use Cahill Avenue as an alternative route to traveling through the intersection of Bank Street and Hunt Club Road. Although the intersections along Cahill Avenue are generally well below capacity, ongoing traffic monitoring and potential mitigation measures aimed at eliminating short-cutting traffic may be needed to ensure community residents are protected against adverse traffic impacts.</p>	○

The comparison of the transportation and land use factors of the proposed realignment of Dazé Street indicates a gridlike street network offers opportunities to manage traffic speeds and best aligns the transportation network with local travel desire lines. The proposed realignment will result in particular benefits to pedestrians and cyclists as the access for these modes is improved through the site and to and from South Keys Transitway Station through the proposed transit plaza, and the slower moving vehicle traffic will result in a safer environment. The Dazé realignment will also provide some additional developable area on the southeast corner of the new Dazé Street intersection within the site, as well as increasing the potential for a connection to Mountain Crescent and development areas in the land bounded by Dazé Street, Hunt Club Road and Bank Street.

Despite these improvements, the comparison of the two options also suggests that the proposed Dazé Street realignment will diminish the effectiveness of its current role as an alternative to traveling through the busy intersection of Bank Street and Hunt Club Road. As traffic volumes generated by development on the South Keys site increase, this will place additional traffic pressures at Bank Street and Hunt Club Road, which may in turn influence the use of Cahill Avenue a potential short-cutting route. Ongoing traffic monitoring and mitigation measures may be required to ensure the residential neighborhood is protected against potential short-cutting traffic. The realignment requires land currently occupied by Montana's restaurant, and will result in the existing properties to the south and east of Dazé Street being set back further from the road. The realignment of Dazé Street also requires infrastructure expenditures which would include possible utility relocations as well as reconnections to existing buildings.

The preparation of the evaluation matrix and the summary of impacts noted above serve to document the overall impacts identified with respect to retaining the status quo or moving forward with the realignment of Dazé Street. In considering each of the impacts the City may wish to assign a weighting of the various individual impacts identified above with a view of providing an overall quantitative assessment of the net benefits. In addition, further discussion with internal city stakeholders and community members may also serve as a means to share and receive comments on the various impacts identified to date.

### **Recommendations – Short Term**

The first phase of HOK's South Keys Shopping Centre Redevelopment Master Plan groups the realignment of Dazé Street in with the full redevelopment of all of the property on the site south of the existing Walmart, including the properties bounded by Bank Street, Hunt Club Road, and the existing alignment of Dazé Street, but does not outline a more specific timeframe or order for these activities. Although the full build-out of the Phase 1 configuration will result in the desired grid layout of the street grid and adjacent properties, the realignment of Dazé Street is may result in certain impacts to existing businesses to the southeast for as long as they remain in place.

When considering the progression of the implementation of the Phase 1 development, the proposed development area can be divided into three sub-areas, as shown in Figure6.



**Figure 6: Sub-Areas of South Keys Phase 1 Development (Background: HOK)**

Area 1A includes all properties to the west of the realigned Dazé Street, including the existing Cineplex Theatre and attached retail stores and the 1145 Hunt Club Road office building. Any redevelopment in this area, including the proposed transit plaza, should be able to proceed in advance of the Dazé Street realignment. The property at 1145 Hunt Club Road is owned by a different landowner than the South Keys Shopping Centre; access to this property from Dazé Street can be retained regardless if this property is redeveloped at the same time as the South Keys property or waits until later for redevelopment. Any redevelopment that occurs in this area before the Dazé Street realignment is implemented should be sensitive

to any changes in the alignment of underground services below Dazé Street that may occur during the realignment.

Area 1B includes all of the properties bounded by Bank Street, Hunt Club Road and the realigned Dazé Street; this area currently includes existing properties fronting onto Bank Street, Hunt Club Road, and along the southeast side of the existing curved alignment of Dazé Street. The redevelopment of this area to the layout proposed in HOK's South Keys Master Plan will require the proposed realignment of Dazé Street in order to free the property parcels currently occupied by the existing Dazé Street right of way; however, if the realignment is implemented in advance of the redevelopment of the adjacent properties, the existing commercial structures currently fronting Dazé Street will be set back much further from the street.

Area 1C includes the existing Southway Inn property located on the northeast corner of the Bank Street and Hunt Club Road intersection. The opportunity for the redevelopment of this property as proposed in the South Keys Master Plan will not be impacted by the timing of the implementation of the Dazé Street realignment, and can begin whenever the property becomes available.

