

MERIVALE ROAD (NORTH)

COMMUNITY DESIGN PLAN



City of Ottawa
Planning, Infrastructure and Economic Development
ottawa.ca/ImagineMerivaleNorth

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1.0 INTRODUCTION

1.1 What is a Community Design Plan?

Community Design Plans (CDP) are undertaken in parts of the City where growth and change are expected. They are land use planning and urban design guideline documents that translate the principles and policies of the Official Plan to the community scale, creating a vision for the physical development of an area. Once Council approves a CDP, it is used by City staff, organisations, landowners and developers as a guide for change on private and public land over approximately a 20-year timeframe. They are also used to guide infrastructure renewal projects by the City. CDP's provide guidance in areas such as:

- Land use planning
- Building form and architectural design
- Active transportation (walking and cycling)
- Transit
- Infrastructure renewal
- Public realm improvements
- Complete streets plans
- Parks and open space
- Planning for population density
- Heritage feature preservation
- Economic development
- Implementation strategies

1.2 How to Use This CDP

The Merivale Road (North) CDP is a Council-approved plan and the guiding reference document for shaping development over the next 20 years and beyond. It is to be used when studies, public capital projects and private developments are planned, approved and implemented. This ensures that the CDP vision and design principles are met and that change along Merivale Road within the study area corresponds to the recommendations of the CDP. The document will also be used by residents, businesses, and the community association to build economic success along the corridor and ensure that change in the area is occurring in the manner that was agreed-upon during the public consultation process.

The City of Ottawa Official Plan, Transportation Master Plan, Multi-Modal Level of Service Guidelines, Complete Streets Framework, Urban Design Guidelines for Development along Traditional Mainstreets, Pedestrian Plan and Cycling Plan informed the preparation of this CDP. At the time future development applications are reviewed, the CDP should be read together with these documents. Where there is a discrepancy between the documents and the CDP, the CDP policies will take precedence given its context-specific relevance to the CDP area.

1.3 Community Design Plan Area

The CDP area is located within Ward 16, River and includes properties along and adjacent to a 1.5 kilometre stretch of Merivale Road located between Caldwell Avenue and Carling Avenue. For the purposes of the study, this area covered by the CDP is referred to as Merivale Road (North). It includes approximately 16 hectares of land and 125 properties with a range of residential, commercial and institutional buildings. The urban fabric of the CDP area is comprised of generally smaller properties and buildings with varied setbacks at lower densities. In the CDP area there are approximately 50 businesses employing a total of about 355 people and a residential population of approximately 530 people. The map in Figure 1 shows the CDP area, the adjacent community context area and the larger Carlington neighbourhood.

Public consultation was an essential component in the development of the CDP. A summary of the study process and the results of consultation are set out in Appendix A.

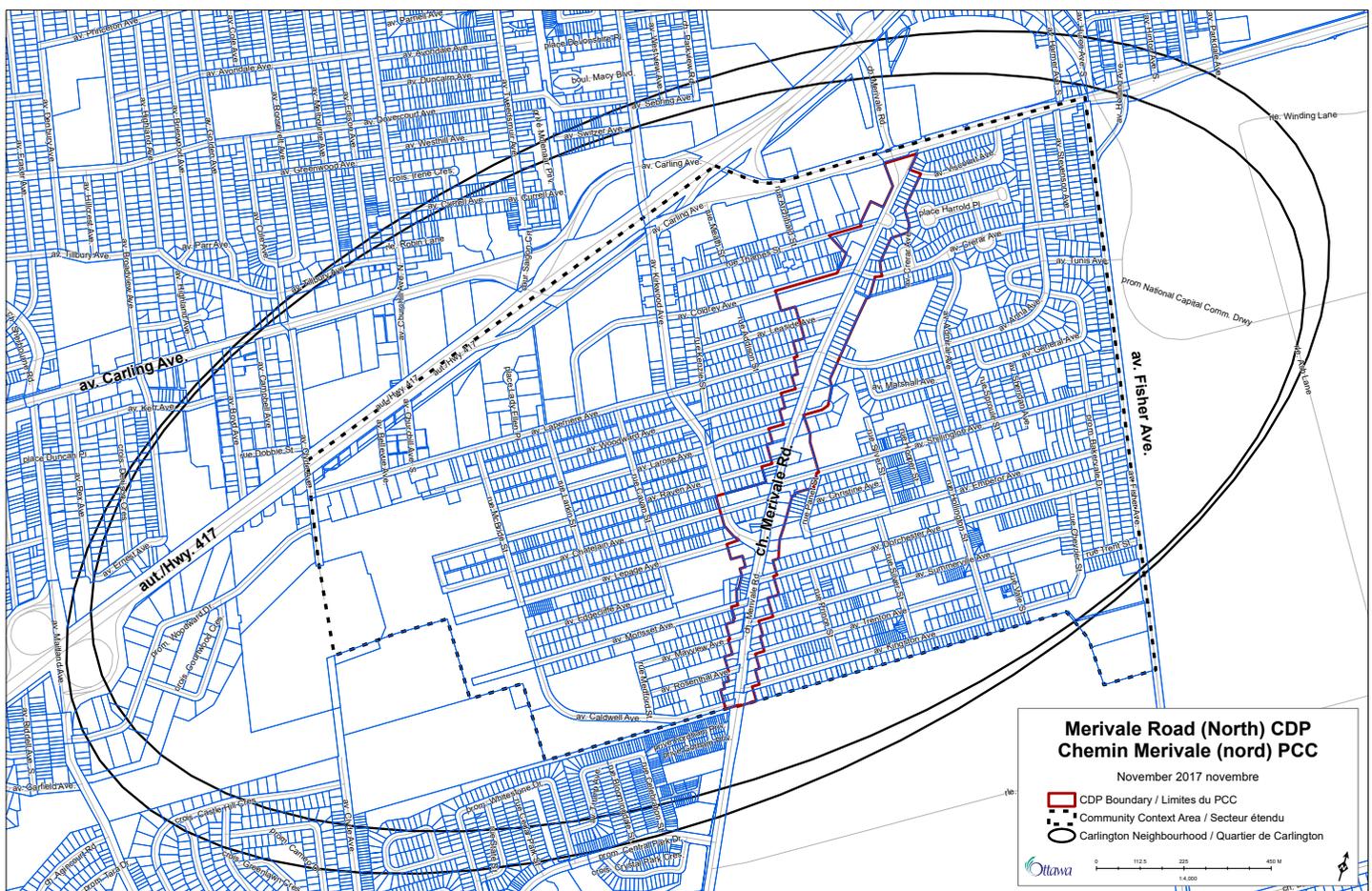


Figure 1: CDP Area

1.4 Study Goals and Objectives

The goal of this CDP is to provide a coordinated physical and economic growth strategy to guide future development and the evolution of the character of the area. Although the CDP has a 20-year planning period, it is likely this area will continue to evolve beyond this timeline as local market conditions mature. As a result of the slower pace of growth expected, some of the recommended initiatives may occur beyond the planning horizon.

The following objectives are considered important to the achievement of the goals of this CDP:

- Provide a design vision for the future development of Merivale Road into a complete street, supported by an assessment of transportation conditions for pedestrian and cycling facilities, public transit and motor vehicles;
- Establish an economic development strategy to assist in the prosperity of the CDP area and broader community over time;
- Provide an urban design strategy including a framework of urban form components to guide future development and redevelopment along the street;
- Provide a vision for gateway and public art opportunities that will enhance citywide recognition of the area;
- Support prosperity by providing opportunities for lot consolidation and redevelopment in appropriate locations along the corridor, and
- Assess servicing infrastructure capacities in relation to the ability to support forecasted growth along the corridor.

2.0 MERIVALE ROAD (NORTH) EXISTING COMMUNITY CONTEXT

2.1 Community Overview

The Carlington community is located within the urban area (inside the Greenbelt) of the City of Ottawa, west of the Experimental Farm and to the south of Highway 417. Most of the community is located in the River Ward with the most westerly portion being located in the College Ward City of Ottawa electoral boundaries. Carlington is approximately 270 hectares in size and has a population of approximately 10,170 people. The boundaries of the community are generally accepted as being Carling Avenue and Highway 417 to the north, Fisher Avenue to the east, Caldwell Avenue and Kingston Avenue to the south and Maitland Avenue to the west. Shopping, employment and recreation areas adjacent to the community boundaries may be viewed by some residents as being part of the community. The

houses built just after World War II in the northeast portion of the neighbourhood are known as veteran homes or war homes and several of the streets in the area, such as Marshall, Viscount and General, are named in the military theme.

There are many opportunities and assets in Carlington. It has an active and engaged community association of approximately 150 members. Members set goals to improve the community and participate in implementing solutions including for example neighbourhood greening, improving safety and fostering an improved sense of community through several events open to the public. The Carlington Community Health Centre (CCHC) is located at the intersection of Coldrey Avenue and Merivale Road. Through the Carlington Community Health Hub Joint Partnership initiative, the CCHC



is home to 42 new affordable housing units with health and social supports for seniors. Carlington residents also have access to parks and to two community centres (Bellevue and Alexander) as well as to the Carlington Hill. This unique recreation feature and former ski hill is located in Carlington Park in the western part of the community.

The Laperriere Avenue, Clyde Avenue and Woodward Drive areas in the north-westerly part of Carlington offer a range of citywide business park employment opportunities. The Merivale Road corridor through Carlington includes a small number but a diverse and eclectic variety of commercial businesses that serve the neighbourhood, along with a range of low to medium density housing. At the northerly edge of the community along Carling Avenue, the Westgate Shopping Centre and Hampton Park Plaza provide nearby

shopping, along with restaurants, hotels, hardware, office and other uses. Future redevelopment plans for the Westgate Shopping Centre will repurpose the property in phases over the next several years from a typical auto-oriented shopping centre to a more urban and walkable area including commercial space and higher density residential development. This project along with the planned redevelopment of the Travelodge Hotel at 1354 and 1376 Carling Avenue for three 20 storey and two 9 storey mixed-use buildings will help to anchor the north end of the Carlington community, providing additional employee / resident population over time with potential to support businesses along Merivale Road in the CDP area.

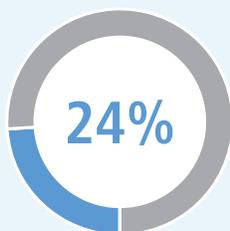
2.2 Socioeconomic Profile

Many factors combine to make a neighbourhood distinct. Carlington has an established base of resident leaders and dedicated service organisations. While there are strong community leaders and services available for residents, there are challenges for some residents due to socioeconomic factors. This section provides highlights of socioeconomic information about the Carlington community. The statistical information is taken from the 2011 Census and National Housing Survey, and from available 2016 Census data.

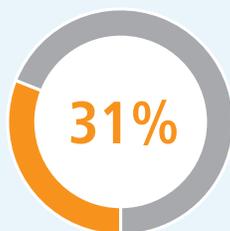


Population and Family Structure

Of the 10,170 residents in Carlington, approximately 24% are under the age of 20, slightly higher than the City average of 23%. Over the past 20 years, the percentage of residents under the age of 20 has been equal to, or slightly higher than, the Ottawa average depending on the Census year the information is gathered. Other neighbourhoods located inside the Greenbelt have approximately 19.5% of residents under the age of 20. Approximately 31% are lone parent families, compared to 16% average in Ottawa and about 26% have less than high school education (double the percentage of other Ottawa neighbourhoods).



under the age of 20

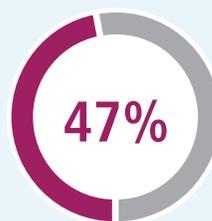


lone parent families



Household Income

The average household income is \$44,419 compared to the Ottawa average of \$79,356. The percentage of Carlington residents who live below the Low Income Cut Off is much higher than in the rest of Ottawa. Approximately 47% of children under the age of six and 10% of adults older than 65 live below the Low Income Measure (After Tax).



children under the age of 6



adults over the age of 65



Housing

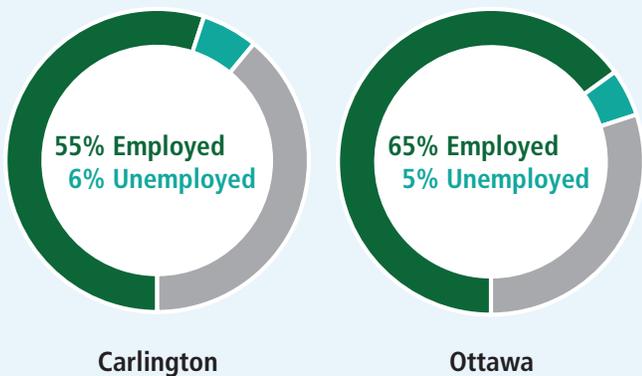
The Carlington neighbourhood was mostly built prior to 1980, with the most significant period of construction being prior to 1960 when about one-half of all homes were constructed. Single detached homes occupy the greatest amount of land area but account only for approximately one-quarter of the total number of housing units. About one-half of the homes in the community are in low-rise to high-rise apartment buildings, with the balance of homes being comprised of

semi-detached, duplex and row housing. Approximately 68% of housing in Carlington is rental. The City average for rental housing is approximately 33%. There are approximately 1,140 Ottawa Community Housing units in Carlington.



Education and Employment

The 2011 Census shows that approximately 55% of Carlington residents were employed and 6% were unemployed. This compared to the Ottawa average of 65% of residents employed and 5% unemployed. Also, the education profile of neighbourhood residents shows that more than 26% have not completed high school compared to approximately 13% citywide.



Access to Food

Carlington offers several smaller locations providing convenience-type foods and other goods within the community. However, residents must travel to the northern edge of the community to access the closest grocery store located at the Hampton Plaza, about 1.3km from the centre of the CDP area. Other grocery stores are located along Baseline Road and along Carling Avenue but are located about 1.5km to 2.5km away. Access to food is, as a result, challenging for many residents, in particular those without access to an automobile. Fresh fruits and vegetables are made available to some residents through mobile food services such as the Ottawa Good Food Box and the Market Mobile.



2.3 Community Green Space, Facilities and Schools

The Carlington neighbourhood surrounding the Merivale Road (North) CDP area has several parks, community buildings and schools. Generally, residents have good access to community facilities. The Official Plan has a target that all dwellings should be within 400 metres, or approximately a five-minute walk, of greenspace. Greenspace can include for example parks, major recreational pathways and storm water management areas. Within the CDP area, properties located along approximately a 300 metre section of Merivale Road between Dorchester Avenue and Caldwell Avenue are beyond a 5-minute walk to a park (however this area has walking distance

access to the NCC pathway and Experimental Farm). Also, a short section of Merivale Road between Crerar Avenue and Thames Street is beyond walking distance access to Harrold Place Park. Although not included in the Official Plan greenspace target areas, many schools provide public access to school facilities after hours. There are no parks, recreation facilities or schools fronting directly on Merivale Road in the CDP area. Figure 2 shows the locations of parks and schools in Carlington. The following facilities are located within 400 metres of the CDP area:

- Alexander Park: includes the Alexander Community Centre, wading pool, outdoor rink, basketball and sports fields;
- Harrold Place Park: a smaller linear park in the centre of the veteran homes area, which includes a children’s play structure and splash pad.
- The Experimental Farm recreational pathway: traverses the southerly boundary of Carlington. It connects the community to Carlington Park and to the broader citywide recreational pathway system to the east and west of the neighbourhood.
- W.E. Gowling Public Elementary School
- St. Elizabeth Catholic Elementary School
- St. Nicholas Adult High School



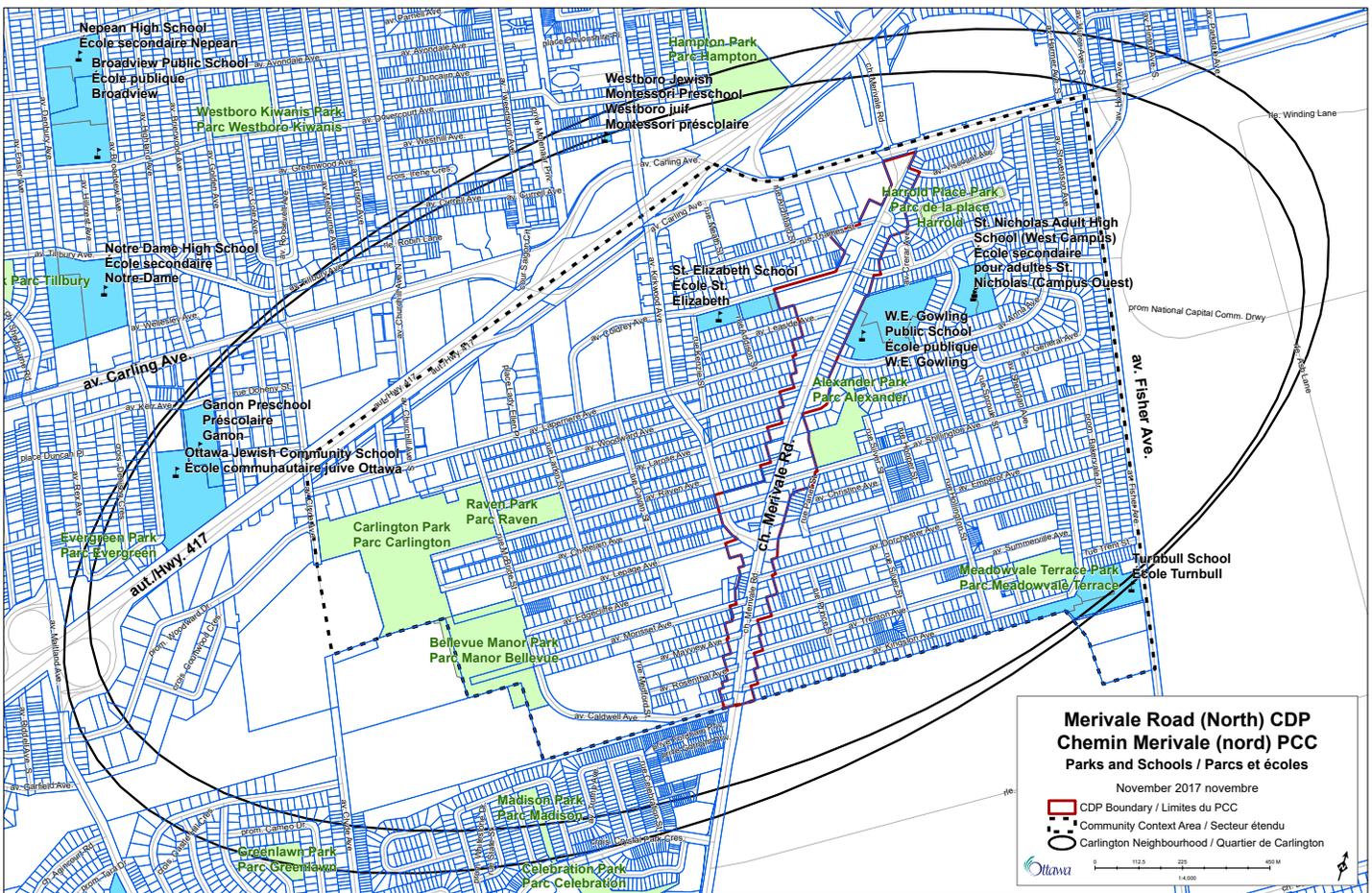
The following facilities are located within Carlington but are beyond 400 metres from the CDP area:

- Carlington Park: includes the J.A. Dulude Arena, the large Carlington Hill (former ski hill) sledding hill and several sports fields and facilities;
- Bellevue Park: includes the Carlington Recreation Centre, wading pool, outdoor rink, play structure and basketball courts;
- Raven Park: includes a sports field, outdoor rink, basketball, play structure and a wading pool;
- Meadowvale Terrace Park: includes a wading pool, outdoor rink, basketball, play structure and a sports field;
- The Bellevue Community Centre: located on Caldwell Avenue in the Ottawa Community Housing development.
- Machon Sarah High School
- Turnbull Elementary School

2.4 Community Services and Programs

Carlington is home to the Carlington Community Health Centre which provides a broad range of health services to people of all ages in the community. Employment services are also offered at the Carlington Community Health Centre. Residents can access other health care facilities such as dental, clinics and pharmacies at the northerly edge of the community (Carling Avenue area). The Caldwell Family Centre is located in the heart of the community and offers support services for low-income families and newcomers. Programs include for example community events, adult drop-in and recreation, clothing and emergency food, counselling, housing support, after-four homework club and summer camps.

There is no library in Carlington although the community is serviced by a bookmobile located at the Carlington Recreation Centre and at the Alexander Community Centre. There are childcare services and programs offered at the following locations in Carlington:



- Annavale Nursery School located within W.E. Gowling Public School;
- The Children’s Place and Children’s Place Annex on Carling Avenue;
- Esther By Child Care Centre on Caldwell Avenue; and
- First Journey Montessori on Laperriere.

The Community Development Framework (CDF) is active in 15 Ottawa neighbourhoods including in parts of the Carlington community. The CDF works to engage residents, service providers, agencies, researchers and funders to determine community needs at the grassroots level and to develop actions to improve the neighbourhoods.

There are six places of worship in the community:

- Agudath Israel Congregation on Coldrey Avenue;
- Church of God of Prophecy on Merivale Road;
- St. Elizabeth Church on Leaside Avenue;
- St. Teklehaimanot Ethiopian Orthodox Tewahedo Church on Merivale Road;
- River Jordan Community Church on Silver Street; and
- Emmanuel Baptist Church on Carling Avenue.

Other places of worship are located on the periphery of the community, generally north of Carling Avenue and the Queensway. The Carlington Community Chaplaincy is active in the neighbourhood.

2.5 Official Plan

The Official Plan (OP) guides the location of permitted types of land use and related policies for the City. The primary land use designations that affect Carlington include General Urban Area, Arterial Mainstreet, Traditional Mainstreet, Employment Area, Major Open Space and Urban Natural Features.

The Employment Area designation applies to the westerly part of the community in the Laperriere Avenue, Clyde Avenue and Woodward Drive areas. The Employment designation allows offices, manufacturing, warehousing, distribution, research and development and utilities uses. Permitted maximum height is 4 storeys except near rapid transit stations where heights of up to 30 storeys are permitted depending on distance from the station.

The Major Open Space and Urban Natural Features designations apply to the southwesterly part of the community including Carlington Park / Dulude Area and Experimental Farm Pathway areas, respectively. The Major Open Space polices protect larger open space areas for the use and enjoyment of the public and permits sport, recreation, leisure and cultural facilities that do not adversely impact the natural environment. The Urban Natural Features designation applies to natural landscapes such as woodlands, wetlands, water-courses and ravines. Permitted uses in these areas include for example open-air recreation, scientific, educational or conservation.



The General Urban Area (GUA) designation applies to the community to the east and to the west of the Merivale Road corridor. The GUA policies permit a broad range of uses including for example residential, employment, retail, service, cultural, leisure, entertainment and institutional at a range of densities and generally at a maximum height of 4 storeys. The Arterial Mainstreet (AM) designation applies to land along Carling Avenue at the northerly edge of the community. The AM designation permits a range of land use at maximum building heights of 9 to 12 storeys depending on location.

The Traditional Mainstreet (TM) designation applies to Merivale Road within the Carlington community from Caldwell Avenue to Carling Avenue. The TM designation applies to mainstreets with pre-1945 characteristics and supports a development pattern with a mix of land use generally with building heights not greater than 6 storeys. New development in the TM designation must relate to the existing community character. Traditional Mainstreets including Merivale Road are also designated Design Priority Areas in the Official Plan. Streetscape design in Design Priority Areas is required to demonstrate an enhanced pedestrian environment including landscape details, surface treatment, public art, decorative lighting and coordinated fixtures and street furniture. Also, new private development and public sector projects within Design Priority Areas is subject to review by the City's Urban Design Review Panel (UDRP). The purpose of the UDRP is to review proposed developments to ensure that the standards of building and site design as it relates to the public realm are held to a high standard.

2.6 Zoning By-law

Along Merivale Road in the CDP area most properties are within the TM zone or a TM subzone. Some properties also have zone exceptions to recognise and permit existing established land use where not otherwise permitted in the TM zone (an existing single detached dwelling, for example). Non-residential uses permitted under the TM zone include for example a bank, convenience store, hotel, office, place of worship, restaurant and retail store. Residential uses permitted under the TM zone include for example low rise and mid-high rise apartments, retirement home and rooming house. The TM zone has regulations that assist in ensuring compatible development by requiring building step-backs (45-degree angular plane) for new development abutting R1 to R4 residential zones. Other existing zones in the CDP area include R2H, R4N and I1A.

