





This Community Design Plan was prepared by:

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Planifier l'avenir du centre-ville

Ce projet n'est pas qu'une affaire de densification.

Ce projet vise à créer un plan de croissance global pour le centre-ville.

En tant que plan de croissance, cette étude ne doit pas qu'aborder la question de l'emplacement ou de l'aspect des nouveaux bâtiments. Elle doit également permettre de déterminer comment le centre-ville peut devenir le meilleur lieu de vie qui soit et d'aborder notamment les questions suivantes :

- Quelles sont les secteurs de ce quartier devant être protégés de toute croissance?
- Comment divers types de ménages peuvent-ils être attirés par ce secteur?
- Quelle est la condition des installations et des services communautaires actuels, et quels sont les installations ou les services supplémentaires qui pourraient être nécessaires?
- Quelle est la qualité des espaces ouverts actuels et où de nouveaux parcs devraient-ils être aménagés?
- Comment les parcs actuels pourraient-ils être mis en valeur?
- Comment les rues sont-elles utilisées et comment pourraient-elles être améliorées pour tous les types d'usagers?
- Où les zones prioritaires des cyclistes et des piétons devraient-elles être situées?
- Comment les véritables biens patrimoniaux pourraient-ils être mieux protégés?
- De nouveaux emplois sont-ils nécessaires dans le secteur? Le cas échéant, où et de quel type?

Secteur visé par l'étude

Bien que certains aspects de cette étude aient considéré le centre-ville comme un tout - du canal Rideau à la rue Bronson et du Queensway à la rue Gloucester – c'est surtout la partie centrale de ce secteur, où la pression de croissance se fait le plus sentir, qui a fait l'objet d'une attention et d'une analyse particulières. Ce secteur est appelé le cœur du centre-ville. Il s'agit d'un secteur globalement carré et ceinturé par la rue Elgin à l'est et la rue Kent à l'ouest, l'autoroute 417 au sud et la rue Gloucester au nord. Le District de conservation du patrimoine du Centre-ville couvre la plus grande partie du secteur d'étude. Situé entre le Queensway et la zone commerciale centrale d'Ottawa, le secteur d'étude est traversé par plusieurs grandes rues commerciales, comme la rue Bank, la rue Elgin et la rue Somerset.

Cette étude est disponible en anglais seulement et pourrait être traduite en partie ou en totalité sur demande. Renseignements : (Bob Spicer 613 580 2424, poste (13858).

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7.0 Delivering Change: Implementation

1.1 Planning the Future of Centretown

Centretown Boundary Limite du centre-ville

Core Study Area Boundary

Limite de l'aire d'étude

This project is not just about intensification.

This project is about creating a comprehensive community design plan (CDP) for Centretown. As a design plan for managing growth, it must consider much more than just where new buildings should be located and what they should look like. It must also explore how Centretown can become the best possible place to live and work by exploring such issues as:

- How can we ensure compatible infill development in the different neighbourhoods of Centretown?
- How can different types of households be attracted to the area?
- What is the condition of existing community facilities and services? What new facilities or services might be required?
- What is the quality of existing open spaces and where are new parks needed? How can existing parks be improved?
- How are the streets used and how they can be made better for all types of users?
- Where should cycling routes and pedestrian priority streets be located?
- How can heritage assets be better protected?
- Is more employment needed in the neighbourhood? If so, where and what type?

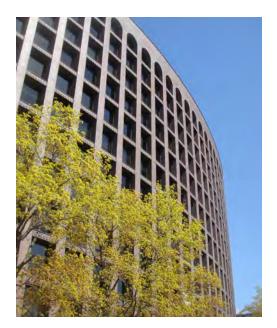
The Study Area

This study was originally titled 'A Community Design Plan for Mid-Centretown'. However, through the consultation process it was widely recognized that 'Mid-Centretown' was an artificial construct and not a recognized community in the City of Ottawa. 'Mid-Centretown' is actually part of the well-established Centretown community and the systems that comprise this community. As such, 'Mid-Centretown' cannot be isolated as its own place and a more responsive plan would result from an examination of Centretown as a whole.

The Core Study Area is generally square in shape and is bounded by Elgin Street to the east and Kent Street to the west, with Highway 417 marking the southern edge and Gloucester Street acting as the northern boundary. The Centretown Heritage Conservation District covers much of the Core Study Area. Situated between the Queensway and Ottawa's traditional downtown area (the Central Area), the Core Study Area is dissected by several major arterial commercial streets including Bank Street, Elgin Street and Somerset Street.

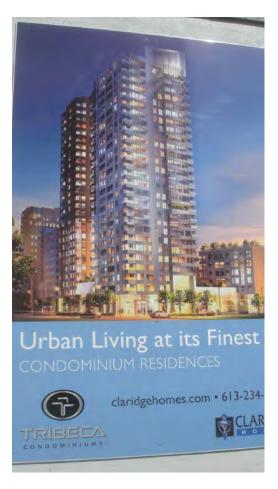






















1.2 Creating a Contemporary Vision

The Urban Strategies' Team was retained by the City of Ottawa to develop a Community Design Plan (CDP) through a collaborative process with stakeholders and the Centretown community. The Plan will provide a broad and integrated twenty-year vision and guidance for the growth of the area.

The goal of this planning process is to prepare a vision that is focused on enhancing the overall experience of Centretown that will form the foundation for a new Secondary Plan. The process will result in a series of recommendations (presented in Chapters 4 through 7) that respond to current planning and community issues

The study objectives are:

- 1. Prepare a community vision for Centretown.
- 2. To identify and protect the characteristics that make Centretown successful and special in the City of Ottawa.
- 3. To identify potential areas for redevelopment, including what type of uses are most appropriate and what buildings should look like.
- 4. To prepare recommendations for the form and quality of new buildings.
- 5. To identify improvements for, and guide future design of, parks and streets.
- 6. To provide a strategy to preserve and protect the best of Centretown's heritage assets.
- 7. To provide directions for creating a more walkable and cycleable neighbourhood that reinforces the importance of active transportation.
- 8. To identify priority 'city building' initiatives and actions that will make Centretown an even stronger and more sustainable urban community.



1.3 What We Heard

Ottawa is growing – we need to embrace the opportunities that this provides us Centretown has a big role to play in the economy of Ottawa A shared vision is important. There are too many conflicting visions of what Ottawa is City Council is not into Smart Growth - we are applying suburban standard in the downtown. We have to start thinking like a big city Why don't we just make development rules that make sense in the first place? There are too many hurdles to get good buildings built Well designed taller buildings don't block views, they create views Pedestrian should come first The relationship between vehicles, cycling and pedestrians is very confusing. We need to create more civilized streets not highways through our neighbourhood Metcalfe, Kent and O'Connor need to be civilized – they are scary places today If all north-south arterials turn to into two way streets, traffic will go to other places in neighbourhood Kent and Lyon should be two way streets Community uses need to be the predominant focus of this Plan People like the diversity of Centretown We need more families living back in Centretown Parks play a big role in allowing intensification and right now we don't have enough of them Don't close schools – so many schools have disappeared We need to ensure Centretown still offers mixed housing and affordable housing There is too much low quality, low rent housing concentrated in Centretown Rental housing protection in Ottawa is weak. It needs to be strengthened We need to encourage property owners to maintain and enhance their properties. We need better looking streets. No more front yard parking! We need more parks The Museum of Nature Park needs to be more accessible We need to encourage a pedestrian friendly neighborhood Retail everywhere does not necessarily work Bank Street is on the cusp of becoming a very vibrant place – but it has taken a long time! Elgin should have a BIA Any new projects need a capital budget or they will never happen. Centretown needs infill, not demolition. Some of the heritage should be saved and some should go. In some places in Centretown you can have way more than 12 storeys, in other places 12 storeys is way too much I worry that high density will increase land prices We need to keep Centretown affordable. This is not just about 'intensification' for Centretown, but is about creating a 'Growth Plan' for Centretown – much more than just buildings!

1.4 The Regeneration Opportunity

Build on Your Successes

At the heart of a Community Design Plan is the ambition to create a sustainable and successful community. Such communities offer a high quality of life for residents and are those neighbourhoods where people choose to live, work and have fun. Sustainable communities allow people to reside in a fashion that minimizes impacts on the environment, retains social balance, maximizes cultural richness and protects diversity.

In so many ways, Centretown is already a model of a successful and sustainable community.

More and more people are choosing to make this inner city community their home. Residents find accommodation in a variety of housing types – ranging from affordable rental through to grand single detached homes. High-rise apartments, mid-rise heritage walk ups, row houses and single detached homes create an enviable mix of housing types and tenures across Centretown. This diversity of housing has helped to attract an equally diverse population to the neighbourhood, all of whom are searching for an urban lifestyle in an exciting downtown community.

In addition to people, all types of businesses choose to make Centretown home. With more jobs than residents, Centretown has become an important employment destination in Ottawa. Those businesses choosing to locate in Centretown include a broad mix of shopping, office uses, services and other commercial users. Many of Centretown's residents now have the pleasure of walking to work at jobs either within Centretown itself or in the adjacent Central Area - a joy experienced by very few in the City of Ottawa!

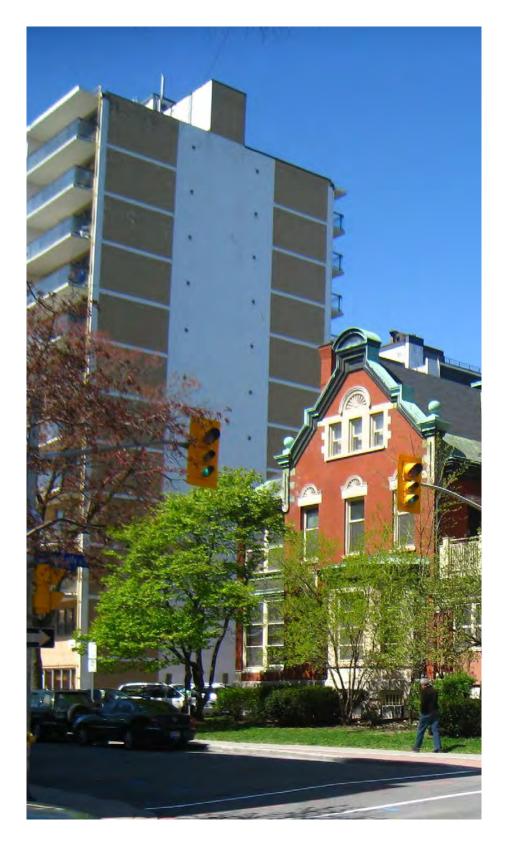
Centretown is a genuinely mixed-use community. Its walkable streets are well connected to the rest of the city and the vibrancy of its mainstreets make it an active and safe destination. Elgin Street, Somerset Street and Bank Street offer some of the city's best shopping and cultural activities, making these important commercial streets both a neighbourhood service hub as well as a regional destination. In fact, Centretown's central location affords it an abundance of amenities and services – many of which are utilized by those who live far beyond the boundaries of the neighbourhood. These important community amenities are a cornerstone of Centretown, reinforcing its appeal and helping to attract and retain the wide diversity of residents that make Centretown home.

Although Centretown has many of the hallmarks of a successful and sustainable community, there are many areas which could be improved. Some key challenges include: the underprovision of parks to serve the community; streets that act as highway on-ramps as opposed to neighbourhood streets; architecture that creates poor pedestrian conditions; increasing pressure on community services and amenities; and, limited choice of affordable housing stock.

Fundamental to the long-term health of Centretown is the provision of a suitable mix of uses that creates sufficient density to make a vibrant, safe and active environment. The Community Design Plan process provides the opportunity to highlight key neighbourhood issues hindering the success of Centretown as a sustainable community and begins to address these concerns. The CDP also provides the opportunity to focus efforts on regeneration ambitions that will make Centretown an even better destination for living, playing and working in Ottawa.

Key areas that the CDP can help address in Centretown include:

- > providing a balanced transportation system
- > creating opportunities for more green spaces
- > improving and repairing existing park spaces
- > highlighting the need for additional community facilities
- > protecting existing and encouraging new rental and affordable housing
- > accommodating growth in a sustainable fashion
- > providing a clear direction for future planning policy



1.5 What is a Community Design Plan?

Community Design Plans help shape the evolution of neighbourhoods by directing future growth and guiding development across areas facing significant change and growth pressures. The Community Design Plan process is intended to result in an up-to-date and contemporary plan that responds to current planning and community issues facing a neighbourhood.

CDPs provide guidelines for decision-making on land use planning and help to implement the City's Official Plan at the neighbourhood level by:

- 1. Translating the principles and policies of the Official Plan to a community scale;
- 2. Providing more detailed direction on what future developments in the area should look like; and
- 3. Providing locally responsive solutions to key challenges in the neighbourhood, while respecting the policy goals of the City's Official Plan.

The Community Design Plan process is also the tool for updating the Zoning By-law and the Secondary Plan to reflect current community aspirations while creating future opportunities for contemporary urban living and working in Centretown. CDPs are action-oriented plans that are intended to deliver a clear understanding of what the collective future of a neighbourhood will look like.

1.6 The Study Process

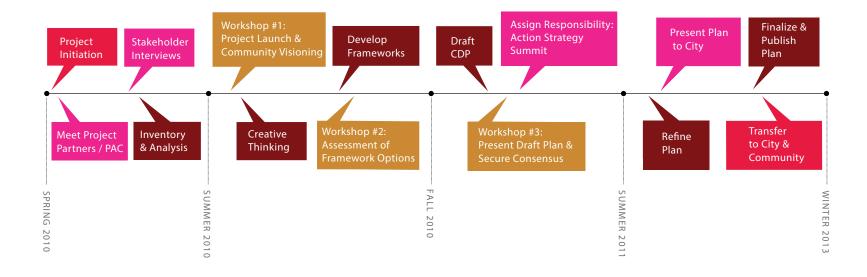
The Centretown Community Design Plan was completed over a 32 month period, split over 4 phases. Phase 1 was initiated in May 2010, with the final Community Design Plan was completed in February 2013.

This project was a collaborative partnership between the Centretown community, local stakeholders, the City of Ottawa and the project team. Across the project's four phases, there were several opportunities for the community to be actively involved in the project and to share their concerns and views.

Key opportunities for involvement included:

- 9 scheduled client / team working sessions
- 8 scheduled Public Consultation Group meetings
- 5 days of stakeholder interviews and focus group sessions
- 3 major community events Community Workshops & Open Houses
- An Implementation Action Strategy Summit





1.7 Where Did This Study Come From?

From Centretown Concept Plan to Centretown Secondary Plan

A Secondary Plan implements the City's broader Official Plan at a local level and is one of the most important policy documents directing change and growth in a neighbourhood. As such, the existing Centretown Secondary Plan, originally approved in 1976, forms the starting point for the Centretown Community Design Plan study.

In the mid-seventies, the Centretown Citizens Community Association (CCCA) Planning Committee worked with the City of Ottawa and a consultant team to develop a plan for Centretown. This action was in response to on-going redevelopment of the area throughout the 1960s that had eroded the low-rise character of the community, encouraged the out-migration of families, demolished a number of older structures and brought significant levels of traffic to and through Centretown.

This important initiative resulted in the creation of the document, "A Concept Plan for Centretown" and its subsequent "Centretown Neighbourhood Development Plan", which outlined a vision for Centretown of a thriving innercity neighbourhood. Approved in principle in 1974 and formally approved two years later, the Centretown Neighbourhood Development Plan became the template used for the area's Secondary Plan (originally adopted in 1976 and continuing as a Secondary Plan in the current City of Ottawa Official Plan).

The goal of the Centretown Secondary Plan is to "guide future growth and change" in Centretown. To do so, the Plan provides the official policies that direct land uses, site development, heritage preservation, transportation, community facilities development, open space and community service provision. This document presents a set of goals and objectives around enhancing the character of the area and protecting the quality of life for residents while accommodating an increase in population by all age groups, income levels, cultural backgrounds, lifestyles and household sizes.

The City recognizes the importance of the Secondary Plan to Centretown's residents. However, the City also recognizes that the existing Centretown Secondary Plan is built on policy directions first formed almost 35 years ago. Today, Ottawa as a city - and Centretown as a neighbourhood - are facing new planning and community development challenges than those experienced three decades ago. As such, the City is looking to create a new Secondary Plan to create a policy document that can better respond to some of the most pressing urban issues while delivering the ambitions of the City's Official Plan and the priorities of the existing neighbourhood.

Our goal is to create a new Centretown Secondary Plan which will focus on enhancing an already authentic urban character and unrivalled quality of life.

The process will result in a contemporary plan that is able to respond to current planning and community issues facing Centretown.

Downtown Ottawa Urban Design Strategy 20/20

Another important planning document directing growth in Ottawa is the Downtown Ottawa Urban Design Strategy 20/20 (DOUDS). The overarching aim of the Downtown Ottawa Urban Design Strategy was to improve the urban experience of the downtown through a series of projects and actions to enhance the quality of the public realm and urban environment. To realize this aim, DOUDS provides both areawide strategies and more specific design guidance, including built form guidelines and a series of targeted improvement projects. One of its most important goals was to provide an agreed list of investment priorities across the downtown, including the Centretown area.

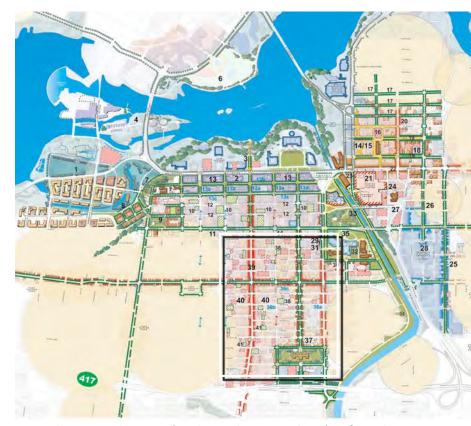
DOUDS was bold in its ambition to expand the traditional definition of what and where Downtown Ottawa was located. The study recognized that Downtown Ottawa was in fact much larger than its traditional boundary around the Core and the historic By-Ward Market area. Embracing other important urban areas, such as Bank Street, Elgin Street and LeBreton Flats, the study expanded the boundaries of what was traditionally considered to be 'the downtown' - effectively doubling its geography.

This expanded approach allowed a more responsive plan to be prepared that included design guidelines for a larger area and the inclusion of targeted investments for areas outside the downtown core, including several projects specific to the Centretown area. Key strategic interventions presented in DOUDS and brought forward through this Community Design Plan include:

- 1. Street Beautification and Streetscaping for the following Centretown streets:
 - Elgin Street
 - O'Connor Street
 - Somerset Street
 - Metcalfe Street
 - Bank Street
- 2. Conversion of one-way street system to two-way street systems for the following Centretown streets:
 - O'Connor Street
 - Metcalfe Street

- 3. Metcalfe Gateway and Canadian Museum of Nature Block Restoration:
 - elimination of the Metcalfe Street continuation between McLeod Street and Argyle Avenue to create a single expanded park space;
 - re-landscaping the park;
 - create a public gathering space at the front entrance to the museum;
 - reconstruction of Metcalfe Street as a civic boulevard.
- 4. Open Space Expansion Program to provide new open spaces and parks that are accessible to the public. Priority sites in Centretown were identified at:
 - corner locations along Metcalfe Street at Somerset and Lisgar, along O'Connor Street at Gilmour, Lisgar and Nepean,
 - corner lots along Kent Street, and along Bank Street,
 - intersection of Bank and McLeod Streets.
- 5. Bank Street Corridor Intensification Program in blocks between Kent and O'Connor Streets that:
 - preserves the Bank Street frontage as a main street;
 - transitions into the residential area west of Kent Street;
 - focuses the majority of intensification mid-block on the east-west streets
 - protects heritage sites.

In March of 2004, City Council approved the Plan and began incorporating its key recommendations into the City's policy framework through an amendment to the Official Plan.



Downtown Ottawa Urban Design Strategy 20/20, identifying Centretown area.



2.0 CENTRETOWN TODAY

1.0

2.0 Centretown Today: Analysis

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7.0 Delivering Change: Implementation



2.0 Centretown Today

Centretown can be characterized as a diverse, urban community providing a broad range of services to local and regional users. The assets of Centretown, such as the shops on Bank Street, the cafes and restaurants on Elgin Street and Somerset Street, the gay village on Somerset at Bank and the cultural attraction at the Museum of Nature are enjoyed not only by local residents, but by the City of Ottawa as a whole.

As presented to the right, Centretown is a complex urban neighbourhood comprised of a diversity of uses and places, each supporting a different character. The area supporting the greatest degree of diversity - both in terms of use and built form - is the central portion of Centretown between Kent Street and Elgin Street (the Core Study Area).

The following section provides a comprehensive review of the current conditions present within the Centretown from both a physical and policy perspective. Gaining an understanding of these urban conditions - and the impact they have had on the neighbourhood - is the starting point for preparing responsive recommendations for how the community should evolve in the future.

Illustrated to the right and listed below are the many different types of places and generalized character areas that comprise Centretown.





2.1 Policy Framework

It is essential that any proposal put forward is able to operate effectively within Ottawa's existing planning framework, namely supporting the policies of the City's Official Plan and the controls of the Zoning By-law.

2.1.1 The City of Ottawa Official Plan

The Official Plan for Ottawa provides a vision of the future growth of the city and a policy framework to guide its physical development. The policy framework for managing growth reinforces the qualities of the city that are most valued by residents, providing a strong focus on creating distinctly livable communities. The Official Plan is not a tool to limit growth, but rather to anticipate change, manage it and maintain options. (Section 1.1)

Through the policies presented in the Official Plan, the City of Ottawa will plan its future by pursuing strategic directions in four key areas:

- i. Managing Growth
- ii. Providing Infrastructure
- iii. Maintaining Environmental Integrity
- iv. Creating Livable Communities.

Proposals presented in this CDP support each of these four areas through the protection and expansion of housing choices for downtown living, creation of an intensified mixed-use residential and commercial destination, offering new and improved green spaces, providing stronger and safer pedestrian networks, and setting standards for the highest quality public realm and built form possible.

Although supporting all the Official Plan's strategic directions are of value, contributing to the goal of Creating Livable Communities is perhaps most relevant for the community of Centretown. This objective includes delivering the City's intensification objectives in a manner that is sensitive to established communities by requiring compatibility of form and function. Other policies presented in this section relevant to the future of Centretown include:

- demanding a better standard of urban design and architecture
- improving the supply of affordable housing (see sidebar)

- ensuring schools and community facilities meet local needs
- ensuring that sufficient land for parks is available and that existing green spaces are linked to the wider Greenspace Network
- conserving cultural heritage resources for the benefit of the community and posterity
- using Community Design Plans to translate the principles and policies of the Official Plan to the community scale and to be locally relevant

Schedule B of the Official Plan identifies that Centretown supports two urban policy areas, a General Urban Area and Traditional Mainstreet (along Bank Street, Elgin Street, Somerset Street, Bronson Avenue and Gladstone Avenue west of Bank Street). Within the lands designated General Urban Area, opportunities for intensification exist and will be supported. However, because such a large proportion of the city is designated General Urban Area, the scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit. The Official Plan identifies that the quality of the proposed built form is a significant cornerstone of any future intensification in the General Urban Area.

2.1.2 The Centretown Secondary Plan

The existing Centretown Secondary Plan, dating from 1976, has carried forward two primary goals from the original Centretown Neighbourhood Development Plan (1974):

- to maintain and enhance the residential character of Centretown while allowing for a moderate increase in population; and
- to accommodate persons of all age groups, income levels, cultural backgrounds, lifestyles and household sizes wishing to live in Centretown with good quality, affordable housing.

Within the Centretown Secondary Plan, these overarching goals are further supported by a series of important objectives around improving social amenities, enhancing the image of Centretown, providing housing choice and affordability, directing land uses, protecting heritage assets, mitigating traffic impacts and providing and enhancing parks and green spaces.

Affordable Housing

A commitment to provide housing to a variety of people with a range of incomes levels is critical for growing cities . Providing affordable and appropriate housing for all residents is a fundamental building block of a healthy, livable communities.

The City of Ottawa recognizes the importance of providing housing for a range of users, and has embedded this aspiration into their formal planning policies. The City of Ottawa's Official Plan states that "the need to accommodate social diversity is a cornerstone of a livable community. Diversity in the housing supply is achieved through a mix of multiple and single-detached housing, provision of ownership and rental housing, housing affordable to low- and moderate-income groups..." (Section 2.5.2).

A target has been set by the City for 25 per cent of new rental and market housing units developed each year to be affordable (to the 40th income percentile and below). This target has been made statutory through its inclusion in the policies of the Official Plan (Section 2.5.2 Affordable Housing). To meet this affordable housing target, the City is willing to work with development partners to determine the best means by which they can contribute to achieving these targets. Targets can be met on site as well as through 'alternative means' such as:

- density bonusing
- meeting the requirement on alternative sites
- a contribution of land to the City

In support of providing a diversity of housing and achieving the Official Plan's affordable housing target, the City has implemented a "Housing First" initiative. Under this initiative, when City-owned properties are sold the policy requires that 25 per cent of any housing developed on those lands be affordable. This initiative strives to ensure that surplus City land or proceeds from the sale of land are made available to achieve a minimum of 200 of the annual target of 500 units a year target through Action Ottawa.

The Centretown Community Design Plan fully supports the intent of the Official Plan to provide a diversity of housing types and tenures across the city. Where appropriate, it is recommended that future development partners work within the parameters established by the new Official Plan.

Section 3.4.1 of the Plan identifies a series of policies relating specifically to the future population and the "neighbourhood concept" for Centretown. This section promotes the retainment of Centretown's existing character, while also recognizing that population growth and neighbourhood evolution is inevitable. Citing a potential population increase of 50% (representing approximately 10,000 new residents, equating to approximately 6,250 new dwellings), this section recognizes that such an increase will "benefit the retail commercial enterprises within Centretown and the adjacent Central Area. An increase in population in Centretown will also benefit the City-wide distribution of population and result in a more efficient use of existing public services and facilities."

Section 3.4.2 presents a series of land use policies to help guide the future growth of the community. Highlighting the mixed-use nature of Centretown, the Secondary Plan Land Use Schedule is presented below and is comprised of 16 designations across six general land use classifications.

The majority of Centretown is designated as a residential area, comprised of a mix of low, medium and high profile buildings, supplemented by a Heritage designation. 'High Profile' designation can accommodate buildings ten storeys or more in height (as defined in Official Plan Amendment 76). These areas are clustered in the extreme northern portion of Centretown, north of Somerset. 'Medium Profile' can accommodate buildings from five to nine storeys. These areas are generally clustered in the central portion of the community between Elgin Street and Kent Street, south of Somerset. This designation also includes Bronson Avenue . 'Low Profile' accommodates structures up to four storeys in height. This designation is represented by the traditional lower rise areas that bookend Centretown to the east and the west. This designation is intended to preserve the existing housing stock and character of these neighbourhood areas. The Secondary Plan restricts commercial uses to those locations typically outside of Residential Areas.

Commercial designations in Centretown are focussed along two main streets - Elgin and Bank - as well as along the Queensway/Catherine Street and sections of Somerset Street. These areas are important as they act as both the local commercial centres as well as well-recognized commercial zones that serve the wider region. Commercial uses are generally limited to these districts, with the exception of a small Residential Office designation at Argyle and Metcalfe, five Heritage Commercial Areas and a Local Commercial Area that allow for retail and compatible commercial uses. The remainder of Centretown includes Major Open Space designations along the Rideau Canal, areas dedicated to Parking Areas and Institutional Use Areas (public and heritage), including parks, schools and community facilities.

Additional policies which are presented in the Secondary Plan and fully supported by this CDP study include:

- maintaining Elgin and Bank Streets as important mainstreets and commercial destinations for the area
- decreasing traffic in neighbourhood areas
- protection of designated heritage buildings from demolition
- conversion of one way arterial streets into two way, with a priority on Metcalfe and O'Connor Streets
- streetscape improvements, including the evolution of Metcalfe Street into a Civic Boulevard
- expansion of the cycle network
- ensuring that all new development will enhance the physical environment of Centretown
- the provision of additional community amenities, including a third community centre, to serve the existing and future population.



2.1.3 The City of Ottawa Zoning Bylaw

The main tool used to translate Official Plan and Secondary Plan land use policies into consistent decisions and 'on the ground' actions is the Zoning By-law. While an Official Plan sets out the municipality's general policies for future land use, zoning by-laws put the plans into effect and provide for its day-to-day administration. The Zoning By-law sets out controls for the permitted uses and type of development by setting specific requirements that developments must follow. These standards include how land may be used, the types of buildings that are permitted and how they may be used, building heights, parking requirements, setbacks from the street, lot sizes and so forth.

In 2008, City Council approved the new Comprehensive Zoning By-law 2008-250, which harmonized the existing 36 zoning by-laws from the former municipalities into one by-law. The new By-law supports and implements many of the policies of the City's 2003 Official Plan, which focuses growth within the urban part of the City; promotes increased transit ridership; emphasizes good urban design; and will achieve compact mixed-use communities over the next two decades.

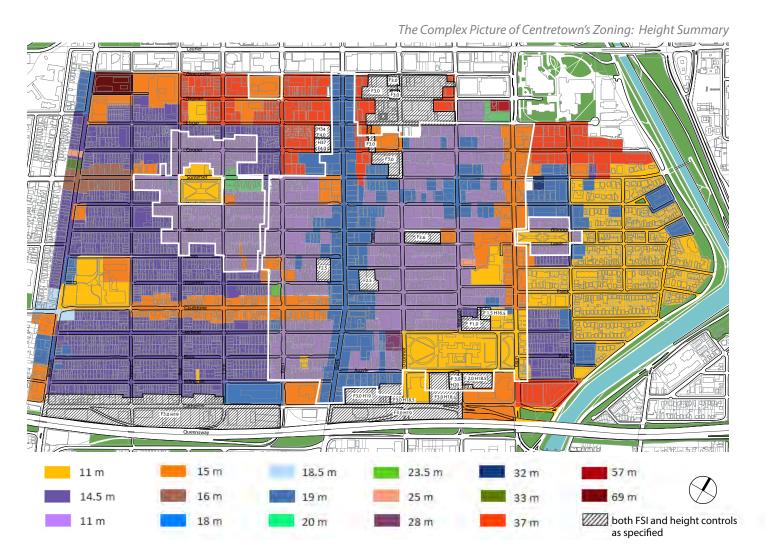
Today, Centretown supports four primary zoning classifications, including:

- Residential
- Mixed Use / Commercial
- Open Space & Leisure
- Institutional

Over the years, through a process of regular revision and amendment, the zoning for Centretown has become increasingly complicated. As identified in the 2006 evaluation of the Centretown Plan ("How's the Neighbourhood?"), one of the major issues facing Centretown today "has not been one blow but instead many individual attacks - the scourge of spot rezoning and variances." Today, Centretown is subject to more than 20 subzones, each supporting its own zoning controls.

A further level of complexity is the more than twenty areas supporting a 'split zoning' classification. Split zoning have both height controls and a floor space index [FSI]). Density controls are used to limit the gross floor area that may be built on the site. In addition to the general confusion in interpreting these two controls, applying these practices has sometimes resulted a conflict between height permission and the density allowance. For example, a site with a 3.6 FSI permission supports a height limit of only 11 to 14.5 metres. Typically, a 3.6 FSI building demands an 18 to 21m tall building to accommodate the permitted gross floor area. The City of Ottawa is moving away from FSI controls, and instead is relying more on built form controls such as height and setback requirements.

A final layer of complexity is added by Section 60 of the Zoning Bylaw, the Heritage Overlay (indicated in white), which indicates that despite the existing underlying zoning, the zoning requirements of the Overlay prevails within designated areas. In these locations, a new set of zoning standards is introduced, generally restricting height to no more than 14.5 meters.



Centretown's zoning has not been updated comprehensively in decades. The complexity of its zoning, as presented above, and the frequency that it is revised is an indication that Centretown would benefit from a zoning review. This process could be used to establish more appropriate and clear standards to direct future change in a coordinated manner.

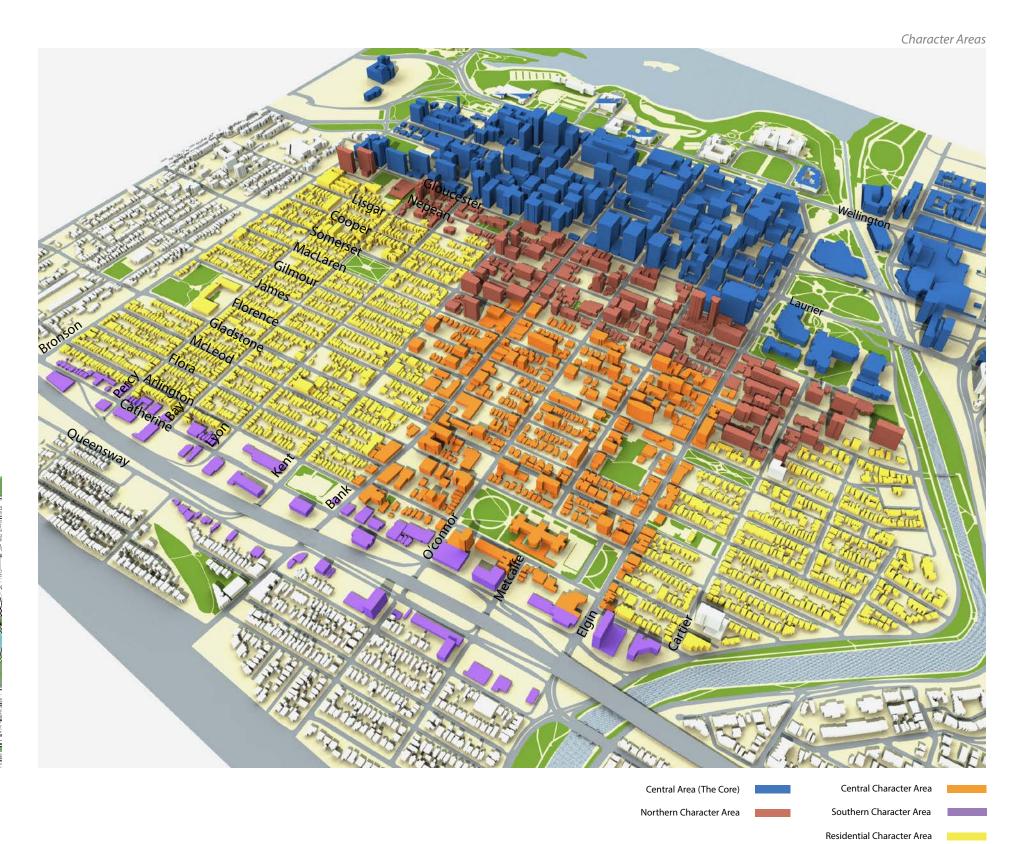
2.2 Understanding Centretown: Character Areas

The broad mix of uses which have found a home in Centretown as the area has grown and changed has resulted in a neighbourhood rich in character and diversity. Today, Centretown continues to evolve, due in large part to the recent influx of new condominium developments clustered in the northern portion of the community as well as infill and conversion developments in the more southern portions.