It is clear from this breakdown that much of the redevelopment proposed as part of Phase 1 in HOK's South Keys Master Plan can be implemented independently of the timeline for the realignment of Dazé Street; it is only Area 1B that will require the realignment in order to be constructed to the Master Plan concept. However, implementing the Dazé Street realignment in advance of the redevelopment of the adjacent properties will result in an increased setback to the existing properties fronting Dazé Street until such time as they become available for redevelopment. Based on this, the following steps are recommended for the implementation of the proposed Phase 1 development in the South Keys Master Plan:

1. The right-of-way width for both legs of the realigned Dazé Street be protected by the City of Ottawa in advance of any of the proposed Phase 1 redevelopment of the South Keys Site. This will ensure that the right-of-way will be available in the future for the proposed site layout, and will define the future curb line for any redevelopment on the South Keys or 1145 Hunt Club Sites (1A on the map above) that will be ultimately intended to front onto the realigned Dazé Street in the future. It may be prudent to extend this right-of-way reservation to include the full length of the South Keys Main Street proposed in the HOK Master Plan for the purposes of future development on the site; and
2. That the receipt by the city of an application for the redevelopment of the properties at 1001-1009 Dazé Street (the rear portion of the property municipally known as 2400 Bank Street) serve as the trigger for the consideration of realignment of Dazé Street. This will allow the closest coordination between the construction activity required for the redevelopment of the property that will be most impacted by the Dazé Street realignment and the implementation of the realignment itself, and will retain the close proximity to the street for the existing buildings while they remain in place.

While the proposed Dazé Street realignment offers considerable benefits to non-motorised traffic as well as strengthening the role of South Keys Transitway Station through the reorientation of access and increased visibility provided by the proposed South Keys Transitway Station Plaza, many of these features could also be introduced within the existing road/station arrangement as a part of the Phase 1A redevelopment. This would



result in improved connections for active transportation and improved wayfinding before the trigger for the Dazé Street realignment is met. A concept illustrating several improvements while the existing alignment of Dazé Street is retained is illustrated in Figure 7 below.



**Figure 7: Dazé Street Concept - Existing Alignment with Active Transportation Improvements**

The South Keys Shopping Centre Redevelopment Master Plan proposes a 26m “connector street” right-of-way concept for the realigned Dazé Street, separated bike lanes, wide sidewalks, room for a vegetated buffer separating the pedestrian and cycling facilities and two vehicle lanes in each direction; the proposed vehicle lanes include a 3.5m travel lane and a 2.6m parking lane. A modified version of this cross section concept would be feasible for the existing alignment of Dazé Street, keeping the bike lanes but trading some of the

proposed sidewalk width to accommodate two 3.5m travel lanes in each direction. The existing right-of-way along Dazé Street ranges between 30m and 34m in width; this would be sufficient to accommodate this cross-section concept with additional space available to accommodate auxiliary turn lanes, where required. The implementation of this cross section concept along Dazé Street would provide dedicated spaces for pedestrians and cyclists, separated from auto traffic and each other, which would provide additional safety for the active transportation modes while maintaining the flow of traffic along the corridor to support traffic operations at the surrounding intersections.

It is anticipated that the proposed South Keys Main Street will be built to the proposed 30m wide right of way concept proposed in the South Keys Shopping Centre Redevelopment Master Plan. If the existing alignment of Dazé Street is maintained, the South Keys Main Street will follow the existing alignment of the existing South Keys Shopping Centre access, turning east to intersect with Dazé Street at the existing signalized intersection. This configuration will retain access to South Keys Main Street and the commercial properties at 1001-1009 Dazé Street, as well as providing connections from the cycling and pedestrian facilities on Dazé Street to those proposed along South Keys Main Street.

The concept for maintaining the existing alignment of Dazé Street includes the implementation of the transit plaza approaching South Keys Station proposed as part of the Redevelopment Master Plan. The configuration of the transit plaza has been shifted south from its proposed location in the Redevelopment Master Plan; this will allow the plaza to provide direct access to the intersection of Dazé Street and South Keys Main Street to direct pedestrian and cyclist crossings to the intersection, and will allow the laneway along the south edge of the Walmart store to remain open. As the redevelopment of the portion of the South Keys site containing the Walmart is not anticipated until the final stage of the Redevelopment Master Plan, this laneway will be desired to continue providing service to the Walmart auto centre on the south edge of the building as well as the rear loading docks. The unsignalized intersection where this laneway intersects South Keys Main Street can likely remain stop-controlled, and the existing crosswalks at this intersection will provide an additional crossing point for pedestrians and cyclists between the South Keys transit plaza and the east side of South Keys Main Street.