The majority of properties in Carlington that are located away from the Merivale Road corridor are within a range of residential zones. The predominant zone is R1 which for example permits single detached homes and home-based businesses. Other residential zones include a range from R2 to R5 that incrementally add permitted residential uses at increasing densities ranging for example from semi-detached homes, townhouses, stacked dwellings, planned unit developments, low-rise apartments up to mid-high rise apartments, subject to zone-specific building height restrictions in the by-law.

Other zones in the community generally include I1A – Minor Institutional applying to school properties, AM – Arterial Mainstreet on Carling Avenue, IL – Light Industrial on the employment lands near Laperriere Avenue and Woodward Drive, IG3 – General Industrial on the Clyde Avenue works yard and snow disposal area and the O1 – Parks and Open Space, L1 – Community Leisure Facility and EP – Environmental Protection zones on parks, recreational facility and open space properties.

In 2016 the minimum parking requirements for TM (and other) zones were reduced in the zoning by-law. The changes reduced to zero the minimum parking requirements for residential uses in low-rise buildings; any office or artist studio use on the second, third or fourth floor of a low-rise building; and non-residential uses, located partly or entirely on the ground floor and below certain size thresholds. The required rate for non-residential uses was reduced by one-half. Visitor parking rates for residential development was also reduced.

Other recent changes to the zoning by-law allow for the establishment of farmers' markets on properties such as community centres, arenas, libraries, schools, parks and places of worship that are appropriately zoned. The changes affect properties in the City that are within the I2 – Major Institutional Zone, L1 -Community Leisure Facility Zone, L2 - Major Leisure Facility Zone or the RC – Rural Commercial Zone. Smaller farmers' markets (maximum 28 square metres) are permitted in other zones including I1 – Minor Institutional Zones and in some O1 – Open Space Subzones where community-type uses, such as community centres, places of worship or sports arenas are permitted. These changes support walking distance access to healthy foods.

2.7 Existing Land Use

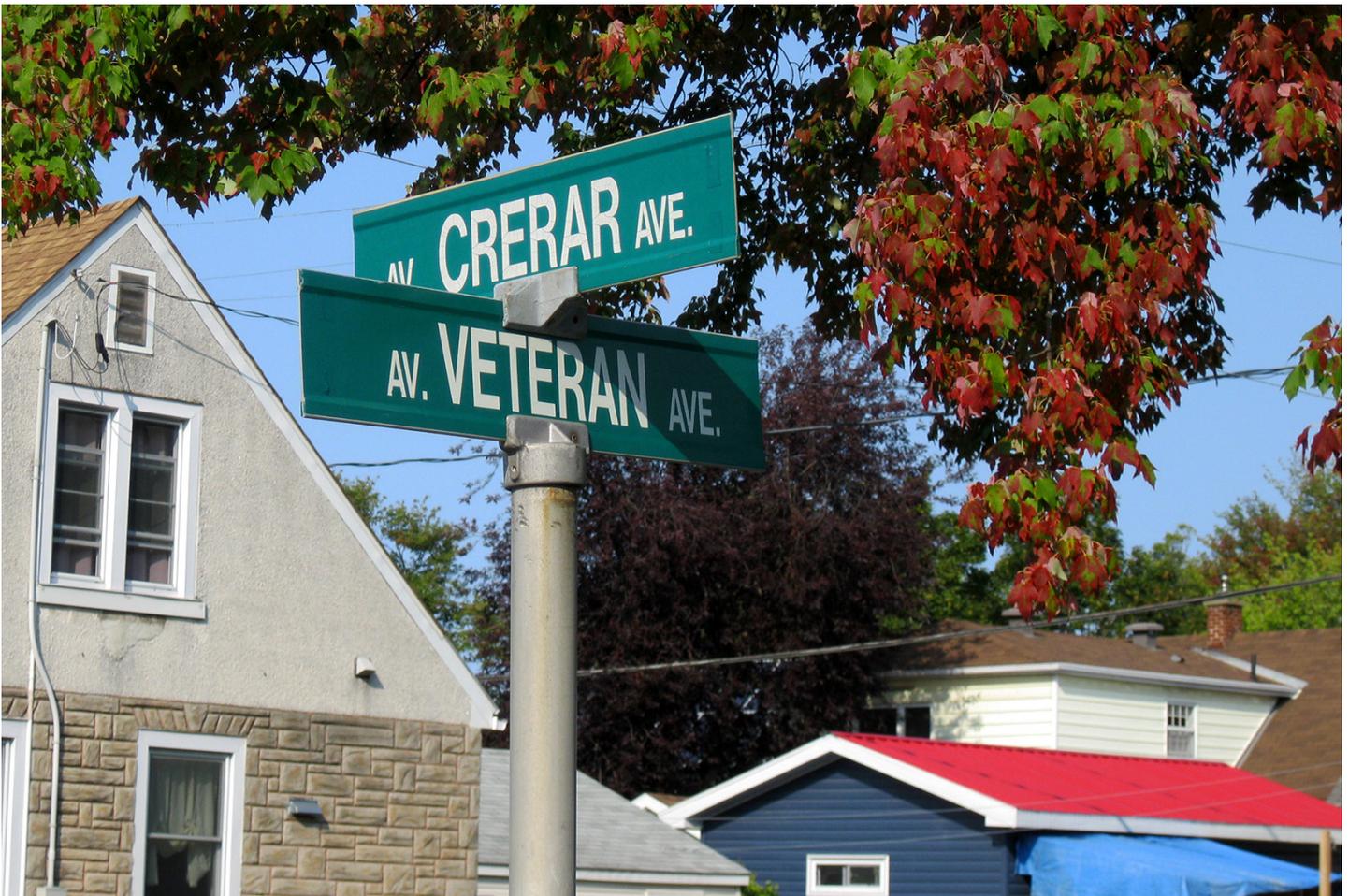
The Land Use map (Figure 3) shows the diverse range of the types of land use along Merivale Road and in the adjacent community. Carlington has a broad mix of housing types. Single detached homes occupy the greatest amount of land area but account only for approximately one-quarter of the total number of housing units. About one-half of the homes in the community are in low-rise to high-rise apartment buildings, with the balance of homes being comprised of semi-detached, duplex and row housing. This is similar to the mix and amounts of housing types found in other mature Ottawa neighbourhoods located inside the greenbelt.

The Land Use map shows that land use patterns in the community generally match the existing zoning, with residential being the most prominent use. The exception to the land use matching zoning pattern is found along Merivale Road where properties to the south of Kirkwood and in the northeast are in the TM zone, but are primarily occupied by existing residential buildings. Existing land use along the southerly portion of Merivale Road between Kirkwood

and Caldwell Avenues is primarily a mix of three and four storey apartment buildings, two storey town homes and some single detached homes. Despite the existing TM zoning, this southerly area is expected to remain primarily stable and residential in nature.

North of Kirkwood Avenue the existing land use is primarily a mixed-use commercial / residential area. The area between Kirkwood and Dover is currently the primary commercial area along Merivale with mixed-use development on both sides of the street. The commercial land use extends northerly on the west side of the street almost to Carling Avenue. On the east side of the street generally between Anna Avenue and Carling Avenue is occupied by single detached veteran's homes fronting the street as well as occupying much of the neighbourhood to the east.

There is only one notable vacant property in the CDP area — the property at 989 Merivale (at Dover Cres.) was previously the location of an Imperial Oil (Esso) gas station.



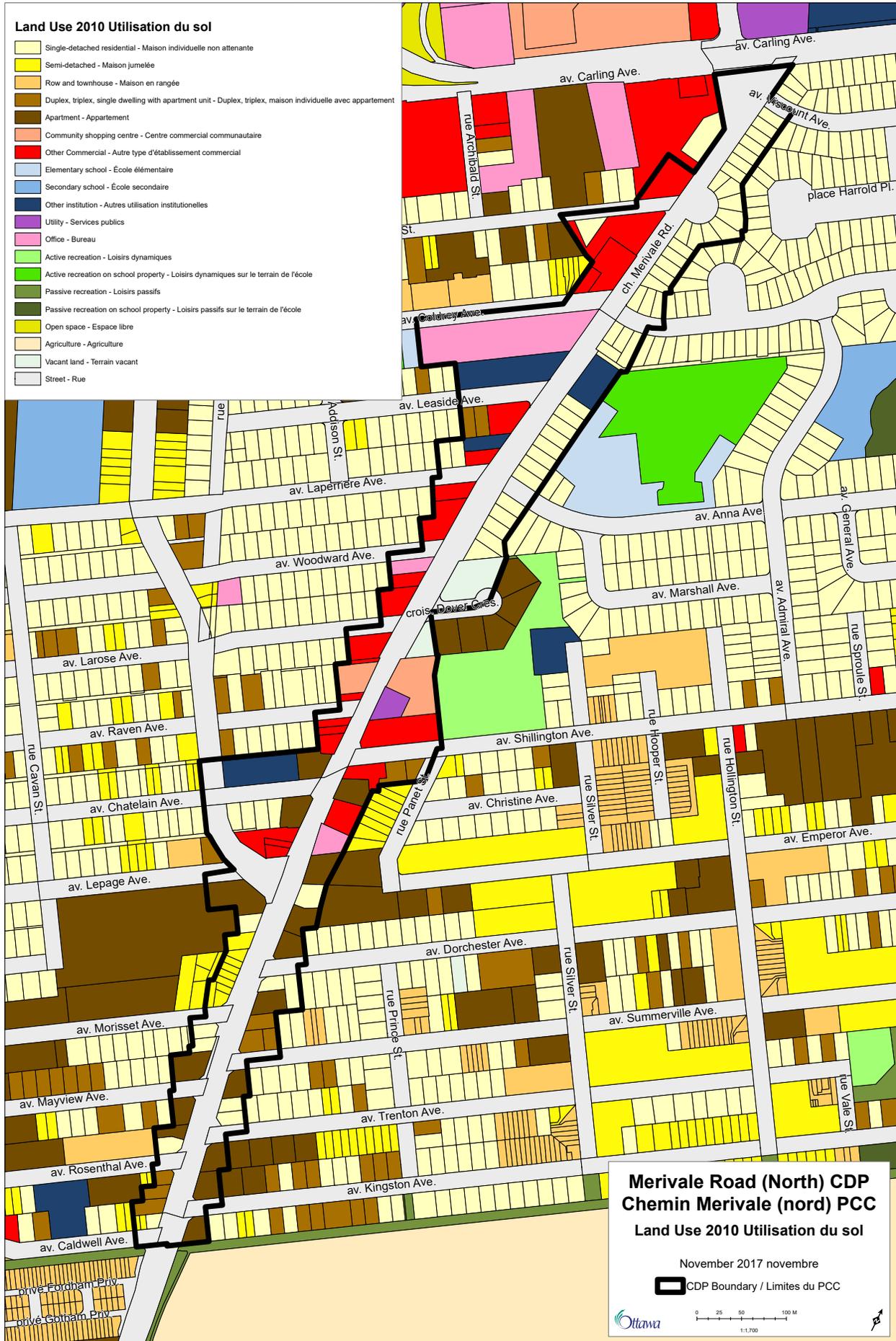


Figure 3: Existing Land Use

2.8 Transportation

Carlington is a mature neighbourhood with established networks for walking, cycling and for motor vehicles. Merivale Road and Kirkwood Avenue in the centre of the neighbourhood, Carling Avenue along the northerly edge, Maitland Avenue to the west and Fisher Avenue along the east boundary are designated Arterial roads in the Official Plan. These roads carry higher volumes of traffic through the community and to and from parts of the city beyond the community. Most sections of these roads have sidewalks on both sides except for Fisher Avenue which does not have a sidewalk along the east (Experimental Farm) side of the road. Transit service is provided throughout the day in Carlington. Merivale Road is also designated in the Official Plan as a Transit Priority Corridor.

Woodward Avenue, Laperriere Avenue west of Coldrey and Coldrey Avenue west of Kirkwood are designated Major Collector streets. Laperriere between Coldrey and Kirkwood as well as Shillington Avenue are designated Collector roads. The majority of other streets in Carlington are classified as local roads.

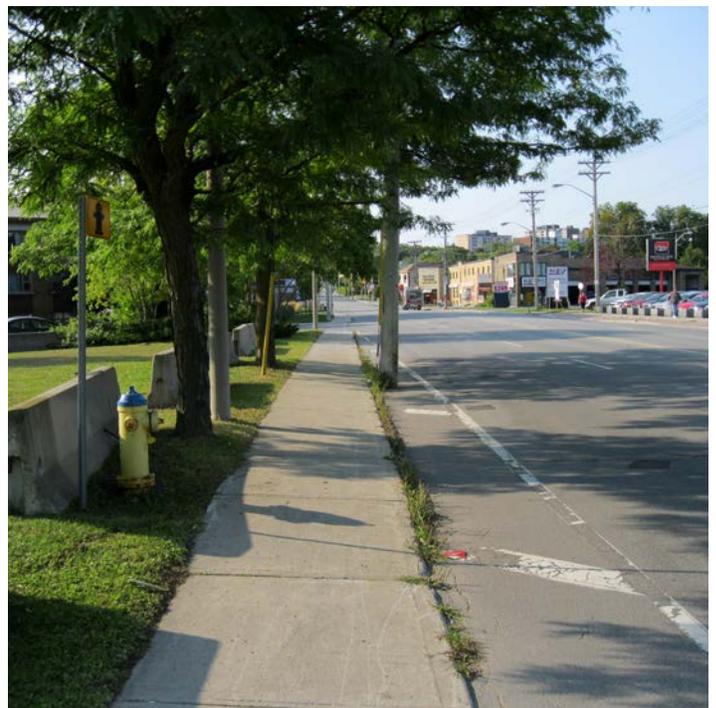
The City of Ottawa's 2013 Transportation Master Plan (TMP) provides a framework for the continuing development of transportation infrastructure that can build upon existing assets, increase connectivity and support economic growth throughout the City. The TMP supports the use of sustainable transportation modes, and sets goals to increase the use of these modes for commuter, personal and recreational trips. The 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.

Merivale Road between Slack Road and Carling Avenue is identified in the TMP as a Transit Priority Corridor. The Affordable Network plan describes Merivale Road between Carling Avenue and Baseline Road as peak period bus lanes and transit signal priority achieved by reallocating existing traffic lanes. The 2031 Network Concept and Ultimate Network maps show Merivale Road between Carling Avenue and Slack Road as having continuous lanes for transit. The background reports for the TMP clarify that the transit lanes on Merivale Road in the CDP area are to be provided by reallocating one general purpose lane to bus lane in each direction of traffic during peak periods.

2.8.1 Walking and Cycling

The 2013 Ottawa Pedestrian Plan shows that Carlington is generally well served by sidewalks and pathways. The Pedestrian Plan shows one improvement for Carlington — a Phase 3 sidewalk installation project along Shillington Avenue that is to be constructed sometime between 2026 and 2031. This link will help to provide an important walking route to Merivale Road from the easterly part of the community and also will help to provide access to Silver Street and to the Alexander Community Centre. Sidewalk improvements along Merivale Road form part of the complete street demonstration plan in this CDP. The Pedestrian Network (Figure 4) shows the locations of existing and planned pedestrian facilities in Carlington and adjacent areas.

The Ottawa Cycling Plan shows existing cycling routes in Carlington as well as the planned future cycling routes as part of the Ultimate Cycling Network. Over time, major roads in the area including Merivale Road, Carling Avenue, Fisher Avenue and Maitland Avenue are to include appropriate cycling infrastructure such as bike lanes or cycle tracks, forming important connections in the larger cycling network. Kirkwood Avenue is a designated on-road local cycling route. The complete street demonstration plan in this CDP includes a proposed cycle track along both sides of Merivale Road to serve as the spine route along this section of the road. The Cycling Network (Figure 5) shows existing and future cycling facilities in Carlington and adjacent areas.