Today, the central portion of Centretown between Elgin and Kent has become the most varied - both in form and function. For more detailed analysis, this area can be divided into three general character bands, book ended by the more uniform traditional neighbourhood areas to the east and west. Character areas in the central portion of Centretown include:

- The Northern Character Area: Larger, taller building form, including residential, commercial and retail that provide transition to the traditional Downtown area / Central Area.
- The Central Character Area: Mixed use, mixed building typology.
- The Southern Character Area: Linear, low-rise employment zone with some residential
- The Residential Character Areas: Low-rise residential with mixed use secondary main streets (Somerset Street and Gladstone Avenue west of Bank Street)





2.2.1 The Northern Character Area

The northern portion of Centretown – generally defined as the zone north of Cooper/MacLaren Streets - tends to support larger buildings that are broader and taller than those buildings in areas to the south. This unique building typology is the consequence of a significant program of redevelopment over a thirty year period between the 1950s and early 1980s. During this period, the single detached homes that dominated the area were replaced with a mix of purpose-built office developments, commercial conversions, mid-to-high rise apartment buildings and surface parking lots. Scattered amongst these large apartment and office structures, is a small amount of the original low-rise urban fabric.

The form of buildings present in this northern portion of Centretown, combined with the function of these buildings and mix of uses they contain, has made this area act as a 'transition zone' between the high-rise, high-density, employment focused Central Area (north of Gloucester) and the less dense, smaller scale, lower rise, more residential areas south of MacLaren Street.

Like the rest of Centretown, this area supports a mix of fast moving one-way arterial roads and more quiet local streets. The arterials that run north-south divide the neighbourhood and deliver fast-moving traffic from the highway system to the downtown core. The function of the arterials as high volume highway off-ramps negatively impacts the quality of development, streetscape condition and mix of uses possible along these busy neighbourhood streets. Only Elgin Street and Bank Street – the area's commercial 'Mainstreets' – function as typical mainstreets with slower two-way traffic, active uses at grade and pleasant pedestrian environments.

Although the east-west streets generally provide a more pleasant setting for pedestrians and development opportunities, there are some locations in the extreme northern portion of the area – situated between Gloucester Street and Lisgar Street - where backs of building are exposed to the street and street frontage conditions deteriorate. This is due to the shallowness of the blocks and the large format building typologies that overpower shallower parcels.

The combination of these factors have created development challenges that are unique to this part of Centretown. The mid-rise and high-rise buildings that line these east-west streets creates a canyon effect for pedestrians that often results in shadowing and windy conditions at street level. As buildings tend to be oriented on the east-west streets, it is frequently the ends of the building that abut the main north-south arterial streets, which creates a weak frontage on these important streets.

Stagnant for many years in the 1980s and 1990s, the area is currently undergoing a renaissance due to the trend for downtown living. Many new developments have been built on large surface parking areas and many more redevelopment opportunities remain.

Across this densely populated northern zone, there are no publicly-owned park or open spaces to meet local recreational needs.

The Northern Character Area Today

- 1. Land Use
- Mix of uses including residential, commercial, institutional and leisure.
- Supports two important commercial corridors along Bank and Elgin Streets, with a smaller third commercial cluster along portions of Somerset Street.
- Area is dominated by purpose built residential apartment buildings.
 Large areas of surface parking are also present, some of which have been approved for, or are undergoing redevelopment.
- Development parcel sizes vary, but are considerably larger than in other parts of Centretown.
- Development parcels are typically narrow (shallow depths), creating challenging development conditions.

2. Built Form

- Building typologies vary from townhouses, to low-rise offices to highrise residential buildings and offices.
- Although a variety of building heights are present, tall buildings dominate.
- Taller buildings are typically 'slab style' built in the 1960s and 1970s.
 Slab style building create a strong street wall condition, resulting in shadow and wind impact.
- In more recent years, some taller, slimmer condominium developments have also been introduced.

3. Heritage

- Some historic buildings from Group 1 and Group 2 are present in this area, but not in large concentrations.
- A small portion of this area is designated as a Heritage Conservation District.

4. Public Realm

- Streetscape treatment is generally poor quality.
- In several locations, private parking lots are encroaching on the public right-of-way.
- Except for Bank Street and parts of Elgin Street, other north-south streets are not pedestrian friendly.
- Area does not support any publicly accessible City-owned park spaces.

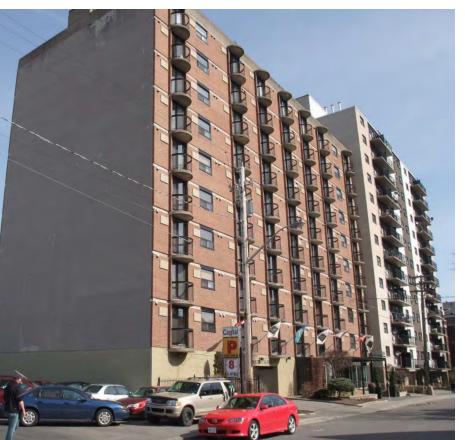
5. Future Developments

- A number of surface parking lots remain, which will likely be used for future redevelopment.
- Many of these surface parking are substantial enough to support larger scale developments.
- Several applications for intensification have already been approved.
 Refer to section 2.9 below.

Northern Character Area











2.2.2 The Central Character Area

The central area of Centretown is generally defined as the area south of Cooper/Maclaren Streets to Argyle/Arlington Streets. The scale of the structures, the quality of the buildings and the completeness of the streetscape makes walking in this part of Centretown one of the best pedestrian experiences of the downtown. At the southern tip of the neighbourhood, the community has benefited from the recent restoration and refurbishment of the 100 year old Museum of Nature. New park space is also planned adjacent to the museum.

Unlike the area to the north, which is characterized by larger buildings frequently above 10 storeys, this area is generally characterized by a mix of smaller-scale low and mid-rise buildings organized in a finer-grained development pattern.

Within the internal part of the district, buildings are more intimate in scale and support a tighter urban pattern. Several streets in this area provide a strong heritage identity and a large portion of the area has been designated as a Heritage Conservation District. In more recent years, many of the heritage homes have been converted into multi-unit apartments and commercial businesses (offices, restaurants, health care services, etc).

The district also supports several important institutional uses, including national museums, embassies, government services and two schools. The high level of conversion as well as the role of Bank and Elgin Streets as commercial corridors has transitioned this area from an area dominated by large single detached homes to a highly mixed-use apartment neighbourhood.

Although this part of the Centretown is very close to open spaces along the Rideau Canal (largely NCC controlled), it would benefit from stronger connections to these important community assets. Bank and Elgin Streets are still the best pedestrian corridors in the area; however their character changes as they transition to the south.

This district is facing redevelopment pressures, with new developments proposed or under construction along its major corridors (namely Bank Street).

The Central Character Area Today

1. Land Use

- Mix of uses present, although the area supports a strong residential base. Other uses include commercial (retail), institutional and leisure (parks, open spaces).
- Supports two important commercial corridors along Bank and Elgin Streets. Retail uses are mostly concentrated along these two corridors with some additional commercial uses along Somerset Street.
- In some locations, the large single detached homes have been converted into commercial uses, such as professional offices, restaurants or retail stores.
- Area supports an outstanding institutional node, anchored by the Museum of Nature.

2. Built Form

- There is a variety of heights in this area, but there is a large concentration of low-rise to mid-rise buildings especially in the form of single detached houses and low-rise heritage apartment buildings.
- Some larger scale buildings were introduced in the 60's and 70's, however the overall character of this area is defined by low to mid density developments.
- Development parcels sized vary. The periphery of the area supports larger parcel sizes (especially along Bank Street), but the internal portions of the zone have much smaller parcels.

3. Heritage

- There are many heritage buildings in pockets, which add to the heritage value of this area.
- The majority of the area is protected by a Heritage Conservation District designation.
- Although much of this area is designated as a Heritage Conservation
 District, the heritage value of some areas is questionable. There are
 however, several pockets of outstanding heritage quality that merit full
 protection.

4. Public Realm

- Although formal park spaces are present in this area, the wider area remains under-serviced.
- Quality of the streetscape along the residential streets is quite good. This needs to be protected.
- In some locations, private parking lots are encroaching on the public right-of-way.
- The character of Bank and Elgin Streets transition as they move southwards from Gilmour Street.
- Character of O'Connor Street as a north-south arterial road is generally poor.

5. Future Developments

- Due to the less frequent presence of surface parking lots, lowerrise context and tighter parcel configuration, opportunities for development of larger-scale buildings in this area are more limited than in the Northern or Southern Character Areas.
- Most potential redevelopment site are concentrated along Bank Street, although a small number of infill sites are also present within the internal area.
- Some new developments have already started to happen, ranging from mid to high-rise. These have been introduced fronting the arterial north-south streets and not typically along the residential east-west streets.



Existing Conditions in the Central Character Area







2.2.3 Southern Character Area

The Southern Character Area is very different when compared to the other two character areas in the central portion of Centretown. This area acts as a buffer to the busy Highway 417. Partially due to its location adjacent to the 417, the area supports significant parcels of underutilized land – either in the form of surface parking lots or residual open spaces. These green spaces are inaccessible and appear as 'left over' spaces in the neighbourhood.

The area is dominated by employment uses, typically comprised of office, light industrial, services or retail. Although building footprints are large, buildings tend to be low-rise and support their own surface parking areas. There are also limited residential uses in this area.

The area is very car dominated and Catherine Street is generally used as a collector road for Highway 417. The level of traffic on this route, the proximity to the highway and the poor streetscape quality make Catherine Street an unfriendly environment for pedestrians.

The Southern Character Area Today

- 1. Land Use
- It is a mix of uses, but employment and retail are dominant.
- Employment uses are well served by direct access to the highway system.
- It is close to institutional nodes including the Museum of Nature and schools.
- Ottawa's main bus station is located in this area, but its long-term future is uncertain. A rezoning application has recently been approved to accommodate high-rise development should the station move in the future.
- 2. Built Form
- Most of the buildings are low- to mid-rise. A small number of higher-rise buildings are also present.
- There are many stand-alone buildings with on-site surface parking.
- The building footprints are typically larger than those in the Central Area.
- Building parcel sizes vary but tend to be quite large along the highway corridor and Catherine Street.

3. Heritage

• There are two Group 2 heritage buildings located where Catherine Street intersects with the north/south streets.

4. Public Realm

- It is not a pedestrian-friendly corridor. Quality of the streetscape is poor.
- This area supports no dedicated parks or open spaces. However, it is in close proximity to important public open spaces, including the Museum of Nature green space and the Rideau Canal.
- Open spaces adjacent to the highway are in poor condition and disconnected from the wider green space system.

6. Future Developments

- The large parcels, surface parking lots and proximity to the Queensway, suggest that there is potential for significant future redevelopment in this area.
- The Beaver Barracks CCOC housing project is currently nearing completion. In addition, there is interest in redeveloping the Voyageur Bus Station site.
- An application at 203 Catherine Street for a 23 storey tower was recently approved by Council, with additional development interest on other sites along Catherine Street.



Existing Conditions in the Southern Character Area









2.3 Uses

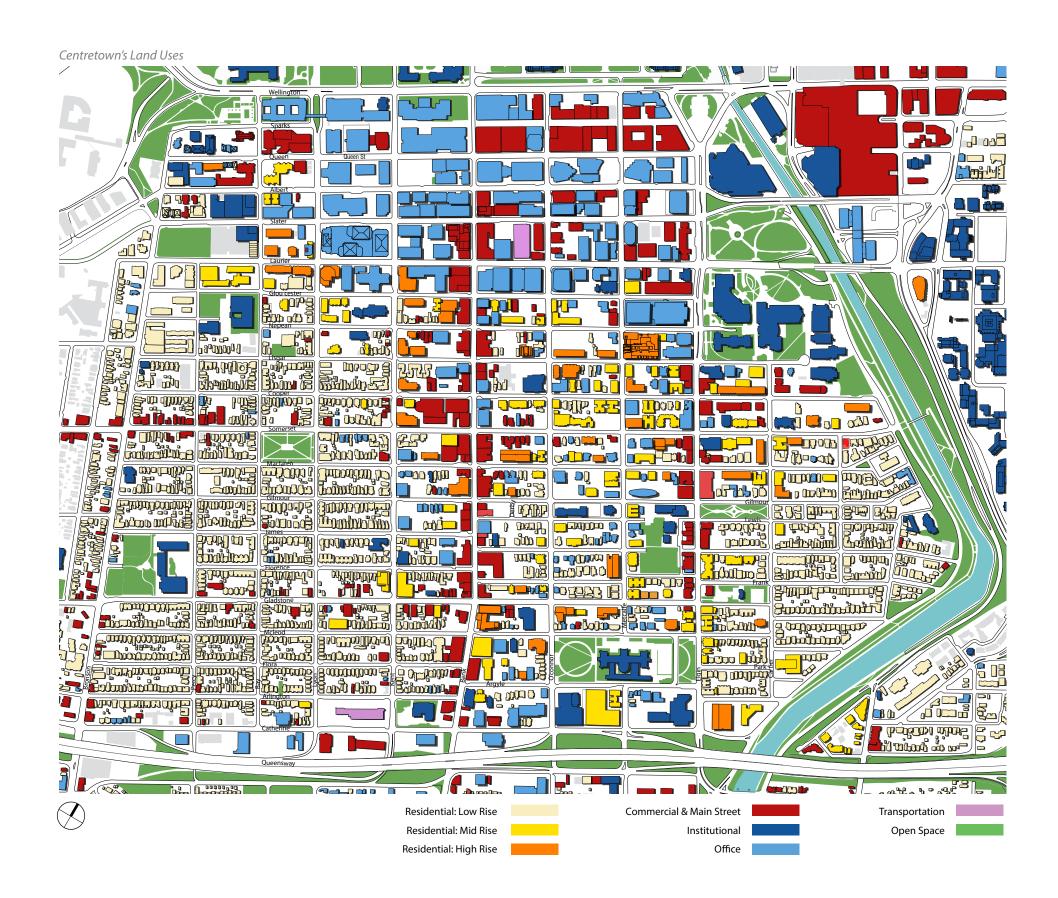
Centretown supports a wide variety of uses – ranging from residential (in all forms) to retail and office to parks and recreational uses. Land use within the CDP area is highly urban in nature, with a strong mix of retail, office, residential and community uses throughout.

Although typically thought of a residential area, Centretown also supports a large amount of commercial and employment uses. In fact, more than 22,200 people work in Centretown. Retail and commercial uses tend to be focused on the traditional mainstreets of the Core Study Area (Bank and Elgin) with lesser activity found along portions of Somerset and Gladstone. Most retail buildings on the mainstreets contain residential apartments or office uses on upper storeys.

Unique in Ottawa, the district also has a large institutional presence with national museums, embassies and government services. Metcalfe Street serves as an important institutional corridor that connects the Civic City to the Federal Realm.

The other major north-south streets and east-west local streets are typically more residential in nature, with a mixture of small and large-scale apartment blocks mixed in with house-form buildings. Many houses have been converted to office or restaurant uses.

A significant program of redevelopment between the 1950s and the 1970s fuelled the transition of Centretown between Cartier and Kent Streets into an area dominated by apartments and surface parking lots. During this period, single homes were replaced with a mix of purposebuilt office developments, commercial conversions and mid-to-high rise apartment buildings. The introduction of the Centretown Plan in the mid 1970s helped to limit building demolition, resulting in fewer large scale apartment buildings being built in the 1980s and 1990s. However, since 2000, residential growth returned to Centretown in the form of new condominium developments, with 15 projects built or under construction providing more than 2000 units.



This process of residential and commercial intensification has impacted not only the built form of the area, but also the function of the area, as it became a destination for apartment living in the city as well as a strong commercial zone supporting considerable employment opportunities.

Within some internal parts of Centretown, buildings are more intimate in scale and support a tighter urban pattern. This area is comprised largely of residential uses, although a variety of employment uses - such as professional services - are also present. To accommodate these new uses, many of the heritage homes have been converted into mixed-use residential and commercial buildings.

Along the Catherine Street corridor, employment uses dominate, typically comprised of office uses, light industrial, services or retail.





2.4 Heritage

Centretown is one of the oldest communities in Ottawa. Due to its long history, Centretown contains a broad mix of architectural styles. At one time, the central portion of Centretown could be described as being a predominantly 'heritage residential' built form of low-to-mid rise. However, over the past 15 years Centretown has undergone significant changes. Today, the present uses and character of the area are much more diverse.

In an effort to protect the heritage assets present in Centretown, much of Mid Centretown is designated as the *Centretown Heritage Conservation District (CHCD)*, which covers almost 40 blocks. Augmenting this large district is a smaller conservation district surrounding Minto Park called the Minto Park Heritage Conservation District. A third area of Centretown around Dundonald Park is subject to the Heritage Overlay (Section 60 of the Zoning By-law), but is not formally recognized as a Heritage Conservation District.

2.4.1 Centretown Heritage Conservation District

The Centretown Heritage Conservation District was designated by the City of Ottawa under Part V of the Ontario Heritage Act in 1997 following a comprehensive two-year heritage study by consultant Julian Smith Architect.

The study was carried out in conformance with the City of Ottawa Official Plan and the neighbourhood-specific recommendations of the Centretown Neighbourhood Development Plan and the Centretown Secondary Plan. It was approved by City Council and the Ontario Municipal Board. The study includes Guidelines to manage growth within the district, with a fundamental principle being respect for the existing heritage character.

These Guidelines are supported by the area zoning, which contains a 'heritage overlay' provision (see 2.4.2). This overlay replaced pre-existing heritage zoning for the area first introduced in 1974 as part of the draft Centretown Neighbourhood Plan, adopted by City Council in 1976. The zoning for the neighbourhood, including the heritage zoning, was implemented in 1978, and carried through in subsequent zoning by-laws, including the former City of Ottawa Zoning By-law 93-98 which changed the heritage zoning provisions in 2000 to a "heritage overlay." The heritage overlay was carried forward in the current Zoning By-law 2008-250.

As part of a Heritage Conservation District study, all buildings were inventoried and evaluated according to the City's "Guide to Evaluating Heritage Buildings and Areas". The City of Ottawa has a four-tiered classification system for buildings identified as having heritage value. Systems include:

Group 1: Highly Significant Heritage Resource

Group 2: Building of Heritage Significance

Group 3: Significance as part of wider grouping or streetscape

Group 4: Little or no heritage significance

Groups 1 or 2 buildings have a higher heritage significance. A Group 3 building has significance as part of a grouping or streetscape. A Group 4 building or property means the building has little or no heritage significance. This could be because the building was of more recent construction, heavily altered or a vacant lot at the time of the district study.

It is, however, important to note that all buildings, regardless of their group classification, are designated under the Ontario Heritage Act. A Group 4 building/property has the same level of protection as a Group 1 building.

- 2. Additions can only be located in a rear yard behind the original building, must maintain the height and slope of the existing roof, are limited to 30% of the gross floor area of the building, and are not permitted to have projections; and
- 3. Parking requirements are modest.

Generally, the Heritage Overlay is an excellent control for heritage districts where the scale of the built form is intact and uniform and needs to be protected. However, when applied to some locations in Centretown - for example Gladstone Avenue that has some auto-oriented uses and parking lots - the Heritage Overlay can be seen as a disincentive to undertaking improvements and/or redevelopment.

The Heritage Overlay allows proposed development to be reviewed in terms of the heritage character of the area, and has in the past been lifted for certain proposals that are deemed to fit the character. Development proposals that the City of Ottawa deems to fit the character of the Heritage Conservation District can be granted relief from the provisions of the Heritage Overlay. This is achieved through the Committee of Adjustment.

2.4.2 The Heritage Overlay

The Centretown Heritage Conservation District is also subject to the zoning controls established under Section 60 of the Zoning By-law, known as the Heritage Overlay.

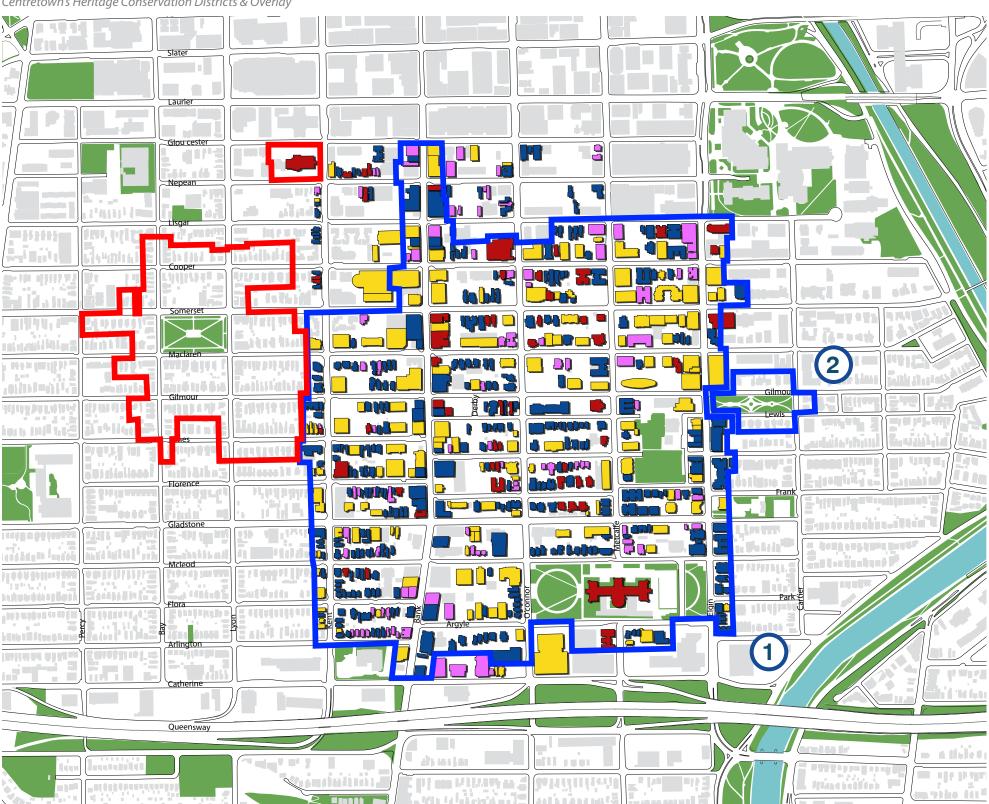
Adopted in 1978, a Heritage Overlay is an additional layer of zoning regulations imposed 'over' an area to encourage the retention of existing heritage buildings. The regulations of the Heritage Overlay over-ride any underlying zoning. Most Heritage Conservation Districts in Ottawa are subject to a Heritage Overlay.

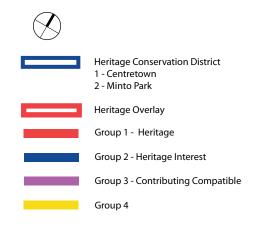
Heritage Overlays are non-place specific and regardless of their local neighbourhood context, enforce three basic rules:

1. Where a building is removed it must be rebuilt with the same height, bulk, size, floor area, spacing and in the same location;



Centretown's Heritage Conservation Districts & Overlay





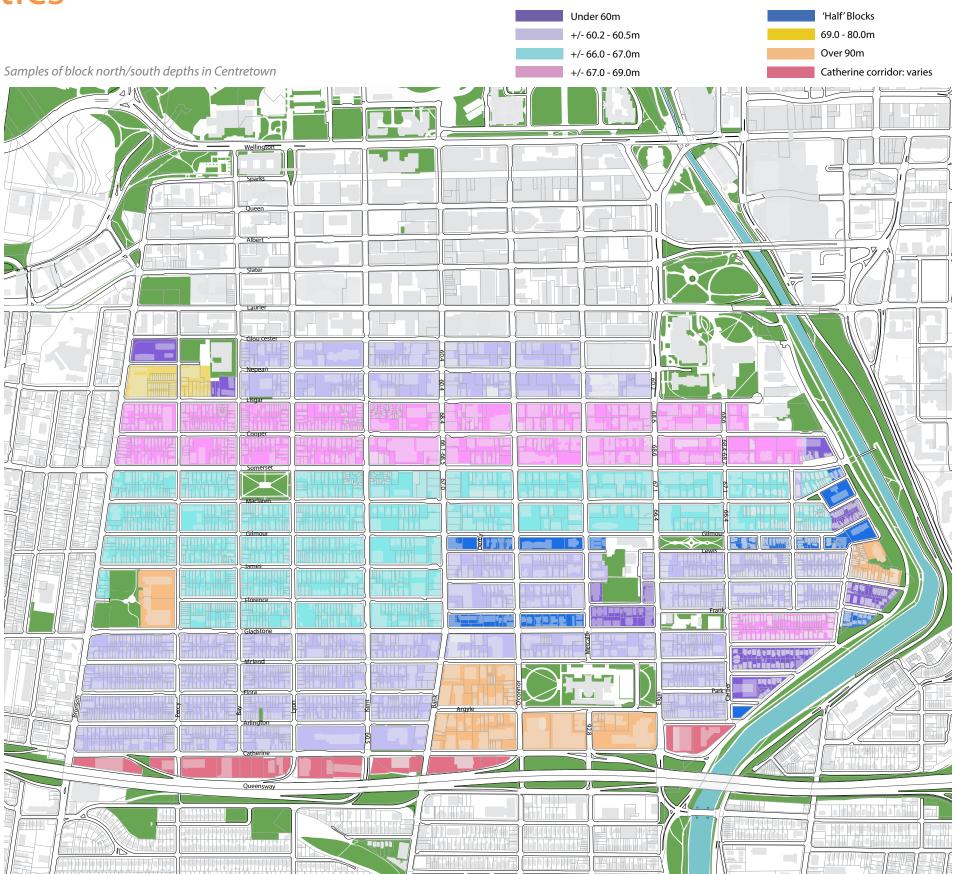


ENTRETOWN COMMUNITY DESIGN PLA

2.5 Block Characteristics

Centretown is characterized by narrow road right-of-ways and a narrow block pattern which creates some unique development challenges.

Streets are typically very narrow at a typical width of 18.3 metres or less – meaning that separation between buildings is quite small and the area for public realm is limited. In the Northern Area (where a large number of tall buildings currently exist, are being built or are proposed), blocks typically vary between 60.2 to 68.9 metres in depth. In a few locations in the Central Area, blocks are less than half of this depth ('half block'). In the absence of a dual-fronted building, these half blocks create poor street relationships on those sides where the rear of the building is exposed to the street. Along Catherine Street and the Queensway, block depths vary greatly.



2.6 Mobility

A detailed Mobility Baseline Paper and Strategy was prepared as part of this CDP and is available as an appendix. Below is a summary of key findings:

2.6.1 Pedestrian & Road Network

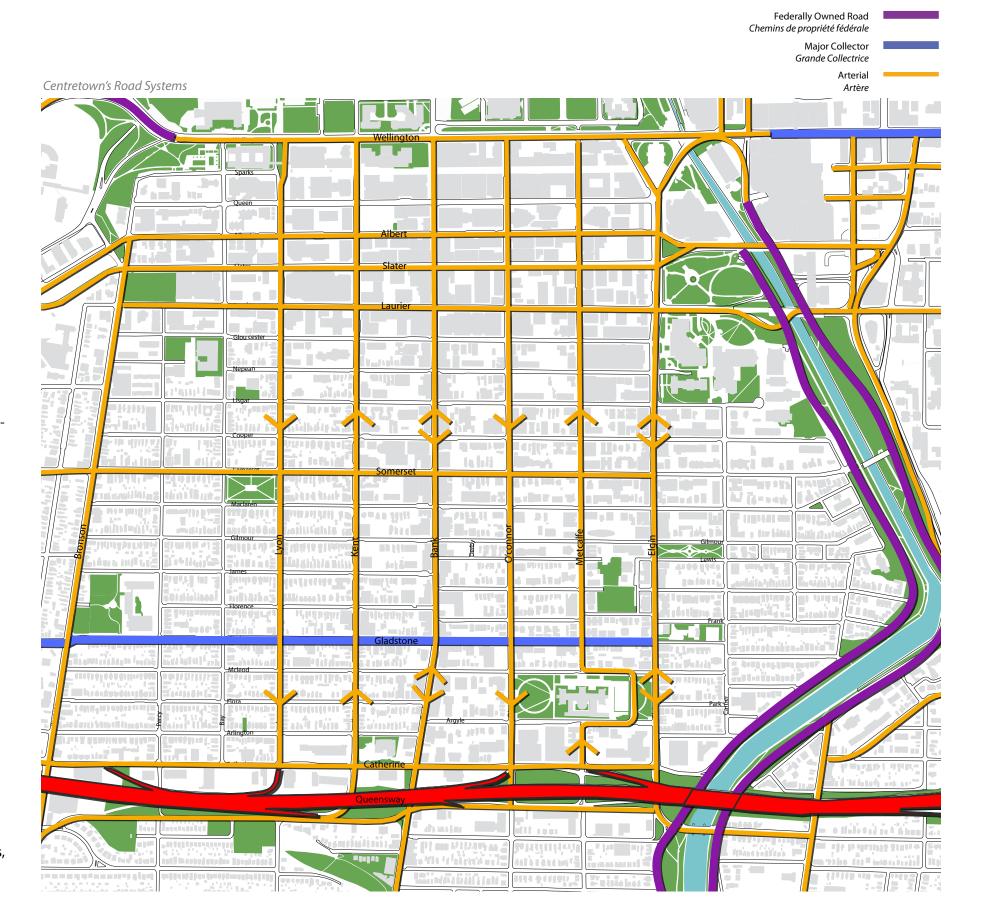
Centretown has a mix of busy one-way arterial roads and more quiet local streets. The arterials that run north-south divide the neighbourhood and deliver traffic from the highway system to the downtown core. The function of the arterials, which carry high volumes of traffic between the Queensway and the core, negatively impacts the quality of development, streetscape condition and mix of uses possible along these busy roads.

The function of arterial roads, as defined by the City, is to carry large volumes of traffic over the longest distances. The seven arterial roads that cross Centretown accommodate not only cars, pedestrians and cyclists, but also large trucks and buses. The level of traffic on these roads can be challenging environments for non-vehicular users. This is also a problematic condition along the Queensway, where pedestrian crossing opportunities are limited.

The presence of so many arterial roads that divide an established residential neighbourhood is unusual. In many other communities, these neighbourhood roads would be local roads and calmed for traffic. Within Centretown, only Elgin Street and Bank Street – the area's commercial 'Mainstreets' – function as typical mainstreets with slower two-way traffic, active uses at grade and pleasant pedestrian environments. In contrast to the north-south arterials, the local streets that run east west are quieter, slower and act as neighbourhood streets. These streets provide the setting for much of the area's residential developments.

Along the road network, the pedestrian network is comprised almost exclusively of sidewalks lining both sides of the street. Some streets however, such as Lewis, do not have sidewalks on both sides. In some locations there are significant encroachments onto the pedestrian zone from parking lots (refer to Section 4.4). Although there are some off-street pathways within parks which provide pedestrian short-cuts between blocks (e.g. Minto Park), many blocks do not provide any opportunities for mid-block cut throughs.

Across Centretown there are limited transportation demand management (TDM) systems in place (such as trip end facilities, cycle parking or carsharing). In addition, other than along Bank and Elgin Streets, additional pedestrian amenities, such as benches, bus shelters, way finding and trash facilities would improve the pedestrian experience.





Public transit services within the study area are focused on Bank Street, Somerset Street, Gladstone Avenue, Bronson Avenue, Catherine Street and Elgin Street. All local transit routes passing through Centretown provide connections to the City's downtown rapid transit network. All bus routes operate in mixed traffic conditions and are subject to delays during peak periods caused by traffic congestion, incidents and planned/unplanned events.