Under the existing site configuration, the vegetation along Dazé Street and along the pedestrian path approaching South Keys Station almost entirely obscures the view of the Station from Dazé Street where it intersects with South Keys Main Street. The implementation of the proposed transit plaza will result in the desired view corridor from Dazé Street to the Station, facilitating wayfinding for transit users. Views of the station may be possible from Dazé Street closer to Bank Street, but the extent of this will depend heavily on the scale of the vegetation used along the corridor. It is recommended that supplementary signage be implemented along Bank Street and Hunt Club Road approaching the intersections with Dazé Street to point travellers towards South Keys Station as an additional measure to facilitate wayfinding.

### **Recommendations – Long Term**

As identified above, the trigger for the realignment of Dazé Street to the grid pattern proposed in the HOK South Keys Master Plan should be the redevelopment of the large commercial property to the Southeast of Dazé Street. Having the right-of-way for the realignment protected in advance will allow the realigned road to

be implemented with minimal impact to the development completed by that time on the properties to the west of the realigned corridor, and will allow the direct tie-in to the Main Street continuing north through the site. Despite the property impacts that will be mitigated through this approach, it remains a consideration that the realignment of Dazé Street may reduce its effectiveness as a bypass around the Bank Street and Hunt Club Road intersection, which has the potential to increase congestion at this intersection as well as the potential for vehicle cut-through trips through the adjacent neighbourhoods.

The consideration of the realignment of Dazé Street should include a detailed area traffic study to determine the baseline level of traffic using the Bank Street and Hunt Club Road intersection when implementation is being considered based on the development completed by this stage, the expected traffic volumes that will use the realigned Dazé Street corridor, and the travel time differences between routes along Dazé Street versus through the Bank Street / Hunt Club Road intersection. These measures will provide an indication of the traffic impacts Bank Street and Hunt Club Road, as well as the entrances to the South Keys Site and internal Main Street / Dazé Street intersection that would help inform the decision of whether to proceed with the realignment.

### **Conclusions and Key Considerations**

Despite its designation as a local city road, Dazé Street serves a much larger role in the broader area road network. From a transportation perspective, the realignment option reduces the current role of Dazé Street in moving traffic through the immediate area, which is responsible for lessening the traffic burden on the Bank Street / Hunt Club Road intersection. However, the proposed realignment will result in opportunities for improving wayfinding and pedestrian and cyclist connectivity along Dazé Street and to and from the South Keys Shopping Centre and Transitway Station. If implemented in the short term, the proposed realignment will affect surrounding properties, resulting in several of the existing commercial properties along Dazé Street to be set back further from the street, decreasing their existing visibility, or removed entirely, in the case of the Montana's restaurant.

It is recommended that the proposed realignment of Dazé Street wait until the properties to the southeast of the corridor, particularly the commercial plaza at 1001-1009 Dazé Street, are slated for redevelopment, so as to preserve the close proximity of the adjacent businesses to the road for as long as they are in place. As long as the ultimate right-of-way is protected by the City of Ottawa, it is not anticipated that this timing will preclude the redevelopment of the properties to the west of the realigned corridor. Depending on the timing of the redevelopment of the properties along the southeast edge of Dazé Street, measures by the developer to support wayfinding and pedestrian and cycling access along Dazé Street and to and from the South Keys Site are possible along the existing alignment of Dazé Street as part of the Phase 1A redevelopment, if these improvements are desired in the interim.

At the time when a detailed site plan for the lands to the southeast of Dazé Street is available, a reassessment of the feasibility of the realignment will benefit from a strong understanding of the trip generation potential and planned site accesses in more detail, so as to provide a basis for a detailed traffic impact assessment to determine the impacts on traffic operations at the intersection of Hunt Club Road and Bank Street as well as

the surrounding signals. The developer, while responsible for the costs of the realignment, will also be in a stronger position to detail these costs if pursued at that time, as well as the right of way requirements of the South Keys Main Street across the full length of the development. The City and developer would also be able to determine an appropriate arrangement to exchange the property required for the realigned road right-of-way and the property parcels made available by the realignment.

It is noted that the redevelopment of the South Keys Shopping Centre Site will be subject to development approvals and detailed site plans; these site plans will be required to determine the detailed traffic volumes and intersection operations along Dazé Street and at intersections within the South Keys Site through the development process. Never the less, it is recommended that the developments proposed for the South Keys Site incorporate site permeability as a fundamental principle, providing multiple vehicle accesses where possible along Bank Street, Dazé Street and Hunt Club Road to avoid all arriving and departing traffic converging on a single access point. These accesses would be a combination of full movements to and from internal site roads and right in/right out accesses to Bank Street and Hunt Club Road.