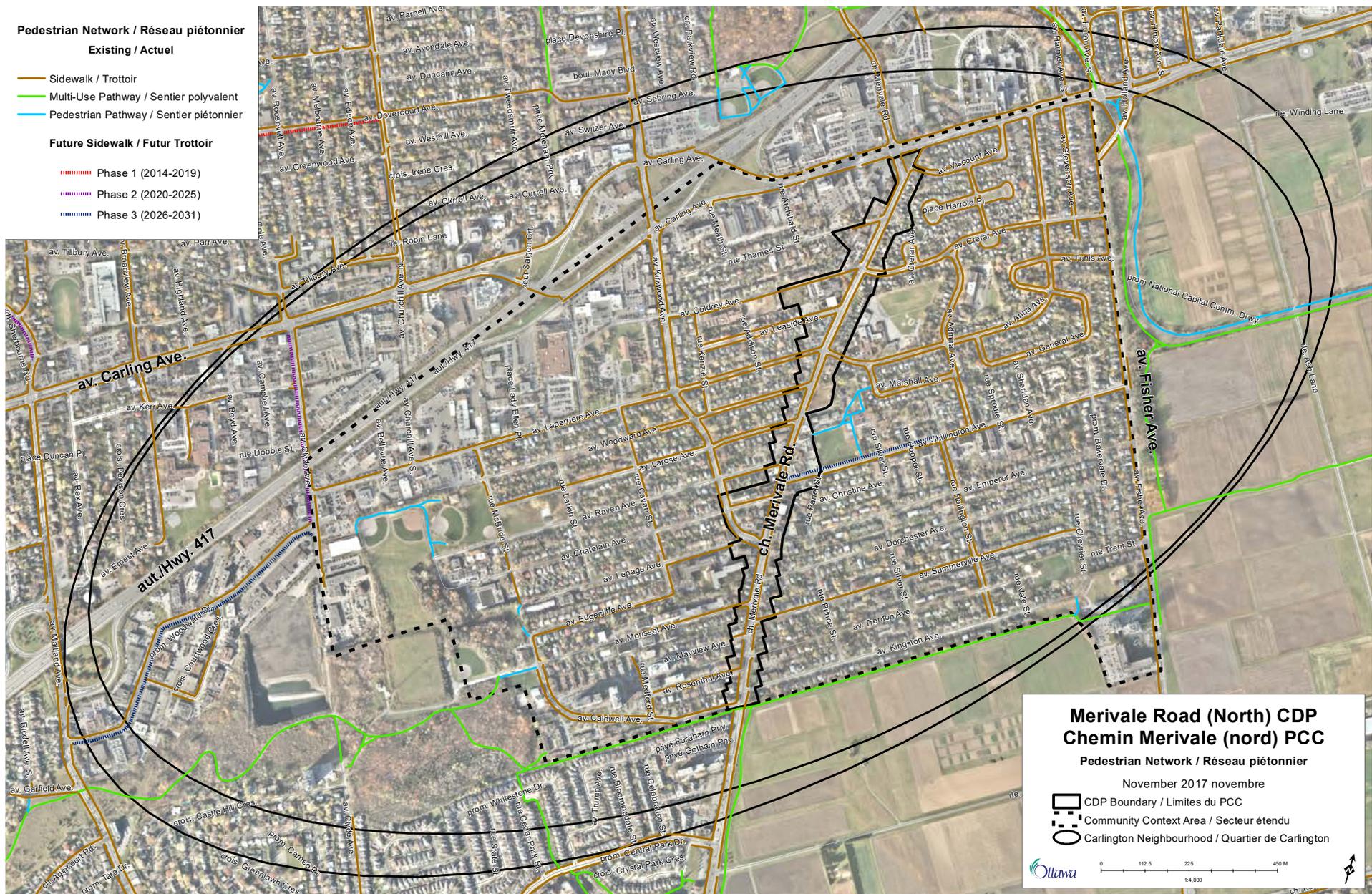


Figure 4: Pedestrian Network

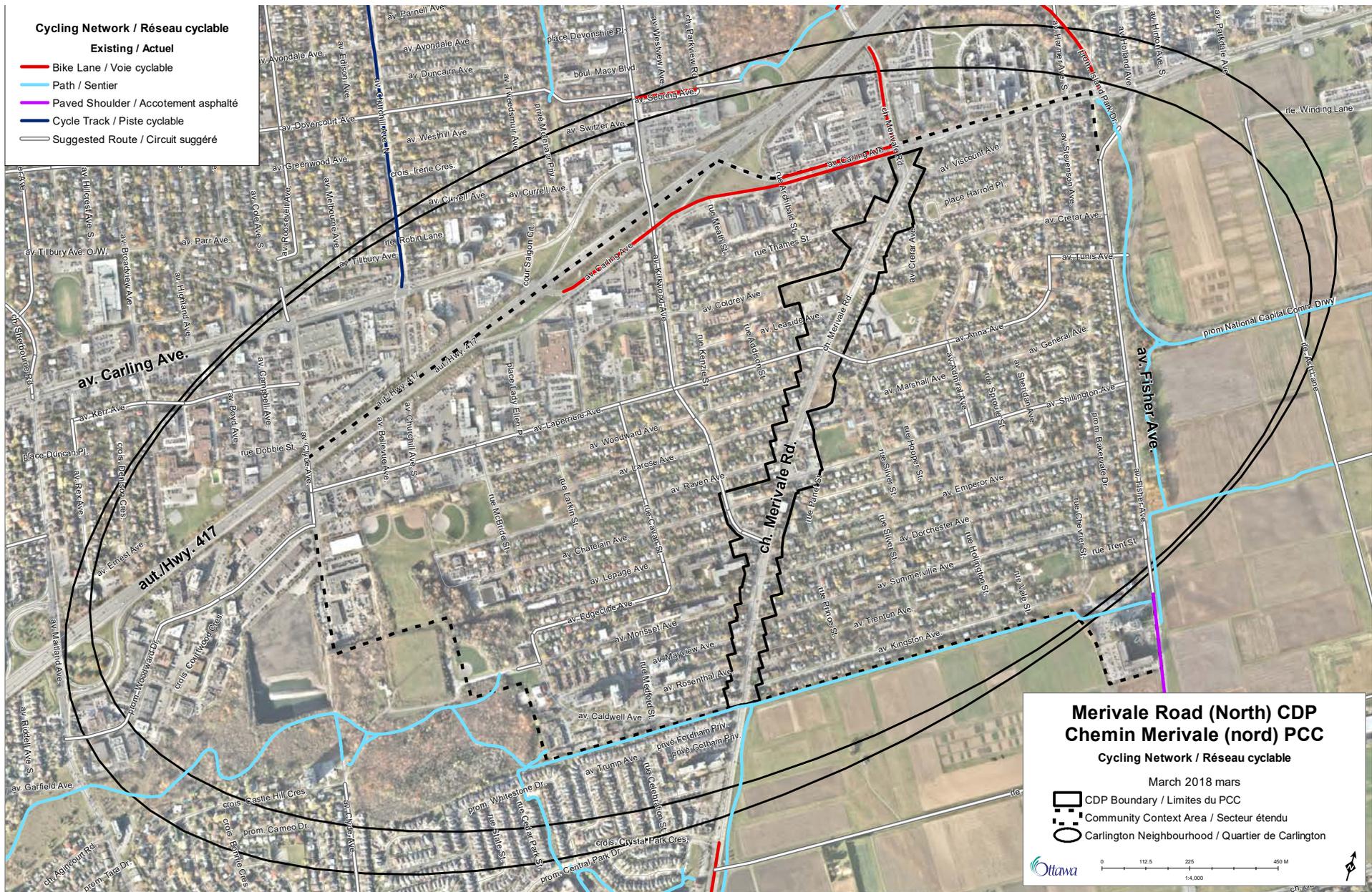


Figure 5: Cycling Network

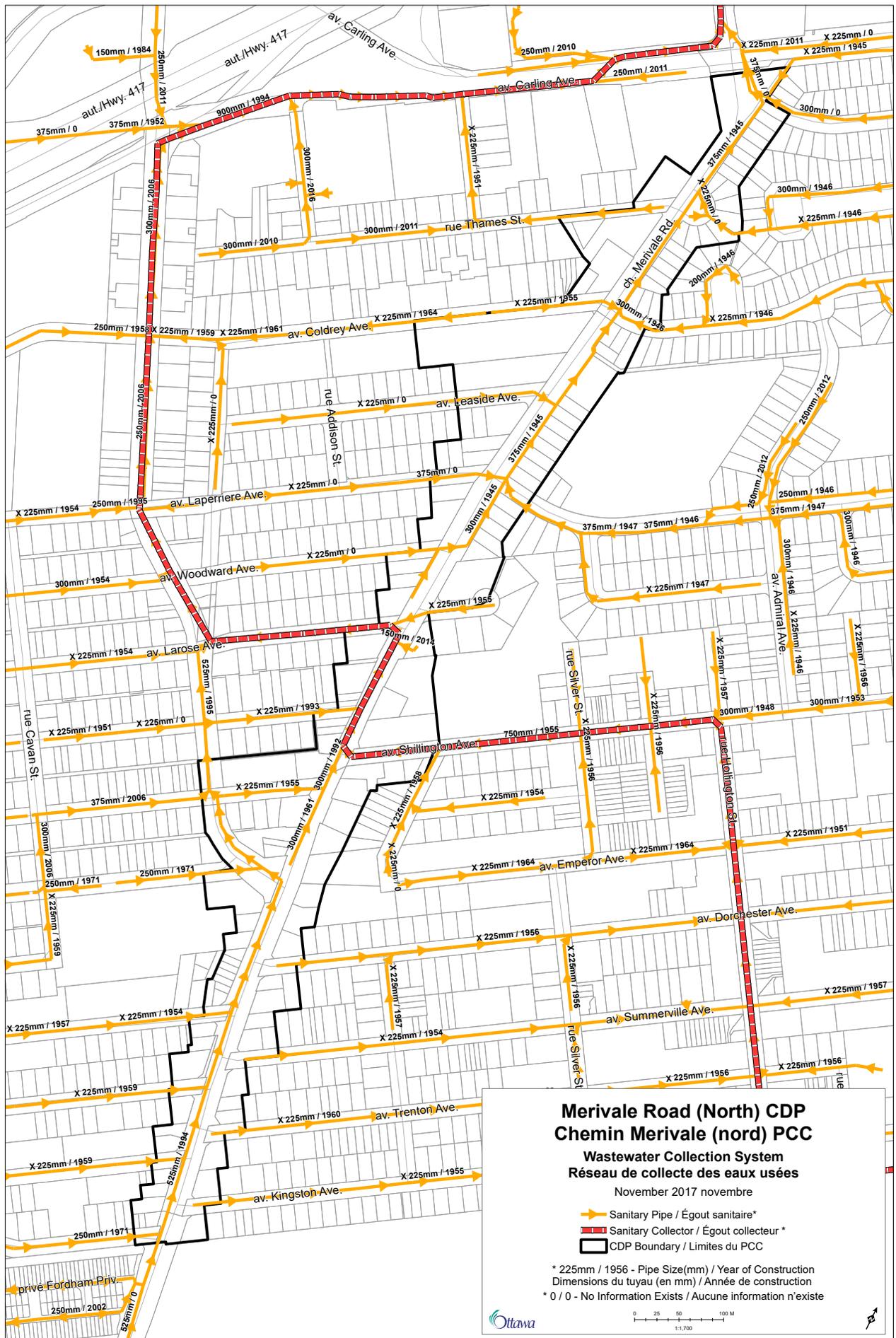


Figure 7: Wastewater Collection System

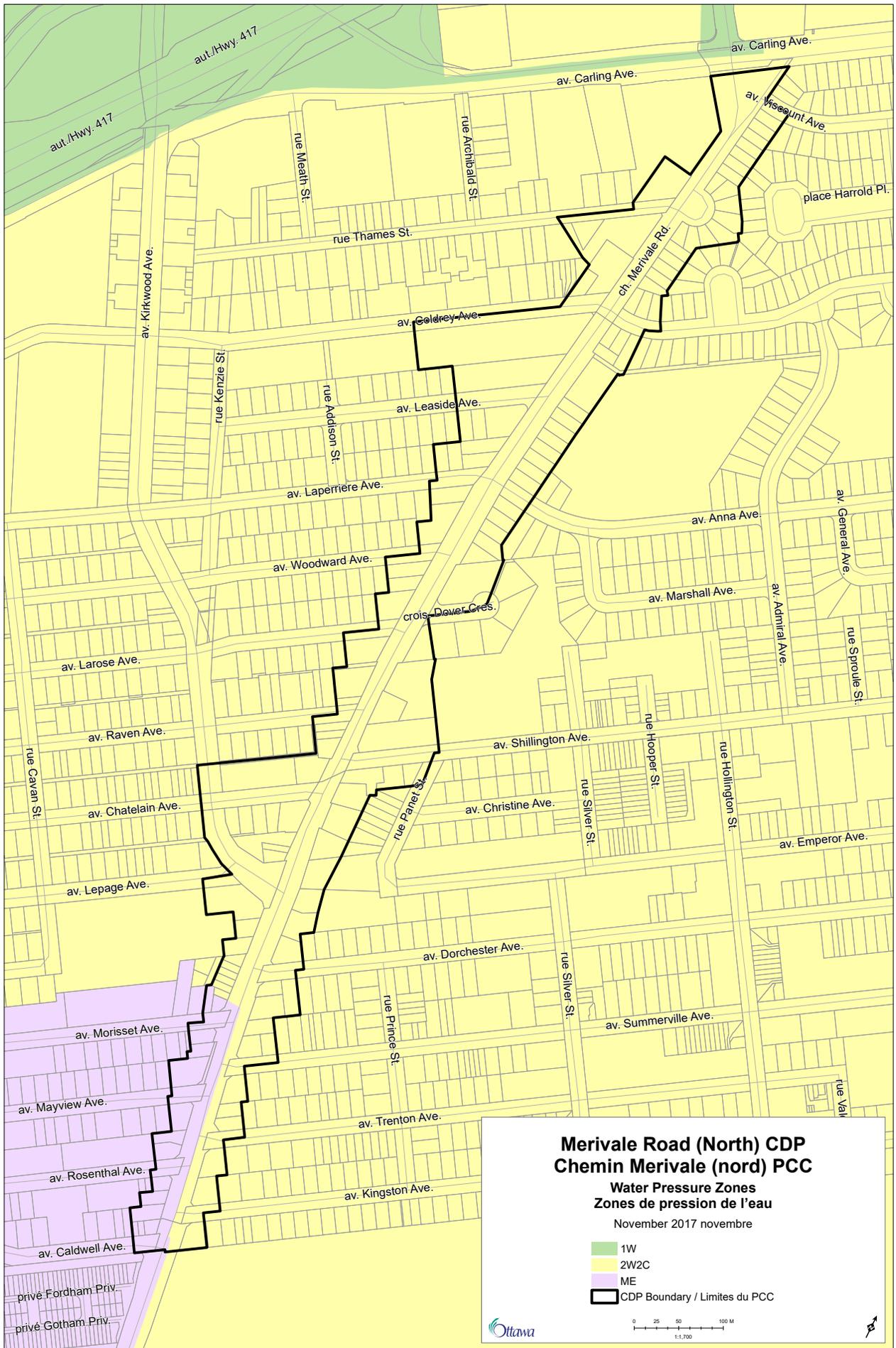


Figure 8: Water Pressure Zones

is well gridded with smaller watermains (152-203mm), the bulk of them installed between 1945 and 1956. The normal operating pressure within the CDP is between 39-84psi — the wide range in pressure is due to the topography, with the higher lands at to the south having lower pressure.

The CDP area within the Meadowlands pressure zone is serviced by 152mm watermains constructed between 1954-55. These watermains are located on Morisset, Mayview and Rosenthal Avenues with a 203mm watermain connecting the three of them to watermains on Merivale Road. The normal operation pressure of this zone within the CDP is between 90-99psi. Figure 9 shows the water distribution network within the general CDP area.

Historically, the existing water distribution system has been functioning well. The City continues to monitor the condition and performance of the existing watermains and replace them when required. At the current time, no watermain rehabilitation /replacement work in the CDP area has been identified in the current City 2017-2021 planning construction program.

With respect to the forecasted level of redevelopment within the CDP area, the existing system would have no issues accommodating additional water supply demands.

2.9.3 Stormwater Collection System

The Merivale Road CDP area is served by piped storm sewers. Similar to the sanitary system, the storm sewer system can be broken down into three drainage segments. The first segment runs from the southern CDP boundary to Kirkwood Avenue and consists of a two concrete pipes. This first pipe is a 1500 mm diameter concrete sewer that flows to Kirkwood Avenue, where it then continues along Kirkwood until reaching a large 2100 mm trunk system on Carling Avenue. The 1500mm diameter pipe was constructed in 1994. The second pipe consists of a 525mm diameter concrete trunk sewer that was constructed in 1971. This sewer splits at Kirkwood where part of the flow drains into the Kirkwood sewer and the remainder continues northward along Merivale Road.

The second segment is the continuation of the 525mm concrete pipe on Merivale, which eventually becomes a 1200mm diameter concrete pipe and then turns west onto Larose Avenue to eventually connect to the Kirkwood storm system. This sewer segment was constructed in 1961.

The last segment from Larose Avenue to Carling Avenue, consist of various pipes. The first pipe is a 375mm concrete sewer between Woodward Avenue and Laperriere Avenue that was constructed in 1993. This pipe drains to a sewer on Laperriere where it eventually joins up with the Kirkwood system. The next series of sewers consists of various concrete pipes ranging from 375mm diameter to 900 mm diameter draining to storm sewers on Thames Street before ultimately reaching Carling Avenue Trunk Sewer.

All of the storm sewer within the Merivale Road CDP boundary are considered to be in good condition and are therefore not slated for replacement within the next ten years. The existing stormwater collection system along the CDP area is shown in Figure 10.

The existing storm sewers have a 2-year level of service based on the original year of construction (typically, storm sewers constructed before 1970 are 2-year systems). The upper segments however (from Kingston to Kirkwood), were constructed in 1993 and would have been designed with a 5-year level of service. North of Kirkwood, the storm sewers pre-date 1970 and are most likely sized for the 2-year event. The City of Ottawa sewer design guidelines required that new arterial roads provide a 10-year level of service, therefore the storm system between Kirkwood and Carling Avenue would need to be upsized to capture the 10-year event. The following is therefore recommended for consideration as part of any future storm sewer upgrades:

- Construct a separate storm sewer between Kirkwood and Larose to capture the 10-year runoff from the proposed roadway. This storm sewer would then be throttled back to a 2-year release rate at the junction with Larose Avenue as to not cause downstream issues.
- Upsize the pipe between Larose and Laperriere to capture the 10-year runoff from the proposed roadway. This pipe would then be throttled back to a 2-year release rate at the junction with Laperriere Avenue as to not cause downstream issues.
- Construct a new storm sewer between Laperriere and Coldrey Avenue to capture the 10-year event. This pipe would then be throttled back to a 2-year release rate at the junction with Coldrey Avenue as to not cause downstream issues.
- Upsize the pipe between Thames Street and Carling Avenue to capture the 10-year event and throttle back to the 2-year event at Thames Street.

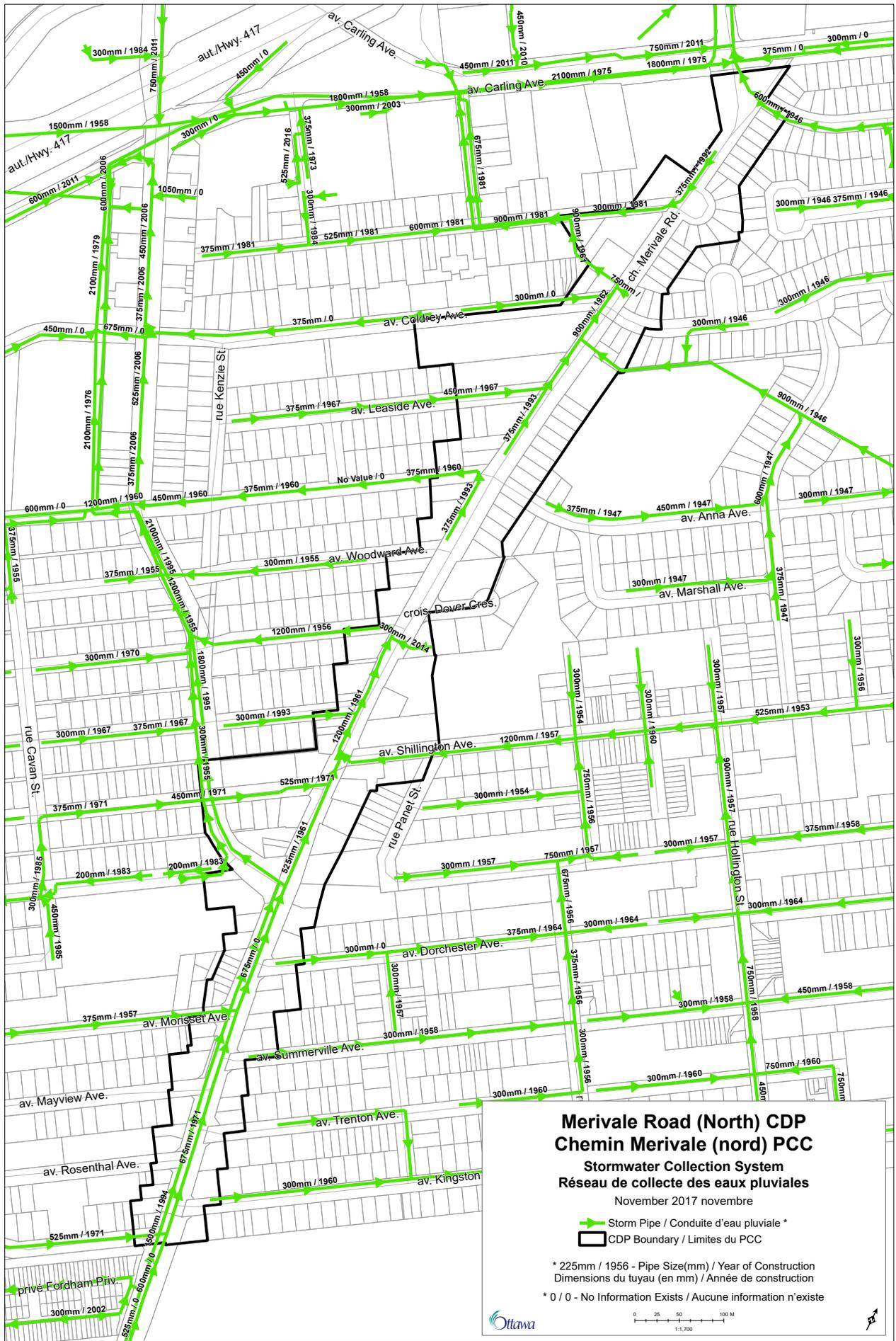


Figure 10: Stormwater Collection System

Note that the segment South of Kirkwood would not be upsized. This segment was reconstructed in 1993 to capture the 5-year event by adding a new pipe. Furthermore, the new pipe drains an upstream subdivision (Central Park) that has basements connected to the storm sewer system. Throttling the flow in the pipe could lead to hydraulic grade line issues in the existing residential neighbourhood. For this reason, the roadway segments south of Kirkwood would remain at a 5-year level of service.

The above recommendations only apply to the roadway drainage system. Re-development parcels within the CDP boundary would require on-site storm water management. Existing commercial and institutional properties that would be redeveloped (including large residential parcels), would have a flow restriction imposed to reduce the existing contribution to the storm system. All re-development would require storm water management measures to control the 100-year event to the 2-year release rates assuming a runoff coefficient of 0.5.

2.9.4 Future Infrastructure Works

The infrastructure within the CDP area has not been identified at the present time (and for the next ten years) with a need for any reconstruction / rehabilitation. The need could range from water, sewer, road or drainage works or any combination thereof, which could be undertaken in phases or smaller segments and therefore does not necessarily result in a requirement for full road reconstruction.

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

The water and wastewater infrastructure in the CDP planning area will be reevaluated as a part of the next Infrastructure Master Plan update using the Council approved CDP development projections. Any local service improvements to water, wastewater and stormwater facilities if identified as part of a development approval process will be developer responsibility.

2.9.5 Hydro

In the CDP area, overhead 4000 volt hydro wires exist on a pole line on west side of Merivale Road and a 13,000 volt underground hydro duct runs along the east side of the street between Dorchester Avenue and Carling Avenue. An Ottawa Hydro transformer building is also located on the east side of the street at 1021 Merivale Road, just north of Shillington Avenue. A 3.0 metre setback from the utility pole and a 5.0 metre setback from the overhead hydro wires is required for all new buildings in accordance with approved standards. Based on the anticipated future density of development (residents and employees) in the CDP area (refer to Section 4.3), no hydro supply capacity issues are anticipated. Confirmation of capacity will take place as may be required in the future at the time new development applications are reviewed by the City.

The burial of hydro wires is not recommended in this CDP. Under the City's 2011 Underground Wire Policy, Council would have to approve the undergrounding of overhead wires "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."

3.0 VISION, DESIGN PRINCIPLES, OPPORTUNITIES AND CHALLENGES

3.1 Vision and Design Principles

Through public consultation area residents expressed preference to build-on the village feel that exists today along some portions of Merivale Road, the area along the west side of the street and north of Shillington Avenue for example. Support was also expressed for creating a pedestrian-friendly, walkable environment and providing safe facilities for cycling. People also identified a need for walk-to community services such as locations for fresh food and coffee shops. A substantial portion, approximately 6 hectare or one-third of 16 hectare CDP area, is comprised of public road right-of-way (including the travelled portion of the road and boulevard areas). Given the large land area already in public ownership, the right-of-way offers a significant opportunity to contribute to the coordinated design and ultimately to the success of the public realm and enjoyment of the area.

The pace of growth along Merivale Road is expected to be modest within the planning period for this CDP. The vision for the area therefore will be realized incrementally over time, both through improvements by the City along the street right-of-way and by private sector development on properties adjacent to the road. Also, initiatives in this CDP that support economic development will be implemented over time by community groups and individuals, some with the assistance of the City. This grassroots approach to economic development will establish important connections within and outside of the community and strengthen business and public awareness of the CDP area.



Council's vision expressed in the Official Plan for Traditional Mainstreets supports that they are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. To that end, the vision and design principles that are to guide the evolution of Merivale Road in the CDP area also include the following elements:

- a) Promote a healthy and sustainable environment within a vibrant and successful mainstreet;
- b) Create an attractive shopping and service destination, within walking distance, for the Carlington community;
- c) Encourage place-making through provision of public art installations, privately owned public spaces, architectural treatment that supports area identity and gateway architecture at key locations;
- d) Support establishment of a broad range of land use with context-sensitive building massing through the Traditional Mainstreet zone, including zone exceptions where appropriate to tailor permitted land use to fit the adjacent community;
- e) Renew hard and soft landscape and functional elements of the street right-of-way to create a complete street, in phases or entirely, at time of major infrastructure upgrades;
- f) Permit building heights at a maximum of six storeys, subject to the height transition requirements as set out in the Traditional Mainstreet zone;
- g) Allow residential and non-residential land use densities to occur in response to market conditions, with high-quality site design, building architecture and public realm as required through the development review process and with input from Urban Design Review Panel;
- h) Leverage new development occurring in proximity to the Carlington community to help promote economic development initiatives and reshape the CDP area as a desirable live, work, play destination;
- i) Create a new marketing identity (branding) for the CDP area to generate citywide interest in and improve public recognition.

3.2 Opportunities and Challenges

Residents and businesses in the community, stakeholders and the study team identified a number of opportunities and challenges through the study process that have informed the preparation of the CDP. The following summarises the issues raised.

Opportunities:

- Approximately 8,300 people living within 400 metres (5 minute walk) and approximately 14,750 people living within 800 metres (10 minute walk) of the CDP area
- Additional transit riders travelling along Merivale Road in the future presents a business opportunity
- Planned new development in proximity to the CDP area — Westgate Shopping Centre and Travelodge Hotel redevelopments
- Good existing base of commercial and residential development
- Proximity to downtown Ottawa
- Active and engaged community association and community leaders
- Availability of on-street parking
- Established small businesses, ethnic foods and restaurants
- Identified need for a coffee shop and grocery store
- Branding the area in the Village theme to attract business investment and public interest in the area

Challenges:

- Location and appearance of parking areas in front of commercial buildings
- Vehicles exceeding the speed limit along Merivale Road and vehicles short-cutting through neighbourhood streets
- Crime prevention and feelings of personal safety
- Appearance and nature of some of the businesses along the street
- Narrow sidewalks, hydro poles obstructing sidewalks and sidewalk location next to busy street
- Unsafe conditions for cycling
- Generally narrow lot width and short lot depth as well as angled lots fronting on some sections of Merivale Road may present challenges to some forms of redevelopment



3.3.1 Character Areas

The TM designation in the Official Plan applies to all of the CDP area and the TM zoning applies to most properties along the street. Despite that a broad range of uses of land are permitted today under the Official Plan and Zoning By-law, most of the properties along the street were developed over time in the past under former official plan policies and zoning. As a result, there is an identifiable character to the existing groups of land use along the street. These character areas can be described generally in three broad categories: 1) South Hill Apartment / Residential Area, 2) the Mixed Use Village Core and 3) the Northeast Veteran Homes Area. Figure 11 shows the general locations.

Although many different types of land use are permitted under the current TM zoning along the length of the street, it is predicted that the evolution of the street to a more mixed-use environment will happen slowly and that the character areas will likely remain much as they are today for many years. These areas do however provide an opportunity today to inform the design elements of the CDP and complete street demonstration plan. The character areas influence design elements such as hard and soft landscaping, pedestrian lighting style as well as opportunities for gateways (prominent architecture and public art locations for example) and areas for possible coordinated redevelopment (the Kirkwood Node, for example).

3.3.2 Merivale Road Right-of-Way

The Official Plan requires future right-of-way widths along Merivale Road in the CDP area of 26 metres north of the intersection with Kirkwood Avenue and 34 metres south of the intersection with Kirkwood Avenue. Kirkwood Avenue north of Merivale Road is to have a right-of-way of 26 metres. The usual method of acquiring additional road right-of-way width where it is required is as a taking, or dedication to the City at the time of development approval. Under certain circumstances road widening may also be acquired by the City through expropriation.

The right-of-way width varies widely along the length of Merivale Road between approximately 18.5 metres up to approximately 30.0 metres. This wide variation is reflective of the historical original width plus additions to the right-of-way acquired over time by the City. Figure 12 illustrates by colour coding general groupings of widths based on the narrowest measurement in the various sections. Slightly wider right-of-way widths exist within these areas.

Constrained space in the narrower sections of right-of-way, particularly the 18.5 metre (red) section and the 20.5 metre (blue) sections, presents the greatest challenge in creating the complete street demonstration plan for the CDP. At the time of major road rebuild in the future, available right-of-way width can be reassessed and the appropriate use of any additional width can be determined.

3.3.3 On-Street Parking

Figure 13 illustrates the location of existing parking along Merivale Road and on adjacent streets. On-street parking is generally available on both sides of Merivale to the south of Kirkwood Avenue and on the east side of Merivale Road north of Kirkwood Avenue. On-street parking is an important part of a traditional mainstreet environment, providing opportunity to support local businesses by those people travelling by automobile from the community or from other parts of the City to the CDP area. On-street parking also provides a separation distance between cyclists and pedestrians (in the future) using the cycle track and sidewalk located in the boulevard improving the feeling of safety.

The complete street demonstration plan (Section 5.5.12) shows that most portions of the transit priority lanes on both sides of the street can be used for parking in off-peak periods (other than during morning and evening rush hours). Today and in the future, private entrances (driveways) to Merivale Road from adjacent homes and businesses will affect the ability to park on all portions of the street. Over time as properties along Merivale are redeveloped, the number of private entrances will be reduced through driveway consolidations. By providing new parking along most portions of the west side of the street north of Kirkwood Avenue, adding transit priority lanes will allow more on-street parking compared to today.