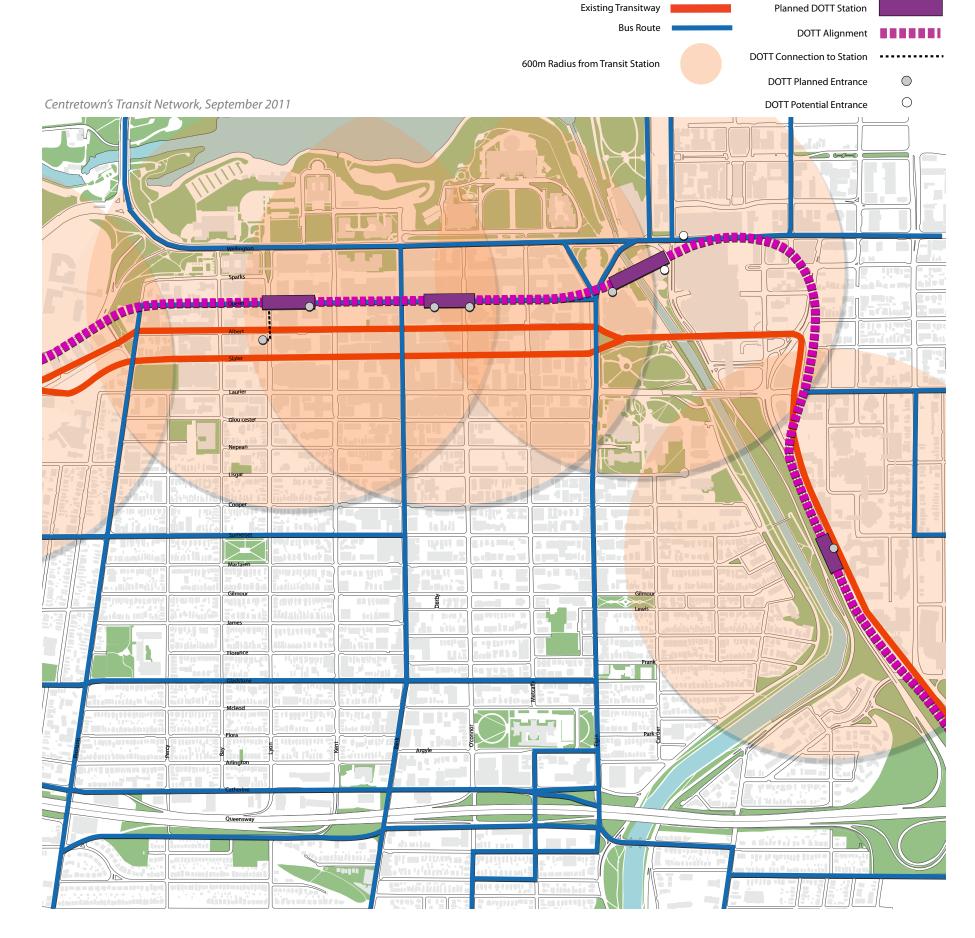
Lack of sidewalk width constrains the ability to provide for amenities at many locations, and creates conflicts between people waiting for buses and other pedestrians. The City's Transportation Master Plan identifies Bank Street, Somerset Street and the Catherine/Isabella/Queensway corridor as "Transit Priority Corridors". Transit priority measures which could be considered include queue-jump lanes, dedicated transit lanes, transit signal priority, and improved shelters and other amenities for transit users.

The City of Ottawa's Official Plan and Transportation Master Plan (TMP) reflect recent trends towards the creation of more sustainable transportation networks which address current and future needs. The TMP outlines a multi-billion dollar rapid transit expansion, the centerpiece of which is the conversion of a substantial part of the existing Bus Transitway to Light Rail Transit (LRT) technology and the construction of a downtown LRT tunnel to improve the speed and reliability of transit in the downtown area while eliminating existing bus congestion issues in the Albert and Slater Street corridors.

The City of Ottawa is proposing a new 12.5 km electric light rail transit (LRT) line from Tunney's Pasture Station in the west to Blair Station in the east via a downtown transit tunnel. Thirteen stations are proposed, three of which are in the 3.2 km tunnel which will be located under downtown Ottawa between Bronson Avenue and the University of Ottawa. The proposed Downtown Ottawa Transit Tunnel (DOTT) should help to improve the conditions in Centretown by potentially reducing traffic levels through the community.

The nearest stations to the CDP area would be Downtown West and Downtown East, which would be approximately 250 – 300 m walking distance from the northern edge of the study area along Bank and Kent Streets, respectively. Additionally, Campus Station is approximately 500 m to the east of the study area, via the Corktown Footbridge.

Preliminary Engineering is scheduled to commence immediately and be completed in early 2012 and the route operational by 2018.



2.6.3 The Cycling Network

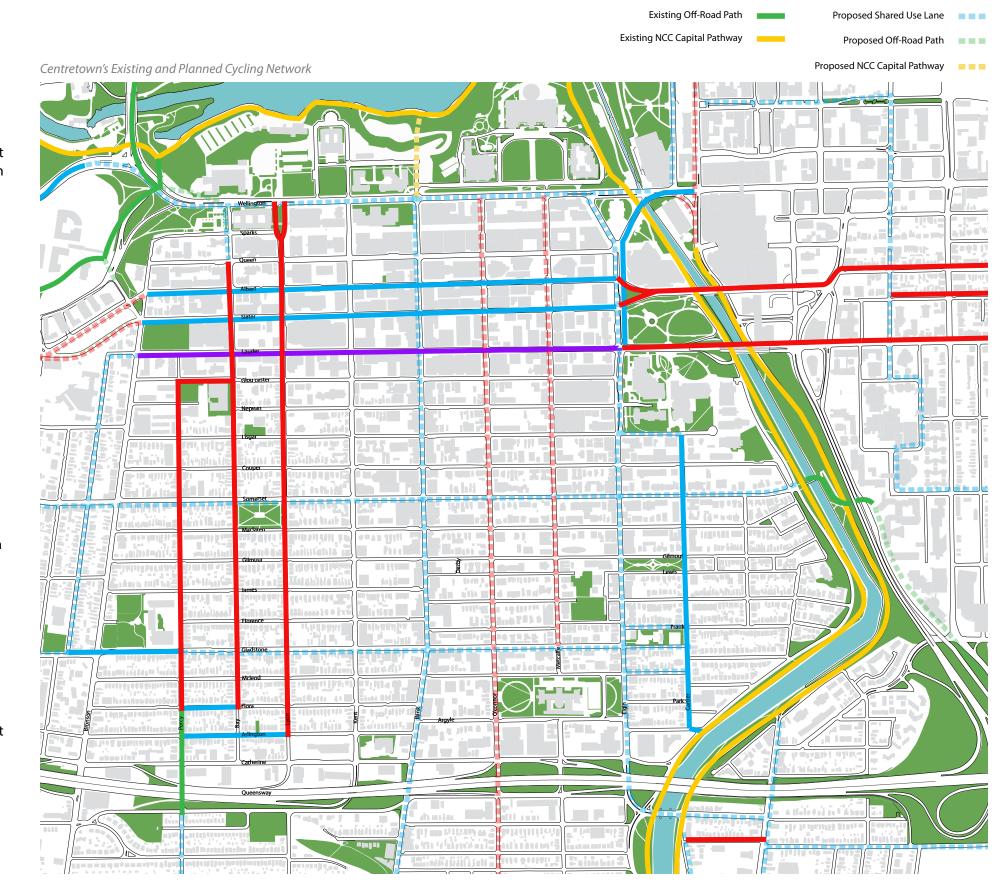
At present, the cycling network across Centretown is fragmented and incomplete. The cycling network within the core study area consists almost entirely of on-street facilities, with some multi-use pathways located within neighbourhood parks. The tight grid of streets provides for multiple route choices although the one-way network of streets has impacts on ease of bicycle circulation. One dedicated cycling facility in the core study area road network is a short stretch of bicycle lane on O'Connor Street which provides a dedicated cycling connection under the Queensway, in the southbound direction. Shared bike lanes are present on Lyon, Bay and Percy Streets.

Downtown Ottawa has a number of special bicycle-friendly facilities that have been installed where opportunities have permitted on both designated and non-designated cycling routes. Examples include bike pockets on Slater and Albert and bike channels on Cooper, Lisgar and MacLaren.

The Ottawa Cycling Plan identifies Bank, O'Connor, Metcalfe, Elgin, Somerset and Gladstone as "Spine or City-wide Cycling Routes", while Lisgar Street (east of Elgin Street) is identified as "Community Cycling Route".

In terms of planned facilities, the Ottawa Cycling Plan proposes installation of bicycle lanes on O'Connor and Metcalfe Streets, and the creation of "shared use lanes" along Bank Street, Somerset Street, Gladstone Avenue, Elgin Street and Lisgar Street. None of these facilities have been implemented to date. City Council has approved a segregated east-west downtown bike lane pilot project on Laurier with implementation taking place in 2011.

The study area is within a special area defined in the Ottawa Cycling Plan as "Proposed Cycling Network in downtown core" and is to be reviewed as part of Transportation Master Plan Update and future transit strategies that are still unresolved. The cycling network plan in downtown is therefore still in flux and is likely to change with the next OCP revision, starting in 2012.



Existing Bike Lane

Existing Shared Use Lane

Existing Segregated Bike Lane

Proposed Bike Lane

2.7 Utilities

Some of the watermains and sewers within the area have been in use for well over 100 years and are in need of being upgraded to meet current and future servicing demands in the area.

A detailed Municipal Infrastructure Baseline Paper was prepared as part of this CDP. Below is a summary of key findings:

2.7.1 Water Distribution System

Centretown is located in the City's 1W water pressure zone. This zone is fed directly by the Fleet Street Pumping Station, and the high lift pumping stations located at the City's two water treatment plants. There is an eastwest 1,220 mm diameter transmission main located immediately south of the Queensway. The transmission main is the main water feed to the east end of the City. There are also some 406 mm diameter watermains located on Somerset and O'Connor which improve the local distribution capacity and can augment transmission capacity to the outer pressure zones under emergency conditions.

The water distribution system within the study limits is generally capable of meeting the water demands and fire protection requirements with the exception of small areas that have fire flow limitations. The watermains within the areas with fire flow limitations will be upgraded as part of future City projects.

2.7.2 Sewer System

The City's sewer system, north of Somerset, is generally separated (storm and sanitary sewers) with only a few combined sewers. There are no known issues with the storm sewer system issues north of Somerset. There is an issue with extraneous flows in the sanitary sewer system north of Somerset, which is being reviewed by City staff.

Combined Sewer System (South of Somerset)

There is major sewer issue with the drainage limitations of the combined sewer system south of Somerset which are part of the O'Connor Drainage Area. As a result of the drainage system limitations during intense storm events, multiple basement floodings occur at an estimated 2-year frequency, and surface flooding of private property at an estimated 4-year frequency.

The O'Connor Area is a combined sewer area and is one of the catchments that will remain combined. As such, a Combined Sewer Storage Tunnel is being planned as per Council direction to reduce combined sewer overflows to zero on an average year during Control Period (April 15 to November 15).

The O'Connor Drainage Area – Flood Control Study and subsequent Implementation Plan in 2006, identified flood control measures to improve the levels of service. The implementation plan identified a functional design and phasing plan of the flood control measures that provide incremental benefits over a period in the order of 20 years. To date, the infrastructure renewal projects on Somerset and Bank have enabled the successful implementation of flood control measures identified in the O'Connor Flood Control Study.

A total of 38 phased activities were developed for the O'Connor Drainage Area - Flood Control Measures Study with an additional phasing of 7 local storage systems. Based on these 45 phased activities for the flood control measures it is expected that the solution will provide a 100-year level of protection against basement flooding, with the exception of a few small local areas where this level of protection is considered impractical to achieve. In these areas, the expected level of protection is in the range of 25 to 50 years. Any further increase in protection would only be practical by means of protective plumbing on private property.

Wastewater Sewer System (North of Somerset)

The sewer system north of Somerset has been separated with the exception of a few sewers that still have combined flows. A majority of the sanitary sewers north of Somerset were built in the 1970's, 1980's and 1990's with the exception of a few sections on Lisgar that were built in 1935.

There are no known major sanitary sewer capacity issues north of Somerset, however, the City is reviewing extraneous flow issues in the Kent Street Sanitary Sewer.

Storm Sewer System (North of Somerset)

The sewer system north of Somerset has been separated with the exception of a few sewers that still have combined flows. A majority of the storm sewers north of Somerset were built in the 1970's, 1980's and 1990's. There are no known major storm sewer capacity issues north of Somerset.

2.7.3 Stormwater Management

Within the O'Connor Drainage Area south of Somerset, stormwater "quality control" for the majority of the area is provided by drainage of frequent storm events to the combined sewer system, and ultimately to Robert O. Pickard Environmental Centre (ROPEC) for treatment before discharge into the Ottawa River.

To ensure that existing flooding problems in the O'Connor Drainage area are not exacerbated, stormwater "quantity control" is required as part of urban development projects. This typically involves on-site storage to ensure that there is no increase in storm flow contribution as compared to existing conditions. In some cases, the post development storm flow contribution is restricted to a lesser value than the existing conditions to mitigate sewer capacity issues.

North of Somerset, stormwater drains to the storm sewer system and stormwater "quantity control" is required as part of urban development projects to ensure that there is no increase in storm flow contribution as compared to existing conditions.

2.7.4 Utility Services

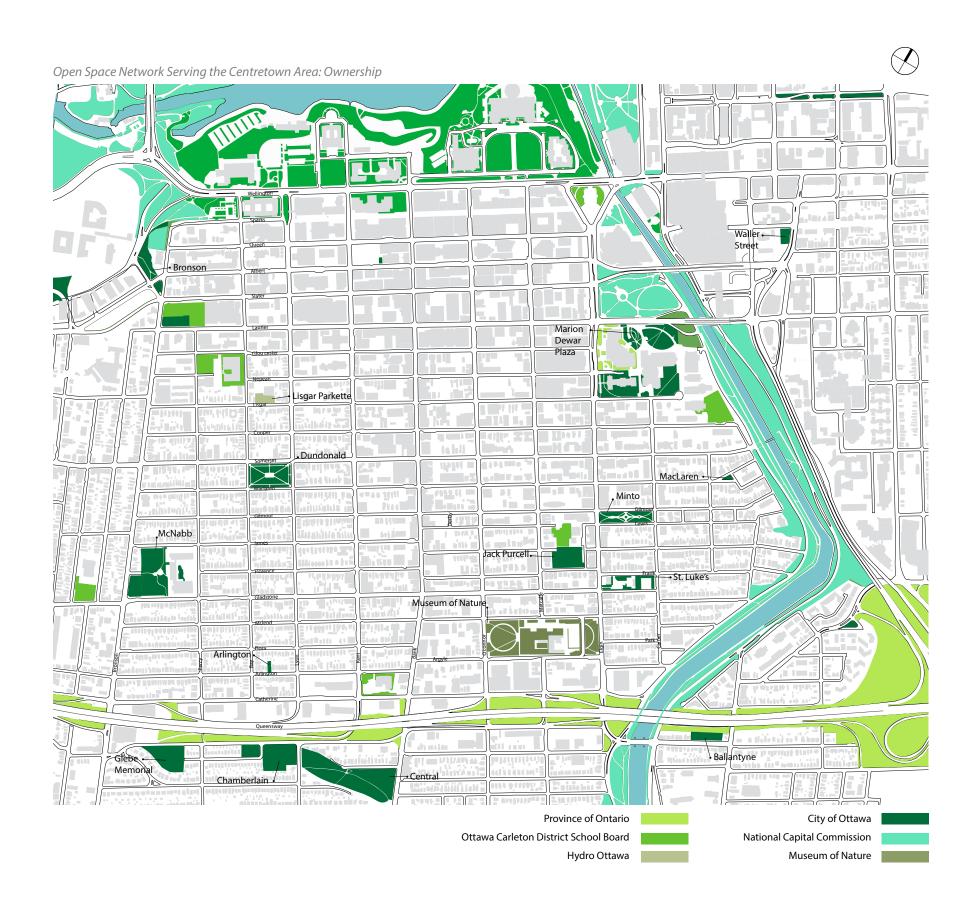
Within the Centretown area, the City will ensure that sufficient utility services, such as hydro and communications/telecommunications, are or will be in place to support urban development projects, and utility providers will be engaged early in the development process.

Consideration will also be given to the location of utilities within the public rights of way as well as on private property. Utilities, will be clustered or grouped where possible to minimize visual impact and utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc, when determining appropriate locations for large utility equipment and utility cluster sites.

2.8 Parks & Open Spaces

Although in relatively close proximity to the parks and open spaces provided by the National Capital Commission, there is an under-provision of usable community parks within Centretown to serve the needs of its current and future residents. This deficiency has been recognized by the City in its Official Plan. At present Minto Park, St. Luke's Park and Jack Purcell Park are the largest and most important open spaces serving the needs of the Core Study Area, while McNabb and Dundonald service the western portions of Centretown.

Even with Minto Park, St. Luke's, Jack Purcell Park, Dundonald Park and McNabb Park, there is an under-provision of usable community parks serving Centretown. This is an issue for both existing residents as well as any new residents moving into the area. Future residents will add further pressure to the existing undersupply of park space. Like many urban neighbourhoods, Centretown would benefit from additional park space for its residents. These spaces could be large or small, soft or hard surfaced.



2.9 Community Facilities

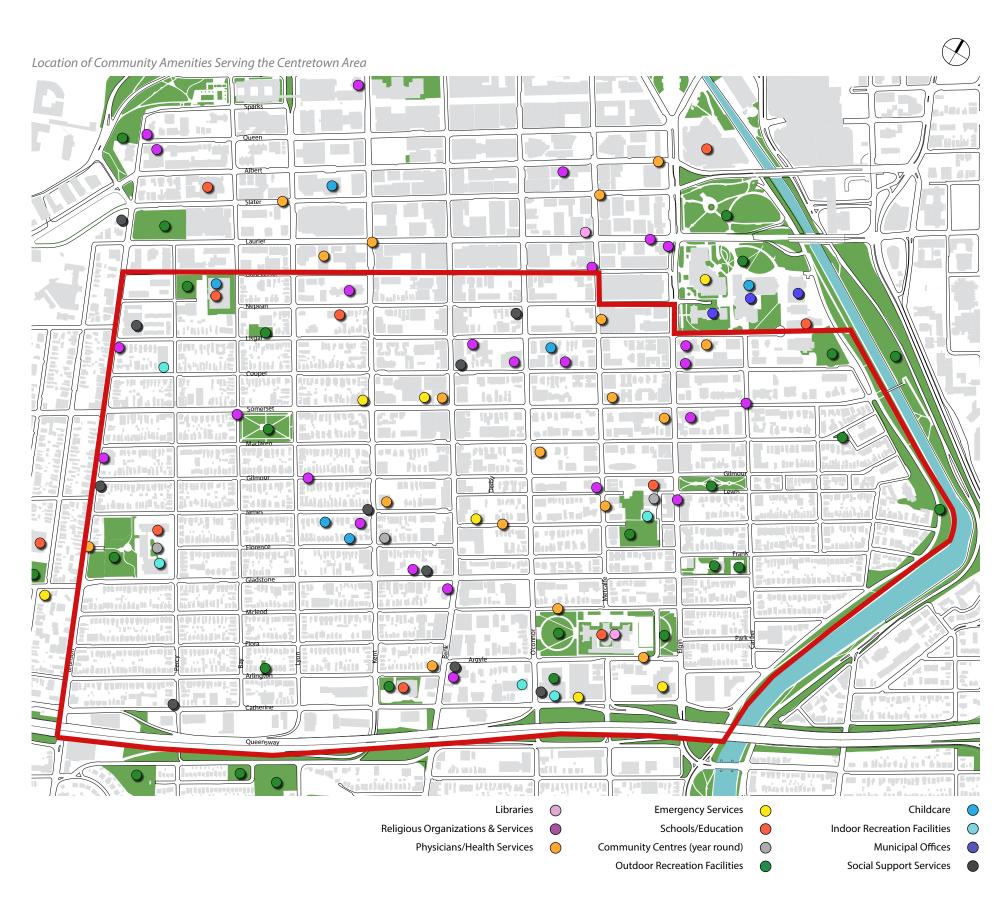
A sustainable community needs to be a complete, mixed-use district able to accommodate activity and vibrancy for all types of residents. It must offer the opportunity to interact, work, live, play, pray, shop and learn within a convenient walking, cycling or transit distance. Community amenities are an essential component of this mix as they provide opportunities for animating the public realm, increasing access to services, improving opportunities for activity, connecting social networks, creating community destinations and contributing to a better overall quality of life for residents.

Today, Centretown benefits from easy access to many community services, both within the boundaries of the CDP area and further afield. Due to its downtown location, many of these amenities serve a wider catchment area and are not for exclusive use by Centretown residents.

As a well-established, central neighbourhood, Centretown suffers from many of the same deficiencies experienced in other urban communities, such as a lack of dedicated community centres and affordable community meeting space, dedicated youth centres and senior centres, outdoor recreation spaces and the availability of funds to invest in existing in the maintenance of existing community facilities.

However, despite these existing deficiencies, overall Centretown is generally well provided for with community facilities. The plan to the right highlights the location of a variety of important amenities serving the community. Although currently adequately provided for in many areas, if the population of Centretown continues to grow, many existing facilities will be operating at capacity and additional facilities will be required to meet the increased demand.

A Community Amenities Audit was undertaken for the study.



2.10 An Evolving Neighbourhood

Total 2146

Centretown is quickly becoming one of Ottawa's most desirable destinations for downtown living. The appeal of downtown living is not unique to Ottawa. Many downtowns across Canada and around the world are experiencing a renaissance as residents choose to reduce their commute, move closer to work and be a more active part of their city's cultural offerings.

Continued demand for housing, growth in local employment opportunities, and planned and on-going infrastructure investment in rapid transit will continue to fuel this trend in Centretown. This evolution is clearly visible through the new condominium developments currently planned and under way across the community, as mapped to the right.

Over the past 60 years, the central portion of Centretown between Cartier Street and Kent Street north of MacLaren has become a neighbourhood of apartments. Apartments have taken the form of purpose built rentals, conversions of stately single family homes into multiple units and most recently, private market condominiums. Today, between Kent Street and Elgin Street, 96% of all dwelling units are apartments.

The plan to the right identifies all the new and proposed developments across the Centretown area. Many of these have been introduced on vacant and/or under-utilized sites (such as parking lots, derelict buildings, auto repair shops or garages, etc.), a trend which is expected to continue.

Planned or Approved:

Name	Address	Storeys	Status	Units
	390 Bank St.	7	Approved	57
The Bay Street	346 Gloucester	18	Approved	199
The Carillon	330 Gilmour St.	7	Approved	N/A
Central II	340 McLeod St.	9	Approved	141
	287 Lisgar St.	18	Approved	101
	89 & 91 Nepean St.	27	Approved	233
	70 Gloucester St.	27	Approved	235
	265 Catherine St.	27	Approved	460
Gotham	224 Lyon St.	17	Approved	251
Central III	340 McLeod St.	9	Approved	162
	260 MacLaren St.	7	Approved	63
So-Ba	203 Catherine	23	Approved	244

Built, Approved and Planned Developments across Centretown (2000-2011)

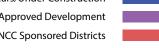


Built in the last 10 years/Under Construction

Approved Development

City or NCC Sponsored Districts

Proposed Development



The plan to the right illustrates the locations of tall buildings (10 storeys or higher), with the exception of a few office buildings, the majority of these taller buildings are 'slab style' residential buildings built in the 1960s and 1970s.

Today, Centretown is far from stagnant. Since the year 2000, more than 17 new condominium developments have been realized, resulting in more than 2000 new units. In addition, another dozen projects were either approved or in planning stages in 2011.

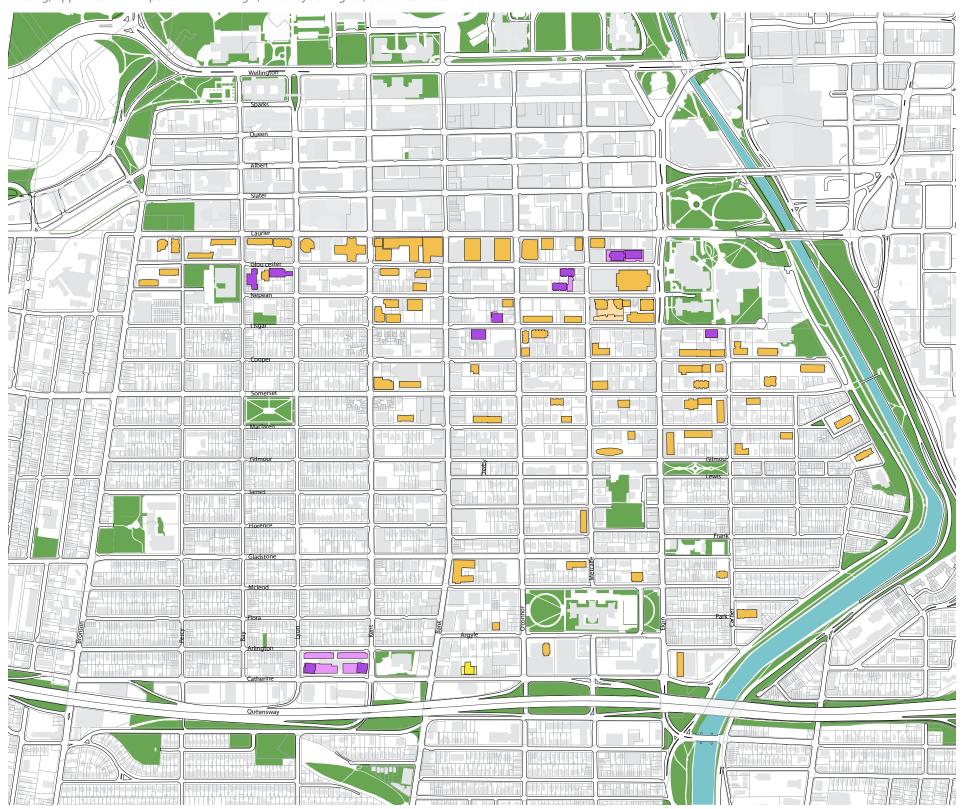
Built (As of 2000-2011):

Name	Address	Storeys	Status	Units
Opus	320 McLeod St.	9	Built	70
The Everett	375 Lisgar St.	11	Built	66
The Metropolitan Phase II	374 Cooper St.	11	Built	42
The Metropolitan Phase I	364 Cooper St.	7	Built	27
Dwell	457 McLeod St.	4	Built	35
Studio Argyle	255 Argyle Ave.	4	Built	40
The 400 McLeod	400 McLeod St.	4	Built	30
The Filmore	412 Nepean St.	4	Built	33
The Laurier	570 W. Laurier Ave.	23	Built	121
Hudson Park Phase I	235 Kent St.	20	Built	123
Somerset Gardens	138 Somerset St. West	10	Built	119
Hartman Place	380 Somerset St. West	6	Built	60
The Strand	419 W. Somerset St.	14	Built	190
Beaver Barracks Ph 1	Argyle St.	4 and 8	Built	182
Hudson Park Phase II	234 Nepean St.	20	Built	119

Under Construction (As of 2011):

Name	Address	Storeys	Status	Units
Central	453 Bank St.	10	Under Construction	228
Tribeca	187 Metcalfe St.	27	Under Construction	453
Beaver Barracks Phase 2	Catherine St.	7	Under Construction	72
SOHO Lisgar	300 Lisgar St.	16	Under Construction	132
Central I	340 McLeod St.	9	Under Construction	141
Centropolis	Kent and Gladstone	4	Under Construction	102
Merit	108 Lisgar St.	16	Under Construction	75
			Total	1203

Existing, Approved and Proposed Tall Buildings (10 storeys or higher) across Centretown



Existing Buildings
Approved Buildings
Proposed Buildings

1257

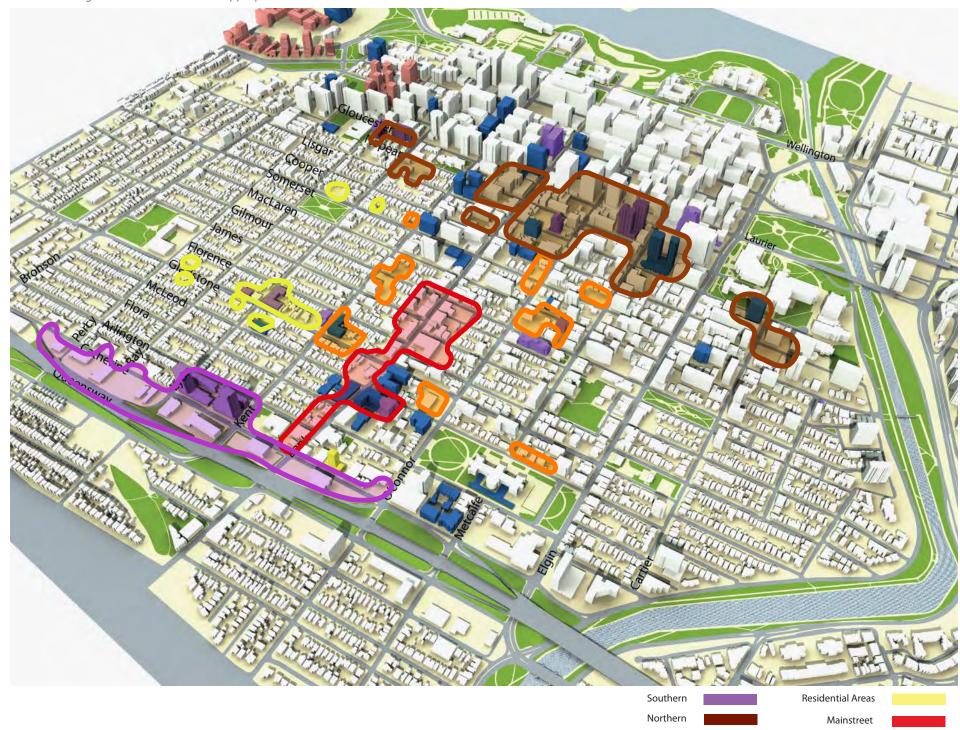
Total

Further changes are coming to Centretown. This CDP can help direct those changes to locations best suited for growth and work to protect those areas where growth is less appropriate. The plan to the right highlights those locations where more immediate growth is anticipated. These sites tend to be served by transit, support a number of vacant or underutilized sites or are located in close proximity to area's already undergoing transformation. Four 'zones of change' have been identified in Centretown. Each zone support a different design response with regard to how redevelopment should occur (refer to Chapter 6). Zones of change include:

- > Mainstreet Corridor / Bank Street
- > Northern
- > Neighbourhood Infill
- > Southern

Not all areas of growth are illustrated. In the future, other sites may be made available for redevelopment which have not been considered today. This is inevitable as Centretown matures and development practices continue to evolve.

Zones of Change: Potential locations for appropriate infill and intensification



Central Area



3.0 CENTRETOWN TOMORROW

1.0 The Study

dy Centretown Today: Analysis

3.0Centretown
Tomorrow:
The Vision

4.0Moving Around
Centretown:
Mobility

5.0Greening
Centretown:
Parks & Open Space

6.0Building
Centretown:
Built Form

7.0Delivering
Change:
Implementation

3.1 The Vision for Centretown Tomorrow

Centretown is the envy of Ottawa's urban neighbourhoods.

Centretown's authentic urban character, unbeatable location, unrivalled quality of life and impressive mix of uses has attracted a growing number of residents year on year. Halting population decline, this growth has brought renewed life to the community – politically, socially and culturally. Today the voice for Centretown is diverse, yet strong, at City Hall.

Centretown continues to be Ottawa's best mixed use downtown neighbourhood. As diverse as its land uses, the residents of Centretown are an inclusive mix of ages, income levels, cultural backgrounds and lifestyles.

No longer home to architectural blandness, innovative and beautiful design are championed in Centretown. New buildings are responsive to their community context and have set the standard for creative design in Ottawa.

More balanced streets that are shared between users have replaced the busy arterials that once dissected the community. A radical program of conversion has helped calm these busy roads and stitched the community back together. With slower traffic, these residential streets are now home to cyclists, transit users, pedestrians and even trees!

Metcalfe Street has been reinvented as an elegant green boulevard that gracefully connects the Civic and Federal realms. The Museum of Nature continues to be the pride of Centretown and a true gateway statement for the neighbourhood. Its expanded green lawns play host to countless community events throughout the year.

Centretown's revitalized urban parks are abuzz with energy from the growing numbers of children and families that use these fun and safe spaces. Two new parks have been carved out of Centretown's urban fabric to meet the growing demand for quality outdoor space.

Leaving the car at home, residents choose to walk to work and to play. Advantaged by their central location and improved pedestrian connections and conditions, nothing is further than a half-hour stroll away. All the demands of urban living can be met locally.

As advocates for 'shop local, eat local, act local' the growing number of residents choosing to make Centretown their home have reinvigorated many of the shops and businesses on Bank and Elgin and have extended the charming Somerset Village. Fueled by the conversion of garage spaces into studios, gallery space and commercial uses, Gladstone Avenue has begun a gradual transformation into a destination for creativity and innovation.

Respectful of the past, many of Centretown's best heritage assets have been carefully preserved and are now celebrated features of the community. A new appreciation has been given to maintaining the community's heritage streetscape as a whole, as opposed to simply its individual components. Heritage buildings of all types are finding new life through creative re-use and sensitive integration with new buildings.

Ushering in Section 37, an innovative partnership has been established between the Centretown community, the City of Ottawa and the development industry, resulting in impressive community improvements, including the proposed full renovation of the Jack Purcell Community Centre.

3.1.1 The Northern Character Area Tomorrow

The movement towards a higher density environment has already started in this area. The availability of underutilized land (large surface parking lots) coupled with the demand for downtown living has fueled this urban redevelopment. In the future, the proposed investment in Ottawa's extensive new public transit system immediately adjacent to the northern portion of Centretown will support further residential and commercial intensification.

Land Use

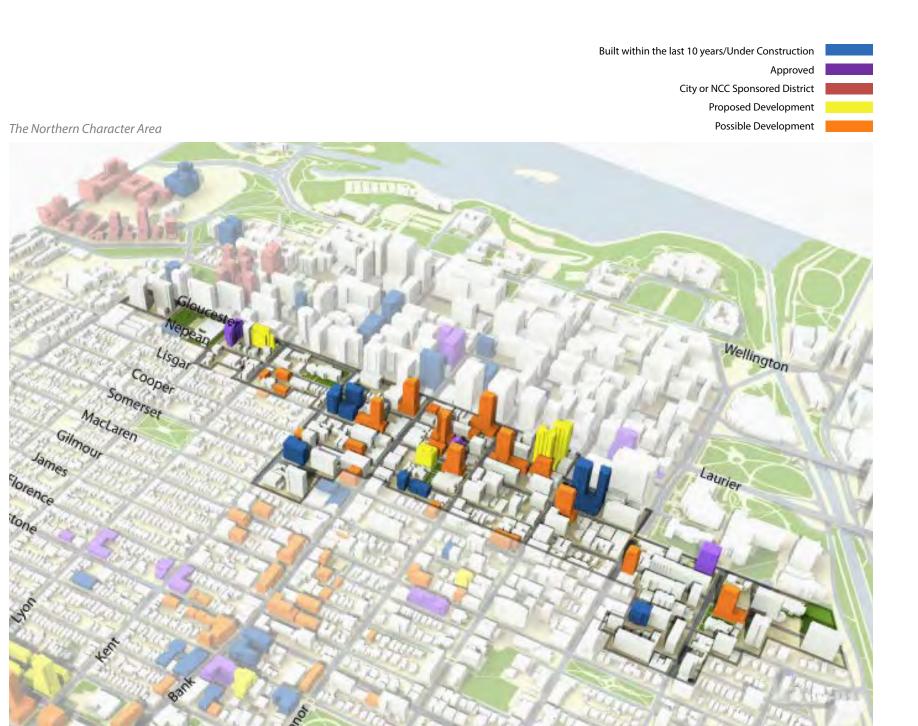
- Mixed-use commercial, retail, residential is appropriate.
- Retail at grade is required along Mainstreets, like Bank and Elgin Streets.
- Continue to promote conversion of under-utilized space above the ground floor along Bank and Elgin Streets. Commercial and residential uses are suitable.

Buildings

- Considering the availability of underutilized sites and the context of the area, this area is appropriate for higher density.
- To avoid overshadowing and unpleasant pedestrian conditions, taller building must be built with podiums, stepbacks, minimum lot sizes and maximum tower floorplate sizes. Blank walls are not permitted.
- The height of any new development along Bank and Elgin must respect existing Mainstreet standards. Transition in scale and form of buildings is required between these commercial corridors and the established neighbourhood areas.
- Existing heritage buildings must be protected (with a priority on Group 1 and Group 2). Depending on the site context and the characteristic of the existing heritage building, these buildings could also be integrated into new proposals on a case-by-case basis. As per City of Ottawa's Official Plan policies, it should be noted that demolition of cultural heritage resources and the rebuilding on a facsimile of all or part of the building is not considered to be heritage conservation.
- Safeguard existing rental and affordable housing stock more strongly (see Chapter 7).

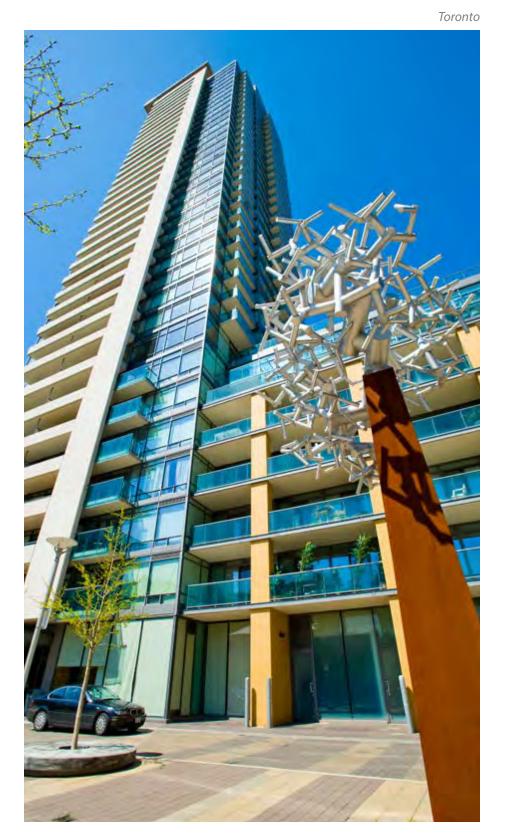
The Public Realm

- Continue to pursue enhancements along Metcalfe, Somerset and Elgin Streets (see Chapter 4 and Chapter 5).
- This area requires more park spaces to serve needs of residents, visitors and workers. Additional park spaces can be in form of community parks, parkettes, linear parks or plazas associated with new development (see Chapter 5).
- Remove parking encroachments from the pedestrian right-of-way. Require surface parking lots and servicing areas to be screened.









Seattle

3.1.2 The Central Character Area Tomorrow

The future of this district will be as a renewed low-to-mid rise mixed-use neighbourhood dominated by residential uses, book-ended by two important mainstreets and reinforced by a system of east-west residential streets. A broad mix of building types, ranging from house form to mid-rise buildings will provide various types of accommodation. Although residential uses will dominate this area, limited commercial as well as institutional clusters may also be accommodated (refer to Section 6.1 - Residential Mixed Use areas).

Within the heart of the area, change will likely occur slowly and incrementally. Although much of this area will remain stable, sensitive infill is encouraged in selected locations. Opportunities for renewal and redevelopment may be more immediate along the more significant streets, such as Bank, Elgin and portions of Gladstone, Somerset and O'Connor. Bank Street offers the greatest opportunity for redevelopment. Infill along this route will strengthen Bank Street's mainstreet function and serve both local and regional needs. Any new developments proposed across this area must be built in a manner that is compatible with adjacent developments.

The parks and open spaces that support this area will be improved. Expanded open space areas should be created around the Museum of Nature. The high speed, high traffic condition of the north south arterials that cross the area will need to be addressed prior to any significant streetscape improvements.

The Central Character Area



Built within the last 10 years /
Under Construction
Approved
City or NCC Sponsored District
Proposed Development
Possible Development

Land Use

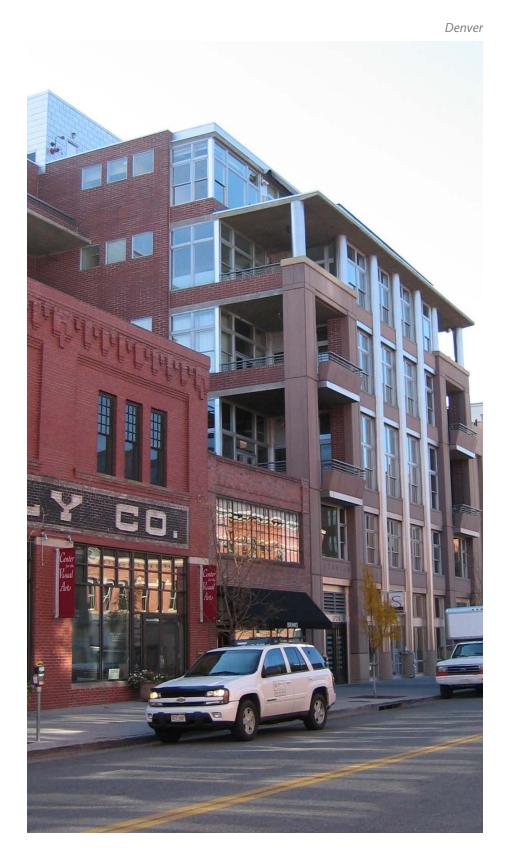
- Residential uses are predominant.
- Commercial uses including office and retail should be directed towards Mainstreets. Professional services, small scale office, small scale institutional and limited retail should be permissible within certain internal locations (refer to Section 6.1 Residential Mixed Use areas).
- Retail at grade is required along Mainstreets, like Bank and Elgin Streets.
- Promote conversion of underused space above ground floor retail uses on Bank and Elgin Streets to commercial and residential uses.

Buildings

- Considering the context and the size of available sites, this area is suitable for low- to mid-rise infill, generally not taller than nine storeys in height.
- Smaller sites are only appropriate for low-rise infill (4 storeys or less).
- Height of new developments along Bank and Elgin must respect existing Mainstreet standards and be built in a manner that is compatible with adjacent developments.
- Transition in scale and form of building is required between Elgin and Bank Streets and the established neighbourhood areas.
- Stepbacks in mid-rise buildings are encouraged to avoid overshadowing and unpleasant pedestrian corridors.
- Existing heritage buildings must be protected (with a priority on Group 1 and Group 2). Depending on the site context and the characteristic of the existing heritage buildings, these buildings could also be integrated into new proposals on a case-by-case basis. As per City of Ottawa's Official Plan policies, it should be noted that demolition of cultural heritage resources and the rebuilding on a facsimile of all or part of the building is not considered to be heritage conservation.
- Safeguard existing rental and affordable housing stock more strongly (see Chapter 7).

The Public Realm

- Convert Metcalfe to a two-way street and reinvent as a green boulevard that links the Civic and Capital realms.
- Upgrade Jack Purcell Park as a priority. Work with the Museum of Nature to ensure that both the West and the East Lawn vision is realized (refer to section 5.1.1).
- Pursue public realm improvements along Elgin Street to bring it up to same standard as Bank Street.
- Undertake street tree planting along Metcalfe Street and Gladstone Avenue.
- Introduce signalized pedestrian crossings at key intersections along all arterial routes (refer to Section 4.7).
- When new development is proposed, there may be an opportunity for a community green space to be included in the development proposal (depending on size of site).
- Introduce new on-street bicycle facilities along Gladstone Avenue and Metcalfe Street that connect into existing networks.







Sudbury

3.1.3 The Southern Character Area Tomorrow

The large parcels and availability of land offers the opportunity to create a higher density zone in Centretown able to act as a buffer between the highway conditions of the 417 and the established lower-rise neighbourhood of the Central Zone.

On a fully-rebuilt Catherine Street streetscape, this area could support a mix of mid-to-high rise development. New residential uses could complement the existing employment focus of this zone and bring new residents and activity to the corridor. The presence of larger buildings on podiums in this location would help mitigate noise issues for the wider community. On the north side of Catherine Street, appropriate building transition would be required into the existing community.

Development opportunity in this area could result in a new public park being created. In addition, to help green Centretown, some of the existing 'left over' open spaces along Catherine Street by the 417 should be retreated to create more usable open space areas and provide a green link to the Rideau Canal.

The Southern Character Area



Land Use

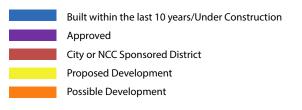
- Retain existing employment uses.
- New commercial uses should be permitted as well as additional residential uses.
- Commercial uses at grade along Catherine Street will be supportive of creating a more mixed-use area.

Buildings

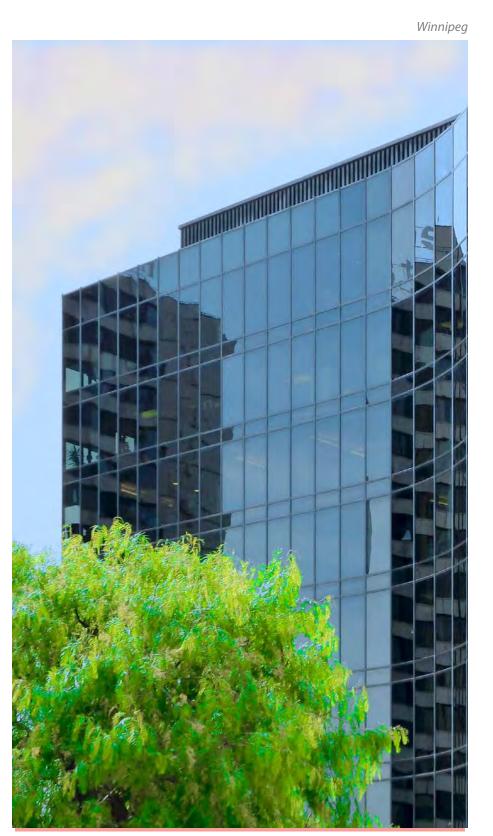
- This area is suitable for high-rise buildings, built on low or mid-rise podiums.
- To avoid overshadowing and unpleasant pedestrian conditions, taller buildings require podiums, stepbacks, minimum lot sizes and maximum tower floorplate sizes. Blank walls are not permitted.
- Existing buildings and uses can be integrated into the new developments.
- New developments along Catherine Street should function as a buffer between the lower-rise neighbourhood and the highway noise.
- Demand gateway buildings and architecture on corner sites fronting major arterials.
- Appropriate building height transition is required on the north side of Catherine Street into existing community.

The Public Realm

- A better streetscape is needed along all routes, especially Catherine Street. This will require significant tree planting as well as the relocation and/or camouflaging of surface parking lots.
- When development is brought forward, a new public park opportunity should be pursued.
- Create better connections between the green spaces present in this area and other major open spaces, such as the Rideau Canal.









Vancouver

3.2 Meeting Targets

Directing Growth

By 2031, it is estimated that the City of Ottawa will support 30% more jobs, 30% more residents and 40% more households than today. This equates to approximately 170,000 more jobs, 265,000 more residents and 145,000 new homes (as presented in the Official Plan). Where will these new people live and where will these new jobs be located?

The policy directions of the City of Ottawa's Official Plan promote a model of sustainable growth through the creation of an efficient land use pattern that utilizes existing infrastructure and intensifies development on appropriate sites within the built up area. To deliver this model of sustainable growth, the Official Plan has set a target requiring at least 40% of new residential growth to occur through 'intensification'. This target equates to a minimum of 53,700 new homes be built in the Urban Area on vacant or underutilized lots or through building conversions.

These progressive policies on housing intensification are changing not only where housing can be built, but also what new housing will look like. The City is demanding that a more compact form of development be introduced on those areas subject to intensification. In these locations, a target has been set requiring more than 70% of residential units be in the form of apartments. In contrast, only 6% of new housing is to be in the form of single detached homes and almost 20% will be townhouses (from Residential Land Strategy, 2006).

Centretown it is clearly a destination for urban residential intensification and, according to City policies and targets, intensification will most likely continue in the form of apartment style buildings (which include condominiums).







The Importance of Growth

In 2011, the population of Centretown was approximately 21,500 residents. Surprisingly, and in contrast to the view that the area is besieged with new condominiums developments, the residential population of Centretown has remained mostly unchanged since the early 1980s. The reality is that since 1951, almost one in four residents has chosen to move away from Centretown. In addition, household size has decreased.

Communities that are not growing, risk facing decline in the future. Decline can come in the form of school closures as the population ages, retail decline or stagnation due to limited demand, degradation of public spaces through lack of use and the emergence of a poor neighbourhood image as those outside choose not to invest in your community. However, growth needs to be managed to ensure it contributes to creating a better community.

A growing community is a healthy community and should be an aspiration for all neighbourhoods. Population growth brings new life and energy to neighbourhoods, creates new markets for interesting shops and services, helps to create safer communities by bringing more activity to its streets, contributes to a louder voice at City Hall, delivers a more robust local tax base, builds neighbourhood diversity and helps build a more sustainable community model through the efficient use of existing services and facilities. Wellmanaged growth is critical for the long term success of any community, but it does require good planning so that the benefits of growth can be enjoyed and shared by all.

3.2.2 Growth Targets

The Official Plan

As a mature, inner-city neighbourhood, all future residential growth within Centretown will be realized through intensification. This is Centretown's only option. This means that all future growth in Centretown will contribute to the City achieving its intensification targets and growing in a more sustainable fashion. What remains unresolved is what an appropriate target is for intensification that is specific to Centretown.

In 2011, Centretown* supported a density of just over 200 jobs and residents/ha. This was comprised of 21,500 residents and 22,200 jobs (approximately 43,700 total) over 210 hectares. At a minimum, as a mixed-use inner city neighbourhood adjacent to the many services offered in the Central Area, it would not be unreasonable to expect a density of 250 jobs and residents/ha (representing the higher target for a Mixed Use Centre in the City of Ottawa). Retaining the current resident: job ratio, achieving this target of 250 jobs and/or residents per hectare would equate to approximately 25,200 residents and 27,300 jobs (52,500 total).

If Centretown does not wish to grow further as an employment destination, the ratio would be slightly modified to retain its current level of employment (22,200 job), but would be supplemented by an addition 5,100 more residents, for a total target residential population of approximately 30,300. Thus, a residential population of 30,300 plus an employment population of 22,200 achieves the targeted density of 250 jobs and residents per hectare. Achieving this target would require an increase of just over 10,000 residents from today's population.

Centretown Secondary Plan

The issue of residential intensification is not a new issue for Centretown and dates back to the *Centretown Neighbourhood Development Plan* of 1976. Centretown's current Secondary Plan continues to emphasize the importance of residential intensification, highlighting that residential growth will only be achieved through smaller scale, site specific intensification, as opposed to large scale redevelopment of the community.

Section 3.4.1 of the Secondary Plan discusses the future constitution of the area and states that a population increase will support the residential character of the area and will benefit the retail commercial enterprises within Centretown and the adjacent Central Area. An increase in population in Centretown will also benefit the City-wide distribution of population and result in a more efficient use of existing public services and facilities."

This CDP supports the Official Plan intensification goal of 10,000 new residents. This target should not be considered a maximum. Inevitably, many sites across the community will come up for redevelopment in the future that have not been considered as potential development sites today. Consequently, this urban community could potentially support an even greater population increase, if realized through sensitive residential infill on appropriate sites. Building design and community context will become the most important factors for assessing where growth should be directed to and what form of growth is most appropriate.

The following chapters detail *where* intensification should happen in Centretown over the coming years and *how* intensification can best be accommodated in a way that is compatible with the current character and design of the community.

^{*} Statistics provided by the City of Ottawa and reflect 2006 data from Statistics Canada. Employment data is based on North American Industry Classification System (NAICS). For this study, 'Centretown' is considered to be comprised of Census Tracts 37.00, 38.00, 39.00, 40.00 and 49.00. Census Tract 37.00 includes Place Bell which is located just outside the Centretown study area boundary. Place Bell has approximatively 5000 employees.



4.0 MOVING AROUND CENTRETOWN

1.0 The Study

2.0Centretown
Today:
Analysis

3.0Centretown
Tomorrow:
The Vision

4.0Moving Around
Centretown:
Mobility

5.0Greening
Centretown:
Parks & Open Space

6.0Building
Centretown:
Built Form

7.0 Implementation: Delivering Change

4.0 Mobility

A good balance between walking, cycling, public transit and vehicular traffic is essential to meet the needs of sustainability and create a safe, high quality public realm for all users. In Centretown today, this balance between users could be improved significantly.

Today, much of Centretown is characterized by a dense mixture of land uses in a highly urbanized environment. As a compact, urban community built around a traditional street grid, Centretown fosters a high degree of pedestrian, cycling and transit use. However, much of the transportation network is currently focused on supporting the movement of cars between Ottawa's downtown core, located north of the community and Highway 417, located to the south.

Due to Centretown's location between the downtown and the highway system, it is generally accepted that vehicular traffic levels through Centretown will remain high with some areas experiencing congestion, particularly at peak times. Nevertheless, efforts must be undertaken to reduce the impact of traffic levels on the neighbourhood. Given the built-out nature of Centretown's road network, the majority of mobility initiatives presented in this chapter focus on improvements to non-automobile travel to create a better balance between users, including:

- > Pedestrians
- > Bicycles
- > Transit Users
- > Vehicles

Downtown Moves Study

To capitalize on the opportunities presented by the implementation of the LRT and to examine transportation issues within the downtown not addressed by the recent Transportation Master Plan, the City of Ottawa is currently undertaking a downtown mobility study called "Downtown Moves". The study examines such issues such as the reallocation of road space, implementation of the City's new rapid transit network and the conversion of one-way streets back to two-way operation.

Some of the mobility recommendations presented in this Community Design Plan will require further analysis to understand the potential impacts on both the local and the broader transportation network. Downtown Moves is best suited to test and assess these recommendations from a technical perspective.

To scope the steps required to implement the mobility recommendations presented in this section, the following technical issues should be addressed:

- Implementation of "road dieting" to reallocate space currently used for the movement and parking of vehicles on north-south arterials to accommodate expansion of pedestrian, cycling and transit facilities.
- Implications of additional calming and crossings along arterials to improve community connections.
- Expansion of cycle network with on-street bicycle lanes as identified in the Ottawa Cycling Plan.
- Implications of two-way conversion on downtown traffic operations, including access to the highway system.
- Requirements for improvements to the quality of on-street transit facilities (stops, laybys, shelters, seating, lighting, etc.)

The Community Design Plan establishes the urban design objectives and community priorities to inform the Downtown Moves Study as it addresses the urban design and transportation planning issues in Downtown Ottawa.

Centretown needs to recognize the importance of its streets as 'places' and not as simply arterial roads for moving cars quickly. The overarching goal of improving the quality and experience of streets in Centretown is to help them to meet a variety of user needs - not just cars, but also pedestrians, cyclists, and transit users. Achieving this goal will require a range of interventions - including providing wider sidewalks, more space for cyclists, better transit facilities, more street trees and greening and implementing some traffic calming measures. Providing more balanced streets to meet the needs of all users will require a layered approach that addresses the following elements:

- 'Road Diet' and traffic calming reducing the amount and width of travel lanes dedicated to through traffic; and the speed and impacts of traffic;
- Reclaiming the ROW from encroachments, including parking lots, outside storage, etc.
- Reallocating space to dedicated cycling lanes, wide pedestrian walkways, broad planted boulevards, etc.
- Protecting the ROW with widening easements that can provide more space at the ground level for pedestrians and street amenities especially at street corners, and high pedestrian volume areas.
- Greening the streets the quality and character of the major downtown streets were once defined by tree-lined boulevards that reinforced the neighbourhood character and downplayed the off-ramp qualities. Much can be done to bring back green elements into Centretown's streets.

With the goal of creating a better balanced movement network, this section presents recommendations to help transform Centretown's roads into more multi-functional neighbourhood streets. It should be noted that some recommendations will require a change to traffic operations (conversion from one-way to two-way operations) and the re-allocation of road space to support pedestrian, cycling and transit. Such changes will have impacts on traffic operations, including possible decreases in intersection service levels, increases in congestion and cut-through traffic along local streets and potential adverse impacts on access to and from the highway system. Further study, with involvement from the Ontario Ministry of Transportation, should occur prior to implementation of changes that may affect safety of highway ingress or egress.

4.1 The Pedestrian Network

From a pedestrian network point of view, Centretown's system is virtually complete. However, the issue of concern is the quality of the existing network and the pedestrian experience on the ground. As such, the focus for improvement should be on enhancing the 'quality' of the pedestrian environment as opposed to expansion of the system.

Within the existing public rights-of-way the competing needs of pedestrians, cyclists, transit, cars, on-street parking, goods movement and utilities must be satisfied. To help address the current imbalance between vehicles versus pedestrians and cyclists, the CDP advocates for the reallocation of space and reallocation of priority to better serve the needs of pedestrians and cyclists. Through application of road diets, priority can be given to providing additional pedestrian space along those streets identified as priorities for pedestrian facilities.

As illustrated by the plan on the right, Metcalfe, Elgin, O'Connor and Somerset Streets should be considered 'pedestrian priority' routes through Centretown. The function of a pedestrian priority street is to connect the community directly to existing and/or planned transit hubs, link to important employment, recreational or cultural destinations, and integrate Centretown with adjacent neighbourhoods; Somerset provides a connection through the heart of central Ottawa and over the Rideau Canal via the new Corktown Footbridge; Metcalfe and Elgin provide connections to adjacent neighbourhoods south of the Queensway as well as to the Federal Realm in the north; and O'Connor links directly to the proposed LRT stations in the core. The priority, in terms of strategies to address pedestrian improvements, should focus on enhancing the pedestrian experience along these important streets. Bank Street is also considered to be a Pedestrian Priority Street that has recently undergone significant improvements, making this important shopping street a model of pedestrian comfort for Ottawa.

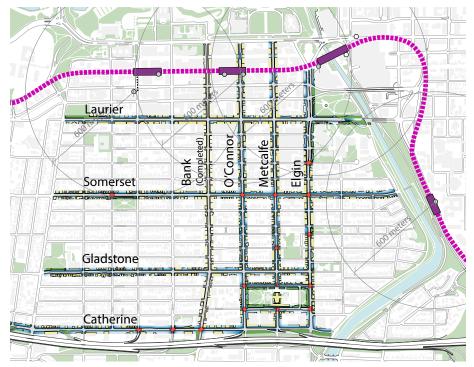
As previously mentioned, although the pedestrian system is almost complete in Centretown, some limited opportunities for expansion remain and should be recognized. These opportunities are focused on integrating Centretown with adjacent communities and amenities as opposed to expanding the network internally. Ottawa's Pedestrian Plan places a priority on provision of pedestrian connections to multi-use pathways along the Rideau Canal / the Driveway and on improvements to existing pedestrian connections between neighbourhoods on the north and south sides of the Queensway.

Another important component of Pedestrian Priority Streets is the provision of safer pedestrian crossings at key intersections on Centretown's arterial streets. The plan below highlights those intersections that would benefit from pedestrian priority crossings. These may include some of the following characteristics:

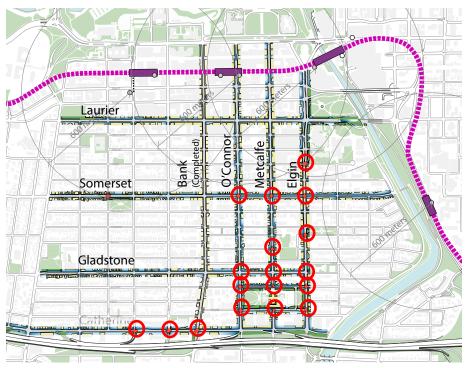
- Advanced yield lines to improve the visibility of crossing pedestrians
- Installation of curb extensions and removal of on-street parking to improve visibility
- Zebra crossings or raised traffic tables
- No right turn movement on red
- Accelerated implementation of pedestrian countdown signals
- Less stringent warrants for implementation of mid-block pedestrian crossing signals
- Pedestrian priority push button to activate walk signals

Additional strategies include:

- Streets that provide direct access to rapid transit, and/or have significant development density require better pedestrian space and should be priorities for improved pedestrian amenities, including paving treatments (sidewalks), seating, pedestrian scaled lighting, planting and greening, waste disposal and weather protection.
- Pursue local improvements to the pedestrian realm as part of the development approvals process for proposed new developments.
- Ensure pedestrian planning and design objectives are achieved as part of major roadway reconstruction projects, in accordance with approved City urban design guidelines.
- When reconstructing streets, review the potential application of a "road diet" to reallocate space and provide more space for pedestrian movement, and allow for curb bulb-outs and/or reduced corner radii to minimize pedestrian crossing distances.
- Specific local improvements to the pedestrian environment should included as part of the City's on-going Capital Works Program.
- Consider pedestrian 'scramble' intersections at Bank & Somerset.
- Work with the NCC to identify opportunities for improved pedestrian crossings across the Queen Elizabeth Driveway.



Potential Pedestrian Priority Streets



Potential locations for improved Pedestrian Crossings

Pedestrian Priority Streets: What Does this Mean?













4.2 The Cycling Network

The City of Ottawa has in place a robust 20 year cycling plan laid out in its Ottawa Cycling Plan (OCP) Approved in 2008, the OCP is a long-term two-phased strategy. The first phase is a ten-year implementation plan that includes network infrastructure, program initiatives and associated costs. This ten-year plan complements the City's Capital Works Plan, Transportation Master Plan and Official Plan. The second phase is presented as longer-term planning initiatives, subject to on-going review and revision.

The expansion of the cycling network throughout Centretown is identified in the Ottawa Cycle Plan as a Phase 1 implementation priority, including a significant number of future cycle routes:

- Bank Street
- O'Connor Street
- Metcalfe Street
- Elgin Street
- Somerset Street

In 2011 the City of Ottawa implemented a pilot project for segregated bicycle lanes on Laurier Avenue between Bronson Avenue and Elgin Street. To leverage investment in this infrastructure and increase its utility for cyclists, improvements to the cycling network within the Centretown area should focus on connections to the Laurier Avenue bicycle lanes, as well as improved connections across cycling barriers (the Queensway and Rideau Canal) and to the NCC pathway network.

To complete a more fully connected network, in addition to the routes proposed in the OCP, the following missing links or portions of routes are also recommended:

- Delaware Avenue, east of Cartier connecting though to Rideau Canal and NCC multi-use pathway system
- Metcalfe, south of Gladstone through to the Museum of Nature
- Lisgar Street east of Cartier, connecting though to Rideau Canal and NCC multi-use pathway system

As part of any analysis regarding conversion of Metcalfe Street from one-way to two-way operation, provision of cycling facilities should be considered as priority in order to provide for dedicated cycling facilities connecting the Glebe to Centretown, Laurier Avenue (east-west bicycle routes) and the Central Area.

In addition to improved cycling links, additional bicycle parking should be provided within Centretown to improve facilities for cyclists at key destinations such as Jack Purcell Community Centre, Minto Park, and along Bank and Elgin Streets. Identification of potential bike-share station locations (e.g. Museum of Nature, City Hall, along Bank and Elgin Streets) to facilitate short, spontaneous cycling trips should also be considered, in coordination with the NCC.



Suggested strategies include:

- Pursue provision of cycling infrastructure (parking, lockers/showers) as part of the development approvals process for new developments proposed in the Centretown area.
- Ensure appropriate cycling infrastructure is provided as part of major roadway reconstruction projects, in accordance with approved City design guidelines.
- Identify specific local improvements to the cycling network for implementation as part of the City's on-going Capital Works Program.
- Monitor opportunities to provide cycling improvements as part of the implementation of the Ottawa Cycling Plan.
- Streets which provide for cycling connections across barriers (e.g. Rideau Canal, the Queensway), or to the Laurier Avenue segregated bicycle lanes, should be priorities for improved cycling links.
- Metcalfe Street should be considered a priority for cycling facilities.
- Work with the NCC, landowners, institutions and businesses to provide bike-share stations at key locations in the Centretown, such as the Museum of Nature, Ottawa City Hall, Jack Purcell Community Centre, and along Bank and Elgin Streets.
- Work with business partners to provide cycling infrastructure at employment and commercial nodes.

4.3 The Transit Network

• Ensure that cycle lanes are kept fully clear of snow in winter months.

The Centretown area enjoys access to a high level of local transit service. Implementation of the Downtown Ottawa Transit Tunnel will likely not result in significant changes to the local transit network, which is already oriented to provide connections with the existing rapid transit network and major destinations in the downtown area. Service frequencies may be improved on routes as ridership increases with implementation of the City's light rail rapid transit network. Areas adjacent to future underground rapid transit station entrances create additional density potential. Increased densities will generate more demand for transit and increased transit frequency.

Bank Street, Somerset Street (west of Bank) and the Catherine/Isabella Street corridors are identified in the City's Transportation Master Plan as transit priority corridors. Future transit priority measures could include transit priority signals, queue jump lanes and other operational measures designed to give transit vehicles priority over general traffic within these corridors. Local improvements to transit infrastructure should be identified for incorporation into the City's ongoing Capital Works Program.

Suggested strategies include:

- Consider provision of transit priority measures such as transit lanes, bus bulb-outs and additional shelters as part of future roadway reconstruction projects.
- Consider provision of enhanced waiting facilities (shelters, benches, trees, pedestrian scale lighting, bicycle parking, garbage cans) at bus stops. These should not interfere with pedestrian flow/pathway.

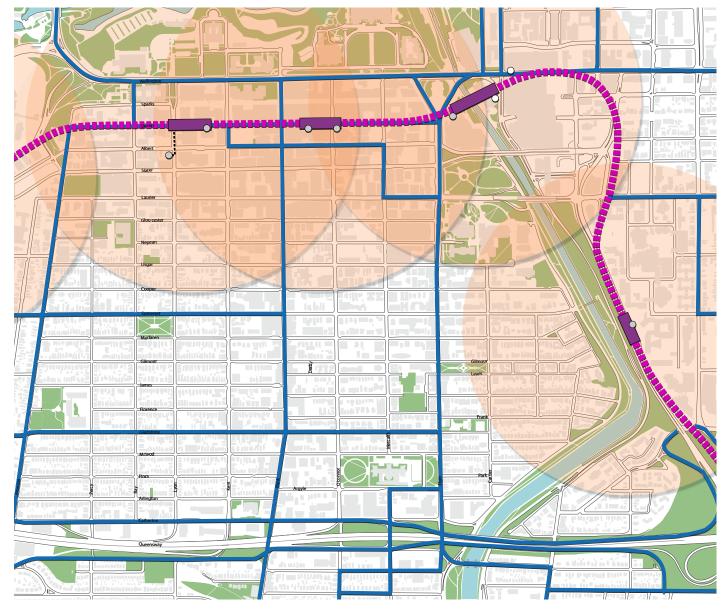
4.3.1 Transportation Demand Management

At a high-level, encouraging residential development within Centretown provides significant support to City objectives aimed at reducing reliance on automobile travel. Experience in other Canadian cities (e.g. Toronto, Vancouver) has shown that the provision of increased residential development in downtown areas can reduce overall automobile travel as the residents of these new developments are able to access employment, shopping, educational and recreational opportunities without the need for automobiles. However, for the relationship between increased density and reduced automobile travel to be realized, support for non-auto modes must be provided at both the site and community levels. Travel patterns within the Centretown CDP area already exhibit a high degree of pedestrian, cycling and transit activity. Therefore, TDM measures should be focused on providing improvements to the pedestrian and cycling environments as identified in the Ottawa Pedestrian Plan and Ottawa Cycling Plan.

Development applications requiring a Transportation Impact Study or Community Transportation Study under the City of Ottawa's Transportation Impact Assessment Guidelines must include an assessment of potential TDM measures for inclusion in new developments. Measures which could be incorporated as part of new developments include the provision of enhanced bicycle and pedestrian access (weather-protected facilities, safe and secure bicycle parking, streetscape improvements), improvements to transit access (provision of shelters and other amenities, service planning changes), and provision of car-sharing facilities.

Specific strategies with regard to travel demand management are captured under the individual sections dealing with pedestrians, cycling and transit.