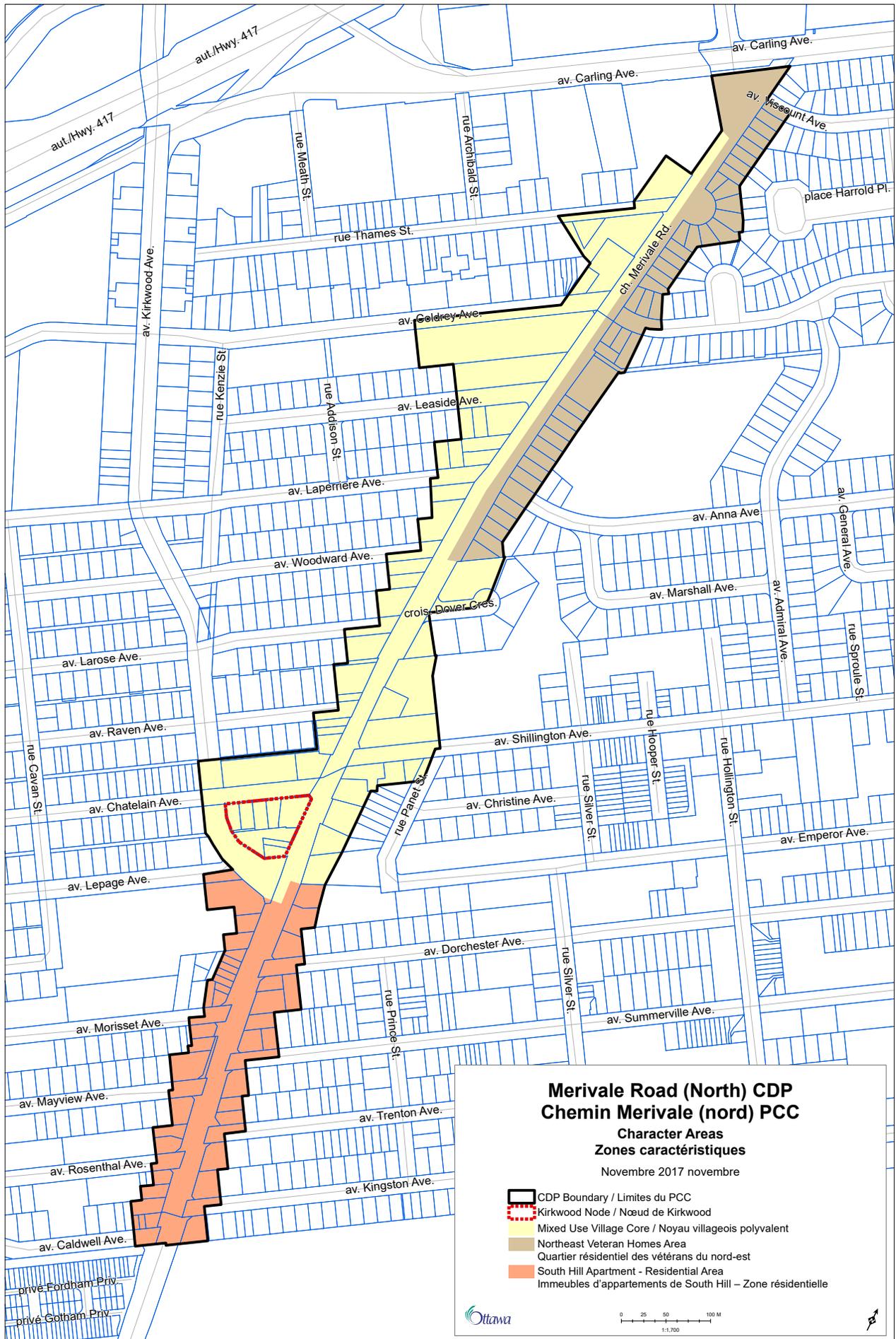


Figure 11: Character Areas

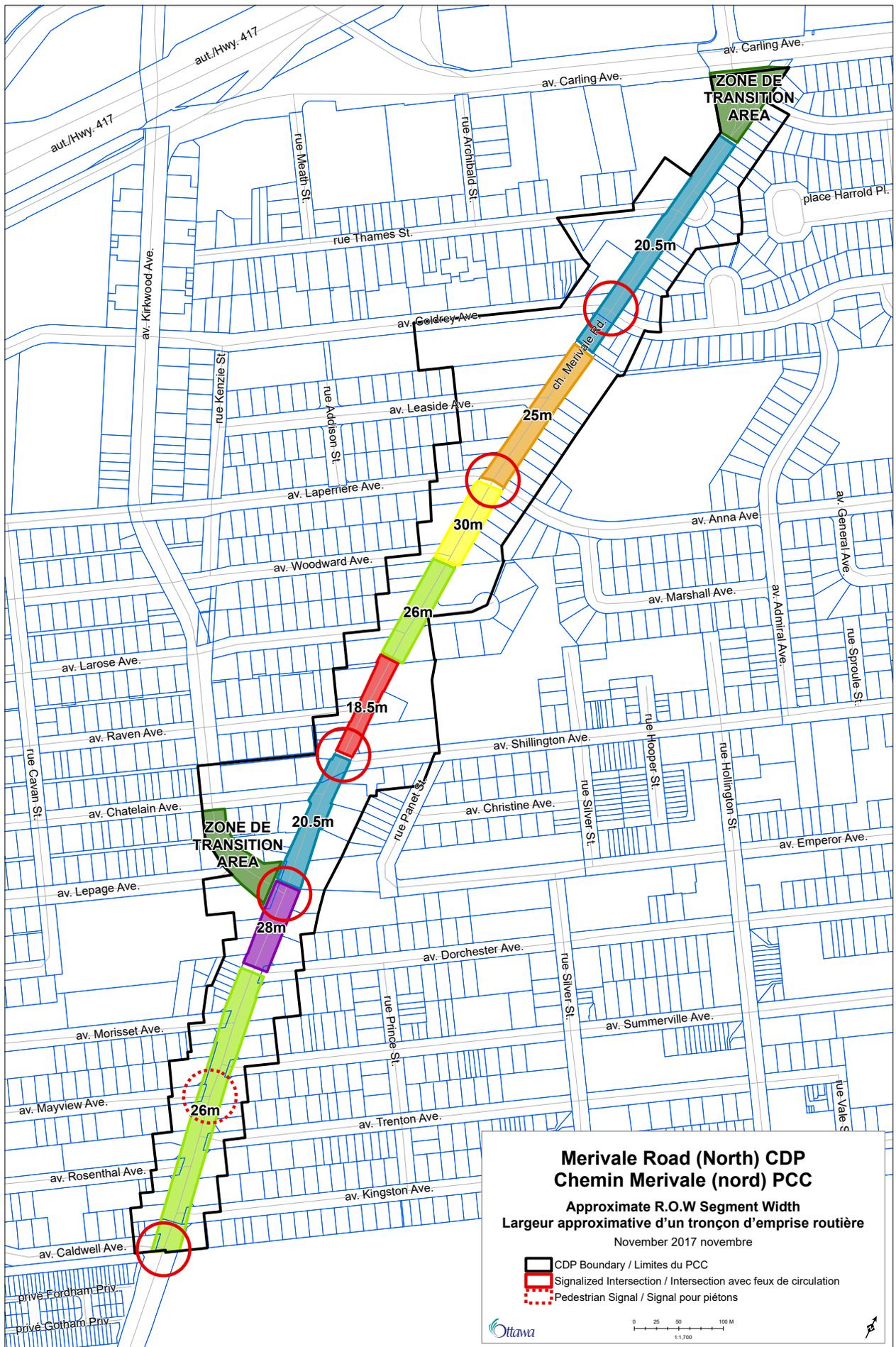


Figure 12: Approximate Right-of-Way Segment Width



Figure 13: Existing On-Street Parking Location Plan

4.0 CDP LAND USE STRATEGY

Existing land use in the CDP area has evolved over many years and the vast majority of properties have already been developed. The area to the south of Kirkwood Avenue is generally a mix of low to medium density residential. The area north of Kirkwood is primarily a mix of commercial uses except for along the east side of the street generally north of Dover Crescent where lots abutting the street are occupied by veteran style homes, which is also typical of the balance of that part of the Carlington neighbourhood.

The Traditional Mainstreet policies in the Official Plan support a range of commercial and medium density residential uses of land at a maximum height of six storeys. The TM zoning permits a range of uses and requires new buildings to be constructed adjacent to the right-of-way with windows and active doors facing the street. Parking is not permitted in front of the building and building height transition is required when buildings are abutting R1, R2, R3 and R4 residential zones. The apartment residential use permitted in the TM zone will support the provision of affordable housing in the community, either as stand-alone development or as part of a mixed-use building. The Official Plan polices and TM zoning are appropriate for and will support the evolution of the CDP area over time into a more densely developed and pedestrian-oriented successful mainstreet area.

4.1 Infill Development and Lot Consolidation

Given that most properties in the CDP area have already been developed, the opportunity for change in the CDP area will be primarily through reuse and/or renovation and expansion of existing buildings, redevelopment of existing single properties and lot consolidation and redevelopment of two or more properties.

The existing lot fabric in the CDP area is a mix of smaller residential lots, reflecting the form that they were originally subdivided in in the past. Some properties are larger (up to approximately 0.25 ha) permitting more substantive existing development and future redevelopment opportunities. An example of this is the plaza development located at 1005 and 1023 Merivale Road, north of Shillington Avenue. Since recent changes to the zoning by-law reduced the requirement for parking in the TM Zone (compared to historical parking requirements), the existing smaller lot fabric can now support a broader variety of building reuse and property redevelopment options. Larger development options are also possible if two or more lots are assembled along the street to comprise a larger site area (Figure14).

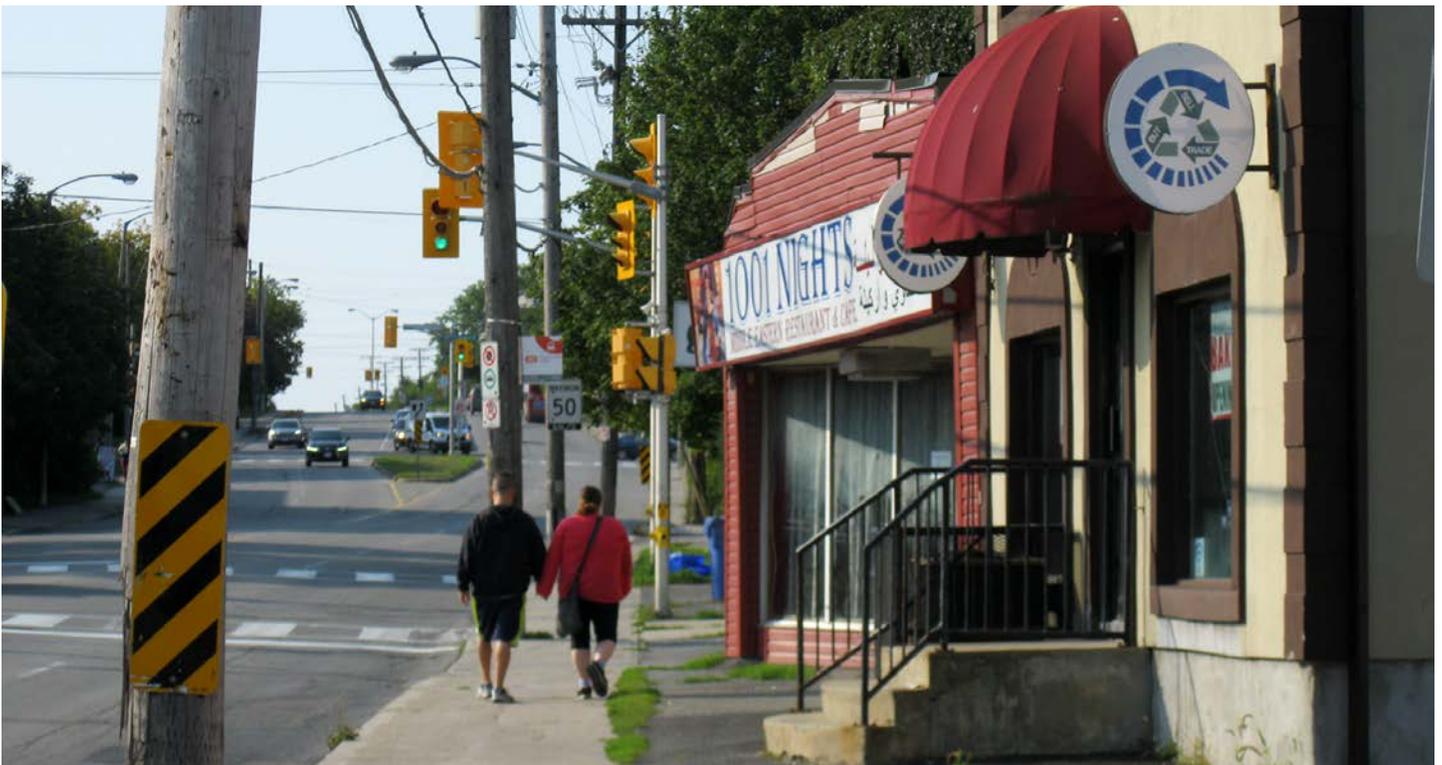




Figure 14: Infill Development Conceptual Illustration



Many of the existing lots along Merivale Road are at an angle to the road right-of-way. These some of these lots are deeper, up to approximately 50 metres, which make them less challenging to develop compared to the shallower 30 metre lots. Because of the property angle to the street, the fronts of some existing buildings are also at an angle to the street.

- In the future when these lots are redeveloped or existing buildings are substantially rebuilt, the front wall of the building should be built parallel to the Merivale Road right-of-way to create a more desirable street-oriented development frontage.
- Whenever possible, where two or more lots are assembled to create a larger development parcel, existing driveway access points to Merivale Road should be consolidated to reduce vehicle friction points and increase opportunities for on-street parking.

The generally shallow lot depths that exist, in many cases 30.5 metres (100 feet), present a challenge to site design for some forms of redevelopment. In order to provide opportunity for a broader range of redevelopment options through land assembly and creation of larger development blocks, select properties adjacent to lots fronting directly on Merivale Road were identified through the CDP study process to be rezoned to Traditional Mainstreet exception zones. Some of the new exception zones allow only residential uses on the existing lots, and in order to build non-residential uses require land assembly and lot / building frontage on Merivale Road.

Also, other properties adjacent to lots fronting directly on Merivale Road have been identified to be rezoned to TM exception zones but because of the context of the location of these properties land assembly and development frontage on Merivale Road for non-residential uses is not required. Properties located in the Kirkwood Node are an example of this. Figure 15 shows the location of properties rezoned as part of approval of this CDP where development frontage on Merivale Road for non-residential uses is, and is not, required.

The rezoning also adds opportunity for additional uses of land compared to existing zoning permissions thereby providing more redevelopment options. All zone exceptions permit existing uses of land (such as a detached home already built on the property), as well as the uses permitted under the former zoning (such as a town home) that are not constructed. Some zone exceptions will also add uses of land not found in the existing zoning or in the new TM exception zone (such as stacked town homes on a property that was formerly zoned institutional).

4.2 Kirkwood Node

A group of properties located to the northwest of the intersection of Merivale Road and Kirkwood Avenue was identified through the CDP study as a location for a redevelopment node. The Kirkwood Node provides opportunity to become a focal point of redevelopment in the CDP area, anchoring the southerly end of the existing mainstreet area. The node is comprised of 8 properties bounded by Merivale Road, Kirkwood Avenue and Chatelain Avenue. Existing land use in this area is commercial and apartment residential along Merivale Road and single detached residential on Chatelaine Avenue. Figure 16 shows the location of the Kirkwood Node.



Figure 16: Kirkwood Node (from Figure 11 – Charcter Areas)

Properties in the Node that front along Merivale Road were already zoned TM prior to the CDP study process. The remaining properties are to be rezoned to the TM zone at the time the CDP is approved in order to provide an opportunity to assemble all properties to form a single large parcel (approximately 0.5ha), or two or more smaller groups of parcels of land comprised of separate redevelopment applications. Properties in this area would not, however, be required to be assembled in order to redevelop, and could be redeveloped individually or be assembled in several different sizes and forms of ownership and with different uses of land use giving full flexibility for redevelopment options.

The priority frontage, or urban edge location (building front architecture, proximity to the street, active doors and windows) for new development varies depending on how and if the properties in the Node are assembled in the future. The following is to be used to guide building location at the time of site plan approval, in addition to zoning requirements, in order to achieve priority frontage for development on the streets that surround the node area:

- a) If the properties in the Node are not assembled, then the zoning provisions providing for building proximity to the street for individual lots apply.
- b) If properties in the Node are assembled into one or two larger development parcels, then the intent is to maintain Merivale Road and a portion of the Kirkwood Avenue frontage wrapping around the corner from the Merivale Road intersection as the priority frontage for windows and active building entrances and, secondly, depending on the development proposed to also present a street-oriented urban edge and building front style of architecture



Figure 17: Kirkwood Node Redevelopment Concept

along Chatelain Avenue. The extent of this building wraparound on Kirkwood Avenue and along Chatelaine Avenue is to be determined at the time of development approval. Also, depending on the configuration of lots assembled, site access / egress, parking, loading and garbage storage should be oriented toward Kirkwood Avenue in order to provide the priority frontage (urban edge) along the Merivale Avenue and Chatelaine Avenue.

- c) If smaller groups of properties are assembled, then priority frontage should be Merivale Road followed by Chatelaine Avenue. Site access / egress points should be consolidated and parking, loading and garbage storage located behind the building(s) and screened from view from the street.

The corner of the Node at the Merivale Road / Kirkwood Avenue intersection is an important location in the CDP area given its potential to provide a prominent location for an urban amenity space (POPS) and a gateway architecture building feature (refer also to Section 5.0, Urban Design Strategy). The wide right-of-way daylighting triangle at the northwest corner of this intersection also provides opportunity to be designed separately or in conjunction with a development proposal in the Node for an urban public amenity space. Also, a new sidewalk is to be constructed on the south side of Chatelaine Avenue as part of the redevelopment of the portion of the Kirkwood Node fronting that street. Figures 17 and 18 show an artist's rendering showing an example of one way that the Kirkwood node could be redeveloped. The photographs in Figures 19 and 20 show Ottawa examples of the scale of development possible within the Kirkwood Node.



Figure 18: Kirkwood Node Redevelopment Concept Street View

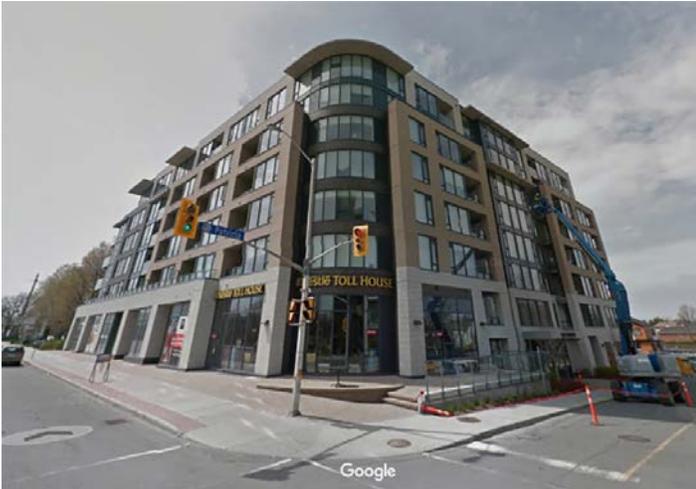


Figure 19: Mixed-Use Building, Richmond Road, Ottawa
Source: Google Street View

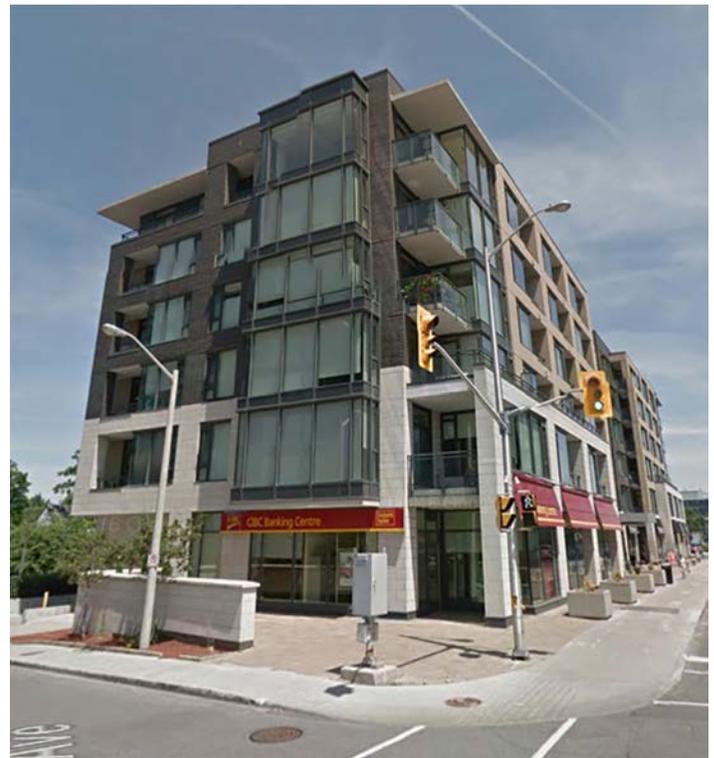


Figure 20: Mixed-Use Building, Richmond Road, Ottawa
Source: Google Street View

4.3 Future Density Estimates

The existing density in the 16 hectare CDP area is approximately 55 people and jobs per hectare, comprised of approximately 530 residents and 355 jobs. Traditional Mainstreets are target areas for intensification in the Official Plan. However, the Official Plan does not specify a minimum density target for designated Traditional Mainstreets that would serve to inform a calculation of future density for Merivale Road in the CDP area. An estimate of potential density was prepared as part of the CDP study to determine potential density to the year 2036, and beyond that year assuming all properties identified for the analysis would be redeveloped. The estimate was based on development under Traditional Mainstreet zoning (maximum six storey building height) and in consideration of a forecast of reasonable market uptake for development in the area.

The purpose of undertaking this conceptual redevelopment exercise was twofold: to assess at a conceptual level the availability of properties for development in the short-term future, and to assist in the analysis of future development impact on infrastructure and transportation system capacities. The properties selected for the analysis were vacant, had larger surface parking areas, had potential for reuse and/or were older development sites that could be candidates for redevelopment. Figure 21 illustrates the location of the

properties used in the conceptual redevelopment scenario. Note that future redevelopment is not limited to these properties. Other properties could be redeveloped or existing buildings repurposed for a new land use that would also increase density along the street over time. For example, conversion of a detached dwelling to an office use or a place of worship to apartment residential.

It is estimated that by 2036 a total of 94 new residential units could be built within the CDP area, 42 of which are located at the new senior's apartment development at 900 Merivale Road, resulting in a population of approximately 600 people. The estimate of the total number of jobs as of 2036 is approximately 440. The development of an additional 60 new units and 170 additional jobs is estimated to occur post-2036. The resulting density for the CDP area under this scenario would be approximately 65 people and jobs per hectare in 2036 and 95 people and jobs post-2036. A summary of the estimated number of employees and residents and the resulting density per hectare, assuming redevelopment of the properties identified, is provided in Figure 22. The actual future density will vary depending on the size and location of the properties developed, the intensity at which they are developed at and the land use(s) included in the development.