Centretown's Future Transit Network



Existing Transitway

Bus Route

600m Radius from Transit Station

Planned DOTT Station

DOTT Alignment

DOTT Connection to Station

DOTT Planned Entrance

DOTT Potential Entrance

ce

4.4 Reclaiming Your Streets

4.4.1 An Approach to Greening Your Streets

Roads within Centretown support mobility but are also important public spaces which define the character of the neighbourhood. In Centretown, there are competing objectives with respect to allocation of space within the public right-of-way. This includes space for general traffic lanes, bicycle lanes, buses, on-street parking, sidewalks and urban design features. Accommodating these different demands with the limited road space available requires creative approaches to satisfy these competing interests.

The following are general recommendations for improving the general experience along all streets within Centretown. Following this approach are more specific recommendations for the various street typologies present in Centretown.

To green Centretown's streets and improve their look and feel 'on the ground', the following actions are recommended:

- Eliminate surface parking encroachment into public roadway rights-of-way. Parking between the sidewalk the edge of the right-of-way should not be allowed in any form.
- Do not permit front yard parking.
- Plant street trees wherever possible. Select species that are non-invasive, drought resistant and salt tolerant.
- Where possible, planting should also occur on traffic islands and medians.
- Where street tree planting is not possible (such as Elgin Street), consider planting vertically hang flowers.
- Don't allow garbage to be stored adjacent to the sidewalk.
- Require servicing areas to be screened from the sidewalk.
- Buffer parking lots from the sidewalk with planting. Require enhanced landscaping and screening as part of all temporary parking lot renewals.
- Wherever possible, give additional priority to pedestrian space within the roadway right-of-way.

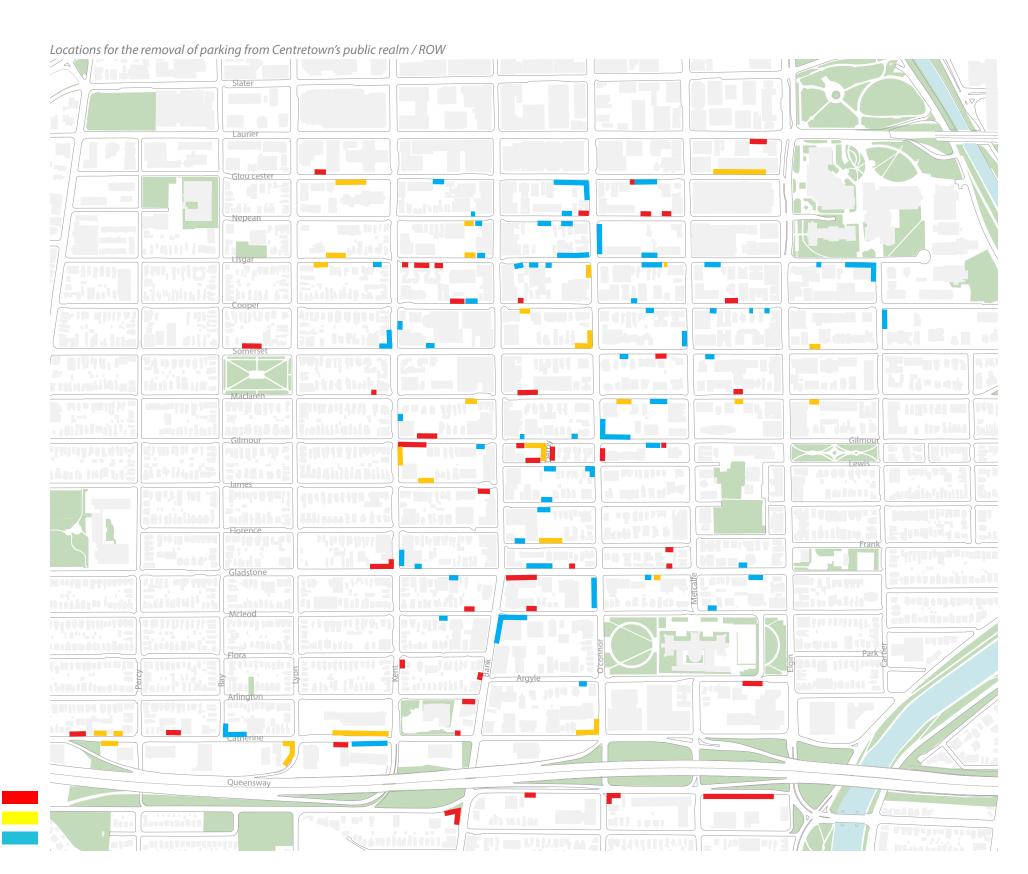








The plan to the right identifies specific locations where the relationship between existing surface parking and the pedestrian realm is in need of improvements. In many instances parking encroaches onto the public right of way (identified in red), abuts directly against the sidewalk (identified blue) or additional buffering or landscape improvements (identified in yellow) would be beneficial. As part of the development application process (minor variances, site plan or planning applications), conditions should be imposed to eliminate the encroachment or improve the buffering of these parking lots.



4.4.2 Right Of Way Protection

The City of Ottawa has established a variety of right-of-way widths that are the 'ideal targets' to accommodate the range of necessary transportation and infrastructure facilities required across a variety of street types. These include: roadway lanes for cars, trucks, bicycles and/or transit vehicles; sidewalks and pathways; central or side boulevards for landscaping; public utilities, lighting; and spaces for street side amenities (bus stops, mail and newspaper boxes, etc.).

To ensure that adequate width exists to accommodate these roadway and pedestrian facilities, the Official Plan indicates that the City will protect the right-of-way. Within the OP, the City has identified target widths for the right-of-way (ROW) of each street.

While the ROW protection policy in the OP applies to entire street segments, it is written with the understanding that in existing and heritage communities full lengths of streets will not be rebuilt to new widths. Unbroken continuity is not imagined. Rather, the intent is to secure wider ROW and/or a pedestrian easement where there is significant redevelopment frontage, and useful lengths of wider sidewalk and pedestrian amenity space can be created, or where there is opportunity to create more space at street corners for all the poles and services as well as pedestrians waiting at crosswalks.

Although ROW protection targets may be difficult to achieve for several streets in Centretown due to the limited building setbacks, shallow frontages and wide streets, they are worth maintaining for those occasions when significant infill and redevelopment occurs.

Below is a summary of how ROW protection policies can be applied to key streets in Centretown.

Elgin Street:

- Secure the ROW protection of 23 metres and pedestrian easements on those sites that might benefit from extensive redevelopment frontages or are located on corners as per OP policy;
- In other cases, reduce the Elgin ROW protection between Lisgar and Catherine to similar standards as other major Centretown streets like Bank, Metcalfe, O'Connor, Lyon and Kent: 20 metres with a condition that a maximum land requirement from property abutting existing

- ROW of 0.9 metres and make this segment subject to the widening easement policy.
- ROW protection should be pursued on a case-by-case basis, the
 primary consideration being to retain a consistent streetwall / building
 frontage. In cases where a site is on the corner, or a neighbouring
 building is already setback, the new building could apply the ROW
 protection standard to increase the pedestrian zone.

Bank Street:

- Maintain the ROW protection of 20m with a perspective to address the needs of pedestrians and cyclists and increase streetscape opportunities.
- ROW protection should be pursued on a case-by-case basis, the primary consideration being to retain the street wall. In cases where a site is on the corner, or neighbouring a building that is already setback, the new building could apply the ROW protection standard to increase the pedestrian and planting area.

Metcalfe Street:

- Maintain the ROW protection of 20m with a perspective to address the needs of pedestrians and cyclists and increase streetscape opportunities.
- ROW protection should be pursued on a case-by-case basis; the
 primary consideration is consistency the overall street corridor. In cases
 where a site is on the corner, or neighbouring a building that is already
 setback, the new building could apply the ROW protection standard to
 increase the pedestrian and planting area.

Kent and O'Connor Streets:

• Maintain the ROW protection of 20m with a perspective to address the needs of pedestrians and increase streetscape opportunities.

Somerset and Catherine Streets:

 Maintain the ROW protection of 20m for Somerset Street and 23m for Catherine Street.

4.4.3 Parking Supply

Parking availability, or the perception of parking availability is a significant issue within Centretown, particularly when considering development applications on sites which are currently used for surface parking, or where limited visitor parking is being proposed.

Over time, provision of public parking facilities will be reduced as existing surface lots within Centretown are redeveloped. Parking rates at remaining surface lots may also increase due to supply shortage. Proposed strategies to provide additional space for pedestrians, cyclists and public transit along major streets in Centretown may also reduce the amount of on-street parking available.

To assist in the management of supplies and demand for parking, parking rates should be reviewed to achieve an appropriate balance between encouraging non-automobile travel while continuing to attract visitor and retail patrons who arrive by car. The City should also consider provision of off-street parking facilities in new development (particularly mixed-use developments, or developments in the vicinity of all-day destinations, such as retail mainstreets). Rezoning application to permit new surface parking lots should not be permitted.

Suggested strategies include:

- Review on-street parking rates to ensure appropriate balance between encouraging non-automobile travel while continuing to attract visitor and retail patrons who arrive by car.
- Encourage provision of off-street public parking in new development, where appropriate (e.g. mixed-use development, in proximity to all-day destinations).
- Undertake an inventory of existing parking spaces and current utilization.
- New residential condominium developments should provide for offstreet resident and visitor parking, as per the by-law requirements.

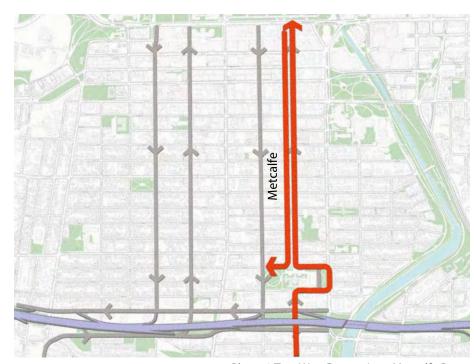
4.4.4 Two-Way Conversion

The use of Centretown's arterial streets as a high-volume, high-speed ramping system for the Queensway contributes to the creation of unsafe and unpleasant conditions. The current one-way system is oriented to serve the needs of Ottawa's commuters and is designed to move as many cars as possible through Centretown for peak-hour commuting. One means of improving the street environment for all users would be to convert these arterial roads from one-way to two-way. This action would help to 'normalize' the street by slowing traffic, creating a greater choice of routes, improving wayfinding, creating a more inviting address for residential and commercial investment and improving safety for pedestrians and cyclists.

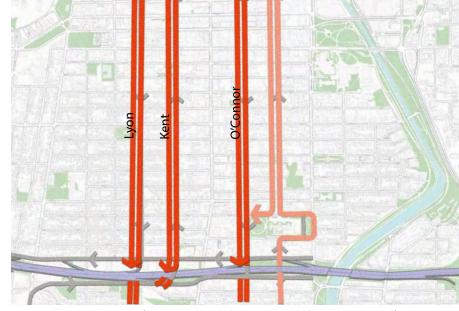
The conversion of arterials to two-way streets is based upon the theory that the operation of streets should be maximized for use throughout the day, rather than for relatively short period of time each morning and afternoon. A street flowing very quickly during morning and afternoon rush hour periods, which is the case in Centretown, often means an under-utilized street for the remainder of the day.

It is recommended that the City consider a phased programme of two-way conversions of Centretown's major arterials. Phase 1 would be undertaken as a priority and involve Metcalfe Street. Part of this phase could include the removal of Metcalfe Street from the East Lawn of the Museum of Nature and the reorganization of traffic movements around this important community park space. Phase 2 could be Lyon Street. Future phases could include Kent Street and O'Connor Street. Any conversions will need to include a technical review of the highway ramping systems.

It may be appropriate to implement a pilot project for conversion to two-way operation as a basis for impact monitoring and design assessment. If this is the case, the section of Metcalfe Street from McLeod north to Wellington should be a priority candidate. This section of road has relatively low traffic volumes compared to other major one-way streets in the downtown, and it can be converted without affecting the connection to the Queensway ramp system. It also provides a very attractive approach to and increases accessibility to the Museum of Nature and has significant residential development along its length. Prior to a pilot project, a transportation network analysis should be completed detailing the existing and future conditions and impact on road capacity, circulation and spill-over to adjacent streets. Alternatives that improve the overall street environment also need to be examined.



Phase 1 Two Way Conversion: Metcalfe Street



Future Phases Two Way Conversion: O'Connor, Kent and Lyon streets

To convert this section of road to two-way traffic on a trial basis would require a minimum of the following:

- advertising of the proposed change;
- new line painting;
- new signage for southbound traffic;
- new signage on side street approaches;
- additional traffic signal heads at all signalized intersections;
- signal phasing and timing modifications;
- a detailed review at the two terminal intersections to determine how best to sign; and
- control traffic flow to ensure pedestrian, cyclists and vehicle occupant safety.

It is assumed that the current parking regulations for the east curb lane would remain.

To more fully understand the impact of two-way conversions and assess their merits, a list of traffic considerations and related issues are provided as an appendix.

4.5 Targeted Streetscape Recommendations

Achieving a better balance between competing users through design modifications will require compromises to be made with regard to how current systems operate. Undertaking some of the improvements presented below will require a change to traffic operations. Impacts needs to be considered in light of benefits created, such as a better pedestrian experience, wider sidewalks and slower traffic movement.

Elgin Street

Elgin Street is one of downtown's most successful and active streets, supporting a mix of quality restaurants, cafes, clubs, bistros and retail shops. Extending north from the 417 to Lisgar Street, Elgin Street continues as Confederation Boulevard until it terminates at the Canadian War Memorial. Many important city parks and institutions front Elgin Street, including Minto Park, St. Luke's, the Museum of Nature, the Ottawa Police Services Building and the Elgin Street Public School. Despite Elgin Street's importance as a destination for the neighbourhood and the city as a whole, it supports very narrow sidewalks - especially on the eastern side of the street. There are few trees except at parks or major institutions and buildings are generally built to the property line. Elgin Street's 'Mainstreet' function north of Gladstone Street should be protected and strengthened.

- Elgin Street would benefit from the same quality of redesign as recently completed on Bank Street. This includes:
 - > Expanding the public pedestrian realm on both sides of the street (evenly distributed) and introducing street tree planting opportunities (Option 1 & 2).
 - > Declutter signage and street furniture to improve the visual and pedestrian environment.
 - > Co-ordinated street paving, street furniture and lighting should be installed. Due to limited public realm, wall mounted pedestrian scale lighting should be explored.
 - > Eliminating one lane of parking may be the only opportunity for significantly expanding the public realm and planting zone. Further study of parking demand is required, and alternative parking opportunities found.
- When infrastructure is being renewed, bury overhead wires/utilities, where feasible.
- Complete traffic impact study to confirm viability of narrowing and upgrading the street.

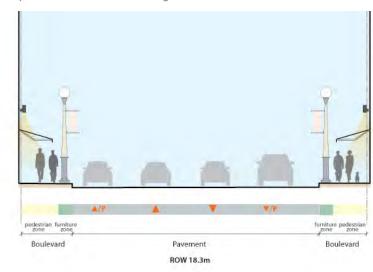
Existing: Typical condition



Option 2: Road Narrowing / Off-Peak Parking Lane



Option 1: No Road Narrowing



Option 3: Road Narrowing / Permanent Parking lane with possible curb extension



Bank Street

Bank Street is an important regional destination in Ottawa with many shops, restaurants, clubs and cultural venues. As a regional attraction and hub of activity in the city, development pressures along this corridor are likely to remain. Bank Street also provides important services to the local community. The street has recently completed a comprehensive redesign that has transformed it into a more pedestrian-oriented mainstreet with wider sidewalks, high quality street furniture, planting and coordinated signage. Existing buildings on Bank Street are generally built to the property line.

Design Strategies:

- Bank Street has recently benefited from a high quality redesign. This standard, along with that achieved through the recent Preston Street and Wellington Street West design upgrades, should be the standard that Ottawa strives for when rebuilding its Mainstreets.
- Maintain the ROW protection on Bank Street and consider a "road diet" south of Gladstone Avenue with a perspective to address the needs of pedestrians, cyclists and increase streetscape opportunities
- Along Bank Street, ROW protection should be pursued on a case-by-case basis, the primary consideration being to retain a unified setback of buildings and to create a comfortable pedestrian environment. In cases where a site is on the corner, or neighbouring a building that is already setback, the new building could apply the ROW protection standard to increase the pedestrian and planting area.



Somerset Street

Somerset Street is one of the few continuous two-way east-west links through the downtown. This important connection links Chinatown, Somerset Village, the GBLT/Gay Village, the Corktown Bridge, the NCC multi-use path system, the University of Ottawa and Sandy Hill. The commercial Mainstreet section between Bank and O'Connor has benefitted from some recent investment in streetscape upgrades, but the remainder of the street is in need of renewed investment.

Design Strategies:

- To avoid creating a homogeneous streetscape and having a detrimental impact on the existing pockets of character, any new street improvements should complement and build on the personality of the immediate environment.
- General streetscape strategies such has elimination of parking encroachments should be pursued.
- ROW protection should be considered on a site-by-site basis, with priority for corner site. ROW protection should not disrupt continuous heritage cluster / building frontages.
- As sidewalk and infrastructure get upgraded, lane width reductions and planting opportunities should be explored.

Somerset east of Bank Street



Catherine Street

Catherine Street operates as a one-way westbound street. Functioning more as a service road to Highway 417 than a city street, it is frequently bisected by ramps that feed the highway. A section of Catherine Street between O'Connor and Elgin supports a residual landscaped zone located between the street and the highway. Although many locations along Catherine Street support unrealized development potential, the image of the street needs to be enhanced before investment will come forward.

Design Strategies:

- Catherine Street is envisioned as a tree-lined street.
- To accommodate required planting, a generous setback should be implemented and the ROW protection policy maintained
- As commercial activity evolves, introducing on street parking should be explored, particularly on the north side.
- Traffic islands at Metcalfe and Catherine Streets would benefit from landscape improvements.
- As development occurs, public realm should be upgraded. Public realm should be composed of:
 - > a generous sidewalk and a landscape setback zone between the sidewalk and the development; and
 - > street trees planting on the curb side, preferably in an open strip.





Residential Condition



Museum District

The Museum District captures the streets that immediately border the Museum of Nature: Argyle, Elgin, O'Connor and McLeod Streets. The district is an important heritage node, and the park surrounding the Museum acts as Centretown's central park. Buildings that surround the Museum have a varied setback, from small front yards to buildings located right at the property line.

Design Strategies:

- The streetscape on the portions of Elgin, O'Connor, Argyle and McLeod Streets that front onto the Museum of Nature should be differentiated from other streetscapes. This zone should be the heart of the heritage district and the Central Park for Centretown.
- Design of streets should include coordinated street paving, street furniture and pedestrian-scale lighting that are complementary to the Museum of Nature's design. Lighting posts could accommodate banners.
- Increase sidewalk width all around the park (especially along O'Connor). Alternatively, the sidewalk could be buffered from the road by a planted boulevard. This would require a coordinated approach with the Museum
- The section of Metcalfe Street that bisects the East Lawn should be removed if related issues can be resolved.
- All intersections adjacent to the park should be improved (lighting, pedestrian signals, pavement treatments)
- When infrastructure is being renewed, consider burying overhead wires/utilities, where feasible.
- Promote tree planting on private properties fronting the park with emphasis on trees with a large canopy.

Should the City wish to better understand the potential implications of eliminating Metcalfe Street through the East Lawn, all that would be required would be to temporarily close the one block link with some combination of temporary curbing or planters. New way-finding signage would be required and adjustments would have to be made to the traffic signal and phase timing at the Elgin/Argyle intersection. This interim test trial would provide a good indication of the way-finding, traffic operation on bus parking implications of a possible ultimate road closure.

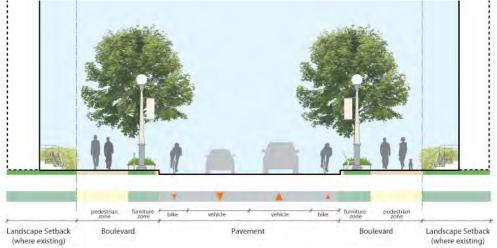
Metcalfe Street

Metcalfe Street is a premiere civic address in Ottawa. The street connects the Museum of Nature and the Parliament Buildings and is fronted by several embassies and heritage buildings, supporting a wealth of architectural styles. The Centretown section of Metcalfe Street is lined with trees. This green setting is reinforced by the many properties that offer generous front lawns facing onto the street.

- The design of Metcalfe Street should be of the highest quality and celebrate it as one of Ottawa's most important civic streets. This could include specially designed street paving, street furniture and pedestrian-scale lighting that are specific to Metcalfe.
- The existing street dimensions should be retained. Continue to maintain generous setback, front lawns and boulevard character.
- Public art should be encouraged along this corridor (including lighting, banners, installations, etc). Treatment should extend north to Wellington Street.
- When infrastructure is being renewed, consider burying overhead wires/utilities, where feasible.
- Cycling lanes should be explored but not at the expense of reducing the boulevard area. The introduction of a cycling lane should be accomplished, if possible by replacing the off-peak parking lane with cycle lanes or reducing existing lane widths (Option 1).
- As an alternative to option 1, transforming the off-peak parking lane as permanent parking, possibly with curb extension) should also be explored (Option2).
- If Metcalfe Street is retained as one-way street, on-street cycle lanes could be introduced.
- If Metcalfe Street is converted from one-way to two-way, provision of cycling facilities should be provided as part of the conversion process.
- Maintain the ROW protection with a perspective to enhance the needs of pedestrians and cyclists and to increase streetscape opportunities
- ROW protection should be pursued on a case-by-case basis; the primary consideration being the consistency of the overall street corridor. In cases where a site is on the corner, or neighbouring a building that is already set back, the new building could apply the ROW protection standard to increase the pedestrian and planting area.
- Metcalfe Street should be a priority consideration for two-way conversion. The Downtown Moves Study will further develop the understanding of the implications of two-waying Metcalfe Street and its contribution to the improvement of the streetscape environment.



Option 1: Replacement of traffic lane with bike lanes



Option 2: Permanent parking with possible curb extension



O'Connor Street

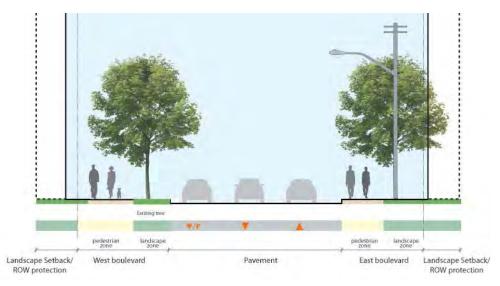
O'Connor Street is a high volume south-bound traffic conduit and is paired with the north-bound Metcalfe Street. O'Connor Street carries high peak traffic volumes in the afternoon. It is a four lane arterial with two lanes used for off-peak parking. Sidewalk width is overall very narrow. The level and speed of traffic along O'Connor Street has created unpleasant pedestrian conditions and potentially restricted development interest. O'Connor Street needs to be protected from further deterioration.

- Create space for wider sidewalks and public realm improvements (including tree planting to be distributed to either side of O'Connor (Option 1 and Option 2) by exploring opportunities to reduce road surface widths
- ROW protection should be maintained
- Explore opportunities to eliminate one lane of traffic (for both two-way or one-way scenarios. Removal of traffic lane would allow for additional sidewalk and public realm improvements (including tree planting) to be distributed to either side of O'Connor (Option 1 and Option 2).
- If a lane is eliminated, one side of off-peak parking will be removed.
- Without a lane removal, opportunities for public realm improvements are limited to improving planting on the east side.
- If O'Connor Street is retained as one-way street, on-street cycle lanes could be introduced.
- O'Connor Street should be considered a candidate for two-way conversion. The Downtown Moves Study will
 further develop the understanding of the implications of two-waying O'Connor Street and its contribution to
 the improvement of the streetscape environment.

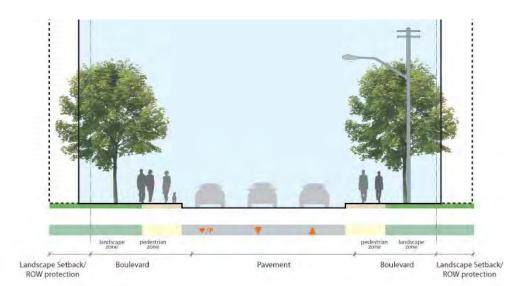
Existing: Typical Condition



Option 1: Road narrowing: west side planting strip maintained and curb side sidewalk with wide landscape setback on east side



Option 2: Road narrowing: curb side sidewalks with wider landscape setback



Kent Street

Kent Street is a three lane high volume north-bound traffic conduit, paired with south-bound Lyon Street. Kent Street carries high peak traffic volumes in the morning. Sidewalk width is overall very narrow, with bump-outs and permanent parking on the west side of the street. One off-peak parking lane is provided on the east side of the street. Like O'Connor Street, Kent Street supports a greater than average level of traffic at peak times. This has created hostile pedestrian conditions.

Design Strategies:

- Kent Street should be considered a candidate for two-way conversion. The Downtown Moves Study will further develop the understanding of the implications of two-waying Kent Street and its contribution to the improvement of the streetscape environment.
- ROW protection to 20m should be maintained.
- Tree planting should be undertaken in the bump outs that run the length of Kent Street on the west side.
- If retaining three traffic lanes, the width of lanes could be reduced to no more than 3.3m each. This would provide up to 1m of additional public realm that could be allocated to the east side of the street.
- If parking on west side is eliminated, the road could be more radically reconfigured and the 2.5m gained from removal of parking be redistributed to the public realm. This option would accommodate three lanes of traffic, off-peak parking only and sidewalks up to 3.8m on both sides of Kent, allowing for tree planting (Option 1).
- Continue to implement the Centretown Traffic Calming Plan (1998) along Kent Street.

Lyon Street

Lyon Street is a high volume two lane south-bound street. Lyon Street carries high traffic volumes in the afternoon rush hour. Sidewalk width is narrow with parking located on the west side of the street. Although Lyon Street has a greater than average level of traffic at peak times, due to the reasonably intact residential fabric and the presence of a consistent landscaped buffer, the street offers a reasonably comfortable pedestrian experience.

- Lyon Street should be considered a candidate for two-way conversion. The Downtown Moves Study will further develop the understanding of the implications of two-waying Kent Street and its contribution to the improvement of the streetscape environment.
- ROW protection to 20m should be maintained.
- Tree planting should be undertaken where gaps exist.
- Asphalt sidewalk should be rebuilt to City Standard.

Existing: Typical Condition



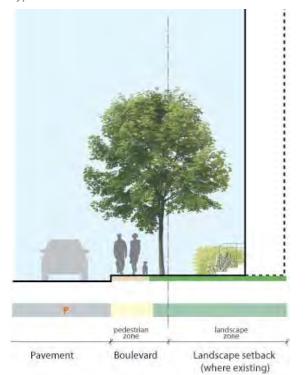
Option: Removal of parking Landscape Setback/ Landscape Setback/

Local Streets

Typical local streets are dominated by residential uses and tend to run east-west across Centretown. West of Elgin Street, almost all of these local street operate on a one way system, with on street parking on one side. Generally just over 18m wide, these narrow streets usually support a generous setback, allowing for a strong tree canopy to develop. The more narrow streets, such as Gilmour, Lewis, Frank, and Waverly support less planting.

- General streetscape strategies such has elimination of parking encroachments should be pursued across all local residential streets.
- As sidewalk and infrastructure get upgraded, lane width reductions and planting opportunities should be explored.

Typical Local Street



Typical Centretown Local Residential Street



Example of desired streetscape treatment. Radio-City, Toronto



5.0 GREENING CENTRETOWN

1.0 The Study

2.0Centretown
Today:
Analysis

3.0Centretown
Tomorrow:
The Vision

4.0Moving Around
Centretown:
Mobility

5.0Greening
Centretown:
Parks &
Open Space

6.0Building
Centretown:
Built Form

7.0Implementation:
Directing
Change

5.0 Greening Centretown

In most urban neighbourhoods the presence of parks and the quality of its public realm with planting and street trees contributes strongly to creating an impression of the neighbourhood as a green and livable community. Green spaces and a healthy urban forest help to soften the hard character of city spaces, add beauty to urban settings, and improve environmental quality.

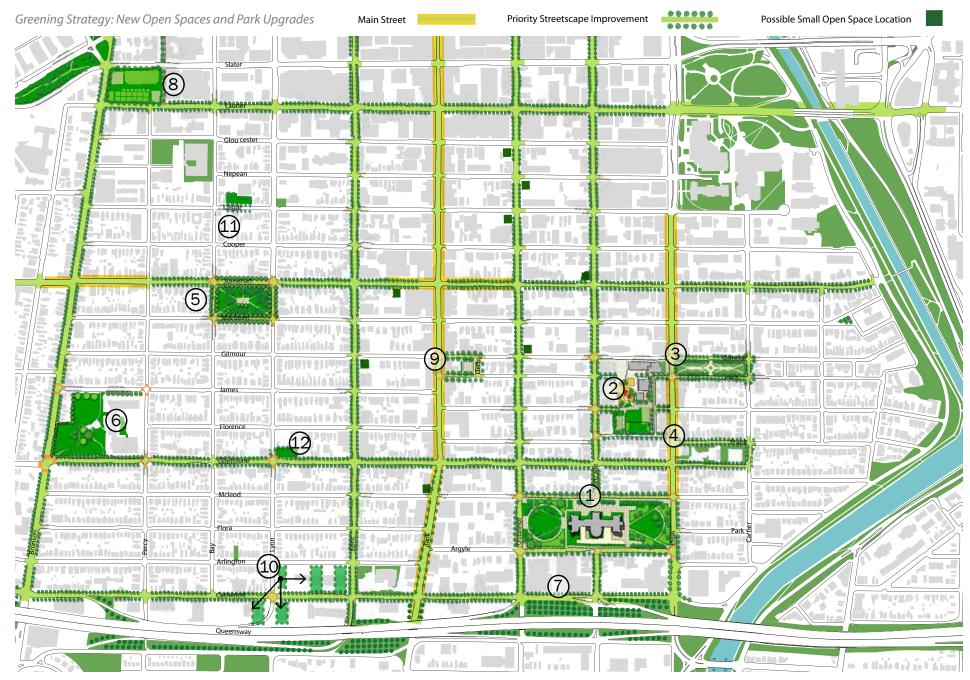
Parks and open spaces are essential neighbourhood amenities that support a diversity of formal and informal recreational uses. However, not only are parks important for beauty, image and activity, but they are also important for helping to attract new investment, adding value to existing buildings and bringing visitors and new residents to an area.

Centretown enjoys some of Ottawa's best access to the impressive system of regional parks, trails and waterways. However, these assets are owned and maintained by the Federal Government. More locally, and further afield from the banks of the Rideau Canal, there is a deficiency of smaller and more usable and flexible urban open spaces to serve the Centretown community. To address this issue, the CDP identifies several opportunities to create new park space as part of redevelopment opportunities. New green spaces include a mix of larger community park spaces (one-quarter of an acre and larger) as well as smaller open space moments, in the form of plazas, forecourts and terraces (less than one-quarter of an acre).

As presented to the right, the strategy for Greening Centretown consists of four approaches:

- 1. Existing Assets: Repair and upgrade existing parks and open spaces
- 2. New Community Parks: Augment existing park provision with introduction of one or two additional community park spaces
- Smaller Moments: Introduce a series of smaller open spaces across Centretown, integrated with new residential and/or commercial developments
- 4. Green Connection: Along those streets that connect parks, ensure pedestrian routes are well planted and landscaped.

The approach does not involve the expropriation of large parcels of land or the demolition of existing structures to accommodate new park spaces.



Repair & Upgrade

- 1 Museum of Nature Open Space
- 2. Jack Purcell Park
- 3. Minto Park
- 4. St. Luke's Park
- 5. Dundonald Park
- 6. McNabb Park

New Parks & Open Spaces

- 7. Catherine Linear Landscape
- 8. Upper Town Commons
- 9. Derby Lane Square
- 10. Catherine Park
- 11. Lisgar Parkette (Hydro Land)
- 12. Gladstone Park (Hydro Land)

Smaller Moments

Illustrative location only

Approach to Greening Centretown

In urban neighbourhoods such as Centretown, securing access to adequate green spaces is essential for creating a livable community. Any further intensification in Centretown needs to be supported by a series of public realm improvements, including the provision of new parks and an upgrade to existing spaces. Building on recommendations presented in DOUDS as well as in the Centretown Secondary Plan, the City should pursue the following in an effort to re-green Centretown:

- Upgrade existing open spaces serving Centretown, with Jack Purcell Park as the priority.
- Undertake a well-planned and comprehensive programme of open space acquisition across Centretown. To ensure that opportunities are identified, suggested actions are to:
 - > Locate new open spaces on corners, on through lots and/or along mainstreets, where possible.
 - > Work with developers to encourage the inclusion of a usable open space on sites brought forward for redevelopment. These can be hard or soft landscaped.
 - Use existing vacant lots in the downtown area as temporary park spaces.
 - > Work with private sector partners to provide publicly accessible open spaces as part of new developments. These open spaces sould be located at grade and could be above underground parking or as part of internal courtyards. The City could enter into lease agreements with developers to share costs and ensure public access.
- Plant street trees along Centretown streets, with Metcalfe, Gladstone, Catherine, and Somerset as a priority to create a more connected green system.
- Ensure that new park spaces are of a high design quality and that their form being appropriate for their function is more important than the size of the green space.

Centretown parks and open spaces need to be safe and inviting for all users - residents and visitors alike. The landscape design should be of the highest quality, attractive and durable for all seasons. The following should be considered when designing any new park or open space in Centretown:

- Showcase the best of the neighbourhood across each of Centretown's existing parks. Each park should complement one another in function, as opposed to duplicating roles.
- Ensure park design is adaptable for all four seasons. In major park spaces, design for winter uses with wind screens, durable landscaping and conifer planting.
- Consider sun exposure when selecting a suitable location for any new open space location.
- Due to the scarcity of available open space and the demands placed on park spaces, any new or upgraded parks must demonstrate excellence in design and sustainable practice. This includes:
- > using durable, weather resistant materials;
- > integrating water infiltration/evaporation zones;
- > including seating, lighting, and garbage receptacles as part of a coordinated design;
- > using Crime Prevention Through Environmental Design (CPTED);
- > reviewing the feasibility of introducing public art to one or more of Centretown's parks;
- > using drought-resistant, non-invasive planting species to ensure longevity and durability and eliminate need for irrigation systems; and
- > creating barrier-free (physical and visual) edges of parks. Visual connection toward the internal areas of the park should always be maintained from outside perspectives.