Figure 21: Properties Used in Future Density Estimate

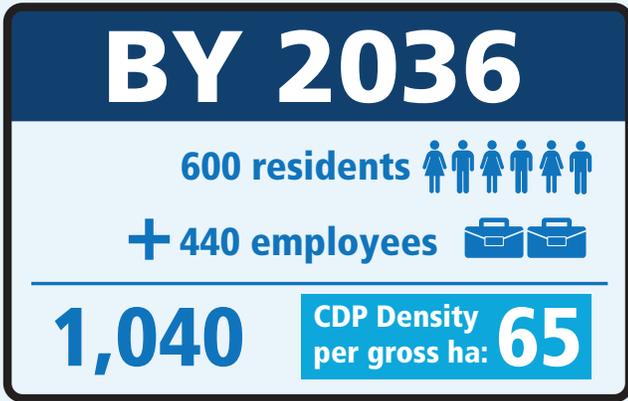


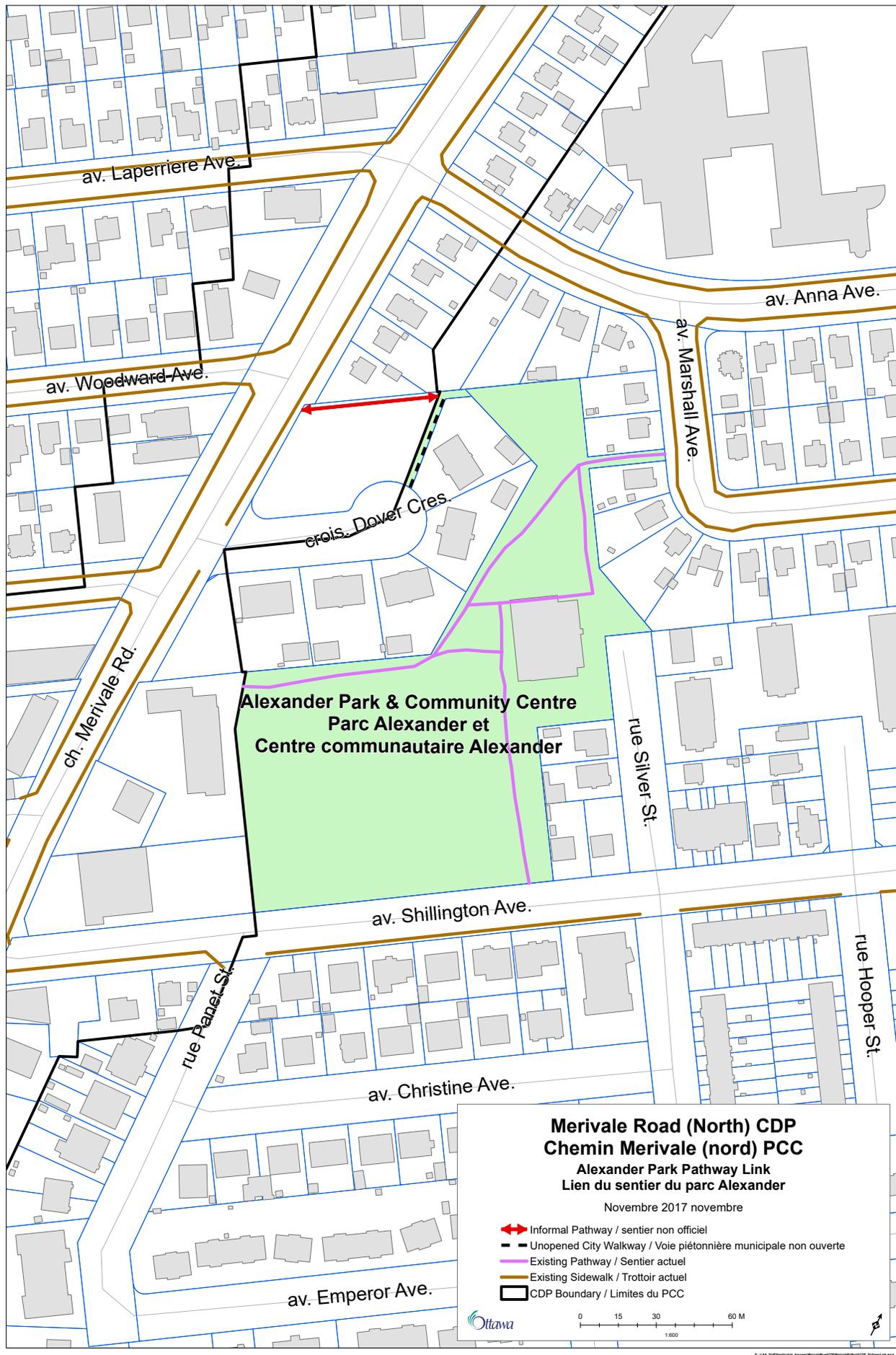
Figure 22: CDP Density Estimate

4.4 Alexander Park Pathway Link

Figure 23 illustrates the location of the existing pathway link from Merivale Road to Alexander Park. The pathway is fenced at approximately 6 metres wide and is located on a 2.4 metre wide pipeline easement that runs along the north edge of the vacant lot at 989 Merivale Road (former Imperial Oil gas station site). The pathway exists currently on an informal basis with Imperial Oil. Also, the City owns a 3.0 metre wide walkway block beside 1167 Dover Crescent that has not been improved and opened for public use, but is intended for use in the future as a pathway connection to Alexander Park. This city-owned pathway block however has a bend in the alignment at the north end that restricts line-of-sight visibility and thereby may reduce public safety.

The existing but informal pathway location is preferred given the straight alignment allowing users to be more clearly be observed from the street. Also, the terminus of the existing pathway at Merivale Road the preferred location for a future mid-block pedestrian crossing (PXO) on Merivale at Woodward Avenue (refer to Section 5.5.2). However, concerns about public safety at the east end of this walkway where it enters Alexander Park were identified though the CDP consultation process. The safety concerns are to be assessed and mitigation measures implemented as part of the future formalization of the walkway. At the time of development approval of 989 Merivale Road (Imperial Oil site) the City will seek means to acquire the walkway from the developer as a condition of development approval. The City will in turn consider dedication of the abutting portion of the existing 3.0 metre wide walkway block as part of a land exchange with the developer.





Merivale Road (North) CDP
Chemin Merivale (nord) PCC
Alexander Park Pathway Link
Lien du sentier du parc Alexander

Novembre 2017 novembre

- Informal Pathway / sentier non officiel
- Unopened City Walkway / Voie piétonnière municipale non ouverte
- Existing Pathway / Sentier actuel
- Existing Sidewalk / Trottoir actuel
- CDP Boundary / Limites du PCC

Ottawa

0 15 30 60 M
1:600

Figure 23: Alexander Park Pathway

5.0 CDP URBAN DESIGN STRATEGY

The urban design strategy provides guidance for future private development, public sector improvements to the street corridor and informs economic development initiatives. The policies for Traditional Mainstreets in the Official Plan and City-approved design guidelines are to be used in conjunction with this CDP. The principles embodied in Crime Prevention Through Environmental Design (CPTED) are of particular importance in influencing the elements of design in the CDP area in order to improve the feeling of personal safety for those people living, working and visiting the area. The requirements of the Accessibility for Ontarians with Disabilities Act (AODA) are to be followed for all design elements in CDP area. The design directions in these existing policies, guidelines and regulations apply, but are not necessarily repeated in this CDP.

5.1 Design Theme

The economic development strategy developed as part of this CDP (refer to section 6.2) identified a new branding for the CDP area as Carlington Village and also a marketing theme that builds on the existing ethnic food stores and restaurants along the street. These factors have influenced elements of the complete street demonstration design (refer to Section 5.5.12) including for example street and pedestrian lighting fixtures, wayfinding signage and street furniture such as benches, bicycle racks, garbage receptacles and tree grates. In the future when the detailed design of the complete street is undertaken, the design theme is to be considered in the selection of street boulevard design elements. The design theme may also be encouraged or reinforced in building architecture through the Urban Design Review Panel process, as well as through public art installations as led through the commission and jury process by the City's Public Art Program staff. The specifics of how the design theme plays out in the future will be subject to the creative minds preparing, reviewing and approving the design elements at the time.

5.2 Built Form & Site Design

The objectives of the Traditional Mainstreet designation in the Official Plan are to create a pedestrian and transit-friendly environment with high-quality design embodied in public and private sector projects. To that end, the TM zone regulations ensure that the building-block elements of street-oriented and context sensitive site design and building

massing are achieved. These include for example minimum and maximum building height, requiring street-oriented building construction, active building entrances and glazing facing the street to enhance urban form. The TM zone also requires parking to be located away from the street and building height transition when new development abuts R1 to R4 residential zones to help to ensure that buildings respect context and scale of surrounding residential development.

The required development setbacks from the above-grade hydro wires along the west side of Merivale Road will present a unique design challenge to the massing and form of the higher storeys buildings along that side of the street. A consistent built edge close to the street on the lower floors of buildings is desired to improve the streetscape at the pedestrian scale. The TM zoning sets out the required building setbacks in relation to hydro wires.

Also, approved City of Ottawa design guidelines apply to future development in the CDP area and are to be referenced as part of the preparation, review and approval of building design and site plans for new development along the street. They include:

- **The Urban Design Guidelines for Development along Traditional Mainstreets:** provides guidance adding to the tool kit of design elements affecting the design and review of new development along the street.



- **The Outdoor Patio Design Guidelines:** contains design direction for the design, size, placement and circulation around outdoor patios.

The TM zoning together with the design guidelines provide direction that will ensure development along Merivale Road will, over time, help the CDP area mature into a vibrant urban mainstreet for Carlington residents and those visiting from other parts of the City.

5.2.1 Veteran Homes Area

The Northeast Veteran Homes Area is recognised as a distinct character area along Merivale Road (refer to Section 3.3.1 – Character Areas). The Traditional Mainstreet zoning controls the built form of future infill development and as a result, future buildings may have larger footprints and may have greater height than the existing buildings. However, new buildings should be sympathetic to the character of the existing dwellings in this part of the CDP area. This could include such elements as building proportion (between different components of the building), massing articulation (including shape and step backs), rhythm, and pattern of fenestration. The architecture styling should take cues and respect (without necessarily replicating) the military heritage of this part of the CDP area. This could also include for example characteristics such as decorative features around doors and windows, colours and prevalent pattern of materials (Figure 24).

5.3 Urban Spaces

At present, there are no public parks or hard-surface public landscape spaces along Merivale Road in the CDP area. The complete street demonstration plan illustrates locations along the street corridor where additional right-of-way width provides opportunity for future hard and soft landscaped areas. These pockets are shown as treed landscape strips, in some locations with outdoor seating areas. The



Figure 24: Merivale Road Veteran Homes
Source: Google Street View

traffic island at the north end of Merivale Road adjacent to the Carling Avenue intersection has been improved with planting beds that are maintained by the community association. This area is a candidate for further improvement as a gateway and/or public art location (refer to Section 5.4). The grassy island formed by the eyebrow street part of Merivale Road (across from Thames Street) also provides a location for enhanced landscape design and public art installation along the right-of-way.

Other opportunities may be available through provision of semi-public outdoor spaces on private property such as landscaped forecourts in front of future buildings as well as restaurant patio areas. Depending on the size of proposed redevelopment sites Privately Owned Publicly Accessible Spaces, or POPS as they are known, can enhance the streetscape and provide valuable outdoor meeting places (Figure 25). A POPS is suggested as part of future development in the Kirkwood node (refer to Section 4.2), at the intersection of Merivale Road and Kirkwood Avenue but could be included in other redevelopment sites depending on the scale and nature of the development proposed.

POPS are similar in appearance to an urban parkette or a small plaza. They are designed to be welcoming, accessible and comfortable. They are maintained by the private landowner but are open for public use at all times. A registered easement on the title of the property provides the legal basis for public access in perpetuity.

POPS guidelines include the following::

- Signage, integrated into the design of the space, that identifies the name and address and clearly indicates that the space is open to the public.
- At least one side (preferably two sides) must be fully open to the street or a public pathway.

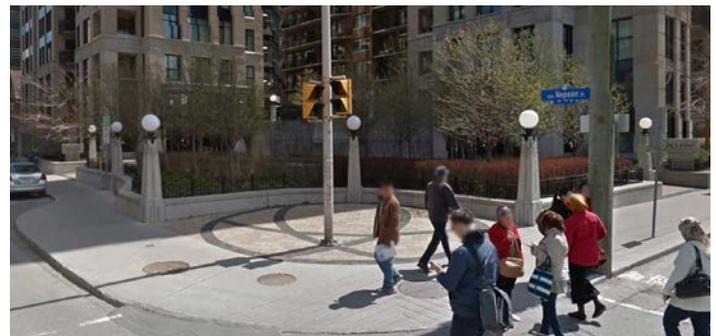


Figure 25: Ottawa POPS at Nepean St. and Kent St.
Source: Google Street View

- POPS should be regular in shape (square or rectangle) with a length to width ration of no more than 2:1. An irregular shape may be considered if it strengthens the space's relationship with the greater open space network or abutting open spaces.
- POPS should be at the same grade level as the adjoining public sidewalk and streets however minor changes in elevation may be considered. Where slight grade changes are permitted, clear and direct access from the public sidewalk must be provided.
- The entire area must be fully accessible (AODA compliant).
- Fences, gates, hedges or other barriers to entry are not permitted.
- Visibility into and through the space, from the adjacent street(s) is required (CPTED principles applied).
- The at-grade portions of abutting buildings that surround the space should include active uses and a high degree of transparency (doors and windows).
- The space should be wholly open to the sky except for tree canopy's and patio umbrellas.
- Garage entrances, driveways, parking spaces, loading berths, exhaust vents, mechanical equipment and garbage storage areas are prohibited. Where any such uses are located adjacent to the space, screening is required.
- The space must include well-designed amenities such as a variety of seating options, waste/recycling bins, bike parking, lighting and electrical power. A balance of hard and soft landscaping is required.
- Contiguous planting pits are preferred to help ensure the survival of plantings. Irrigation to all trees, shrubs and ground cover is required.

The property owners/applicants are responsible for all costs associated with the design and construction of the POPS. Current and future property owners are responsible for all costs associated with the daily and long-term maintenance and life-cycle renewal of the space. Alterations that change the design or public nature of the space such as the addition of fencing and gates, the removal of vegetation, the removal of signage noting permission for public use, the removal of seating or the addition of deterrents to seating is prohibited except as may be approved by the City.



Figure 26: Carling Ave. / Merivale Rd. Traffic Island Conceptual Design

5.4 Gateway Features and Public Art

Gateway features can improve the look of the streetscape, assist in place making and help to reinforce positive public recognition of an area. Gateway features can take many different forms ranging from the traditional (Little Italy and Chinatown gateway arches over the road) to formal landscape features, unique building architecture at prominent or highly visible locations along the street and public art installations.

Public art may be installed in the identified locations along Merivale Road to enhance the streetscape, contribute to developing a sense of identity for the area and to assist in wayfinding. Municipally funded public art in the CDP area is to be undertaken by the City's Public Art Program in determining the location of artworks and potential themes working with community groups and/or holding design competitions.

Public art installations should be site specific and reference the surrounding community. Commissioned artists may consider responding to influences of local history, community and social context, architecture and or the natural / urban environment. Installations could also contribute to or be a gateway feature for the mainstreet area. Potential locations for public art installations and gateway features are shown in Figure 27 and include the following:

- Traffic island at the north end of Merivale Road adjacent to the Carling Avenue intersection
- Traffic island formed by the eyebrow street on the east side of Merivale Road (across from Thames Street)
- Adjacent to the intersection of Kirkwood Avenue and Merivale Road (at the Kirkwood Node)
- NCC pathway crossing point at the south end of the CDP area near Caldwell Street

5.5 Complete Street Design

Complete streets are planned, designed, operated and maintained to provide safe mobility for all users, including pedestrians, cyclists, transit vehicles, trucks, and motorists, appropriate to the function and context of the facility. The purpose of including a complete street demonstration plan in this CDP is to inform a future design process for the road corridor when a major infrastructure renewal project necessitates reconstruction of all or significant portion of Merivale Road (Figure 28).

The existing environment on Merivale Road is typical of many arterial roadways where the design and function of the road favours automobile travel. In particular, the sidewalk width, location and condition is challenging along Merivale and safe cycling facilities are non-existent. Council approved in 2016 complete street guidelines — the Multi-Modal Level of Service (MMLOS) guidelines shift the order of priority for modes of travel along important streets, when they are rebuilt, away from the automobile to firstly making the walking and cycling high priority followed by public transit and lowest priority assigned to trucks and automobiles. The MMLOS guidelines were used to analyse four complete street design options to determine the design approach that best optimised the hierarchy of modes of travel for the street.

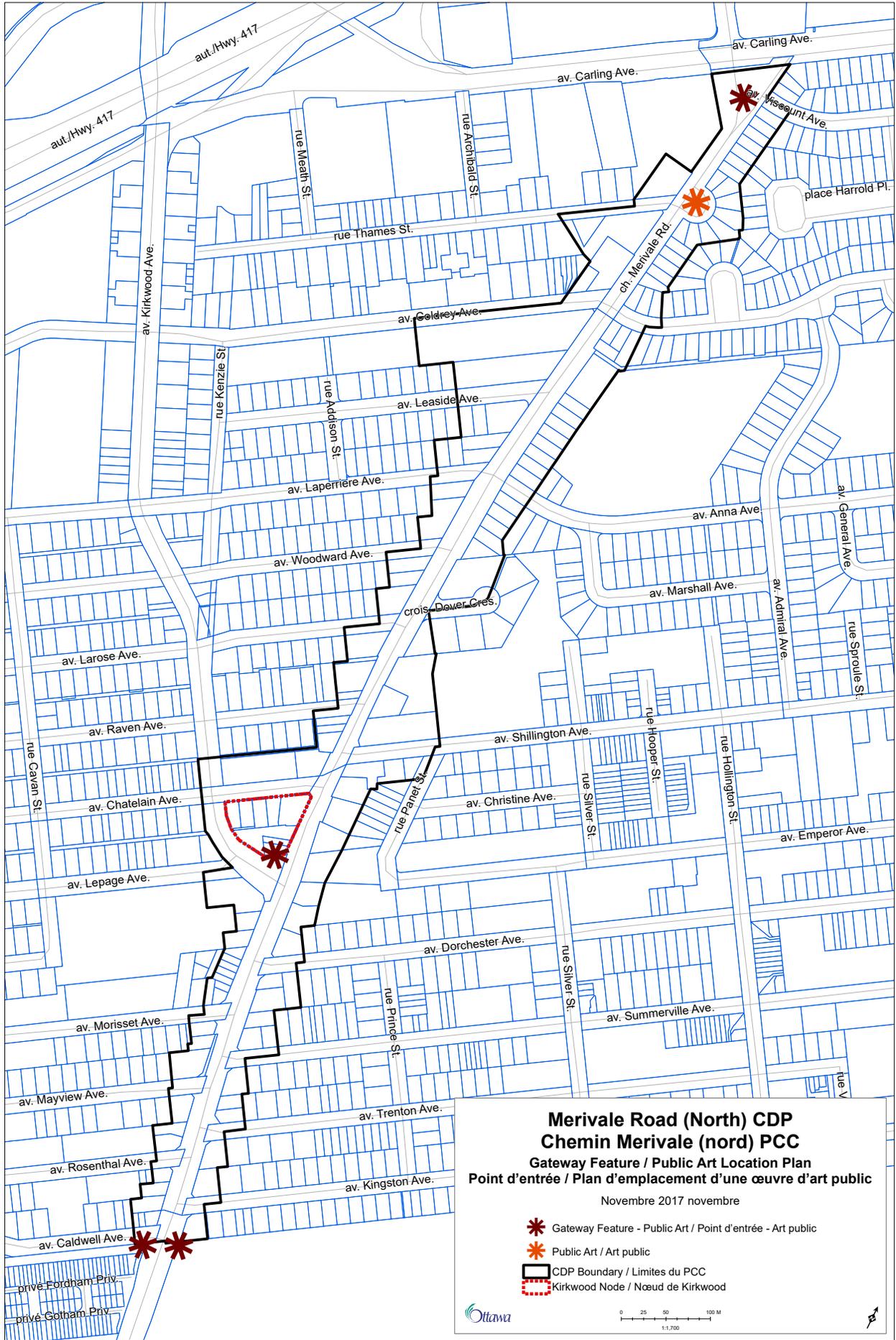
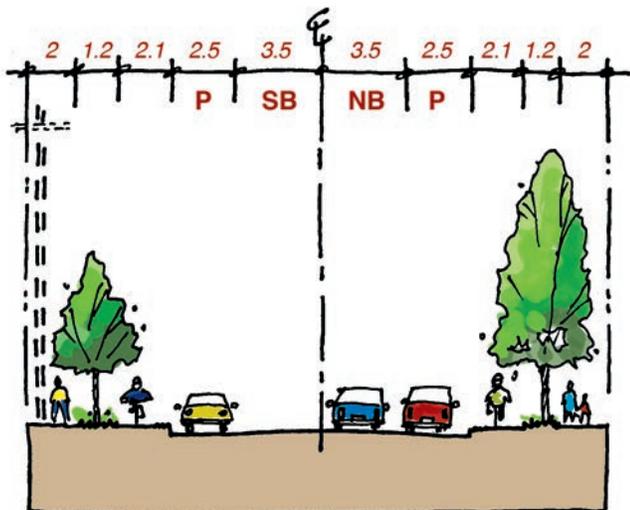


Figure 27: Gateway Feature / Public Art Location Map

5.5.1 Cross-section Design Options

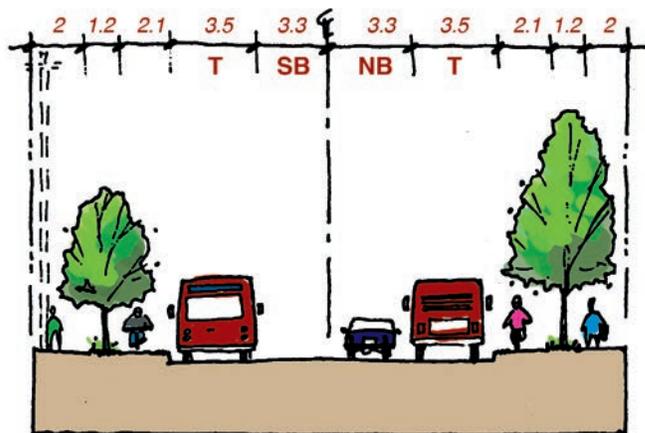
Four complete street cross-section options were considered for Merivale Road through the CDP study process. The options analysed include:

Option 1 – Two Shared Lanes / Parking Two Sides



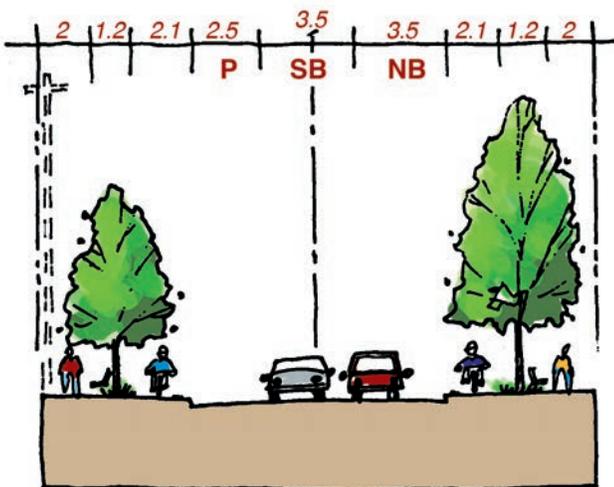
P = PARKING / STATIONNEMENT
 NB = NORTH BOUND / EN DIRECTION NORD
 SB = SOUTH BOUND / EN DIRECTION SUD

Option 2 – Two Shared Lanes / Two Transit Priority Lanes



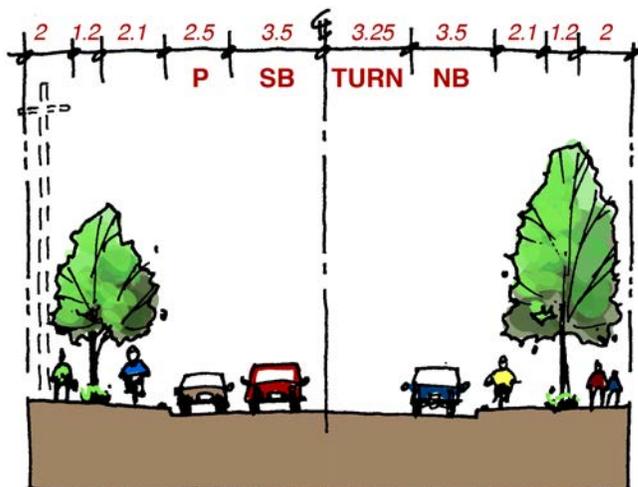
T = TRANSIT LANE
 VOIE RÉSERVÉE AU TRANSPORT EN COMMUN
 NB = NORTH BOUND / EN DIRECTION NORD
 SB = SOUTH BOUND / EN DIRECTION SUD

Option 3 – Two Shared Lanes / Parking One Side



P = PARKING / STATIONNEMENT
 NB = NORTH BOUND / EN DIRECTION NORD
 SB = SOUTH BOUND / EN DIRECTION SUD

Option 4 – Two Shared Lanes / Parking One Side / Centre Left Turn



P = PARKING / STATIONNEMENT
 NB = NORTH BOUND / EN DIRECTION NORD
 SB = SOUTH BOUND / EN DIRECTION SUD
 TURN = TURNING LANE / VOIE DE VIRAGE

All four options include important complete street design features including:

- Design priority given to walking and cycling
- Wide sidewalks located away from the street
- Cycling facilities located adjacent to the street
- Bus transit priority measures
- New boulevard hard and soft landscape features
- On-street parking options
- Number of vehicle travel lanes reduced from 4 to 2

Following the Public Information Session in March 2017 where the preliminary cross-section options were presented, a Transportation Impact Study (TIS) was prepared to look at how each of the four options would perform in the future (2031) in terms of effect on movement of pedestrians, cyclists, motor vehicles and public transit services during the morning rush hour period. The TIS (under separate cover) informed the selection of the preferred complete street demonstra-

tion plan option and design elements. Option 2, with two shared lanes for motor vehicles and two transit priority lanes with off-peak period parking, provides the best balance in consideration of all modes of travel for the future and has been used in preparing the complete street demonstration plan in this CDP. Highlights of the recommended option are below.

Improved service level for pedestrians, cyclists and transit:

- Sidewalks widened and located away from the road
- New off-street cycle tracks added
- Optimises transit travel time and ridership capacity
- Adds parking on northerly part of the west side of the street (off-peak hours in transit lane)
- Results in traffic calming for automobiles
- Improves look and feel of streetscape:
- Adds new landscaped areas, street furniture and decorative lighting



Figure 28: Complete Street Sketch Plan

5.5.2 Walking

Approximately 14750 Carlington residents have walking distance access to Merivale Road, living within 800 metres of the CDP area. Many local streets provide sidewalk connections to Merivale Road (refer also to Section 2.8.1, Figure 4 – Pedestrian Network). The Ottawa Pedestrian Plan guides the location of future sidewalks in the City. It identifies the need for a new 400 metre long sidewalk on the north side of Shillington Avenue from Merivale Road to Hollington Street, to be installed sometime between 2026 and 2031. In addition, as part of this CDP, a new sidewalk is recommended on the south side of Chatelaine Avenue as part of the redevelopment of the portion of the Kirkwood Node fronting that street.

Sidewalks exist today on both sides of Merivale Road. However, the location of the sidewalk directly adjacent to the travelled portion of the road as well as the poor condition of the sidewalk surface in some locations makes some residents feel unsafe using the sidewalk. Also, utility poles partially block the sidewalk in approximately sixteen locations on the west side of the road between Mayview Avenue and Larose Avenue, significantly impacting mobility for wheelchair, wheeled walker and other mobility aid users. The clear travel width between the utility pole and edge of sidewalk is as low as 0.7 metres (28 inches) in some locations (refer to Figure 29). The requirements of the Accessibility for Ontarians with Disabilities Act (AODA) are to be followed for all design elements in the CDP area.



Figure 29: Existing Obstructed Sidewalk

The complete street demonstration plan shows the future location of the sidewalk along the outside edge of the right-of-way with a minimum width of 2.0 metres (where right-of-way space permits). Also where possible, sidewalks are separated from cycle tracks with trees, textured pavements and street furniture. The sidewalk location away from the roadway will assist in improving the feeling of safety and comfort for users and, over the fullness of time as adjacent properties are redeveloped, will have proximity to the main entrances to buildings along the street. The location of utility poles will be adjusted as part of the future road rebuild to be outside of the travelled portion of the sidewalk.

Also, to improve pedestrian mobility, the width of local road intersections with Merivale Road has been narrowed in the demonstration plan to 7.0 metres to minimize crossing distance for pedestrians and assist in slowing motor vehicle speed during turning movements onto side streets. There is an existing pedestrian crossing (PXO) on Merivale Road located at Mayview Avenue. New pedestrian crossing locations are shown on the demonstration plan near the intersections of Woodward Avenue and Viscount Avenue to improve neighbourhood connectivity and pedestrian safety.

The Woodward Avenue PXO will provide a crossing in-between the traffic signals at Shillington and Laperriere. This crossing connects to the east side of Merivale in proximity to the walkway connection to Alexander Park and Community Centre (refer also to Section 4.4). Its is also in a location to provide a connection to the westerly part of Carlington, if a PXO is installed in the future to the west across Kirkwood Avenue.

The Viscount Avenue PXO will provide a crossing of the long right turn lane leading to eastbound Carling Avenue, over to the traffic island and pathway leading to the bus stop and signalised intersection at Merivale Road and Carling Avenue. The community through public consultation requested a third PXO located at Thames Street. This location was considered by the project team but was not recommended based on the pedestrian crossing design warrants in place at the time of preparation of the CDP.

Although not part of the CDP area, it was identified though public consultation that a PXO should be installed near the intersection of Larose Ave and Kirkwood Ave to provide a safe crossing point for pedestrians walking from the westerly part of the community to Merivale Road.

Pedestrian crossing design for the Woodward and Viscount PXO's should be in accordance with Figures 30 and 31, respectively. All future PXO crossing points and designs are subject to review and approval by the City's Traffic Management Branch.

5.5.3 Cycling

Merivale Road is designated as an On-Road Cycling Route in Schedule C of the Ottawa Official Plan. It is also a Spine Route on Map 1, Cycling Network – Primary Urban, in the Transportation Master Plan. Presently, there are no designated (built) cycling facilities along Merivale Road and cyclists must travel in mixed traffic with motor vehicles. As a result, use of Merivale by cyclists today is very low. An exception is at the NCC Experimental Farm Pathway (MUP) crossing of Merivale Road at Caldwell Avenue (refer also to Figure 5 in Section 2.8.1 of this CDP).

To improve the condition for cycling in the future, the complete street demonstration plan introduces cycle tracks along the boulevard adjacent to the curb on both sides of Merivale Road. The addition of cycle tracks will significantly improve the ability to use Merivale as a cycling route. In addition, protected intersection design treatment will be introduced as part of the future reconstruction of the roadway to improve the condition for cyclists at intersections along the corridor. The target design width of cycle tracks is a minimum of 1.8 metres plus 0.3 metres adjacent to the curb for a total width of 2.1 metres. In some locations the existing road right-of-way width is constrained resulting in cycle tracks being less than the target design width (refer to Section 5.5.12.4). This condition in these locations will be reviewed in the future based on available right-of-way space at the time of road reconstruction.

Although not part of the CDP area, it was identified through public consultation that cycle tracks should be extended along Merivale Road to the south from Caldwell Avenue to Baseline Road to improve connectivity as part of future roadway improvements.

5.5.4 Public Transit

Presently, buses share travel lanes with other motor vehicles along Merivale Road. In 2019 transit priority lanes are to be added to Merivale Road by repurposing the existing curbside lanes from Baseline Road to Carling Avenue as part of the City's Merivale Road Transit Priority Measures project. The transit priority lanes will be operational in both directions during the morning and afternoon peak periods.

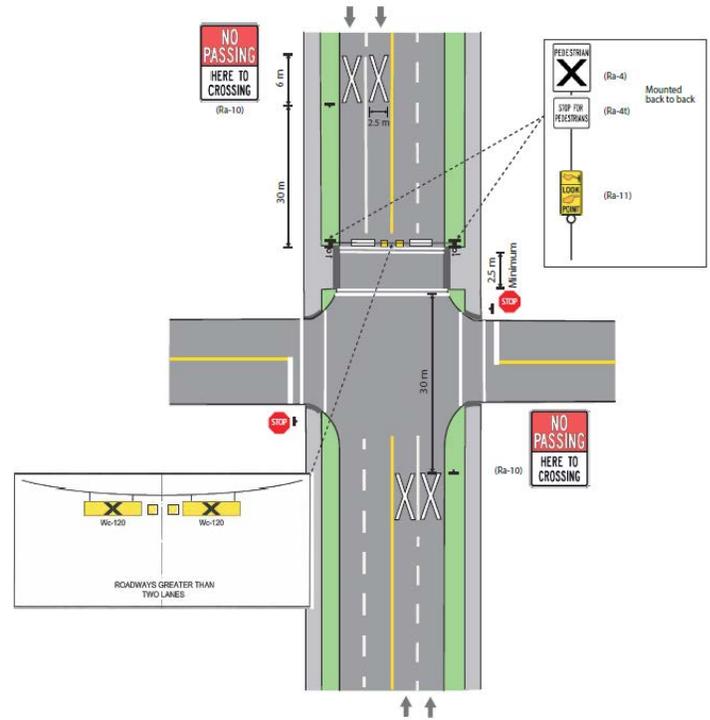


Figure 30: Sample PXO "A" for Woodward Avenue Location

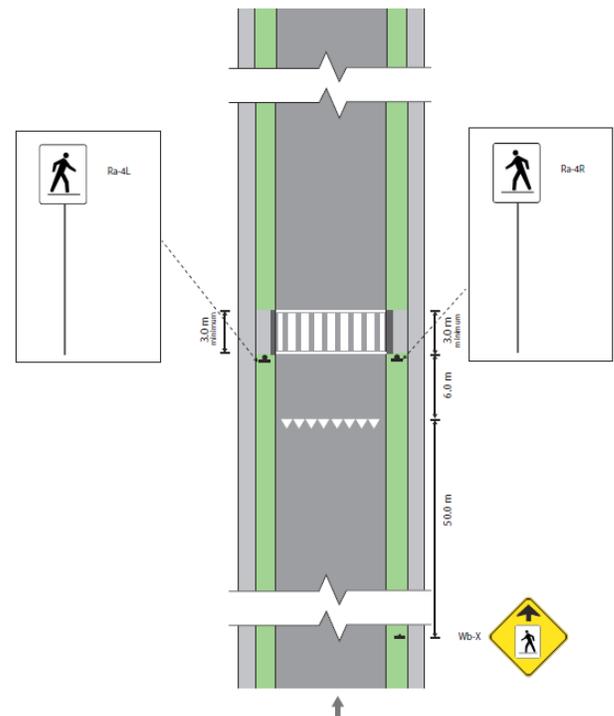


Figure 31: Sample PXO "D" for Viscount Avenue Location

Four complete street cross-section options were analysed through the preparation of a Transportation Impact Study, the option that includes transit priority lanes in the future is recommended. This is because, in addition to the ability to provide desired complete street elements, the separate transit lanes option provides for faster bus service, improves service reliability, reduces auto/bus movement conflicts and almost doubles transit ridership capacity along the corridor.

Most bus stop locations in the CDP area are within the top 15% in volume for senior pass / Community Pass PRESTO taps citywide. However, many are lacking an accessible bench and/or an accessible landing pad. At the time of or prior to design and construction of the complete street, a review of bus stop enhancements is to be undertaken in order to make improvements including, but not limited to accessibility, stop placement and shelter amenities.

5.5.5 Automobiles

Today, buses and cars share four lanes of mixed traffic along Merivale Road. The complete street demonstration plan combines automobile and truck traffic into two lanes (one northbound and one southbound). This traffic configuration will exist on Merivale Road before complete street implementation through the 2018/2019 transit priority measures project. The Traffic Impact Study analysed the capacity of the signalized intersections along the corridor under

existing and future traffic conditions. The results indicate that the signalized intersections within the CDP area are currently operating at acceptable levels of service with the exception of the Carling Avenue intersection that is currently operating above its theoretical capacity during the weekday afternoon peak hour. The results also indicate that the intersections within the CDP study area would operate at acceptable levels of service with two shared lanes for motor vehicles under future traffic conditions. A recurring concern heard through public consultation was the presence of speeding vehicles along Merivale Road. Combining motor vehicle traffic into two shared lanes, while still providing for sufficient road capacity, will have a desired traffic calming effect on the roadway.

5.5.6 Landscaping in the Right-of-Way

Trees and street furniture in the right-of-way are an important element in conveying a changed identity, contributing to the village brand for the CDP area. Trees in particular, will help to visually narrow the corridor, which has a traffic calming effect as drivers instinctively reduce their speed in narrower streets. Additionally, street trees contribute to spatially defining the boulevard, provide a host of health benefits such as promoting physical and mental health, provide welcome shade in the heat of summer, reduce transit users wait time perception and provide a better sense of buffer from moving vehicles.

Trees should be located along Merivale Road and at intersecting side street locations as indicated on the demonstration plan (Appendix B). Trees require a considerable volume of soil to flourish. To support healthy growth of trees, the minimum width of landscape strips, assuming optimum soil conditions, should be 2 m. Where the landscape strip is narrow, creation of underground planting chambers beneath the pavements is required to prevent compaction and allow air exchange with the soil. A target of 25 cubic meters of soil per tree should be used and where possible combine more than one tree in a continuous soil trench. Tree planting details should include mitigation for road salt infiltration. Root ball watering rings should be used to encourage deep root growth and make trees more resilient to drought conditions. Tree species type and location are to take into consideration the location of above and underground utilities. In particular, planting in proximity to the overhead utility lines on the west side of Merivale should be smaller, compact species consistent with Ottawa Hydro planting guidelines.



5.5.7 Street Furniture

The term street furniture refers to benches, waste receptacles, bike racks, wayfinding signage, bollards and lampposts. While each element must function well, the selection should be a suite, or family of elements for harmony of design and colour to help establish the identity of the village brand. The suite of street furniture should continue with, or build on the style of, the black coloured iron slat benches and black lantern type pedestrian lamps installed now along Carling Ave near the intersection with Merivale Road. This approach will provide for design continuity and build on the sense of arrival existing at the northern entrance to the CDP area.

Figures 32 to 36 show examples of the styles of street furniture and lighting envisioned for the CDP area to establish the desired village theme. Final street furniture designs will be selected based on approved options in place at the time a major infrastructure upgrade is needed and the road and boulevard are rebuilt. The location of post and ring bicycle racks should be selected based on high-demand destinations along the street such as cafés, retail, service, etc. The design and placement of street furniture must comply with Accessibility for Ontarians with Disabilities Act (AODA) requirements.



Figure 33: Garbage Receptacle Sample Design

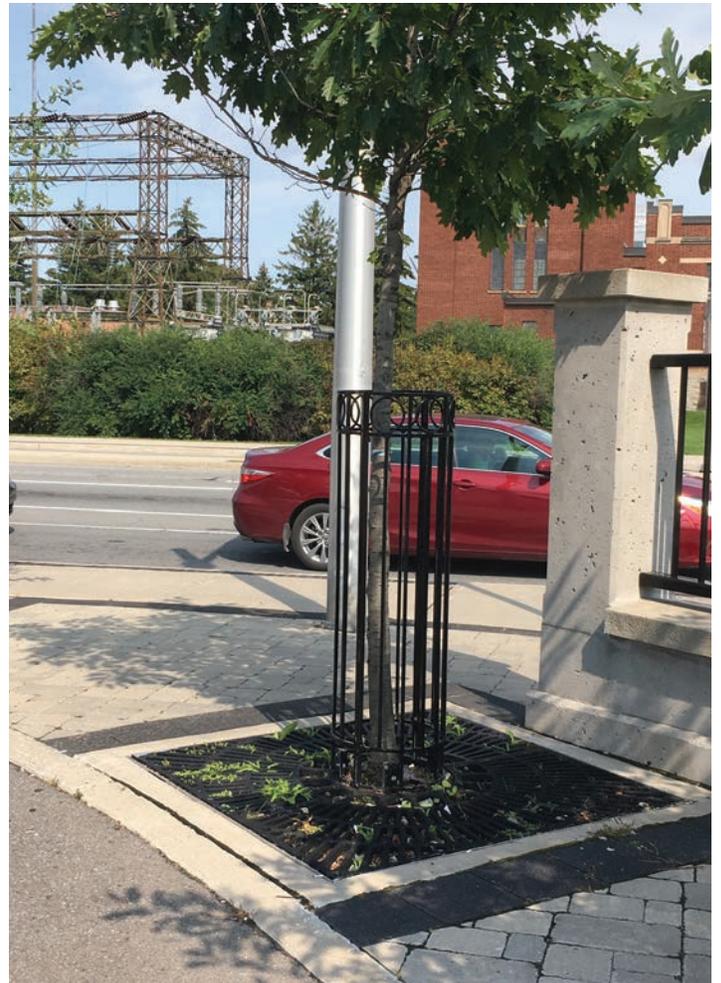


Figure 34: Tree Protector and Grate Sample Design



Figure 32: Bench Seating Sample Design



Figure 35: Bicycle Rack Sample Design

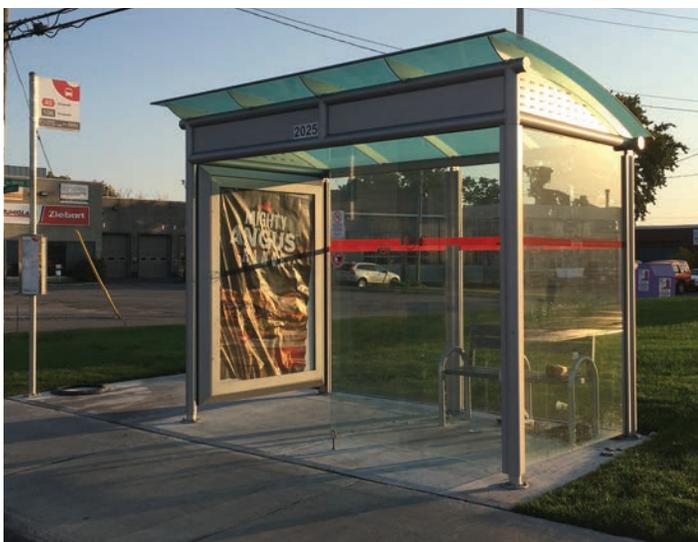


Figure 36: Bus Shelter Sample Design

5.5.8 Wayfinding

Wayfinding signage design is to be in keeping with the village theme for the CDP area. Wayfinding signage should be located at key pedestrian / cycling decision point locations to assist in navigation to points of interest in, and beyond, the CDP area. This could include destinations such as parks, community centres and the Carlington Community Health Centre but also local businesses and restaurants. Figure 37 shows an example of the style of wayfinding signage that could be developed for use in the CDP area.

5.5.9 Street and Pedestrian Lighting

The pedestrian lighting style recommended for the CDP area is to continue with the black lantern type lamp posts and luminaires used along Carling Avenue near the intersection with Merivale Road. While the style of the pole is what is most memorable, important factors in the future illumination plan include the spacing, light colour and intensity, with care taken to avoid glare. Taller street lights will be included to provide adequate illumination of the pavement for vehicles, but pedestrian lamps will fill in the gaps, provide aesthetic appeal and provide more consistent light levels on the sidewalks. It is also important that the colour spectrum from the pedestrian lamps be comfortable to the human eye and allow people to distinguish colours. Figure 38 shows an example of the style of pedestrian lighting envisioned for the CDP area. The poles installed should be equipped with banner arms for collaborative community programming and be designed, in terms of its load capacity, to accept hanging flower baskets.

5.5.10 Area Traffic Management

During the public consultation process some members of the community expressed concern with the possibility of additional motor vehicle traffic on neighbourhood streets as a result of future implementation of the complete street design. The complete street demonstration plan illustrates design changes to help address these concerns. Area traffic management (ATM) approaches used in the demonstration plan include narrowing the pavement width at local road intersections with Merivale Road to 7.0 metres and reducing curb radii at the same intersections to help slow vehicle speeds. Where the intersecting local road is also an on-road cycling route, mitigating measures to accommodate cyclists, such as a ride-over facility on the curb extension, are to be included in the design. Also, where there are no medians in the centre of the roadway, vehicle left turn restriction signage from Merivale Road onto local roads will continue to be used in the future road design to reduce cut through vehicle traffic. When detailed complete street roadway design is undertaken in the future, a broader review of traffic management considerations should be undertaken and other design measures can be implemented in accordance with ATM guidelines and in consideration of land use factors in place at the time.

5.5.11 Design Standards

The following design standards were considered in the preparation of the complete street demonstration plan and are to inform the future functional and detailed designs at the time Merivale Road is rebuilt (subject to available right-of-way space and any new standards that may apply).

Sidewalks: Sidewalks are to be concrete with a 2.0 metre minimum unobstructed width (i.e. be free of landscaping, light poles, utility poles, benches, regulatory signage and other street furniture). To improve pedestrian safety and wayfinding, pedestrian crossing points across intersections (crosswalks) are to also be constructed of concrete to highlight the sidewalk location with the change in material.

Cycle Tracks: Cycle tracks are to be asphalt with minimum unobstructed width of 1.8 metre plus 0.3 metre dooring zone width for a total of 2.1 metre. Intersection crossing points are to be (green) painted lines on asphalt. Where possible, cycle tracks are to be routed behind bus stops and bus shelter openings to minimise the possibility of conflict with pedestrians accessing transit. In addition, protected intersection

design treatment is required at roads intersecting with Merivale Road. Consider adding colour to the asphalt cycle tracks to help reduce the visual impact of having the additional width of asphalt paving abutting the asphalt roadway.

Vehicle Lane Pavement Width: Minimum 3.3 metre for shared motor vehicle travel lanes and 3.5 metre for transit priority lanes with off-peak period parking.

Transit Stops: At the time Merivale Road is rebuilt, opportunity to improve bus stops with new shelters and transit amenities (e.g. benches) should be sought. Any amenities included in future functional and detailed designs shall meet the design specifications in place at the time, and be implemented in consultation with OC Transpo. At all bus stops, a bus pad/platform of 15 metres (1.8 metre width) is required along the curb edge measured back from the bus flag. Any bus stops far side of a cross-walk or proposed pedestrian crossover, a minimum 20 metre is required from the edge of the cross-walk to the bus flag location. The future locations of pedestrian crossovers are to be reviewed in light of this transit requirement.

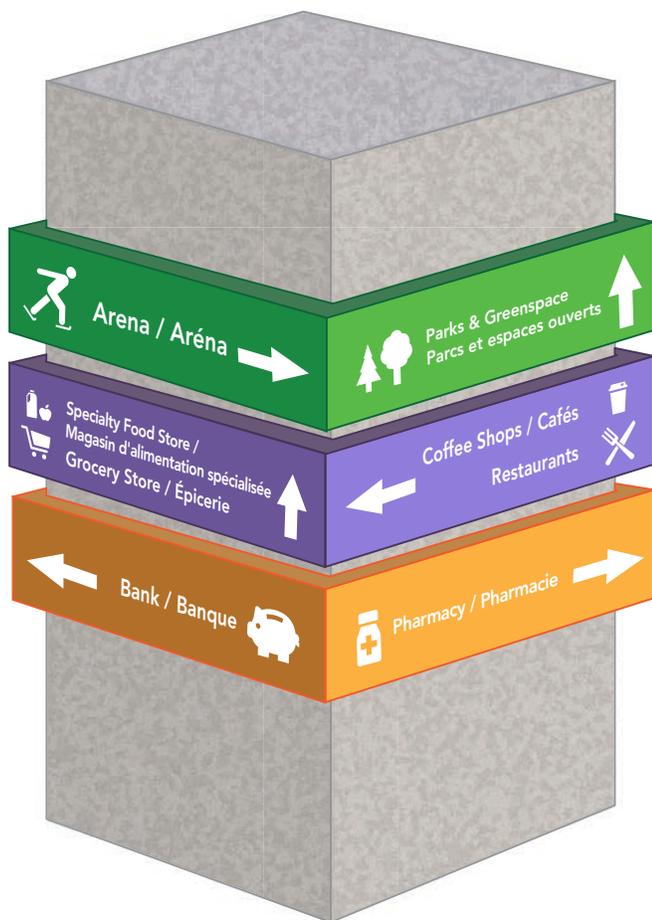


Figure 37: Wayfinding Sign Sample Design

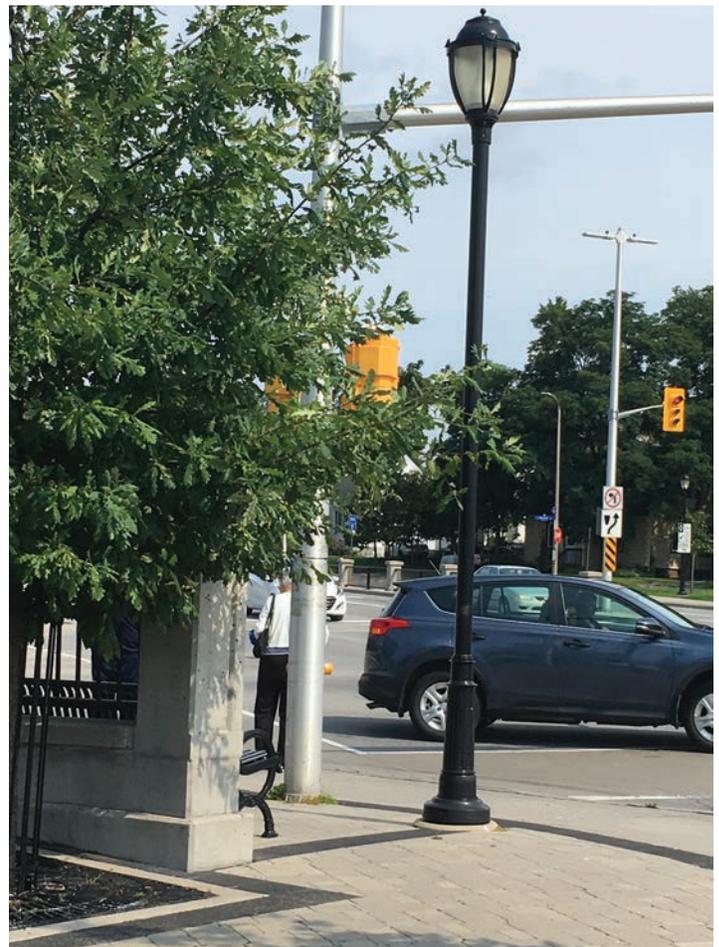


Figure 38: Pedestrian Lighting Pole and Luminaire Sample Design

5.5.12 Demonstration Plan

The purpose of including a complete street demonstration plan in this CDP is to inform the design elements of the future redesign of Merivale Road at the time a major infrastructure renewal project takes place and the road is reconstructed. The illustrations provided are conceptual and will be revised at the time of functional and detail design including elements such as landscaped areas, pedestrian crossing locations and bus stops. At the time the future detailed design proceeds, new roadway / intersection design and street furniture / boulevard design standards may be in place that supersede those illustrated in the demonstration plan.