A variety of open space opportunities













5.1 Park Repair & Upgrade

As identified earlier, there is an under-provision of usable community parks within Centretown to serve the needs of its current and future residents. At present, Minto Park, St. Luke's Park and Jack Purcell Park are the largest City parks in the Core Study Area, while McNabb and Dundonald Parks service the western portions of Centretown.

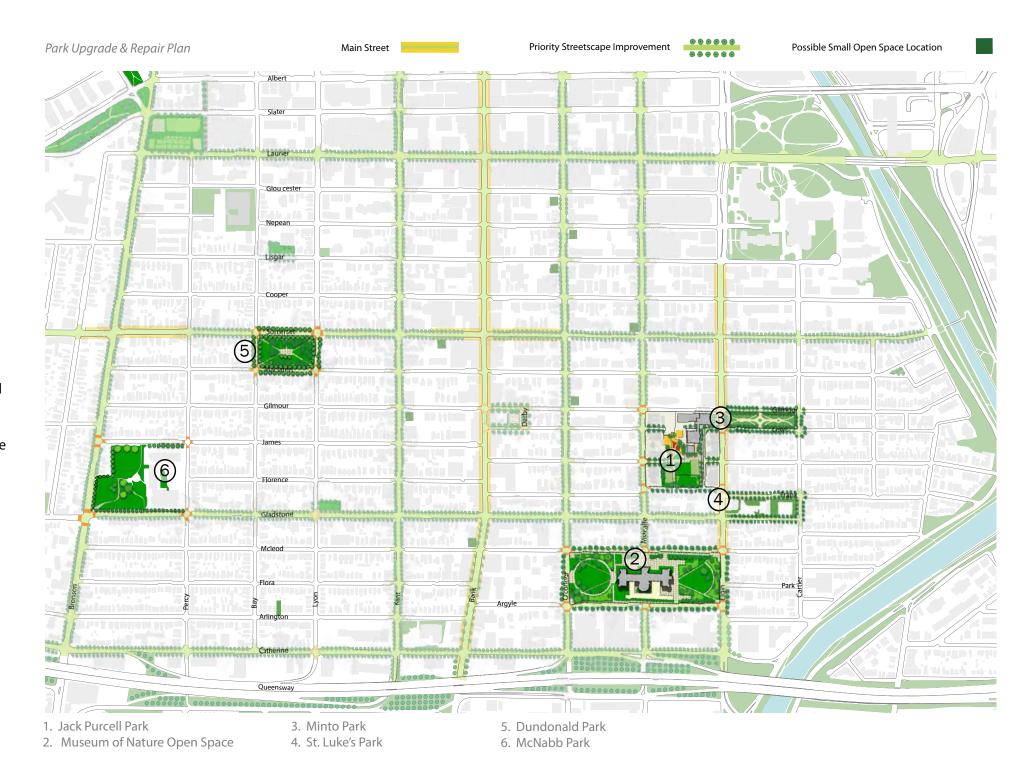
Like many urban neighbourhoods, Centretown would benefit from additional park space for its residents. However, in addition to providing new park spaces, there is great value in improving the conditions of Centretown's existing park spaces.

Due to the demands placed on the parks by their many users, many of Centretown's park spaces are looking 'tired' and would benefit from renewed investment. A review should be undertaken of existing greenspaces in Centretown to inform a strategy for their intensification and optimization of use, building on existing renewal proposals, with Dundonald, the National Museum of Nature and Minto Park being the primary opportunities. Improvement plans have already been completed for Jack Purcell Park and St. Luke's Park. Maintenance and improvements are generally funded by cash-in-lieu of parkland dedication or park improvement and redevelopment programs. Improvements could also be paid for through development charges / Section 37 contributions.

When undertaking a program of improvement for each park, the role and function of each space should be considered, as follows:

- Museum of Nature Lawns: Centretown's central park and event space.
- *Minto and Dundonald Parks:* Passive spaces that reinforce their heritage context.
- Jack Purcell, St. Luke's and McNabb Parks: Active/recreational park spaces utilized by local and regional users.
- Queensway: A green edge to the neighbourhood and buffer zone to 417 highway.

It is recommended that priority for park repair and upgrade be given to the Museum of Nature Lawns and Jack Purcell Park.



5.1.1 Priority Park & Open Space Upgrades

Jack Purcell Park

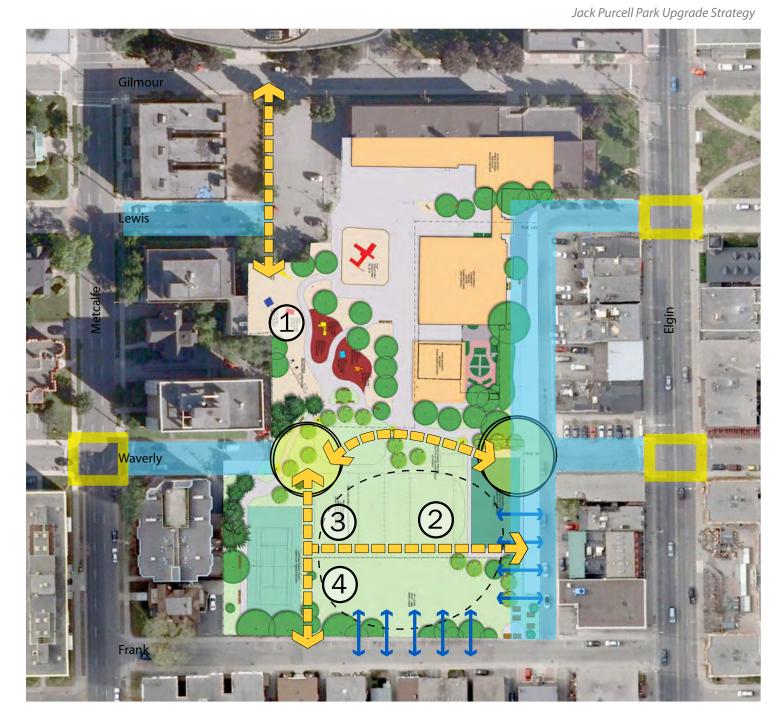
Associated with the Jack Purcell Community Centre and the Elgin Street School, Jack Purcell Park is one of Centretown's busiest open spaces. Adjacent to the school and the community centre, the park is used by a variety of interests, including residents, community centre patrons, school children, dog owners and visitors to Elgin Street. The park is programmed with a dog run, children's play structures, one tennis court and a skating rink.

Recognizing the importance of the park to the wider community and the need to enhance the function and aesthetic of the space, the play space adjacent to Jack Purcell Park has recently benefited from an impressive community-led redevelopment initiative. This initiative will make the children's play area one of the city's few 'accessible playgrounds' and includes:

- 1) Introducing an Accessible Play Structure and Accessible Surfacing for children of all abilities;
- 2) Undertaking yard beautification through tree planting; and
- 3) Constructing a mini-soccer field, allowing children the opportunity to participate in team sport.

An improved dog run was recently completed by the City of Ottawa. In addition to these initiatives, the City and the School Board should consider leading the following improvements:

- Make the park more accessible and visible by improving its edge and access conditions. This can be done by improving the visibility and quality of the park entrances from Elgin, Gilmour and Metcalfe Streets. Improved signage, planting and pavement treatments are also required.
- Consider a tree planting scheme along those streets leading to Metcalfe Street. This would integrate the park more fully with this important green civic boulevard.
- Consider an aggressive street tree planting scheme along Waverley Street to Elgin Street. This small portion of Waverley could be reimagined as a 'green link' and the main entrance to the park from Elgin Street. This may require a reconfiguration of the existing parking.
- Screen existing parking along Jack Purcell Lane.
- Over time, the development fronting Elgin should also address the park. The laneway currently separating these uses should be treated as a shared-use mews, and potentially extended to include Waverly Street (subject to a transportation impact review).
- The chain link fence should be replaced with a style of fence that is more appropriate for the neighbourhood. The Frank Street edge particularly needs to be addressed.
- Upgrade the asphalt sidewalks within the rights-of-way to concrete sidewalks when roads are reconstructed.
- As the ownership of the park, the playground, the community centre and the school is divided between the City of Ottawa and the Ottawa Carleton District School Board, each should contribute to the maintenance and improvement of the park and playground.
- Vehicular access including emergency services and parking would have to be maintained.





Key Park Entrance Improvements



Edge/Interface Condition Improvements



Pathway/Circulation Network Improvements



Key Pedestrian Crossing Improvements



1 Playground enhancement



2 New basketball court



(3) New winter ice rink



(4) Off-leash dog area improvements

5.1.1 Priority Park & Open Space Upgrades (cont.)

The Museum of Nature

This high-profile federally-owned site is critical for fostering a positive image, not just for Centretown, but for the City of Ottawa as a whole. As a gateway site for the community and the downtown, this open space is one of the first sights visitors see when exiting from the 417 into Centretown. Today, it is a formally arranged open space with good street exposure on all sides. The open space is primarily passive in nature and reads as the western flank of what is an incomplete landscaped block for the museum.

Although this site is clearly important to the city, its full potential has yet to be realized. Improving the quality of this site, both as a fully integrated landmark statement and as an important community amenity, should be a priority. At present, the site is poorly integrated with the surrounding neighbourhood and the highway access system fragments the east lawn, creating a physical barrier between to the Museum and its open space setting. There is a need to make the open space around the museum more usable and less disjointed.

The Museum of Nature lawns should be repaired and reinstated to a high quality civic open space that celebrates the Museum, the neighbourhoods and welcomes visitors to the city. To realize this, the following actions are required and should be implemented and paid for by the Museum of Nature as part of their capital program:

- Eliminate the Metcalfe Street continuation between McLeod Street and Argyle Avenue. This will allow the open space to be expanded and the urban block structure to be restored;
- Remove the parking from the east and west lawns;
- Re-landscape the east lawn to bring it up to the same high standard as the future relandscaped west lawn;
- Existing west lawn parking lot should be relocated underground and the lawn relandscaped as a high quality open space in the short term;
- Traffic calm the intersection of McLeod and Metcalfe Streets to complement the new plaza and main entrance of Museum. Additional pedestrian crossing at intersections around the site should be considered;
- Treat Metcalfe Street and those streets fronting the Museum lawns with complementary public realm treatment (planting, lighting standard, paving, furniture, etc). This streetscape treatment will effectively expand the boundaries and draw it down Metcalfe Street; and
- Undertake a traffic impact assessment and/or traffic management plan to identify impacts of the east lawn expansion.

Today Metcalfe Street, through the Museum of Nature grounds, carries approximately approximately 7000 vehicles a day. With the closure of the street through the East Lawn, this traffic would redistribute to other area roads. The majority of this traffic would potentially continue east on Argyle Street then turn north onto Elgin Street. Some of it may then turn left onto McLeod Street to reach Metcalfe Street or go further north on Elgin Street and turn left on streets such as Gladstone or Somerset to reach Metcalfe Street. Additional study would be required to fully assess the impacts, requirements and benefits of closing Metcalfe Street through the Museum grounds from Argyle Avenue north to McLeod Street. At a minimum, the following actions are recommended (with additional details provided as an appendix):

- Confirm the current peak hour operation of potentially affected intersections.
- Reassign the Metcalfe Street traffic to these intersections as appropriate and conduct levels of service analysis.
- Assess the required cycle length or phase timing changes at the intersection with regard to any adverse impacts on pedestrian accommodation.
- Determining if road widening is required on the Argyle Avenue on its approach to Elgin Street, or on Elgin between Argyle Avenue and McLeod Street, to accommodate the reassigned traffic at an acceptable level of service.
- Identify the potential impact on transit service of any projected congested conditions on Elgin Street; and
- Identify an alternative school and tour bus parking facility/location.





Museum of Nature Long Term Site Development Plan

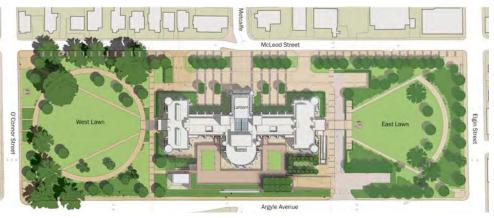
Built within the last 10 years/Under Construction

Proposed Development

Possible Development



Museum of Nature Current Development Plan



Museum of Nature Long Term Development Plan

5.1.2 Additional Park Upgrade & Repair

St. Luke's Park

St. Luke's is an active community hub. This urban park is highly programmed with facilities to support a number of activities, including tennis courts, a basketball court, a children's playground and a wading pool. Located only steps from Elgin Street, the park functions as an urban retreat and is well landscaped, safe and very well used by a cross section of the community. Almost a full city block in size, the park is fronted by a mix of residential and commercial uses.

Although already a successful community park, the following park upgrades should be considered and added to the current park improvement plan for the site:

- Improving the visibility and quality of the park main entrance at Elgin Street should be a priority. This can be done through improved signage, planting and pavement treatments. A full planting scheme should be considered that extends the park through to Elgin Street.
- Other access points to the park should be better marked with lighting and signage. Signage should be unified.
- As per the 2007 concept plan, the chain link fencing that surrounds the park should be replaced with decorative fencing (ideally in the style of Dundonald Park).
- There is no sidewalk on the south side of the park. If the fencing is removed, a sidewalk could be introduced to this edge within the Gladstone ROW. If the fencing is retained, it should be moved to the north to allow for the introduction of a sidewalk/path.
- · Consider providing a public toilet at this location.
- When furniture is replaced over time, a coordinated palate should be introduced across the entire park (for furniture, lighting and paving materials).

McNabb Park

Associated with the McNabb Park Community Centre and Richard Plaff Alternative School / McNabb Park School, this park is one of Centretown's largest green spaces. Playing a dual role of public park and school yard, the park is very well used. The size of the park allows it to accommodate a mix of both formal and informal activities. The park is programmed with swings, a play structure, ice rink and wading pool. There is also a multipurpose Community Centre and Arena (which also serves as an indoor skate park). The park also serves as a temporary storm water storage area. As such, changes in park grading and the retaining wall along Gladstone will be limited.

Although already a successful community park, the following park upgrades should be considered:

- The park currently lacks a strong address on Bronson Avenue. If feasible, a new access point should be introduced at the Bronson and Gladstone intersection. Alternatively, a new access from Gladstone Avenue east of the Lawn Bowling Club could be considered.
- Access points into the park should be better defined.
- Replace the chain link fence with a style of fencing more appropriate for the neighbourhood. New fencing should be moved inside the first row of trees.
- Improve integration of the Central Lawn Bowling Club within the park by coordinated signage style and potentially an upgrade to fencing (when fencing requires replacement or when park is redeveloped).
- Open up north side of the park to help it connect more directly with the neighbourhood (remove / replace fencing).
- There is an opportunity for additional planting along Bronson Avenue adjacent to the Central Lawn Bowling Club.
- When furniture is replaced over time, a coordinated palate should be introduced across the entire park (for furniture, lighting and paving materials).



St. Luke's Park



McNabb Park

Dundonald Park

Although similar in scale to McNabb Park, Dundonald Park plays a very different role within the community. First established in 1905 as passive recreation space, this role has been retained over the past century. Dundonald Park is an important heritage park in the neighbourhood. Similar to Centretown's other heritage park, Minto Park, the role of Dundonald Park is to enrich the wider heritage context and act as a community destination for less active recreation.

Today, Dundonald Park is one of eight parks being studied across the province by 8-80 Cities (in partnership with the Centretown Community Health Centre) in a two year project to examine how to enhance accessibility and safety for all users.

As a heritage park, Dundonald Park should be of the highest design quality. To achieve this, the following improvements are recommended:

- Existing asphalt sidewalks that edge the park should be removed and replaced with concrete.
- Existing asphalt paths internal to the park should be removed and replaced with brick or textured paving that reflects a heritage sensibility.
- When furniture is replaced over time, a coordinated palate should be introduced across the entire park (for furniture, paving materials, planting infrastructure, etc.).
- Planting should be maintained by season (spring, summer and fall).
- The existing fencing around the children's play area should be used as the model for all Centretown's park fencing.
- The City should continue to support the impressive efforts of the Friends of Dundonald Park to enhance the park. The City should work with them in partnership to implement improvements to the park space and ensure that the appropriate equipment is available to volunteers.

Minto Park

Fronting onto Elgin Street and occupying a full city block, Minto Park is one of Centretown's more formal park spaces. Designed for passive recreation, the park is well used as a place to rest, play chess or have a picnic. Adding to its formality are the monuments present in the park, including 'Enclave', the Ottawa Women's Monument, as well as a military tribute to Argentinian general José de San Martin.

Minto Park and the red brick heritage houses that surround it form the Minto Park Heritage Conservation District. Similar to Centretown's other heritage park, Dundonald Park, the role of Minto Park is to enrich the wider heritage context and act as a community destination for passive recreation and reflection.

For the most part, as a heritage park, Minto Park already supports a very high quality environment. This level of investment and maintenance should set the standard for Centretown's other park spaces.

5.2 Park Space Acquisition: Larger Spaces

5.2.1 Creating New Parks & Open Spaces

Centretown has an acute shortage of usable urban park spaces to serve the needs of the local community. For an area that supports such a large number of residents, a lack of park space is a serious shortcoming.

Based on current trends, opportunities to acquire additional open spaces suitable for larger community parks will continue to diminish as new projects are proposed on vacant sites and as Centretown land values continue to rise. However, due to the abundance of surface parking and number of underutilized sites, coupled with on-going development interest in the area, there are opportunities to remedy this situation.

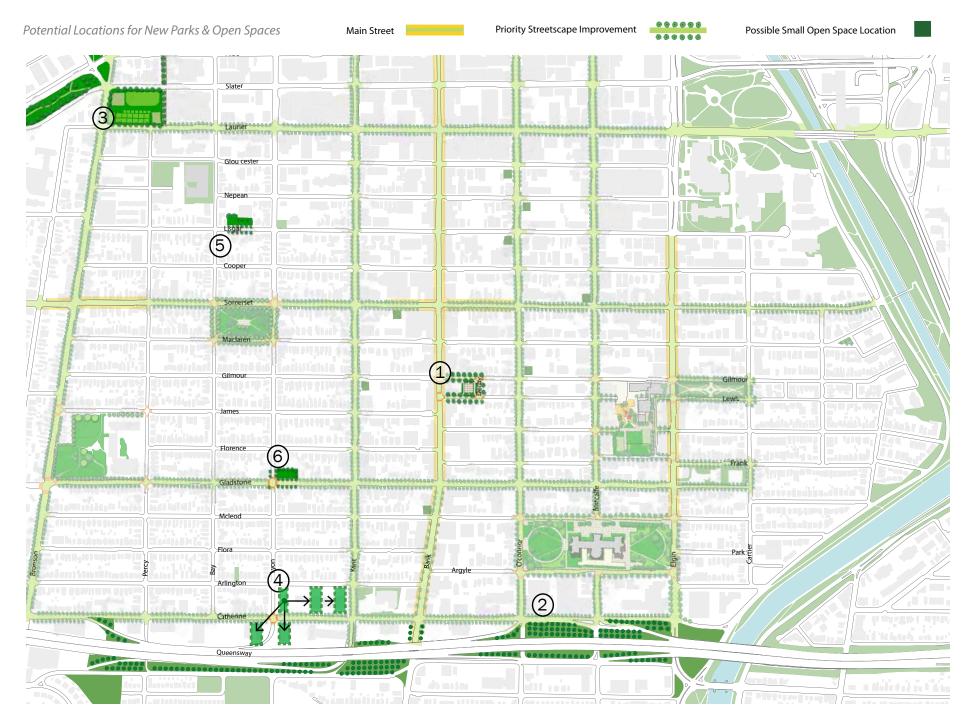
As development interest increases, it will become increasingly important that the City undertake a programme of land acquisition sooner rather than later. As the City controls very limited land in Centretown, new parks can only be realized though partnership working with the development industry or through the direct purchase of a site by the City (paid for with a mix of city contributions and development levies, such as Section 37, development charges and CIL parkland). The City should move quickly to secure currently available vacant sites. The City should also continue to work with developers to provide open space as part of the development application process.

As presented on the plan to the right, priority sites for consideration include Derby Lane and at Bank Street and Catherine Street between Kent and Lyon Streets. The former is very close to the shopping, employment and tourist area of Bank Street as well as a established residential area, while the latter can service an under-provided part of Centretown. In some locations, such as along Catherine Street, the provision of open space may be created as larger areas of underutilized land is brought into redevelopment. Over the longer-term, the City should investigate opportunities to create a park space in the northern portion of Centretown where much of the intensification is occuring.

In addition to these two new parks, the CDP also advocates for the proposed Upper Town Commons in the Central Area, as presented in the Escarpment District Community Design Plan. As a high-rise apartment neighbourhood, the northern portion of Centretown is severely under-provided with formal park spaces.

The following should be considered when designing any new larger park:

- streets surrounding new parks should also be subject to public realm improvements that are complementary to park design; and
- new parks should ideally be located on corners or through lots.



- 1. Derby Lane Square (illustrative)
- 2. Catherine Linear Landscape
- 3. Upper Town Commons
- 4. Catherine Park (illustrative)
- 5. Lisgar Parkette (Hydro Land)
- 6. Gladstone Park (Hydro Land)

5.2.2 Creating New Community Parks

Derby Lane Square Concept

Located just off Bank Street, Derby Lane Square could be a new hard-surfaced plaza to be used by residents, shoppers, office workers and visitors to Centretown. Derby Lane Square is envisioned as hard landscaped, which could be complemented with soft landscaped area, a flexible space that can be used for multiple purposes. In addition to its role as a place to rest and play, this space could also be used as a venue for outdoor community celebrations or a destination for events that support the role of Bank Street as a Mainstreet. Currently, there are no hard-surfaced park spaces suitable for small events or community gatherings in Centretown.

Today, the site operates as a parking lot and is in private ownership. Derby Lane Square could be realized as part of a larger redevelopment of the block, including potential new buildings on the west and south sides. If the site is re-developed, new uses should front directly onto the park to help animate the space and provide a greater level of passive surveillance.

The design of the park could include the following considerations:

- Hard landscape treatment, with some opportunities for planting and clusters of trees.
- A central feature, such as public art installation or water feature to provide a focal point.
- Open access along all sides of the square.
- A street furniture palate that is complementary to Bank Street's recent redesign.
- Ensure that the plaza is serviced by water, drains and power outlets.
 This would allow the space to be used for community functions and some commercial events, such as a temporary farmers market, outdoor films or a Bank Street festival.
- The Bank Street streetscape treatments should be extended along the westerly portion of Gilmour and Lewis Streets.



Derby Lane Square Concept

Catherine/Queensway Linear Landscape

As a consequence of its relationship to the 417, Catherine Street between Bank Street and the Rideau Canal functions primarily as a one-sided street. The north side of the street is fronted by important community and institutional uses, while the south side supports some buildings, but has largely been given over to a highway ramping system set within a generous green open space. As a fenced-off area, this green space is used only as the setting for ramps and cars; no pedestrians or cyclists are permitted.

In the fullness of time and working in partnership with the Ontario Ministry of Transportation, there are opportunities to repurpose this residual green space and bring it back into more active use as an open space (between O'Connor Street and Queen Elizabeth Parkway). This may require realigning or consolidating the two exit ramps that serve Metcalfe and O'Connor Streets. The landscape treatment of this linear open space could include terracing, artistic lighting and an off-road shared path system that connects into the NCC's trail system at the Rideau Canal.

Repurposing this residual land would not only provide a new linear open space for the Centretown community, but also provide a pleasant green edge to the neighbourhood, contribute to a more positive arrival statement from the 417 and create a green setting for new residential developments (such as Beaver Barracks) and the important community and institutional uses that front this portion of Catherine Street.

Improvements should also be made to residual lands on the south side of the highway corridor.

Catherine Park

As a zone identified for future growth, the Catherine Street Corridor would benefit greatly from an expanded open space network coupled with a program of streetscape upgrades. At the moment, this part of Centretown is not well served by usable park space and its public realm is poor. A new open space should be acquired to serve the needs of the existing residents as well as future residents. Catherine Park provides the opportunity to address this open space deficiency while also improving the image of the area. Catherine Park is envisioned as green open space (soft landscape). It should operate as a community park and include space for informal recreating and playing.

Today there is only one small publicly controlled parcel of land in this part of Centretown. There are, however, a significant number of privately held underutilized sites (such as parking lots), the bus terminal and residual lands that may be ripe for revitalization. Catherine Park could be realized as part of a wider redevelopment of the area and brought forward in conjunction with some of the larger redevelopment opportunities. At this time, some of these underutilized sites could be repurposed as park space.

The design of the park could include the following considerations:

- A central location within the Catherine Street Corridor, in blocks adjacent to the Catherine/Kent intersection and the Lyon/Catherine intersection.
- A corner location, with frontage onto at least two streets.
- Good sunlight exposure, taking into consideration future potential building locations.
- Park should be dominated by soft landscape treatments.
- A public art feature that is reflective of the Centretown community.
- A street furniture scheme that is complementary to that proposed for Catherine Street.
- Safe signalled pedestrian crossings across arterials into the park are required.
- Impacts from the 417 will need creative design solutions (noise, fumes, etc.).

Upper Town Commons

Over time, the northern portion of Centretown is expected to experience significant intensification. Already an 'Apartment Neighbourhood', this role is expected to be retained into the future as the area attracts further high rise residential development.

To balance this growth, Upper Town Commons, located in the Central Area, is proposed as a major new park space. This park is intended to be the focal point for community activity and will function as northern Centretown's main destination for active and passive pursuits. Upper Town Commons will help to offset any potential impacts new residential development may have.

Key to the success of the Upper Town Commons will be its ability to support the range of existing activities that occur here. Elements such as the community gardens and the Tech Wall (also known as the Graffiti Wall or Piece Wall) will be retained and formalized.

Key concepts and elements of the design include:

- 1. The retention of the existing community allotment gardens and affiliated composting facilities.
- 2. The retention of a managed Graffiti Wall / Tech Wall for use by the local arts community.

- 3. A hard-surfaced court area for sports such as basketball and floor hockey located in proximity to the Graffiti Wall / Tech Wall to build upon existing patterns of use.
- 4. An informal sports field to support pick-up games of soccer and football and a potential location for a winter skating rink.
- 5. A structured play area for children, including benches.
- 6. New planting to line and define the park and provide separation between activities where desired.
- 7. Hard-surfaced "gateway" areas that mark the primary entrances to the park and to the east create a gateway to the neighbourhood.

Hydro Lands

At present, there are two hydro-substations in Centretown that support un-programmed, informal green spaces. The first one is located between Bay and Lyon fronting onto Lisgar Street while the second is located on the north-east corner of Gladstone at Lyon. In the longer term, and in partnership with the Hydro Ottawa, either or both of these greenspaces could be formally recognized as part of the open space network and be upgraded as community park space. The City should enter into preliminary discussions with Hydro Ottawa to fully understand the opportunity and the process necessary to reinvigorate these spaces. For the Gladstone/Lyon site, it is recommended that the property on the corner of Gladstone and Lyon be included in the redesign.









5.3 Park Space Acquisition: Smaller Spaces

5.3.1 Creating Smaller Moments

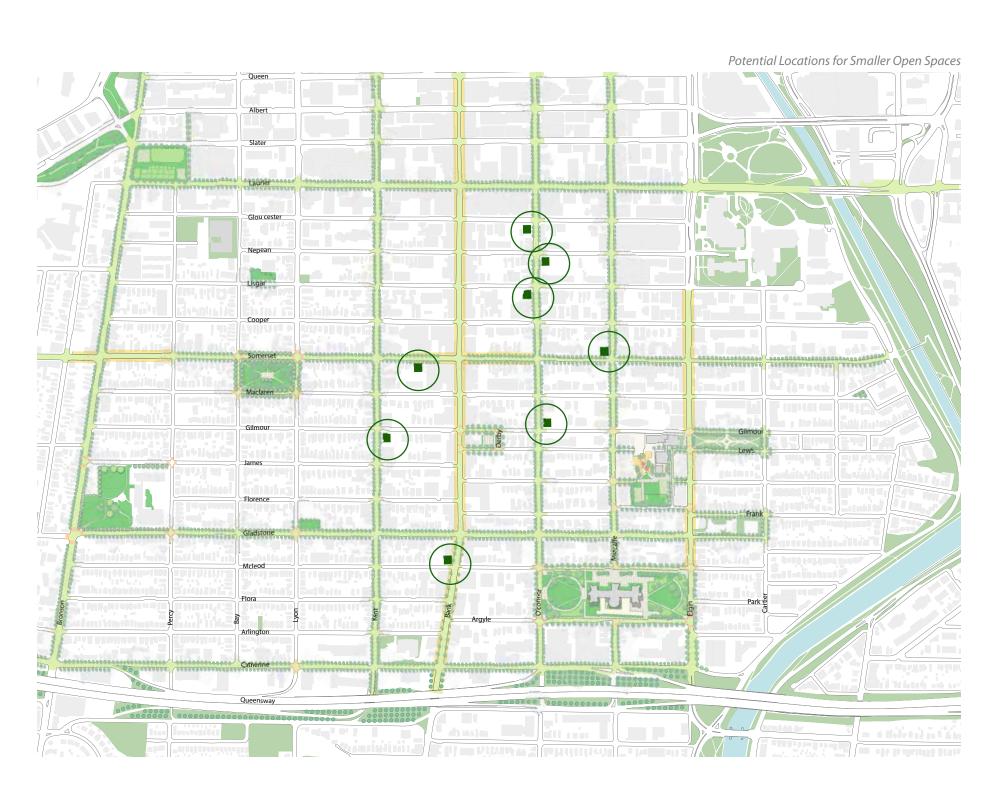
New park spaces do not need to be large to have an impact. In some cases, smaller well-defined spaces may be a better means to enhance the opportunity for passive rest and safe play than larger park areas. Smaller 'green moments' - including urban plazas, squares, terraces and pocket parks - all play an important role in softening the urban character of the neighbourhood and also help to connect larger park spaces.

Due to the built up nature of Centretown, the limited availability of larger vacant sites, and the area's proximity to the larger NCC park system, creating smaller, more frequent open spaces is just as important as the introduction of a single larger park space. Providing a number of small formal and informal spaces augments the neighbourhood's open space network, diversifies the public realm experience and complements larger open spaces. Such spaces are generally more suitable in private ownership but should be publically accessible.

Presented to the right is a plan suggesting potential locations for new small open spaces. These locations are indicative. Actual locations for new open spaces will be heavily dependant on development applications and will need to be negotiated on a case by case basis as applications are received.

The following should be pursued to expand Centretown's open space network:

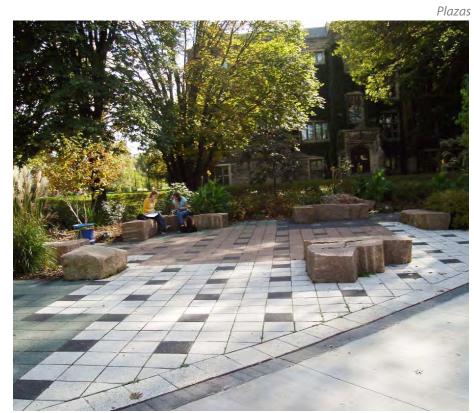
- Wherever viable, the City should require a new publicly accessible open space for each development application received. This is particularly important for developments attached to priority pedestrian streets including Bank, Somerset, Metcalfe, O'Connor and Kent;
- Format of open spaces include forecourts, linear parks, mid-block pedestrian connections, plaza, terraces, pocket parks or courtyards. Landscaping could be soft or hard;
- Open spaces should be located in an area that is not shadowed and is protected from the elements;
- Corner locations or though block connection should be given priority;
- If new spaces are private, they should be publicly accessible but maintained and built by private property owners; and
- For maximum sun exposure and to encourage year-round outdoor use, smaller urban parks should be sheltered by buildings and open to the south, where possible.

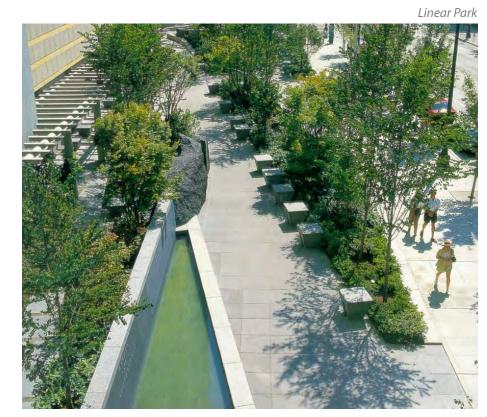














Courtyards



6.0 BUILDING CENTRETOWN

1.0 The Study

2.0 Centretown Today: Analysis 3.0

Centretown Tomorrow: The Vision

4.0

Moving Around Centretown: Mobility

5.0

Greening Centretown: Parks & Open Space 6.0

Building Centretown: **Built Form**

7.0

Implementation: Directing Change

6.1 Land Use

Centretown has evolved into a one of Ottawa's most diverse communities – both in terms of the types of residents that call it home as well as the types of space/uses that residents and businesses occupy. Reflecting this diversity, Centretown currently supports 17 official land use designations in its Secondary Plan, including: high, medium and low profile residential; major open spaces; public and institutional uses; parking; and a spectrum of commercial designations, amongst others.

Demonstrating the importance of heritage to the area, three of Centretown's land use designations are qualified with a 'heritage' status, including: heritage residential, heritage commercial and heritage public / institutional. When defining land use designations, it unusual to mix built form qualities – such as heritage – with land uses. This risks creating unnecessary sub-categories for land uses that may result in an additional layer of complexity within the planning framework. Typically, heritage issues are best addressed through zoning and/or a heritage conservation designations (which Centretown is already subject to). Heritage issues are regulated through Parts IV and V of the Ontario Heritage Act.