5.5.12.1 Place Making / Creating a Destination

Merivale Road in the CDP area is designated as both a Traditional Main Street and a Transit Priority corridor. While not mutually exclusive, these two designations have different characteristics, which the demonstration plan seeks to balance through implementation of complete street elements. More simply put, a main street is most successful as a destination and place while the objectives of a transit priority corridor are focused on efficient movement and capacity of transit through that corridor.

The fundamental objective underlying the demonstration plan is to change the character of Merivale Road to a more comfortable pedestrian experience that will help to draw, not only regional customers, but act as a neighbourhood amenity. This change in character presents a tremendous

opportunity for the landowners along the corridor and would enhance Carlington as a neighbourhood, which already has many key elements such as parks, community centres, schools and places of worship.

5.5.12.2 Boulevards Define the Street

The choice and arrangement of elements in the boulevards in the demonstration plan is a conceptual illustration of how an improved streetscape can serve as a catalyst to create a positive environment for a pedestrian oriented, comfortable main street. The streetscape can improve the pedestrian and cycling level of comfort, as well as enhance the character of the street, with redeveloped buildings and elimination of front yard parking further enhancing the character incrementally over time. The demonstration plan shows existing buildings and parking, but as redevelopment occurs and there is a reduction in front yard parking areas directly accessing the street, the landscape strip in the boulevard can be more continuous.

5.5.12.3 Key Intersections

The full demonstration plan, covering the length of Merivale Road in the CDP area, is in Appendix B. Figures 39 to 44 illustrate the conceptual complete street design approach at key intersections along the corridor. The one-way turning lane intersection from Merivale Road onto eastbound Carling Ave was identified through public consultation as a location where some motorists fail to yield or stop for pedestrians. The design of this intersection should be reviewed at the time of detailed road design proceeds.



Figure 39: Carling Avenue Intersection

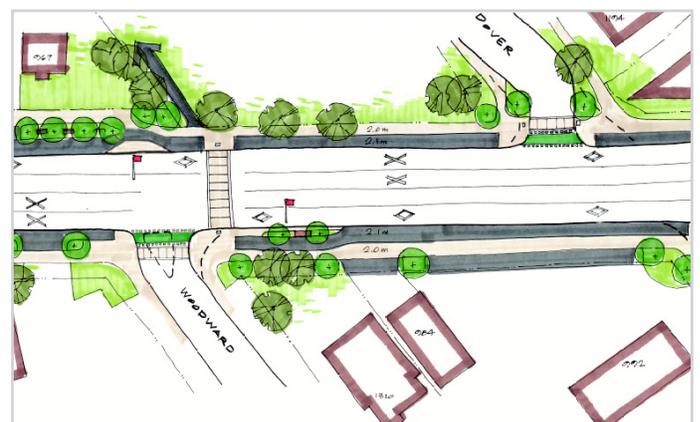


Figure 40: Woodward Avenue Intersection



Figure 41: Raven Avenue Intersection



Figure 42: Kirkwood Avenue Intersection



Figure 43: Morisset Avenue Intersection

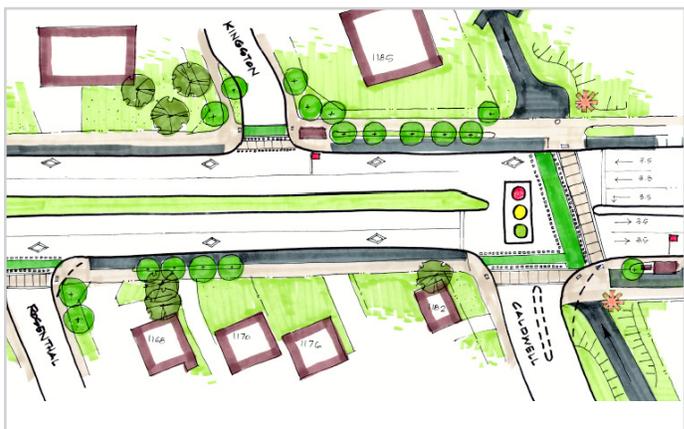


Figure 44: Caldwell Avenue Intersection

5.5.12.4 Areas with Constrained Right-of-Way Width

Some sections of Merivale Road have constrained right-of-way width that may affect the ability to provide the target width for sidewalks and cycle tracks. Additionally, some locations in the areas with constrained width may also have the effective width of sidewalks and cycle tracks slightly reduced at the locations of utility poles and street signs that would be located along the edge of these facilities. While these constrained locations are not considered to be unsafe, sidewalks and cycle track widths could be increased depending on the available right-of-way, and new standards in place at the time of road redesign and construction in the future. The need in some locations to provide left turn lanes and/or medians in the may reduce the available right-of way width for some complete street design components.

At the time the future detailed design proceeds, an assessment of any additional right-of-way that may have been acquired will be undertaken and the best use of that land

will be determined, including but not limited to the need for improvements to support walking, cycling, public transit and landscaping. The following are the constrained locations illustrated on the demonstration plan:

1. A 65 metre section between Morisset Avenue and Dorchester Avenue has an existing retaining wall on the west side of Merivale Road constructed in the right-of-way. Although the right-of-way itself is wider along this part of the street, the location of the retaining wall reduces the available width in this section to approximately 25 metres. The demonstration plan shows a narrowing of the existing roadway median in this area to 0.6 metres in order to provide additional space for sidewalks at 1.5 metres and cycle tracks at 2.0 metres on both sides of the street. If a wider median is required to remain as part of the future design, consideration should be given to reconstructing the retaining wall (in a way that continues to provide pedestrian access to the adjacent properties), as part

of future road reconstruction. Alternatively, additional right-of-way could be obtained to provide full width sidewalks and cycle tracks prior to reconstruction of the street if, for example, the property at 1107 Merivale is redeveloped and a widening of the road is obtained by the City through the development approval process.

2. A 10 metre section north of the Kirkwood Avenue intersection where a portion of the right-of-way adjacent to the property at 1061 Merivale reduces the available width to approximately 20.5 metres at the narrowest point. For this short section, the sidewalks are shown at 1.5 metres and cycle tracks at 1.95 metres on both sides of the street. Additional right-of-way could be obtained to provide full width sidewalks and cycle tracks prior to reconstruction of the street if either of the properties at 1061 or 1064 Merivale are redeveloped and a widening of the road is obtained by the City through the development approval process.
3. A 100 metre section north of Shillington Avenue to south of Larose Avenue where the right-of way width is as narrow as approximately 18.5 metres. The Official Plan requires a right-of-way width of 26.0 metres between Kirkwood Avenue and Carling Avenue which includes this 18.5 metre area. In order to provide the target width for cycle tracks sidewalks though this section of the corridor, it is assumed that the required widening along the east side of the street (3.75 metres) will be acquired through the redevelop-

opment of 1005 and 1023 Merivale Road. It is also assumed that the same widening can be negotiated with Hydro Ottawa as a taking along its property frontage at 1021 Merivale Road. This additional width on one side of the street would allow for 2.0 metre sidewalks and 2.1 metre cycle tracks on both sides of the street (although with an offset centreline pavement design). If the widening on 1005, 1021 and 1023 Merivale Road cannot be acquired by the city prior to road rebuild, an alternate design is illustrated in Figure 45 for this constrained road section. The alternate design shows separated sidewalks and cycling facilities in a shared 2.45m wide boulevard. This is a design solution that exists in other urban conditions in Ottawa, similar to the (future) design of Elgin Street for example.

4. A 50 metre section north of the Coldrey Avenue / Crerar Avenue intersection where the right-of-way adjacent to the property at 872 Merivale is approximately 20.5 metres wide. For this section, the sidewalks are shown at 1.5 metres and cycle tracks at 1.95 metres on both sides of the street. Additional right-of-way could be obtained to provide full width sidewalks

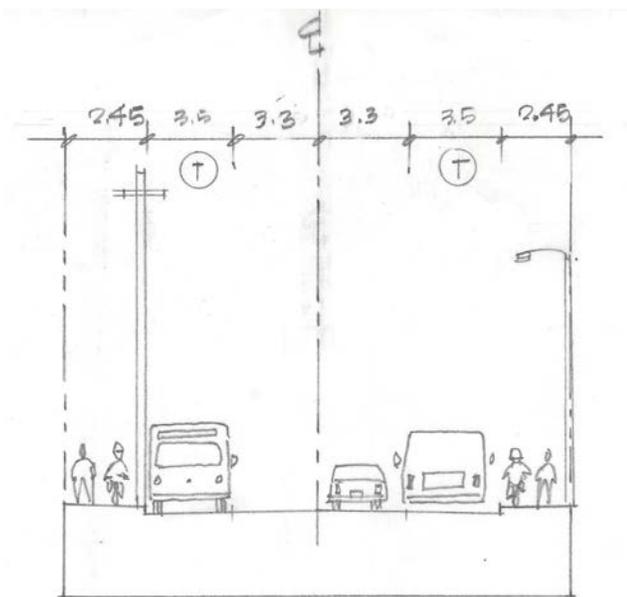


Figure 45: 18.5m ROW Section Alternate Design

Figure 46: Cycle Track Signage

and cycle tracks prior to reconstruction of the street if the property at 872 Merivale, or properties across on the east side of Merivale, are redeveloped and a widening of the road is obtained by the City through the development approval process.

5. A 5 metre section north of the Merivale Road eye-brow street on the east side of Merivale (across from Thames Street). In this short section, the right-of-way is approximately 20.5 metres wide resulting in the sidewalks being shown at 1.5 metres and cycle tracks at 1.95 metres on both sides of the street. Additional right-of-way could be obtained to provide full width sidewalks and cycle tracks prior to reconstruction of the street to provide full width sidewalks and cycle tracks if either of the properties at 839 or 848 Merivale are redeveloped and a widening of the road is obtained by the City through the development approval process.

Where sidewalks and cycle tracks merge (such that they are abutting side by side), signage and line painting is to be used to assist in navigation and safety for pedestrians and cyclists. Figure 46 is an example of the type of signage to use, subject to new standards in place at the time the design proceeds. In addition, the routing of cycle tracks around bus stops and bus shelters is to be carefully designed, especially in locations where the right-of-way width is narrow.

5.5.12.5 Costing of Enhanced Street Design

Merivale Road is a designated Traditional Mainstreet and Design Priority Area in the Official Plan. Streetscape design in Design Priority Areas is required to demonstrate an improved pedestrian environment including enhanced landscape details, surface treatment, public art, decorative lighting, coordinated fixtures and street furniture details. It is important, therefore, to identify at the next stage of the roadway design process in the future an appropriate level of funding to include all of the streetscape elements (over and above typical arterial road rebuild costs) identified in the demonstration plan. This includes for example decorative pedestrian lighting, wayfinding signage, bicycle racks, cycle tracks and related regulatory signage, paving stones and coordinated-design street furniture elements such as bench seating, garbage containers and tree grates and protectors. Due to constrained boulevard width and presence of hard-surface materials required for cycle tracks and sidewalks in the boulevard, additional funding will also be required to construct underground planting chambers for tree planting areas.

6.0 CDP ECONOMIC DEVELOPMENT STRATEGY

A component of the CDP study process included looking for grassroots economic development initiatives and ways to leverage existing community strengths to help the CDP area and the Carlington neighbourhood in general. With the assistance of the community, a number of new economic development ideas for the CDP area were developed. Many of the ideas are low or no cost and can be successfully implemented through local interested community volunteers under the coordinated guidance of the Carlington Community Association and / or the new business association suggested in Section 6.3.

Four broad approaches to support local prosperity are identified along with supporting specific initiatives. The four approaches, set out in sections 6.2 to 6.5, include creating a brand for the mainstreet, a marketing theme, creating a local business association and identifying creation of a community improvement plan (subject to Council approval). The Carlington Community Association agreed to participate as the lead organisation in starting and coordinating the economic development initiatives. The City's economic development staff will also participate to offer guidance and advice in the early stages of the process.

The goals of the economic development strategy include:

- Looking for opportunities that could stimulate private sector interest and investment in the area
- Increasing options to encourage new businesses to locate along Merivale Road,
- Promoting development industry interest, and
- Encouraging residents to live and shop along Merivale Road

6.1 Existing Carlington Employment

Although Carlington is well-positioned in the urban area of Ottawa and with good proximity to downtown, employment opportunities directly within the community are limited. The Merivale Road and Carling Avenue corridors offer some opportunity for retail, restaurant, sales and office jobs within walking distance from some parts of the community. The Laperriere Avenue, Clyde Avenue and Woodward Drive areas also have a range of business park style employment opportunities but these areas primarily draw employees from communities across Ottawa. Home-based child care

and other home-based businesses are permitted in the residential zones in Carlington providing opportunity for employment at home. Residents also have access to employment in other parts of the City through use of the public transit system. Figure 47 illustrates the location of employers and existing / future development sites that will bring an influx of new residents and employees to Carlington's doorstep. Overtime, these areas provide a business opportunity to draw walking-distance customers to Merivale Road shops and services.

6.2 Branding

Creating a marketing brand for the CDP area will help residents of the community and the City at large identify with and know the location of the Merivale Road (North) mainstreet area. The idea to brand the area as Merivale Village or Carlington Village was tested with the community through the CDP study consultation process. Carlington Village received the strongest support. The name aligns well with the long-term traditional mainstreet vision and desired high-quality pedestrian environment for the CDP area. It also describes the existing small-scale community based shops and services along the street. Initiatives to help establish the new Village brand include:

Develop a Carlington Village logo that could be included as part of:

- Carlington Village Business Association (CVBA – see Section 6.3) participating businesses letter head and web sites
- CVBA and Carlington Community Association web sites
- Ads in local newspapers to promote Community Association and VBA events
- Promotional materials for Carlington Village mainstreet.
- Themed Carlington Village signage, wayfinding signage and banners also including lifestyle images to mount on utility poles along the street. Could seasonally themed and/or based on community events.

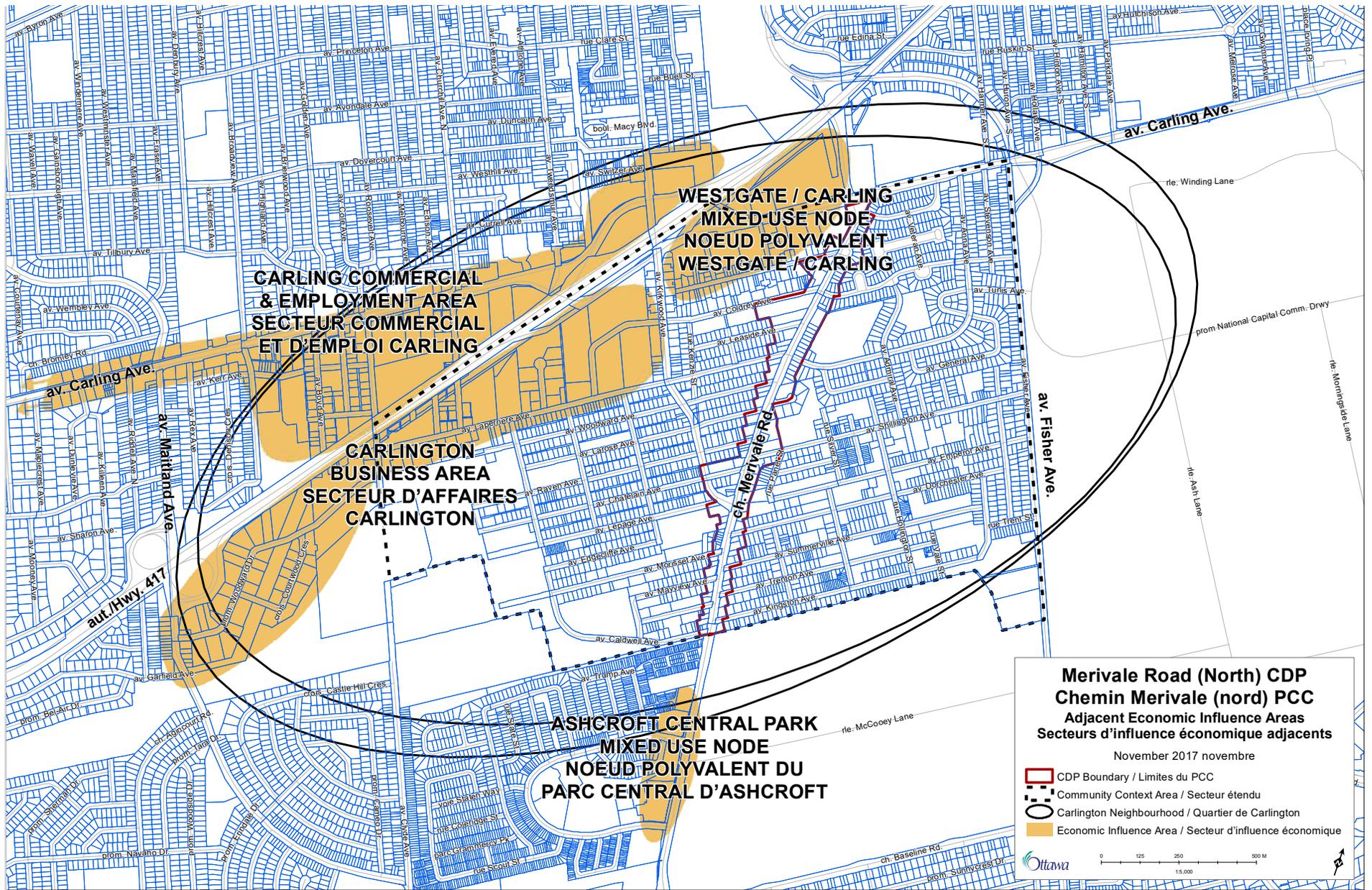


Figure 47: Adjacent Economic Influence Areas

Create a Carlington Village website promoting:

- Businesses / restaurants in the Carlington area
- Opportunities for new businesses and land development such as existing leasable space and rates, (re)development parcels, landowner contact information
- Business opportunities existing under the Traditional Mainstreet zoning (new businesses through simple reuse of existing buildings)
- Recent reductions in on-site parking requirements under the zoning by-law
- Opportunities under the zoning by-law to set up farmers' markets in parking lots
- Links to websites for the CCA, Ward Councillor, Economic Development department and websites for businesses along the street.

6.3 Business Owner Coordination

One of the ways commercial areas in the City of Ottawa and in many other cities help to build success is by establishing Business Improvement Areas (BIA's). Since the number of businesses in the Merivale Road (North) area is relatively small presently, at approximately 50, there may be too few businesses to set up and operate a formal BIA. However, another successful approach recommended for the CDP area is to establish with the assistance of the City a more informal business association — the Carlington Village Business Association — building on the preferred branding name set out in Section 6.2.

Establish the Carlington Village Business Association (CVBA)

Carlington Community Association (CCA) will initiate contact with businesses and commercial building owners and organise CVBA start-up meetings held as part of scheduled CCA meetings. The purpose of the start-up meetings is to:

- Gauge interest from the business community in participating in the CVBA
- Identify interest in taking leadership roles
- Discuss CVBA executive structure, membership and responsibilities
- Benefits and costs of incorporation and obtaining insurance
- Agree on future meeting schedule, format and association with the CCA

- Identify the geographic area for the CVBA and membership structure
- Decide on a name for the VBA, possibly the Carlington Village Business Association, as was favoured as a result of the CDP study process

Benefits of creating the CVBA

The following are some of the benefits identified through the CDP process of establishing a new business association:

- Networking with neighbouring businesses, cross pollination of ideas and creating new ways to jointly market goods and services offered to customers
- Coordination of area business promotion, special business events, sales, etc.
- One-stop shopping online for Merivale Road (North) shops and services
- Being ambassadors for the area
- Voice of advocacy for the street at City Hall
- Improved position to leverage available funding assistance

Sample CVBA Initiatives

The CVBA could for example spearhead low or no cost initiatives to benefit appearance of some businesses along the street, improve feelings of public safety and to promote participating businesses. For example:

- a) Develop a guideline to address window treatment to better market goods and services offered and to help invite customers to enter and make purchases
- b) Prepare guidelines for (front) building lighting to improve appearance and feeling of safety
- c) Prepare a promotional brochure advising of Traditional Mainstreet zone permitted uses, the new low or no parking requirements in the zoning by-law and the basic process to set up a business
- d) Offer a price discount to area residents to promote local business use
- e) Create and maintain Village website
- f) Determine the possibility of installing and managing hanging planter baskets on existing utility poles and/or on decorative light poles installed in the future.

- g) Invite Ottawa Urban Infill Council members to CVBA / CCA executive meeting(s) to discuss community support for development / redevelopment along the street.
- h) Create and supply to CVBA members sandwich board signs with coordinated standard designs including the Village logo. Each participating business can include its own name and information in the body of the sign as desired.
- i) Determine interest of local businesses and restaurants to develop, cost share/sponsor and/or advertise (along with local public points of interest) on decorative wayfinding signage within the CDP area.
- j) Prepare promotional information to distribute and post on Carlington Village webpage encouraging reuse / repurposing of existing veteran houses along the northeast portion of the mainstreet for home-based businesses, artisan studios, craft shops, gift boutiques, etc. and to help maintain the architectural character of this part of the CDP area.

6.4 Marketing Theme

The Merivale Road (North) area already has several successful ethnic food restaurants and businesses that in some cases draw customers from outside of Carlington. One idea is to build on this existing success and momentum and promote ethnic foods as a marketing theme for the street. The goal is to attract more customers and build interest to attract more of these types of businesses to establish in the area. Some of the ways to implement this idea include:

Posting on the Carlington Village website

- List and location map of businesses, with particular focus on ethnic food stores and restaurants and including links to individual websites. Include promotional words encouraging establishment of similar businesses with link to information on zoning permissions and available space including contact person information.
- Link to area demographic information, walking distance population, average daily automobile and transit rider traffic, availability of on street parking and identify nearby economic generator areas, distance to downtown and other key destinations.
- Promote possible reuse of existing veterans homes (awareness campaign of zoning permissions) along the north end of the street for ethnic shops and restaurants as well as professional offices, boutique and artist space.

6.5 Community Improvement Plan

A Community Improvement Plan (CIP) implemented by the City in the CDP area could assist in improving economic prosperity by providing financial incentives for new construction, supporting the provision of affordable housing, improvements for existing properties and other financial tools and assistance to landowners. Through the consultation process people expressed support for the creation of a CIP however prior authorization by City Council and approval as part of an annual City work plan is required.

7.0 IMPLEMENTATION

The CDP will be implemented gradually, over time, as redevelopment and major infrastructure renewal occurs. Since market demands dictate the timing of change on privately-owned land, it is difficult to predict exactly when the street-oriented building / mainstreet envisioned in this CDP will come to fruition. Also, City investment is necessary for the complete street elements of the CDP to be realized.

The implementation approach involves changes such as zoning by-law amendments that can be carried out immediately, infrastructure improvements that will occur over the long-term and community-based, grass roots initiatives that can start now and build momentum and growth with the community over time. Partnerships are also encouraged as part of the CDP's implementation. The CDP identifies several projects, particularly ones that support local economic development initiatives.

7.1 Zoning By-law Amendments

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 TM - Traditional Mainstreet will retain the existing TM zoning. Other properties in the CDP area will also retain existing zoning including for example the I1A institutional zoning along Merivale Road that applies to places of worship and the Carlington Community Health Centre.

There are however select properties adjacent to properties that front on Merivale Road that are recommended for rezoning in order to provide increased opportunities for infill development and, thereby, supporting options for economic prosperity in the area. A general description of the properties rezoned can be found in sections 4.1 – Infill development and Lot Consolidation and in Section 4.2 – Kirkwood Node. The zoning by-law amendment report (part of the report to Planning Committee for this CDP) details the technical provisions of the rezoning.

7.2 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 and public sector projects made within the CDP area will 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.

7.3 Capital Projects

In the future at the time of major infrastructure renewal of Merivale Road the complete street design components in this CDP are to be used to inform the functional and detailed road corridor design processes. If major infrastructure renewal occurs in phases, the proposed cross-section and streetscape components including cycle tracks, pedestrian amenities and landscaping shall if feasible form part of implementation so that the intent of the CDP is realized over time. The demonstration plan will also inform interim capital improvement projects, such as sidewalk replacement, if undertaken.

APPENDIX A – CONSULTATION SUMMARY

Overview

The Merivale Road (North) CDP started in January 2017 and was completed over approximately a one-year period. The first half of the CDP study process was undertaken concurrently with another City study: the “Transit Priority Measures Study” (TPM). The purpose of the TPM study was to confirm the need for transit priority measures along Merivale Road between Carling Avenue and Baseline Road and to develop a recommended plan for implementation of these measures along the corridor. The TPM study was to be implemented by repurposing the existing curbside mixed traffic lanes for transit-only use during peak periods within approximately two years following study approval in 2017.

The CDP project work plan incorporated different options for members of the community to provide input throughout 2017. Public input was gathered through the study process by a number of different mechanisms. A study web page was established, an online survey, online comment sheets, community presentations, stakeholder meetings and public information sessions were held in March and October of 2017.

Information about the CDP study was communicated to residents using a variety of methods:

- Direct mail by Canada Post to all residents, businesses and landowners in the study (January 2017)
- Email to registered community groups (January 2017 and August 2017)
- Email to people requesting study updates / notification (August 2017 and September 2017).
- Bucksip post card by Canada Post to all addresses within the Carlington and Central Park communities (March 2017 and September 2017)

- EMC Newspaper ads (March 2017 and September 2017)
- LeDroit Newspaper ads (March 2017 and September 2017)
- Flyers at Carlington area community facilities
- Ward Councillor’s website
- Carlington Community Association website
- City of Ottawa project website

In addition to the formal public consultation events and individual meetings, City staff consulted with a number of smaller groups. A Consultation Group comprised of community association representatives, stakeholders, school boards and landowner / business representatives was established to review and provide input to draft CDP concepts at key junctures in the study process. Also, presentations of preliminary CDP concepts were also given at meetings of the Carlington Community Association in February 2017 and September 2017.

A Technical Advisory Group (TAG) was also formed to provide input on the evolution of the CDP. The TAG included representatives from a number of different internal City departments. Individual meetings with the representatives were also held throughout the study process to ensure that the direction of the CDP was informed by and coordinated with, various city initiatives.

The Study Timelines figure below illustrates the study timelines, key public engagement events and shows where the CDP and TPM studies were undertaken concurrently:



What We Heard

Comments were received from a wide variety of community stakeholders and residents throughout the study process. Main consultation events included an online survey and two public information sessions. As We Heard It reports containing verbatim comments were produced as part of the record of the study process. The following sections are a summary of comments received from the public as part of the main consultation events.

Online Community Survey

In January, February and March of 2017 an online survey was posted on the City’s Imagine Merivale Road (North) web page. The purpose of the survey was to gather in the early stages of the study ideas from the community on and comments about preliminary improvements and initiatives in the CDP area. 209 people responded to the survey. The following is a summary of the results from the survey.

The figure below summarises the response to questions 4, 5 and 6 in the online survey. It shows the possible elements of the CDP that people felt were of greater or lesser importance.

Some of the recurring themes that emerged in the general survey responses include:

Businesses

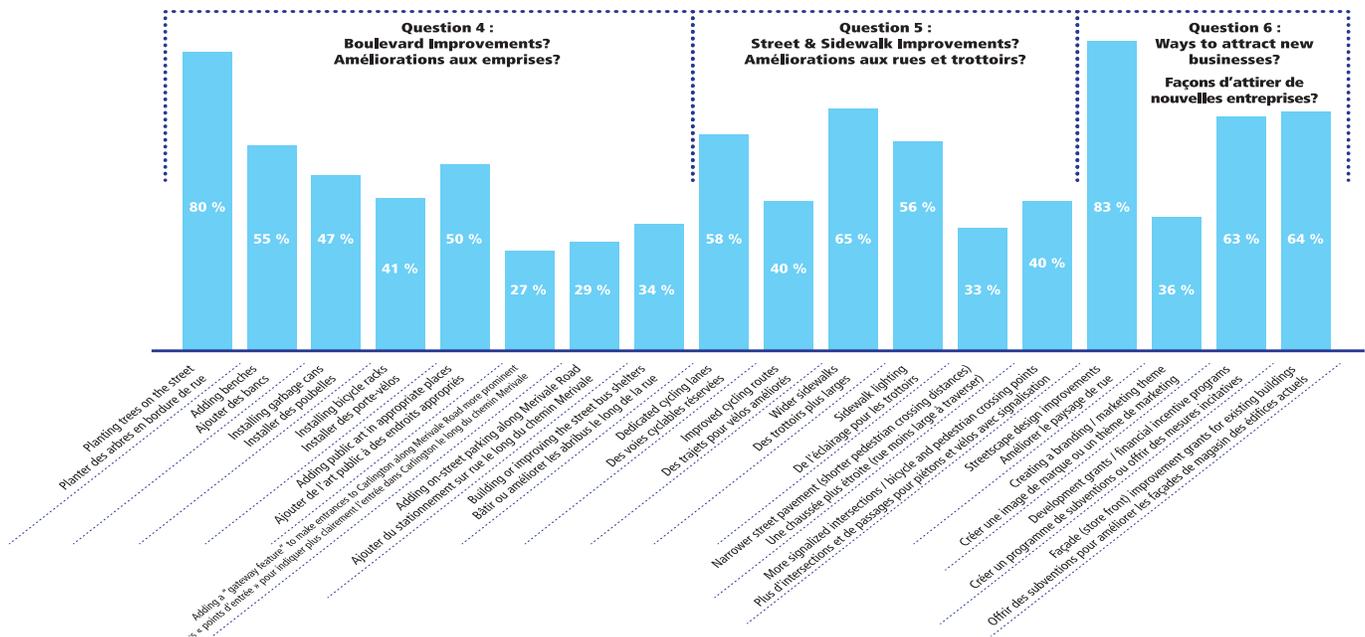
People generally like the small business and ethnic nature of the shops along Merivale Road and that they are within walking distance to the community, some like nothing about the businesses along the street and feel that the types of businesses does not reflect the family nature of the community. Many people feel that the appearance of many of the store fronts and properties needs improvement.

Land Use

People also like the look of veterans homes and the variety of residential and commercial uses along the street but feel that more businesses are needed. In particular, coffee shops, bakeries, restaurants and grocery stores were identified.

Streetscape

People think that Merivale Road could be improved by relocating the hydro poles that obstruct the sidewalk, having repaired / wider sidewalks and locating them away from the street, more landscaping, better lighting, improving cycling facilities and providing garbage receptacles (support a complete street design approach).



Transit

People feel that public transit in the area could be improved by providing increased frequency of bus service and more bus shelters. Generally, people do not support the introduction of separate bus lanes on Merivale through the community.

Safety

People feel that existing by-law and crime prevention / enforcement could be improved to reduce vehicle break-ins, increase feeling of personal safety.

Traffic

People also feel that too many vehicles exceed the posted speed limit / sometimes run red lights along Merivale Road. Vehicle short-cutting through neighbourhood streets was identified as being a concern.

Parking

People would like to see parking moved from in front of businesses to the side or back and have the appearance of existing parking lots improved. There is general support for having on-street parking.

Public Information Session #1

The first public information session was held on March 22, 2017 from 6:30pm to 8:30pm at the Alexander Community Centre. Approximately 150 people attended the event. Preliminary information on rezoning, economic development initiatives and complete street design options were presented for comment. The public was also asked to comment on preliminary Information regarding the concurrent Transit Priority Measures Study. The following is a summary of the comments received, grouped into common themes:

Complete Street Design

People identified the need to relocate the utility poles blocking the sidewalks, and generally to improve the ability for pedestrians to safely cross at intersections and to provide features to make winter maintenance easier. Separate bicycle lanes and wider sidewalks were favoured. People felt that public art opportunities needed to be addressed. The preliminary complete street option favoured most highly was Option 4 (two shared lanes with parking on one side and a centre left turn lane).

Transit Priority Measures

Generally, opinions were divided on the need for separate transit lanes through the community. Some people were concerned about potential impacts the transit lanes would have on the ability to make the Merivale Road corridor more pedestrian friendly and have more of a neighbourhood feel.

Walking / Cycling

People strongly supported making improvements to walking and cycling facilities. Some felt that sidewalk design needs to better accommodate those with mobility impairments.

Land Use / Zoning

Comments were made about the need for better access to fresh food / grocery stores and coffee shops. More explanation of what Traditional Mainstreet zoning includes was needed.

Motor Vehicles / Traffic

People were generally concerned with speeding cars along Merivale and the possible effect of new development in the area (along Carling) causing congestion.

Economic Development

A majority of people supported the idea of creating a Village branding for the area and developing a marketing theme based on ethnic foods and restaurants, attracting more of these types of businesses to the area. People also agreed with building on the strengths of the business community by establishing a business association and preparing in the future a Community Improvement Plan for the CDP area.

Public Information Session #2

The second public information session was held on October 5, 2017 from 6:30pm to 9:00pm at the Alexander Community Centre. People were asked to comment on the draft recommended components of the CDP including the proposed rezoning, economic development initiatives and the complete street demonstration plan. Approximately 75 people attended the event. The following is a summary of the comments received, grouped into common themes:

Complete Street Design

People supported the complete street design approach, asked that hydro poles blocking the sidewalk on the west side of the street be relocated and asked that regular boulevard maintenance be undertaken after improvements are constructed. Preference was expressed for the option presented at the first open house that had two shared lanes and parking both sides (Option 1). Frustration was expressed that the preference of the community resulting from the first open house (Option 4 – with two shared lanes with parking on one side and a centre left turn lane) was not selected as the recommended option.

Transit Priority Measures

Comments were made about transit lane design options and transition between Kirkwood and Baseline. Some people were concerned that adding transit lanes would reduce the ability to create a more walkable street, and the potential for difficulty of residents driving cars to access side streets.

Walking / Cycling

People supported making improvements to walking and cycling facilities but expressed concern about pedestrian / cyclist safety if sidewalks and cycle tracks were abutting or were shared. Locating cycle tracks behind bus stops and shelters was desired to provide safe access to transit. Implementing new signalized pedestrian crossing points was supported. Concern was expressed regarding potential conflict between vehicles accessing businesses and walkers / cyclists.

Land Use / Zoning

Comments were made about restricting parking areas in front of businesses and encouraging more people to live in the neighbourhood to support places of worship, shops and restaurants. The Traditional Mainstreet zoning was supported, in particular the ability to have coffee shops and restaurants.

Motor Vehicles / Traffic

People were generally concerned with speeding cars along Merivale and the possible increase in traffic on Merivale and on side streets after redevelopment of Westgate Plaza and closure of the on-ramp to the 417. Concern was identified regarding possible congestion created by reducing vehicle travel lanes from 4 to 2, and what enforcement measures would be used to keep cars from using the transit lanes. A comment was made about ensuring that the road subgrade in the transit lanes would support bus usage. There was concern about the existing misalignment of the Coldrey / Crerar intersection with Merivale and the volume of traffic using the Trenton intersection at Merivale.

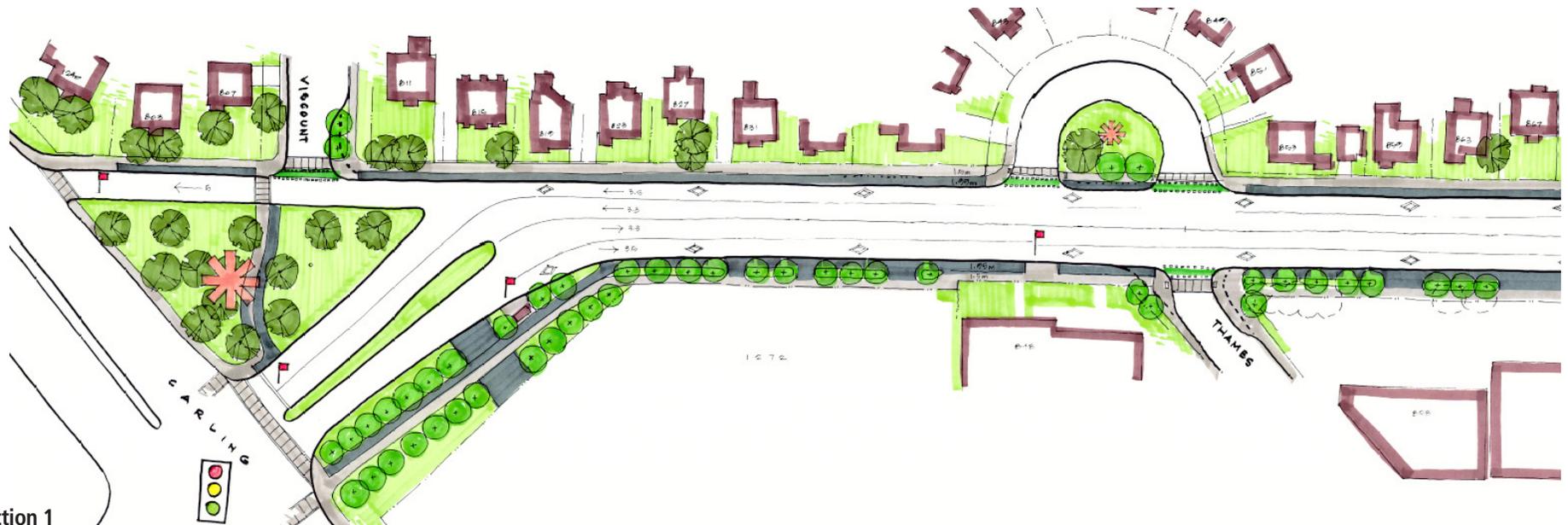
Economic Development

A majority of people supported the idea of creating a Carlington Village branding for the area. A question was asked about what incentives would be offered to attract new businesses to the area.

APPENDIX B – COMPLETE STREET DEMONSTRATION PLAN



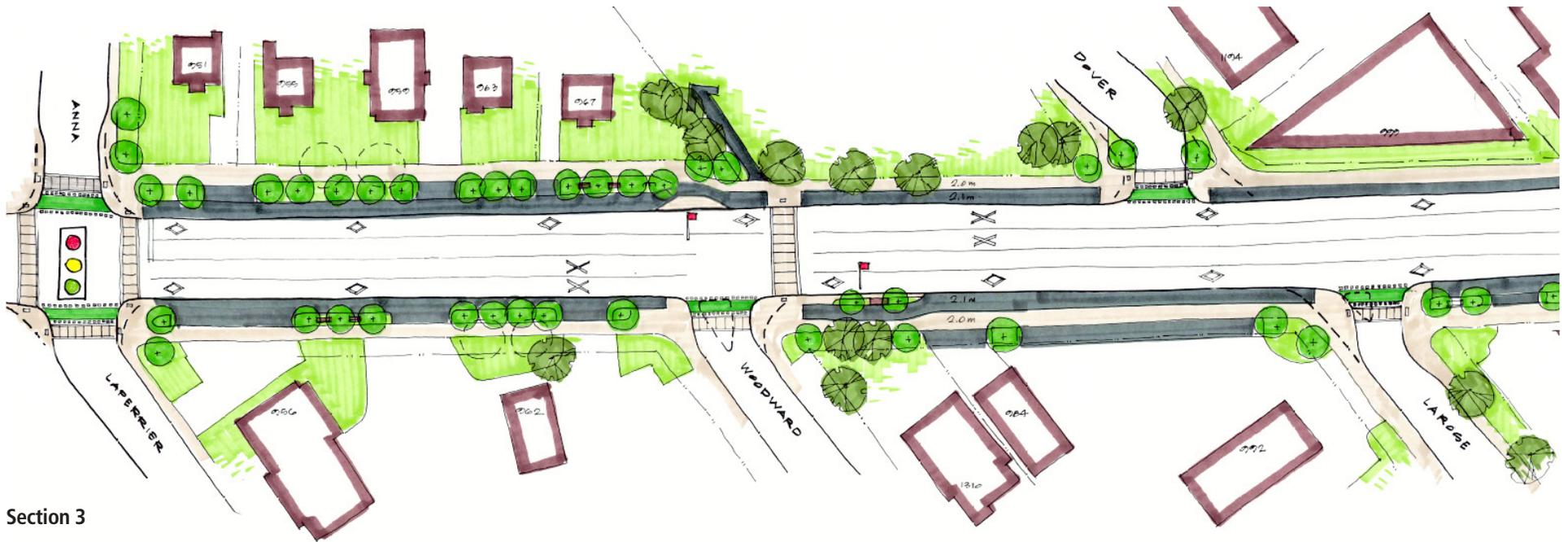
NOTE: All streetscape elements are preliminary and subject to confirmation at detailed design stage.



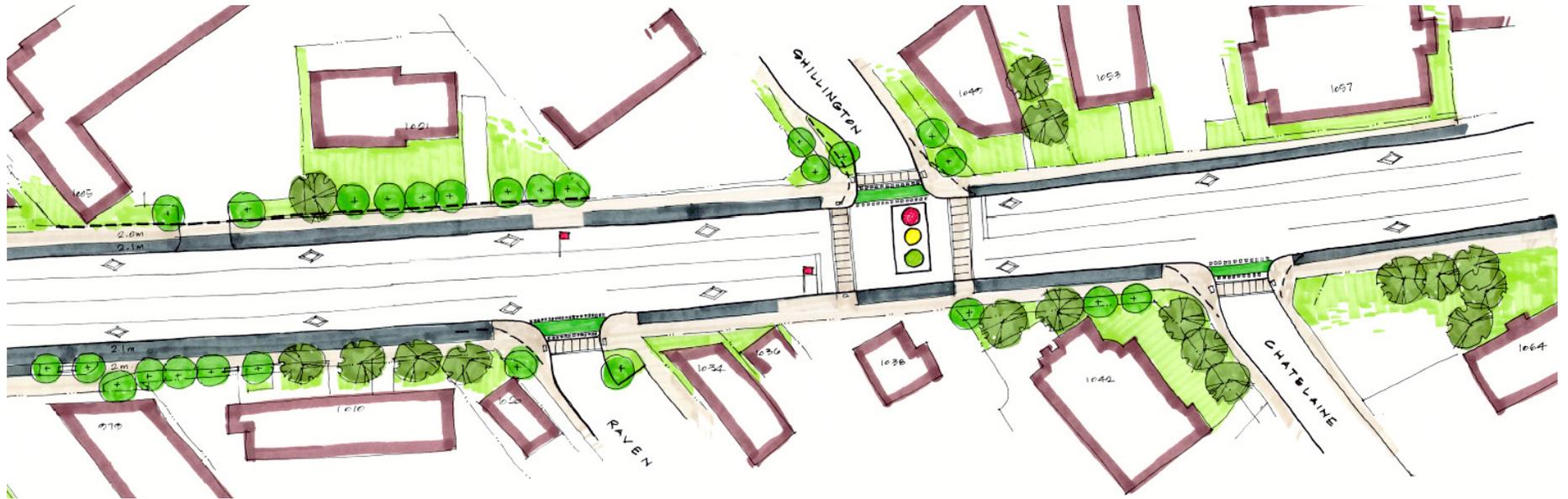
Section 1



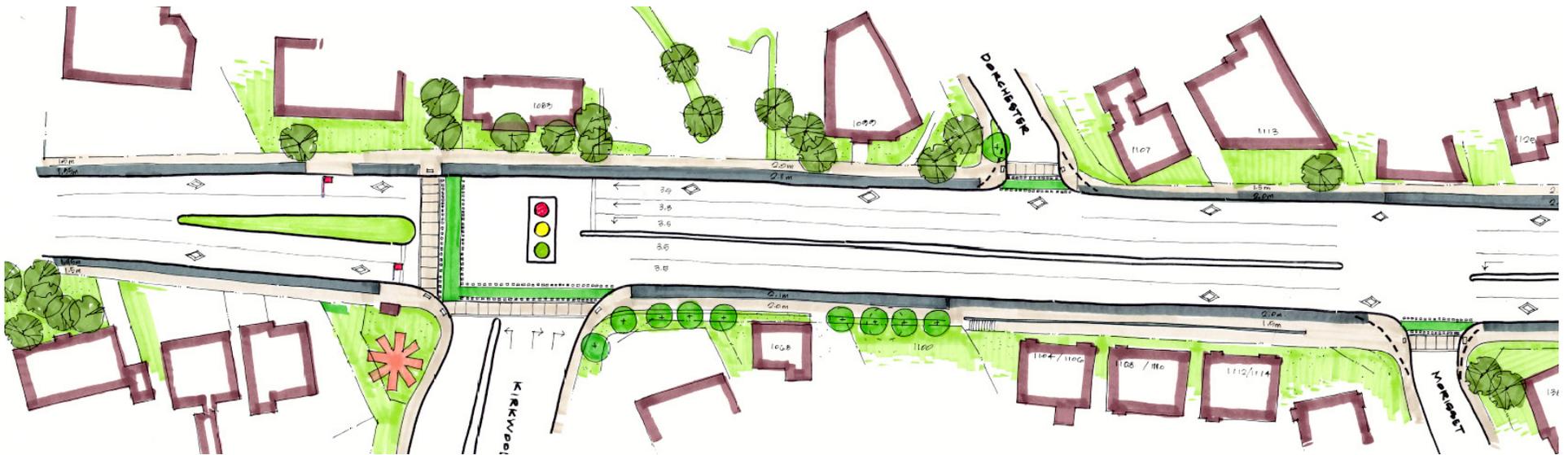
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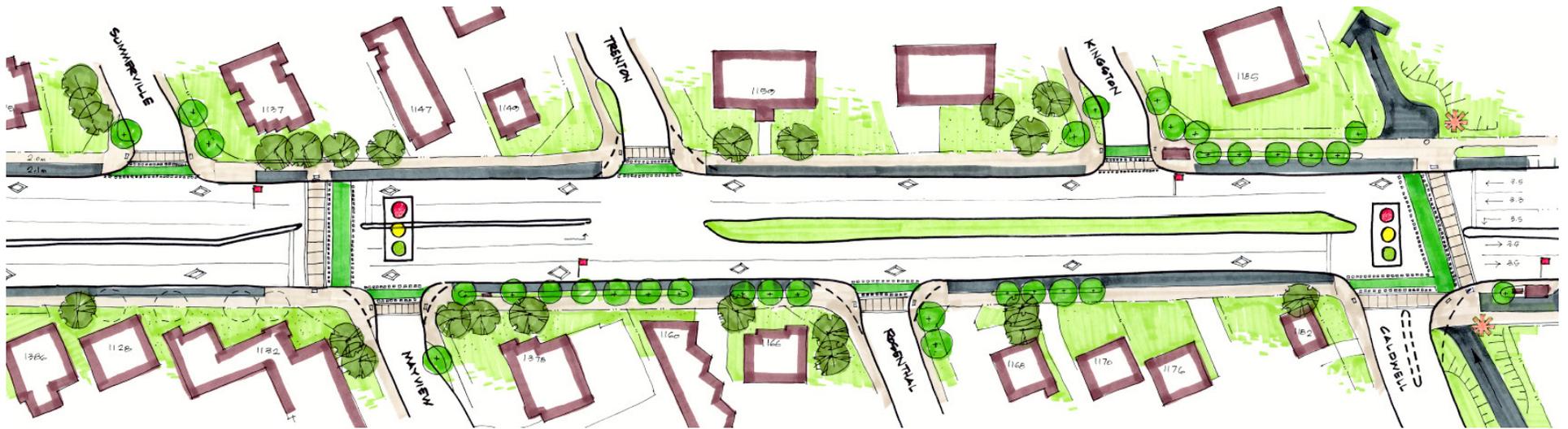
Section 3



Section 4



Section 5



Section 6