Centretown's land use designations, when coupled with its challenging zoning, its Heritage Conservation District Plan and the supporting Heritage Overlay, contributes to a complex planning framework. In an effort to introduce a less complicated and more coherent vision for Centretown, it is recommended that the land use designations for Centretown be simplified and reduced to eight specific designations, across four general land uses:

1. Residential Areas:

- Residential
- Apartment Neighbourhood

2. Mixed Use:

- Traditional Mainstreet
- Secondary Mainstreet
- Catherine Street Mixed Use
- Residential Mixed Use

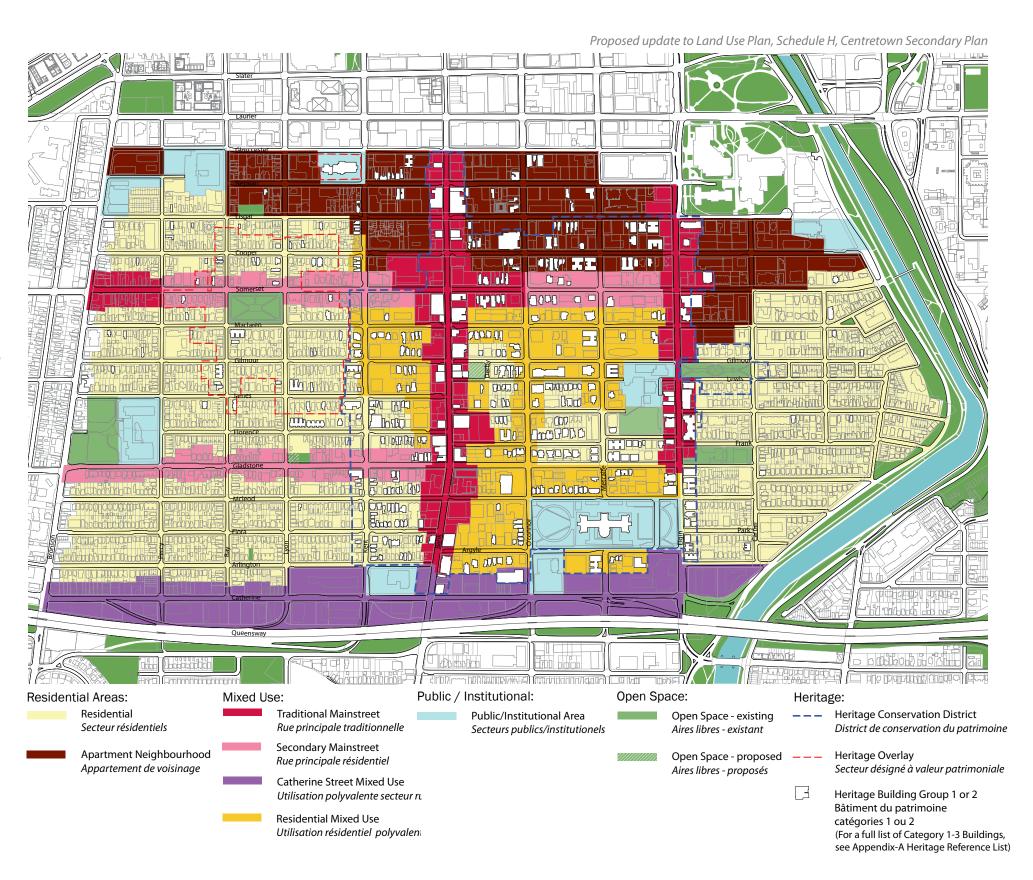
3. Public / Institutional:

Public / Institutional

4. Open Space

Open Spaces

Mixed Use areas reflect the land use pattern identified in Section 2.3.



1. Residential Areas

Residential areas contain a variety of dwelling types, ranging from single detached to row housing to high-rise apartments. Residential areas are dominated by residential land uses, but also support some ancillary uses.

Recognizing the diversity of residential building types in Centretown, residential land use designations have been designed to reflect existing and planned conditions, including the taller apartment form that dominates the northern portion of Centretown, the mixed-use central portion and the lower-rise house-form typologies on the shoulders of the community (west of Kent Street and east of Elgin Street). Within these areas designated as 'Residential', significant change is not expected. In the zone dominated by taller buildings, designated as 'Apartment Neighbourhood', compatible intensification is permitted on underutilized and vacant sites. Designations include:

Residential

The Residential designation applies to areas where significant change is not anticipated. Although dominated by residential uses, other uses present may include open spaces, institutional uses (including places of worship and academic facilities), community services, cultural and recreation facilities. Maximum building heights will be limited as set out in Section 6.2.

Proposals for significant intensification are not encouraged in Residential Areas. Infill may be considered if it supports an appropriate and compatible height, massing and scale with the surrounding context. The prevailing building type will be the predominant form of development.

Apartment Neighbourhood

Across Centretown, more than 75% of dwelling units are contained in low-, mid- and high-rise apartment buildings. Apartment neighbourhoods are comprised of residential uses in larger-scaled buildings. Although dominated by residential uses, other uses present may include parks and open spaces, limited commercial uses, institutional uses (including places of worship and academic facilities), community services, cultural and recreation facilities. The majority of these apartment buildings are clustered in the northern portion of the area north of Somerset between Cartier and Kent Streets.

Compatible intensification can occur on underutilized and vacant sites in Apartment Neighbourhoods. Locating and massing new buildings to minimize impacts and provide transition to lower-scale areas is essential. Maximum building heights will be limited, as identified in Section 6.2.

2. Mixed Use

Today, Centretown supports more jobs than residents. As such, the area is already an important destination for local and regional employment. To retain the significant social, environmental and economic benefits offered by mixed-use communities, and to direct this type of growth towards areas best able to accommodate employment and commercial growth (and away from those areas less well suited), a Mixed Use category includes the following designations: Traditional Mainstreet; Secondary Mainstreet; Catherine Street Mixed-Use Area; and Residential Mixed Use. The majority of Centretown's future retail, commercial and employment growth will be directed to these Mixed Use areas. Uses may include residential, offices, retail, recreational, community and cultural, institutional and open spaces.

Not all Mixed Use designations will support the same level of growth. Levels of intensification will vary across each of the mixed-use designations, with greatest intensity occurring along Catherine Street and to a lower degree along Traditional Mainstreets and Secondary Mainstreets. Commercial uses will predominate along Mainstreets and Catherine Street, with residential uses being more common within Residential Mixed Use areas.

Traditional Mainstreet

These areas shall include retail shops and other commercial uses that will appeal to both the local and regional markets. Pedestrian-oriented active commercial uses are required at-grade. Uses can be accommodated in a single-use or mixed-use building. Office-type commercial operations and residential uses shall be permitted above the ground level and at the rear part of the ground level. These designations recognize existing land use and the importance of the major transportation routes. Maximum building heights will be limited. Mainstreet areas are linear in form and restricted to Bank, Elgin (north of Gladstone) and portions of Somerset Street.

Secondary Mainstreet

Both Gladstone Avenue (west of Bank), and portions of Somerset are designated as Secondary Mainstreets. Although dominated by a residential character today, as important connectors between Bronson and Bank streets, the intention is that over time these streets could support a more mixed-use /commercial character than they do today. As such, at grade uses (including retail, office, cultural and institutional uses) will be permitted, but not required. Residential uses, including building lobbies, are also permitted. Ideally, uses will be housed in a mixed-use building with a strong street presence, supporting access from the street. Along these streets, it will be essential that new developments are compatible in form and function and transition appropriately to the adjacent Residential area.

Catherine Street Mixed Use Area

This designation accommodates a variety of uses that require a larger format/floorplate, including residential, commercial, office, retail (including big box format), open space, hotels, apartment hotels, bulk good outlets, wholesale operations and several other commercial operations which serve the special needs of travellers and commuters as well as the special needs of the residents of the city. Uses can be accommodated in a single-use or mixed-use building. Active commercial ground related uses are encouraged. Development will be encouraged to create a buffer between the Queensway and the residential areas. Maximum building heights will be limited as set out in Section 6.2 and appropriate transition to the lower-rise Residential Area is essential.

Residential Mixed Use

These areas shall include low- to mid-rise residential, small-scale office (professional services), minor retail, open spaces, institutional and public uses. Ground floor commercial uses are not mandatory. Commercial uses should be accommodated in a mixed-use building, however, residential must be the dominant use within the building. Any non-residential use is restricted to the first two floors. Commercial uses cannot occupy more than 50 per cent of the building's gross floor area. Stand-alone, retail and office uses are not permitted although they can be integrated into mixed use buildings. Restaurant uses are not permitted and should be directed towards Traditional and Secondary Mainstreets. Although residential will be retained as the predominant use, the Residential Mixed Use designation formally recognizes what many already consider to be a mixed-use area.

3. Public / Institutional

These areas shall include a wide variety of public uses including schools, parks, public utility installations, municipal facilities, community and health centres and places of worship.

4. Open Space

This category includes two designations: *Open Space - Existing* and *Open Space - Proposed*. The *Open Space - Existing* designation retains in full the policies from the current *Major Open Space Area* designation. This area includes the landscaped lands adjacent to the Rideau Canal owned by the National Capital Commission. This area shall provide open space and may include recreational facilities to meet the needs of both the residents of Centretown and the National Capital Region. *Open Space - Proposed* includes new parks and open spaces, as proposed in Section 5.2.

6.2 Building Approach

6.2.1 Where Should High-Rise Buildings Go?

Centretown is a focus for intensification in Ottawa. Provincial and municipal plans strongly endorse intensification in urban neighbourhood such as Centretown that are well supported by transit, social services and amenities, employment opportunities and offer a diversity of housing choice. In addition, an increasing number of people are choosing to live in close proximity to their work and recreational choices. In these urban locations, residential intensification is increasingly taking the form of multi-unit housing, often in the form of high-rise buildings.

Not only do high-rise buildings respond to policy efforts and market trends, they can also contribute to a more socially sustainable city by providing a diversity of housing choices and a broad range of affordability. Dense, well-designed, mixed-use urban environments can help create active and interesting streets, are better able to support high frequency public transit and allow people to walk to their daily destinations such as work, shopping and entertainment.

Where should high-rise buildings go in Centretown?

At present, Centretown supports a broad mix of building types, ranging from single houses to high rises. The development pattern that these buildings create is distinct: low-rise buildings are generally located east of Elgin Street and west of Kent Street, apartment buildings taller than ten storeys are situated north of Cooper Street, while south of Cooper Street between Kent and Elgin is more mid-rise with five to nine storey buildings. The most central portion of Centretown supports several heritage pockets where development is typically no taller than four storeys.

The general height pattern for Centretown is to be retained with zones for high, mid and low-rise developments. Tall residential buildings (ten storeys and above) should be restricted to two zones: the Catherine Street Corridor and the Apartment Neighbourhood (generally north of Cooper Street but dipping down as far as MacLaren Street in some locations).

In the Apartment Neighbourhood buildings must not exceed the National Capital Commission's established height controls that are in effect north of Gloucester Street. Thus, in this location between Kent and Elgin, it may be appropriate for buildings to be as tall as 27 storeys (83m). Two lower height zones at the southern edge (between Kent and Elgin) provide a gradual transition to the mid-rise area. To provide a varied skyline and create transition between height zones, heights south of the 83 metre

area step down from 83m to 65m (21 storeys) to 50m (16 storeys) before reaching the Mid-Rise area where the maximum height is 30m (9 storeys), as shown in the map to the right.

Between Bay and Kent, just south of the core, building heights could be 55m (18 storeys) and transition to a Mid-Rise area up to 30m (9 storeys) adjacent to Low-Rise area. South of Lisgar, between Elgin (excluding property fronting Elgin) and the Canal, heights should be up to 65m (21 storeys), and step down to a Mid-Rise 30m adjacent to Low-Rise areas.

The second location where taller buildings should be directed to is along the Catherine Street Corridor. In this location, it may be appropriate for buildings to be as tall as 50 to 77 metres (16 to 25 storeys). Taller structures should be located between Cartier and Kent Streets and along the Queensway, where the existing context is taller and transit is strongest.

Zones identified as Mid-Rise should support a maximum height ranging from 17 to 30 metres / 5 to 9 storeys, with no building exceeding nine storeys. Appropriate building height is subject to built form context. Low-Rise zones should not exceed approximately four storeys (12m to 14.5m).

Specific heights in excess of the current permissions may be negotiated under Section 37 of the Planning Act up to the intentions of the CDP

based upon the considerations outlined below. Final heights must reflect the intentions of the CDP with regard to maximum building heights and location of tall buildings. Appropriate building heights should take their cues from:

- the existing built form context
- recent development application approvals
- federal height controls (see below)
- providing appropriate transition to lower-rise areas
- creating a varied skyline through building height variation.

In addition to the above, the City may also permit buildings to exceed the maximum height limits, negotiated under the Tall Landmark Building provisions under very specific circumstances (refer to section 7.2). As a mixed-use, inner city community in the nation's capital, Centretown may be an appropriate location for developments that, through their design and public uses, establish true civic or national landmarks. "Tall Landmark Buildings" are those that make both significant and exceptional contributions to the public realm and overall identity of Centretown.

A Tall Landmark Building will be subject to the provisions of Section 37 of the Planning Act in accordance with the Council approved Section 37 Guidelines for determining value uplift.

Federal Government Height Regulations:

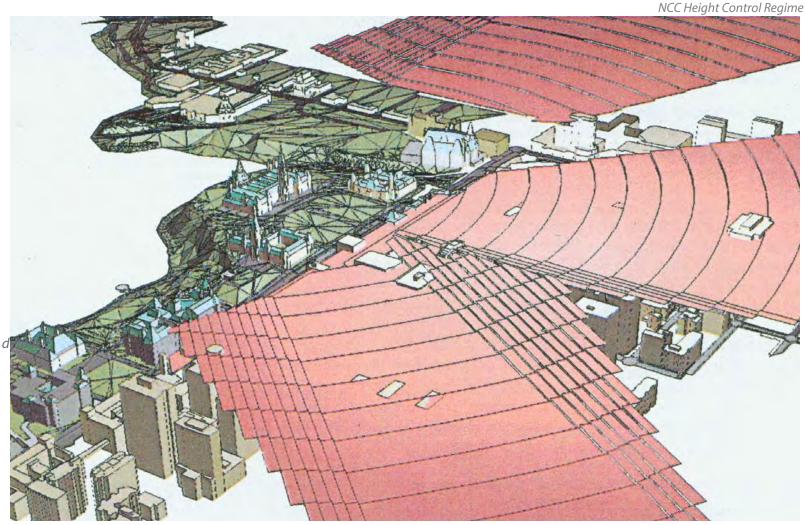
Building height regulations intended to protect the visual integrity of Ottawa's most symbolic structures – the Parliament Buildings and the spire of the Peace Tower – were first introduced in Ottawa in 1910 and remain in place to this day. Although Centretown falls outside the formal height controls, it is suggested that the height plane control mechanism be extended as far south as Cooper Street to ensure that any future development in this location is sensitive to the intentions of the controls and integrates with adjacent built form.

If proponents of particular development applications within Centretown wish to pursue building heights up to the maximum identified in this CDP, the specifics of these requests must be reviewed and approved in the context of the "Ottawa Views" study, which was prepared for the National Capital Commission and the City of Ottawa, and which addresses the "Visual Integrity and Symbolic Primacy of the Parliament Buildings and other National Symbols", as implemented by the City of Ottawa Official Plan and the City of Ottawa Comprehensive Zoning Bylaw; and shall also adhere to any design guidelines (see below).

Granting Additional Height:

It is important to appreciate that not all sites are suitable for tall buildings. Any development proposal accessing additional height beyond the as-of-right must prove that the site is appropriate for a tall building and that the design of the building is compatible with the area's context and meets the design standards for tall buildings. As a planning control, these tests should be undertaken as part of the City's rezoning process. Final heights must reflect the intentions of the CDP with regard to general building heights and location of tall buildings.

In addition, increases in height and density in excess of the existing zoning deemed suitable through a rezoning process may be considered by the City under Section 37 of the Planning Act as well as the Tall Building Landmark provisions described above. Section 37 secures identified community benefits when permitting such increases in height and/or density (refer to Section 7.2 for additional details on Section 37). Tall Landmark Building provisions ensure that any proposed taller buildings are true civic or national landmarks that make both significant and exceptional contributions to the public realm when permitting such increases in height and/or density (refer to



Section 7.2 for additional d

Centretown is one of Ottawa's oldest and most well established neighbourhoods. Its long history has resulted in the community being populated with dozens of important heritage structures. These buildings help to define the character of the neighbourhood and contribute to its identity in the city. Protecting these assets is an important goal of the Community Design Plan. To help achieve this, the map below highlights all the Group 1 and Group 2 heritage buildings from the Centretown Heritage Conservation District study. Protecting these structures must be a priority. All Group 1 and 2 heritage structures must be preserved and sensitively integrated into any new development proposal. Group 3 and 4 buildings will be assessed at the time of application. When new development is proposed on sites adjacent to or containing these heritage assets, specific design guidelines must be met. Section 6.4 and Section 6.6 present design guidelines to help ensure that the best of Centretown's heritage assets are preserved and/or appropriately integrated into new development opportunities.

Maximum Height Considerations, highlighting Group 1 and Group 2 Heritage Structures 9--OFF SE Προσ 000 0 00 _Coa (ביות התבים ond The

Maximum Height Considerations 1,2

- Heritage Conservation District Low-Rise High-Rise District de conservation du patrimoine 12-14.5m /4 storeys 50m / 16 storeys Heritage Overlay Mid-Rise 55m /18 storeys Secteur désigné à valeur patrimoniale 17m /5 storeys 65m /21 storeys Heritage Building Group 1 or 2 30m /9 storeys Bâtiment du patrimoine 77m / 25 storeys catégories 1 ou 2 (For a full list of Category 1-3 Buildings, 83m /27 storeys see Appendix-A Heritage Reference List)
- The strategy does not propose down-zoning from current permissions. Any parcel supporting a greater as-ofright height permission than that shown on the 'Maximum Height Considerations' plan should be retained.
- 2. Recommendations illustrated in this diagram are for Maximum Height Consideration only and are not intended to represent zoning classifications. Zoning classification recommendations are outlined in Chapter 7.

Low-Rise
12-14.5m /4 storeys

Mid-Rise
17m /5 storeys

30m /9 storeys

High-Rise
50m /16 storeys

55m /18 storeys 65m /21 storeys

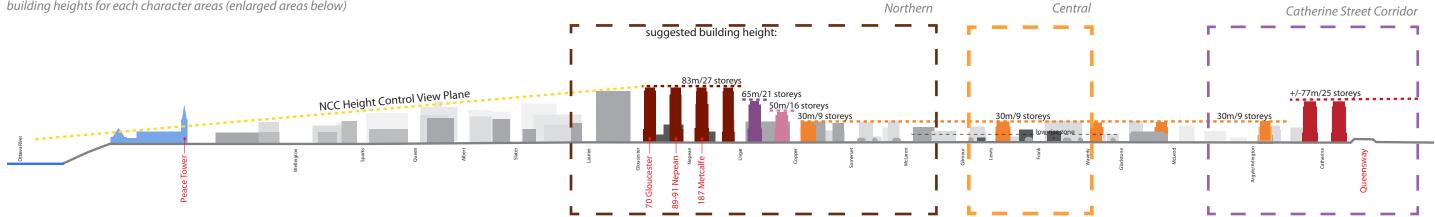
77m / 25 storeys

83m / 27 storeys

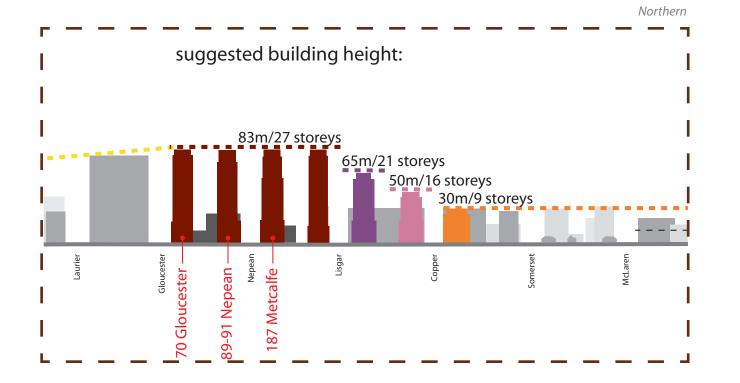
6.2.2. Overall Height Approach

The proposed heights are based on current approvals, compatibility with the existing context and the establishment of appropriate, sensitive and gradual transitions.

Diagrams (north/south cross sections) illustrating the overall height approach (top) and suggested building heights for each character areas (enlarged areas below)

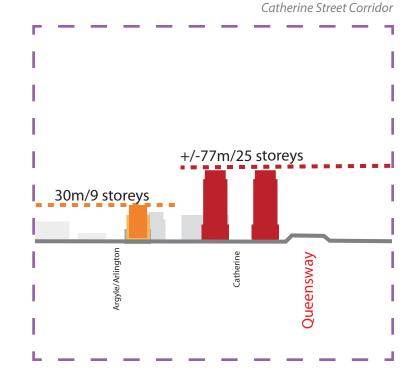








Central



6.3 Built Form

6.3.1 General Approach

Built form guidelines for Centretown need to recognize the wide mix of building types and substantial differences in density and height already present in the neighbourhood. In recognition of these variances, this section provides both general design guidelines that should be considered by all developments regardless of their location, as well as more focussed guidelines that are specific to a location and/or building typology. Guidelines presented will help ensure that new developments relate appropriately to their context and contribute to the creation of a positive sense of a place.

In Centretown, narrow road rights-of-way and a narrow block pattern creates some unique development challenges particularly for high-rise buildings. Streets are typically very narrow at only 18.3 metres or less - meaning that separation between buildings is quite small and the area for public realm is limited. Blocks are typically between 60.9 to 68.9 metres in depth, and in a few locations they are less than half of this ('half block'). In the absence of a dual-fronted building, these half blocks create poor street relationships on those sides where the rear of the building is exposed to the street.

Today, the quality of architecture/built form in Centretown is mixed. However, with ongoing development interest in the community there is a significant opportunity to obtain better quality architecture, more responsive and appropriate building design and a more positive contribution to the character of Centretown. New buildings must contribute to the creation of a positive sense of place and enhance the livability of the community. Canyon streets, with slab buildings built end-to-end are no longer acceptable. New buildings must support active frontages, be of a human scale at grade and promote a safe and visually stimulating environment. New buildings must preserve access to light; reduce shadow impact; appropriately transition with existing heritage and neighbourhood; and maintain privacy with existing buildings.

Existing City Guidelines

The City of Ottawa has developed a series of design guidelines to help produce great buildings in the city. Key urban design guideline documents include:

- o Urban Design Guidelines for Low-Medium Density Infill Housing (updated 2009)
- o Urban Design Guidelines for Development along Traditional Mainstreets
- o Urban Design Guidelines for High-Rise Housing

These Design Guidelines must be considered when proposing a new development in the City of Ottawa. The guidelines presented in the remainder of this chapter have been crafted to augment and refine these existing guidelines, to respond more specifically to the Centretown context.

















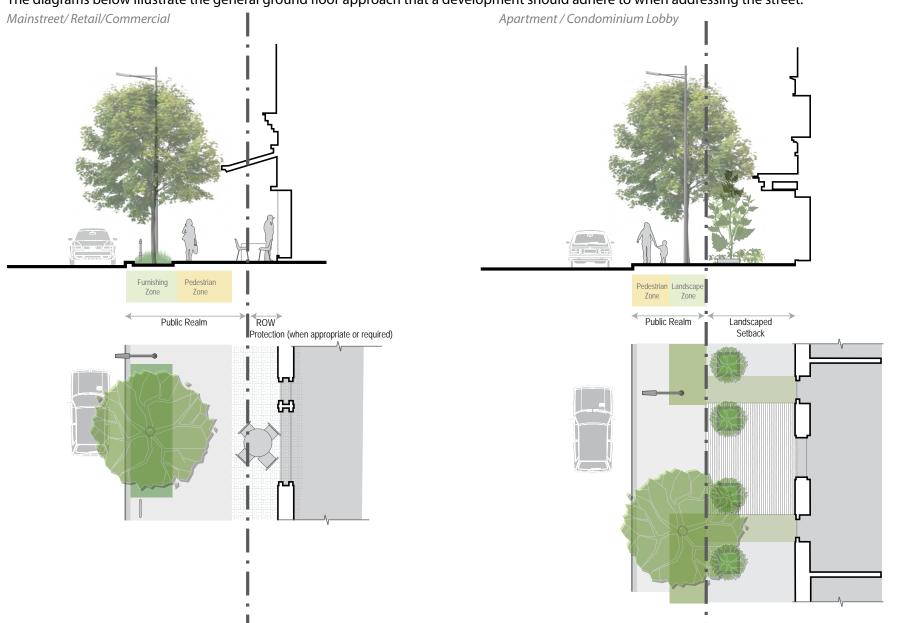


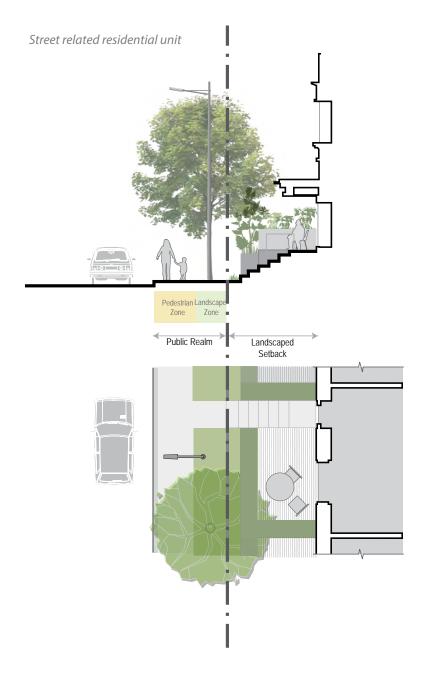


6.3.2 Creating A Positive Ground Floor Experience

How a building relates to the street and the sidewalk is crucial to ensure a positive and safe experience. New buildings must contribute to the making of great streets in Centretown. The ground floor, whether it is for a commercial, mixed-use or residential, needs to animate the street. Such active frontage can be achieved with entrances, transparency, material treatment, windows, porches, facade articulations, etc.. Ground floor uses must locate parking, utility rooms, garbage rooms, etc. at the rear of the building so as to not create blank walls. Buildings must contribute to the streetscape with landscaping and tree planting. Except for main streets and Metcalfe street, building should generally be setback 3 m from the street ROW. A reduced setback can be considered if a curb to building face dimension is 7.0 to 7.5 m to permit proper landscaping and tree planting and if it doesn't negatively impact the overall character of the street. Building fronting Metcalfe Street should have greater landscaped setback, approximately 5 m, to reinforce the existing character of this unique street.

The diagrams below illustrate the general ground floor approach that a development should adhere to when addressing the street.





6.4 Built Form Guidelines

The Centretown CDP supports an approach to intensification that balances various building forms including:

- > low-rise infill
- > mid-rise infill
- > high-rise infill; and
- > special areas

6.4.1 Low Rise

Within Centretown, low-rise infill – considered as buildings four storeys and less - is permitted anywhere. Low-rise infill is permitted on single or consolidated lots and can be detached, townhouse or multiple unit residential; or 'house form' commercial buildings.

The following general guidelines shall apply to low-rise infill in Centretown.

- i. Respect and contribute to the overall character of the area.
- ii. Align low-rise infill with adjacent buildings and respect the existing overall street setback. Strategic setback or protrusions may be appropriate at entrances, balconies, bay windows or porches to articulate the façade and create architectural interest.
- iii. Avoid blank walls. If necessary, a blank wall must be well articulated and use materials that are consistent with the overall building image. Blank walls fronting a street are not permitted.
- iv. Give equal consideration to all facades that fronts onto streets.
- v. Provide ground level access to individual units, where applicable, to animate the street.
- vi. Raise residential ground floors by 0.9-1.2m from the ground to provide privacy for residents while promoting safe streets by providing 'eyes on the street'. Sunken units, situated below an 'over elevated' ground floor are discouraged.
- vii. For multiple units or house form commercial buildings, access to parking and servicing should be provided through a shared access or a recessed garage entrance. A sloped driveway is permitted for a shared garage/servicing entrance. Multiple individual front garages and sloped driveways are not permitted.
- viii. If located within the Centretown Heritage Conservation District, existing guidelines should be considered.











6.4.2 Mid-Rise

Mid-rise infill is considered to be those buildings between five and nine storeys. Mid-rise infill buildings are permitted everywhere in the central portion of Centretown except within low-rise infill zones. In addition to general guidelines, some mid-rise infills will also need to respond to the specific character of the following areas: Mainstreet, the Museum of Nature and Metcalfe Street. Guidelines included in this section are also applicable to the 'podium' portion of a tall building (see following section) unless specified.

The following guidelines apply to all mid-rise infill in Centretown:

- Align infill with adjacent buildings and respect the existing overall street setback. Strategic setbacks may be appropriate at entrances or key location to create architectural interest. In addition, strategic setbacks at corners are encouraged to create small publicly accessible parkettes. Building ground floors fronting these parkettes should be highly transparent and animated.
- Extend infill the length of the site on all street frontages.
- Where a mid-rise building fronts onto two streets, the corner should be given predominance and special treatment/articulation. Both facades should be given equal consideration.
- When higher than 6 storeys, a front (1.5 to 3 m) and sideyard (minimum 3 m) building stepback should be introduced to maintain access to light and support a pedestrian scale. The determination of the stepback location should be based on context, adjacent building relationships, and building proportion. Generally, the building stepback should be introduced above the sixth storey, but can also occur below. To promote well-defined street edges and enclosures, building stepbacks directly above the ground floor will not be permitted.
- Avoid blank walls. If necessary, a blank wall must be well articulated. Blank walls fronting a street are not permitted.
- Ground levels units should be well articulated to reduce the scale of the building and introduce a more fine grained rhythm to the street frontage.
- Provide ground level access to individual units, where applicable, to animate the street.
- Raise residential ground floors should be 0.9-1.2m from the ground to provide privacy for residents, while promoting safe streets by providing 'eyes on the street'. Sunken units, situated below an 'over elevated' ground floor are discouraged.
- Inset balconies behind the street wall to reinforce the street edge and public realm. Above the stepback, projected balconies are permitted but are not to exceed the stepback width.
- Existing Heritage Conservation District guidelines should be considered for new infill development occurring within the boundaries of the conservation district.









Rear and Side Yard Setbacks

It is generally not the intent for a building to cover an entire parcel, even in a dense urban neighbourhood. Building setbacks - front, side and rear - provide areas of relief on lots, allowing for privacy, landscape zones, proper streetscaping and appropriate transition to adjacent properties. Setbacks need to be considered in their context - mid-block, corner lots, mainstreets - as well as by the adjacent conditions, including uses, heritage, context and built form qualities.

Corner Parcels

- x. For corner lots, since the intent is to create a strong street edge, buildings should maximize their frontage along both streets. In these cases, a rear setback is still required for the portion of the building behind a typical building depth. As such, along the dual frontages beyond a typical building depth of 18 to 21m, buildings should support a setback of 7.5m from the property line (as illustrated to the right).
- wi When the return of a corner buildings is adjacent to a building with window or door openings, a setback of 2.5 to 3m is required along the first 18m to 21m of the building depth (typical building depth). Beyond this, a 7.5m setback is required from the property line.
- wii When the return of a corner buildings is adjacent to a blank wall or abuts a building with no openings, no setback is required along the first 21m of the building depth. Beyond the first 21m, a 7.5m setback is required from the property line.

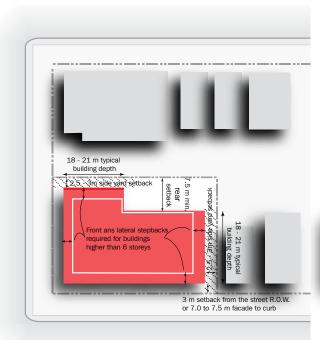
Mid-Block Parcels

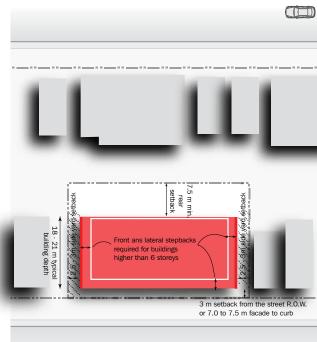
- xiii. Mid-rise buildings must have a 2.5 to 3.0 m setback from the side property line when:
 - a. No future adjacent development is anticipated;
 - b. The new building is adjacent to a heritage property;
 - c. The new building is adjacent to stable low-rise residential;
 - d. The new building is in the Metcalfe Street special area.
- xiv. Mid-rise buildings of a typical building depth is permitted to be built with a 0m side setback when:
 - a. Future adjacent development is anticipated;
 - b. The new building is adjacent to a building built to the sideyard property line with openings; or
 - c. The new building is adjacent to a blank wall.

Typical condition where side and/or rear setbacks are required (non-mainstreet condition)

Corner Parcel

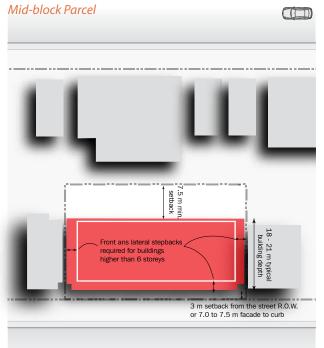
Mid-block Parcel





Typical condition where side and/or rear setbacks are not required

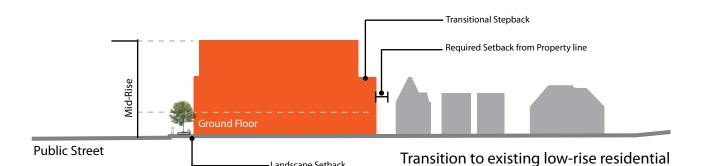
The state of the street R.O.W. or 7.0 to 7.5 m facade to curb



6.4.3 Mid-Rise Infill Typologies

Transition to Low-Rise Residential Area:

When mid-rise buildings immediately abut a low-rise residential area, the building needs to be set back a minimum of 3 metres from the side property line and 7.5 from the rear property line. The building massing needs to create a smooth and gradual transition with the residential area, and will be designed to respect the built form character of the adjacent neighbourhood without necessarily being the same height. A portion of the building immediately adjacent to the stable low-rise residential area should be no higher than four storeys, transitioning into the mid-rise building (up to nine storeys) as the distance from the neighbourhood increases.



Landscape Setback Public Realm Improvement

Diagram illustrating transition principles from Low to Mid-Rise

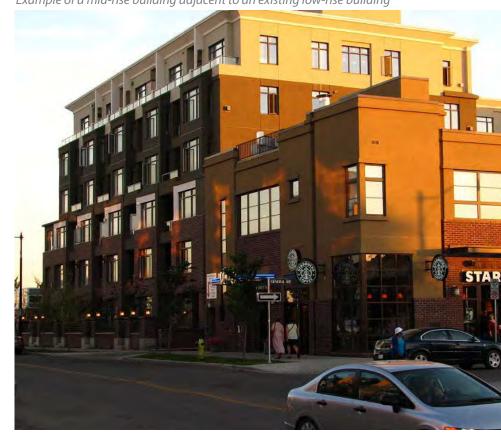
Example of a mid-rise building transitioning to a low-rise neighbourhood



Example of a Mainstreet mid-rise building transitioning to a low-rise neighbourhood



Example of a mid-rise building adjacent to an existing low-rise building



Mainstreet Mid-Rise Infill

It is important for buildings to respect the established character and scale of the mainstreets. Although buildings should be of contemporary design and distinguishable of their own time, they should also be sympathetic and compatible with the character of the area. The following guidelines are specific to mid-rise infill along Traditional Mainstreets (Bank Street and Elgin Street):

- i. Ground floor should be level with the sidewalk and lined with active street-related retail/commercial uses.
- ii. Ground floor façades should be transparent and articulated
- iii. Multiple fine-grained retail units are encouraged.
- iv. The building should have a grained rhythm street frontage to reflect the adjacent building and character of the mainstreet.
- v. Lobbies fronting onto a mainstreet should be limited in width in order to maximize retail uses.
- vi. The minimum ground floor height should be 4.5m floor to floor to encourage flexible retail uses and good visibility to the street.
- vii. Buildings should be built to the adjacent property lines and leave no gaps in the street wall. A front and side stepback will still be required for buildings over 4 storeys, as per the general mid-rise guidelines.

- viii. Existing group 1 and 2 heritage buildings must be integrated in the development.
- ix. The lower portions of the building should be respectful of the context and any adjacent heritage elements. This can include, but is not limited to, building stepbacks, cornice lines, façade horizontal and vertical articulations, opening sizes, proportions and rhythms, and building materials.
- x. Taller elements should be clearly differentiated from the building base and should be stepped back at least 3m from the face of the podium facing the mainstreet after the 4th storey. Building recess and material changes can also be considered in addition to the building stepback.







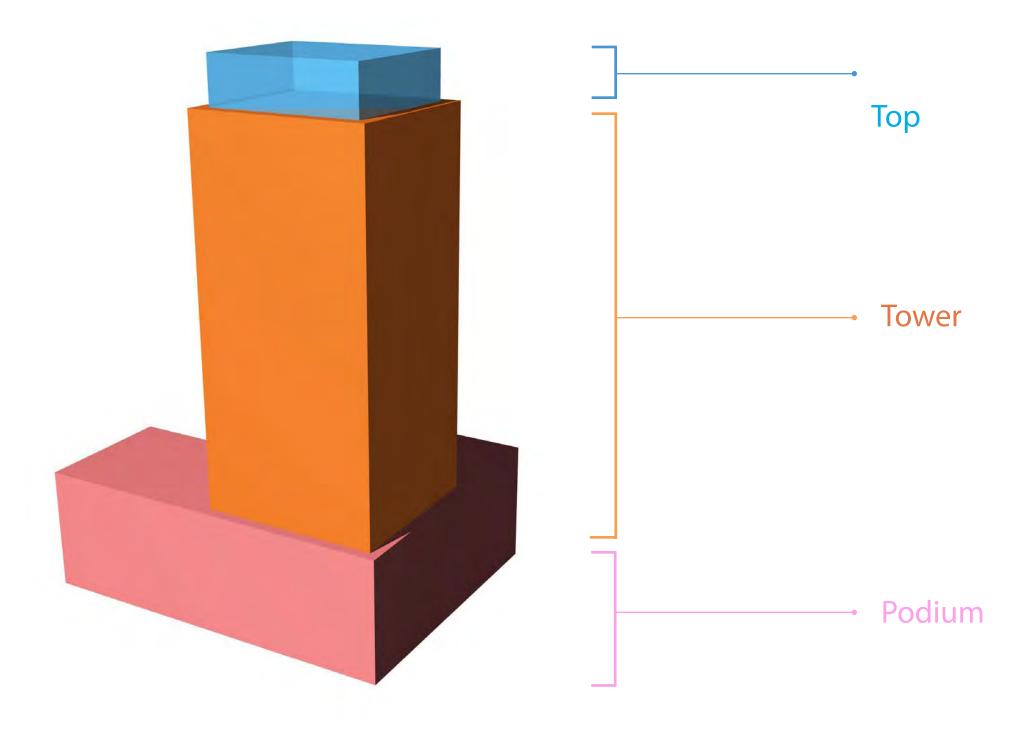
6.4.4 Tall Buildings

Tall buildings are buildings 10 storeys and higher. The CDP establishes policies for tall buildings in the Northern and Catherine Street Corridor character areas (refer to Chapter 3).

It is important to note that the development of tall buildings will be controlled not only through locational restrictions, but also through specific design parameters, including minimum lot size, tower separation distances, setbacks and heritage protection and integration requirements (for Group 1 and Group 2). All tall buildings in Centretown must comply with the general guidelines for podiums and tower design, as presented below. Area-specific guidelines apply to tall buildings along the Catherine Street Corridor.

Tall buildings must be given special attention to produce well-proportioned buildings that can integrate with their surroundings and contribute to the enhancement of the area's image. The CDP details a tall building strategy involving point towers built on podiums. Street-related podiums can support a mix of uses, but must have a pedestrian-scaled façade. The small floorplates of the point towers are required to maintain access to light and minimize shadowing.

Tall buildings are composed of three parts: a podium, a tower and a top. Each plays an important role and should be given special considerations. The following guidelines apply to all tall buildings in Centretown; area specific guidelines will follow.



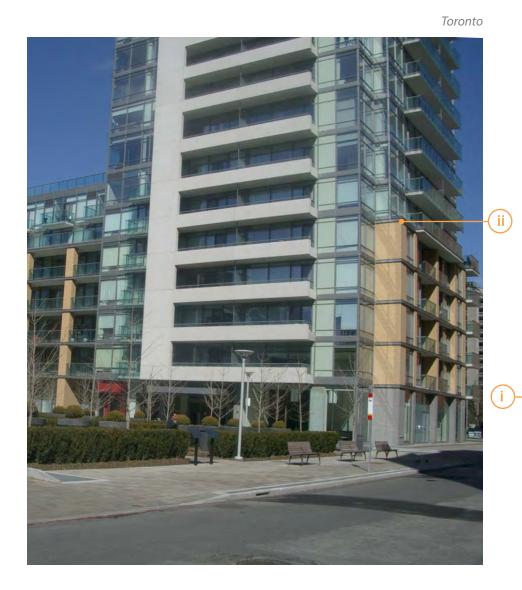
Podium

The general mid-rise guidelines generally apply to the podium section of a tall building. Additional guidelines include:

- i. The podium height shall not exceed 6 storeys. In residential development, ground-oriented units such as townhouses or townhouse-type units that wrap around a podium, are the preferred approach for defining the base and integrating with existing smaller scale development.
- ii. The general mid-rise transition guidelines (section 6.6.3) should apply to the podium section of a tall building.
- iii. The podium street facade(s) should be well articulated and large blank areas or walls are to be avoided.

Top

- i. The top portion of a tower or the last few storeys, should contribute to the city skyline with a difference in articulation or special architectural treatment.
- ii. Mechanical penthouses should be architecturally integrated in a manner which is consistent with the overall character of the tower.



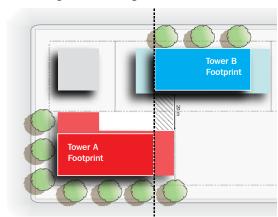




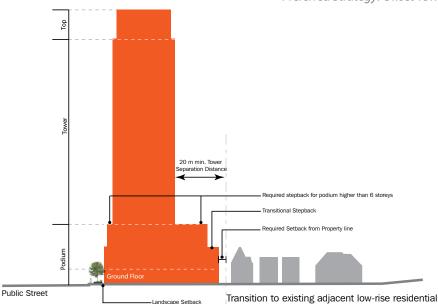
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Tower

- i. Towers shall sit on a podium. Within the podium section, strategic stepbacks may be appropriate where the tower meets the ground or at entrances to create architectural interest.
- ii. The maximum floor plate of the tower should be approximately 750 square metres.
- iii. The tower should step back, generally a minimum of 1.5m further from the podium façade. Where blocks are very narrow (less than 63m), instead of a stepback, the transition between the base and the tower will be permitted to be achieved through various design techniques such as creating a gap, varying building materials or articulation where the tower meets the podium.
- iv. Towers must be set back a minimum 10 metres from side and rear property lines. A slightly reduced setback from the rear property line of 9m minimum may be considered only on narrow blocks north of Lisgar.
- v. Towers should be staggered from one another, within a same block, property or when situated across a public street.
- vi. The minimum separation distance between towers should be 20 metres. If a slab-style building with a blank wall located on the property line already exists on the adjacent property, guideline iv above applies.
- vii. Tall buildings directly facing each others (not staggered) must be at least 20m apart and should not overlap by more than 15-20% of the lengths of facing facades.

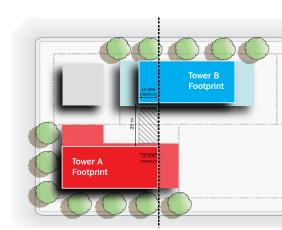


Preferred Strategy: Offset Towers

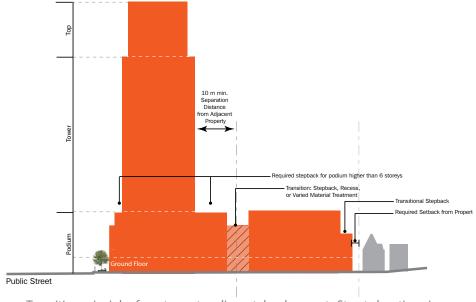


Tower Transition to existing low-rise neighbourhood. Street elevation view.

- viii. Towers must be setback 20 metres from adjacent low-rise areas.
- ix. Sites that cannot meet the above tower setback requirements on all sides are not appropriate for tall buildings.
- x. Blank walls are not permitted. In the situation when two towers are partially offset, a small portion of the façade could be blank where the overlap occurs. The blank portion of the façade shall be integrated into the design of the façade in a manner which is consistent with the overall character of the tower.
- xi. Mix of materials, articulation and use of recessed and/or integrated balconies are important design considerations to be explored.
- xii. When a site can accommodate more than one tower, the towers must have different heights to create a more interesting and diverse skyline.



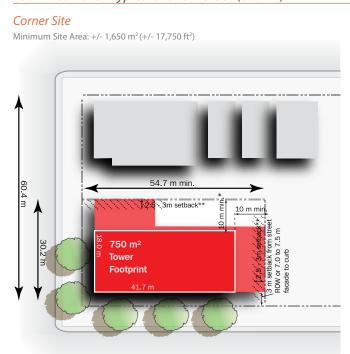
Maximum Overlap

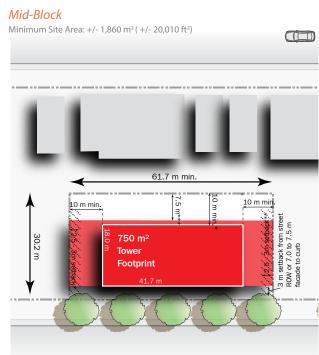


Transition principles from tower to adjacent development. Street elevation view.

6.4.5 Tall Building Guidelines: Demonstration

750 m² tower on typical shallow block (60.4 m)





Typical 600 m² tower on shallow block (60.4 m)

Minimum Site Area: +/- 1,400 m² (+/- 15,060 ft²)

Mid-Block Minimum Site Area: +/- 1,600 m² (17,320 ft²)

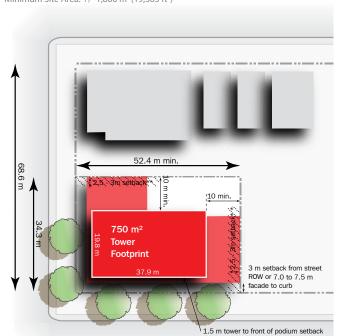
Notes:

- * Minimum tower stepback above podium from adjacent properties. 10m is the recommended minimum distance. 9m from the rear property line mid may be considered on the on narrow blocks north of Lisgar
- ** Podium setback required when adjacent to low-rise neighbourhood, heritage property or when no adjacent development is
- *** Minimum rear yard setback for podium section

750 m² tower on typical block (68.6 m)

Corner Site

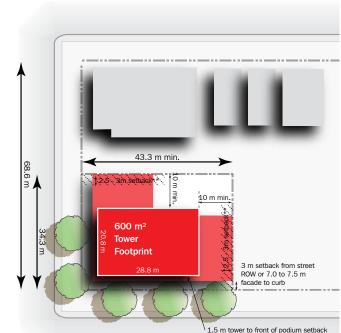
Minimum Site Area: +/- 1,800 m² (19,365 ft²)



Mid-Block Minimum Site Area: +/- 1,985 m² (21,355 ft²) 3 m setback from street ROW or 7.0 to 7.5 m

600 m² tower on typical block (68.6 m)

Minimum Site Area: +/- 1,485 m² (+/- 15,975 ft²)



Mid-Block

Minimum Site Area: +/- 1,725 m² (+/-18,560 ft²) 50.3 m min. ROW or 7.0 to 7.5 m 1.5 m tower to front of podium setback

6.4.6 Tall Building Typologies

Catherine Street Corridor

The Catherine Street Corridor is an area where several new projects are anticipated to occur in the future. These projects have the potential to enhance the image of Catherine Street by bringing new life to the street and improving the condition of the public realm.

New developments along this corridor should be designed to minimize shadow and wind impacts on the neighbourhood to the north. The southern edge of Catherine adjacent to Highway 417 can support taller buildings between 16 and 25 storeys in height (50m to 65m). Tall buildings must transition down to a maximum height of seven storeys (mid-rise) along the northern side of Catherine Street west of Lyon Street and on the southern edge of Arlington between Lyon and Bank Streets. The fine grained quality of Arlington and Argyle Streets, both of which are located in the Centretown Heritage Conservation District, should be considered in building design.

The following specific guidelines apply to tall buildings along the Catherine Street Corridor:

- New development should be set back 3m from the expanded ROW (Catherine has a 23m ROW protection) in order to provide a pedestrian-oriented streetscape.
- ii. To allow for privacy and sunlight to penetrate into the neighbourhood to the north, the minimum separation distance between towers should be 20 metres. Tall buildings directly facing each other (not staggered) should not overlap by more than 15-20% of the lengths of facing facades.
- iii. The podium should be built to the side property line, leaving no gap at the podium level, to help mitigate the noise impact from the Queensway.
- iv. Ground floor height shall be a minimum of 4.5m to encourage flexible retail/commercial uses and good visibility onto the street. Residential use on the ground floor should be raised by 0.9-1.2m from the ground to provide privacy for residents while promoting safe streets by providing 'eyes on the street'. Sunken units, situated below an 'over elevated' ground floor should be discouraged.
- v. Larger floorplate retail and employment uses are acceptable uses at grade, although ground floor should be highly transparent.







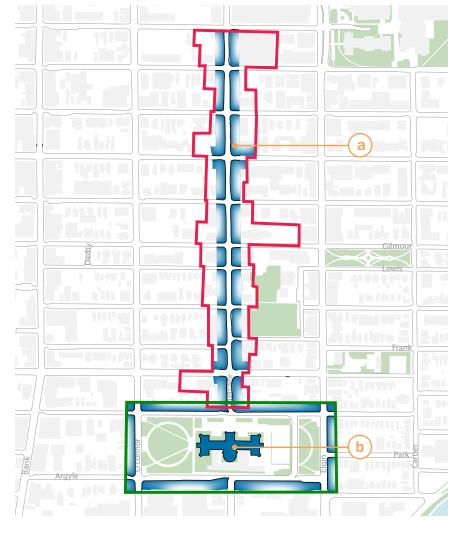
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6.4.5 Special Areas

The Museum of Nature and Metcalfe Street are unique places within Centretown which must be given special attention in order to preserve their special character. Infill buildings in these areas must demonstrate how they integrate with existing surroundings and contribute to the enhancement of the areas' characters as defined in Chapter 3. Infill buildings surrounding the Museum of Nature must demonstrate how they reinforce the street enclosure surrounding the park while infill on properties with frontage on Metcalfe Street must demonstrate how they reflect the detached building character with generous side yard and front landscaped setbacks. Infill buildings in both areas are to have exemplary architecture. Although both areas do not have uniform height regulations, guidelines for each typology still apply along with the following specific guidelines.

- a. Metcalfe Street area
- b. Museum of Nature area



Museum of Nature Area Infill

The following are guidelines specific to infill on those streets fronting directly onto the Museum of Nature (portions of Elgin, McLeod, Argyle and O'Connor):

- Treat infill fronting on to the Museum of Nature as "background" buildings with the highest level of architectural articulation, material treatment and detail.
- ii. Select materials such as stone, brick or glass as the dominant materials and integrate the palette of materials to create a harmonious whole. Stucco is discouraged.
- iii. Plant large canopy tree species within the landscape setback associated with each new development to strengthen the park setting.
- iv. Apply the guidelines contained in Section 6.5 Heritage Approach and in the Centretown Heritage Conservation District Study.
- v. Coordinate streetscape improvements associated with new developments to create a uniform setting around the park as per Section 4.5 Streetscape.

Metcalfe Street Infill

The following are guidelines specific to infill buildings on properties fronting directly onto Metcalfe Street south of Nepean Street:

- i. Treat infill with frontage on Metcalfe Street as detached buildings with generous side yard and front landscaped setbacks.
- ii. Set back buildings approximately 5 metres from Metcalfe Street.
- iii. Set back buildings a minimum of 2.5 to 3 metres from the side property line to create landscaped gaps between buildings.
- iv. Plant the landscape setback associated with each new development with soft landscape such as grass and planting beds, and large canopy tree species to strengthen the street setting.
- v. Treat building elevations, along Metcalfe and side streets with the highest level of architectural articulation (such as including recesses and stepbacks), material treatment and detail.
- vi. Apply the guidelines contained in Section 6.5 Heritage Approach and in the Centretown Heritage Conservation District Study.
- vii. Coordinate streetscape improvements associated with new developments to create a uniform setting around the park as per Section 4.5 Streetscape.





Ottawa

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6.5 Heritage Approach

Once a relatively uniform residential neighbourhood, over the past 40 years, Centretown has undergone significant change. Although the Centretown Heritage Conservation Study (1996) characterizes the neighbourhood as relatively intact 'low to medium residential scale' constructed between the 1880s and the 1930s, today this characterization cannot be fully applied to all locations throughout the district. While the Heritage Conservation District Study reinforces the heritage residential scale of the area, when it was written it did not fully recognize the existing mixed-use nature of the area nor did it anticipate the level of growth that Centretown is now experiencing.

Nevertheless, regardless of its evolution from a primarily residential neighbourhood to a more mixed use area, Centretown has retained a large number of important heritage assets. At present, both the Heritage Conservation District designation and the accompanying Heritage Overlay act as the primary tools for such conservation.

The many heritage assets of Centretown are protected under the Ontario Heritage Act, implemented through the Official Plan (Section 4.6.1), as well as through a series of zoning regulations (Section 60 of the Zoning By-law). Within a Heritage Conservation District, zoning regulations and Official Plan policies are valuable tools for encouraging the retention of heritage assets and preventing their alteration. The Community Design Plan was prepared with the understanding that the Heritage Conservation District was not to be amended.

In Centretown, there are two Heritage Conservation Districts (HCD), Minto Park Heritage Conservation District and the Centretown Heritage Conservation District. The former is tightly focused around Minto Park, while the latter is a district that covers almost 40 city blocks and includes every building within its boundaries. In addition to the two formal HCDs, a third area surrounding Dundonald Park is subject to Section 60 of the zoning bylaw (a 'Heritage Overlay') but is not recognized as a Heritage Conservation District. The Heritage Overlay provision is an additional layer of regulation imposed 'over' zoning to encourage the retention of existing heritage buildings and ensure that redevelopment is in keeping with the historic character of the area.

As the regulations of the Heritage Overlay over-ride the underlying zoning, heritage overlays are a powerful control for heritage districts. However, when it is applied as broadly as it has been in Centretown, some locations get included which perhaps do not merit inclusion (for example, Gladstone Avenue with some auto-oriented uses, parking lots and gas stations). In some cases, the Heritage Overlay can act as a disincentive for investment and improvements within the District. Furthermore, the Heritage Overlay's restrictions that limit new construction to the footprint, massing and height of what currently exists on site can be inconsistent with other City goals around intensification and Mainstreet development.

It should be noted, however, that the Heritage Overlay allows proposed development to be reviewed in terms of the heritage character of the area and relief from its provision can be granted by the Committee of Adjustment. Within Centretown, where there are conflicts for Group 3 and 4 sites, relief from the provisions of the Heritage Overlay should be considered to encourage the types of development proposed in this CDP.

Centretown would benefit from a more up-to-date, fine-grained Heritage District Plan that would clearly present place-specific objectives for smaller targeted clusters within the larger Heritage Conservation District (as well as protect other scattered heritage buildings not caught by the main clusters). This approach would allow for the introduction of a more comprehensive description of the heritage character of specific high value streets/streetscape, clusters and/or blocks (as opposed to only providing details on individual buildings). It would allow for the descriptions to be more consistent with what is on the ground and provide

clear statement on future form and heritage character for specific locations within Centretown. It should also include consideration of the CDP policy directions and design guidelines.

A finer grained approach would more clearly define where the specific intact groupings of heritage buildings are on a street-by-street basis. This street-by-street approach would also allow for infill developments based on their relationship to their immediate context and the character of their street.

For each streetscape / clusters and / or block, the description should include reference to its:

- overall heritage value and what it had been
- current condition
- urban design vision for how it should evolve to support the City's goals

The CHCD update should be coupled with a review of the existing classification system to ensure accurate classification of heritage assets. All Group 1 and Group 2 structures would remain fully protected, while those properties currently classified as Group 3 and Group 4 could be reassessed to determine whether they should be available for redevelopment and/or integrated into new development on site.

Such updates would offer the ideal opportunity to embed an updated Vision for Centretown, as presented in the latest Secondary Plan and this Community Design Plan. This would help to ensure that there are not conflicting municipal directives and policy positions for the area.

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6.5.1 A Design-Led Solution

As Centretown evolves, it will be important that heritage and redevelopment are not placed at odds with one another, but continue to work together for the betterment of the community. Within certain locations of the CHCD, the heritage character can be strengthened and reinforced by good infill and the sensitive design of new buildings/ adaptive re-use of existing buildings.

New development needs to complement and not distract from or diminish the cultural heritage value of a heritage property. The reuse or integration of heritage structures into new development needs to be achieved in a manner that preserves the setting, character and integrity of the asset.

Outlined below are a series of recommendations for how heritage assets can best be retained through integration or reuse within the Centretown Heritage Conservation District.

Heritage integration - Residential scale



Adaptive Re-use - Residential

The existing Centretown Heritage Conservation District (CHCD) study remains a valuable tool for influencing development in Centretown and for protecting those buildings identified as having heritage value. However, to offer more detailed and current guidance on many of the planning issues facing the neighbourhood, the CHCD study would benefit from an update.

Such an upgrading would offer the chance to bring the HCD into conformity with the Ontario Heritage Act and the post-2005 requirement for a heritage conservation district plan.

To undertake an update, the following steps could be followed:

- 1 Agree that the CHCD would benefit from an update and allocate necessary resources to the process.
- 2 Review existing classifications to ensure groupings accurately reflect current conditions on the ground.
- 3 Revise classification of buildings, as needed.
- 4 Focus protection on Group 1 and Group 2 resources through a process of listing or designating.
- 5 Consider revising the boundary of the CHCD.
- 6 Reconstitute the boundary of the CHCD, based on above.
- 7 Provide more detailed and up to date descriptions of the heritage streetscapes / clusters and / or blocks, including descriptions of their:
 - > overall heritage value
 - > current condition
 - > urban design vision for how they should evolve

In the future, the Golden Triangle area east of Elgin Street would be a candidate for a Heritage Conservation District Study. This area includes many intact blocks of older low-rise house form buildings and warrants protection from comprehensive redevelopment pressures.

Heritage Integration

Existing heritage assets, especially those of Group 1 and 2, must be protected and properly integrated with new development. The CDP encourages restoration, reuse or integration of heritage structures into new low-rise, mid-rise or high-rise building development.

When integrating a heritage structure into a mid-rise or high-rise building project, the following guidelines shall be applied:

- New development should respect and be sensitively integrated with the heritage building and context. It should be distinguishable and of sympathetic contemporary design which does not detract from or overpower the original building.
- New development should be respectful of key heritage elements. This
 can include, but is not limited to building stepbacks, cornice lines,
 façade horizontal and vertical articulations, opening sizes, proportion
 and rhythm, and building materials. New development should
 maintain a cornice line consistent with the existing heritage building
 through appropriate stepback(s).
- Where heritage buildings are low scaled, the podium of a new building will respect and reflect the urban grain and scale, visual relationships, and materials of the surrounding historic building(s).
- Compatible building materials should be used. Creative use of materials is encouraged.



Heritage Integration - Mid Rise Residential

Heritage Context

When adding a new building on a site adjacent to a heritage building or cluster, the following guidelines shall apply:

- use compatible materials.
- Use stepbacks, front and side, to appropriately transition with adjacent building heights.
- Minimize the use and height of blank walls.
- Inform new development with adjacent building ground floor heights and heritage character to enhance the public realm.
- Modulate façades through the use of vertical breaks and stepbacks in a manner that is compatible with the surrounding heritage structures.
- Cultural Heritage Impact Statements may be required for developments within or adjacent to the CHCD or the Minto Park HCD.
- If a development proposal comes forward that is in excess of the zoning permission on a parcel containing a heritage building, a full rezoning will be required.



Adaptive Re-use and Heritage Integration - Institutional



Heritage Integration - Mid Rise Residential



Heritage Integration - High Rise Residential & Institutional

21 QUESTIONSFOR DESIGN REVIEW

The City of Ottawa's Urban Design Review Panel is an important tool for helping the City achieve architectural and urban design excellence. This independent panel of design professionals provides an objective peer review of both capital and private sector development projects throughout the City's Design Priority Areas (which includes most of Centretown between Cartier Street and Kent Street). The goal of Design Review is to look critically at development applications to ensure that they demonstrate design and sustainability excellence. To help determine if this goal is being met, the following design criteria should be considered by City Staff and the Panel:

6.6 Thinking 'Design'

Context

- 1 Does the development contribute to the overall architectural diversity by not repeating the same building on the same site or adjacent site?
- 2 Does the development appropriately transition to an adjacent low-rise neighbourhood and/or heritage property?
- 3 Is the development complementary to any existing heritage assets on site or on adjacent sites?
- 4 Does the development strive to avoid blank walls?
- 5 Does the development properly address street corners by treating both facades equally?

Building Massing, Articulation & Material Treatment

- 6 Does the overall building massing contribute to the creation of a human-scaled ground floor and base?
- 7 Does the development support appropriate setbacks that are in line with adjacent developments?
- 8 Does the development step back taller portions to maintain access to daylight and privacy?
- 9 Does the development architecturally integrate its mechanical penthouse?
- 10 Does the development use materials, texture and composition in a creative and enduring way?

Public Realm & Landscaping

- 11 Does the development contribute to the creation of a positive sense of place by integrating landscape elements such as street trees, furniture, lighting, soft landscaping and public art in a matter that helps to activate the public realm?
- 12 Does the development's landscape highlight important architectural features, screen less attractive elements, and add visual interest?

Pedestrian Realm

- 13 Does the development support a safe, animated and positive pedestrian street experience by incorporating multiple ground floor entrances that face the street?
- 14 Does the development have street-related units with direct view from their interior to the street?
- 15 Does the development locate its servicing area to the rear of the building to avoid blank walls and reduce conflict with pedestrian-oriented activities?
- 16 Does the development locate air vents and mechanical equipment away from the public realm to minimise the impact on the pedestrian?
- 17 Does the development accentuate its main entrances to ensure ease of access directly from the street?
- 18 Does the development provide weather protection for residential and retail uses?

Sustainable Strategy

- 19 Does the proposed overall sustainability strategy help to minimize the project's environmental impacts with strategies such as green roofs?
- 20 Is adequate outdoor amenity space provided for residents?
- 21 Does the development commit to green building technology and green building rating systems such as LEED?





7.0 IMPLEMENTATION

1.0 The Study

2.0Centretown
Today:
Analysis

3.0Centretown
Tomorrow:
The Vision

4.0Moving Around
Centretown:
Mobility

5.0Greening
Centretown:
Parks & Open Space

6.0Building
Centretown:
Built Form

7.0Delivering
Change:
Implementation

7.1 Delivering Change: Regulatory Updates

The Vision presented in this Community Design Plan anticipates incremental, long term change and potentially some significant, but focused, intensification across portions of the community. Although many areas will witness limited change – such as much of the existing low-rise Residential Area and portions of the commercial areas – some selected locations are appropriate for more significant revitalization, which can be realized through redevelopment and intensification.

To allow the growth that will help deliver community benefits to Centretown and bring forward the vision, some of the City's policies need to be replaced to facilitate more significant change to occur in appropriate locations. Implementation will require an Official Plan amendments for a new Centretown Secondary Plan to replace the existing one in Volume 2A of the City of Ottawa Official Plan as well as an update of zoning by-law controls. Below is a summary of how the vision for the future of Centretown can be realized though its integration in the City's regulatory framework.

7.1.1 City of Ottawa's Official Plan

Although some areas of Centretown will experience limited changes, most notably the lower rise, well-established neighbourhoods west of Kent Street and east of Elgin Street as well as the heritage residential (Group 1 and 2) clusters, other locations are suitable for more significant revitalization. In order to implement the vision for Centretown, it is recommended that a new Centretown Secondary Plan be undertaken. It is recommended that the following recommendations be incorporated in the new Secondary Plan;:

- Recognize the diversity across Centretown by incorporating a section that articulates goals and objectives by the four primary character areas of Centretown (Northern, Central, South, and Residential). Use Chapter 3 of this report to inform goals and future aspirations for each area.
- Recognize the role of Centretown in accommodating intensification and fulfilling municipal and provincial objectives for growth. Higher density infill should be directed to the Northern and Southern Character Areas along intensification corridors, such as Cooper, Lisgar, Nepean, Gloucester, Metcalfe, O'Connor, Catherine and portions of MacLaren west of Elgin Street.
- Allow greater flexibility as to where employment uses can locate within Centretown. Small-scale office uses should be permitted within areas designated as Residential Mixed Use and Apartment Neighbourhood (refer to updated Schedule H, overleaf), as set out in Section 7.1.2.
- Integrate the Design Guidelines presented in this report. This could be done on an area-basis or a typology basis. At minimum, the Design

- Guidelines should be directly referenced in the Centretown Secondary Plan.
- Place greater emphasis on the need for traffic calming of all arterial roads.
- Identify specific locations for future cycle facilities, as per the City's Cycling Plan and recommendations in this CDP.
- Recognizes the deficiency of usable open space in Centretown and identify those areas of Centretown where new park spaces are most desired (by zone or by land use area).
- In the absence of an opportunity to introduce a major new greenspace within the community, indicate that a review should be undertaken of existing greenspaces in Centretown to inform a strategy for their intensification and optimization of use.
- Introduce a statement in the Secondary Plan that upon zoning being exceeded, Section 37 community benefits and Tall Landmark Building benefits come into play.
- Specific reference should be made to upgrading existing open spaces, with a priority on Jack Purcell Park, Dundonald Park and McNabb Park, followed by St. Luke's and Minto Park.
- In addition to the identification of a requirement for a third Community Centre, the Secondary Plan should also reference a requirement for additional community meeting spaces, youth centres,

seniors' centres, and improved outdoor recreation spaces (ice rinks, basketball courts, etc.).

- Include the following initiatives:
 - 1. Park repair and upgrade program, with Museum of Nature East Lawn and Jack Purcell Park as priorities;
 - 2. Reclaim public ROW when encroached by parking;
 - 3. Pursue Metcalfe two-way conversion;
 - 4. Introduce a Safe Crossings Project, including signalized pedestrian crossing at key intersections along all arterial routes; and
 - 5. Provision of on-street cycle routes and facilities.

Note: Bronson Avenue has been excluded from the land use designations because it requires a separate CDP study to address the entire length of its Official Plan Traditional Mainstreet designation. The Centretown CDP study area is limited to just the eastern half of the street frontage between Gloucester Street and the Queensway and, at best, could only provide partial analysis of the OP designation.

Heritage Building Group 1 or 2

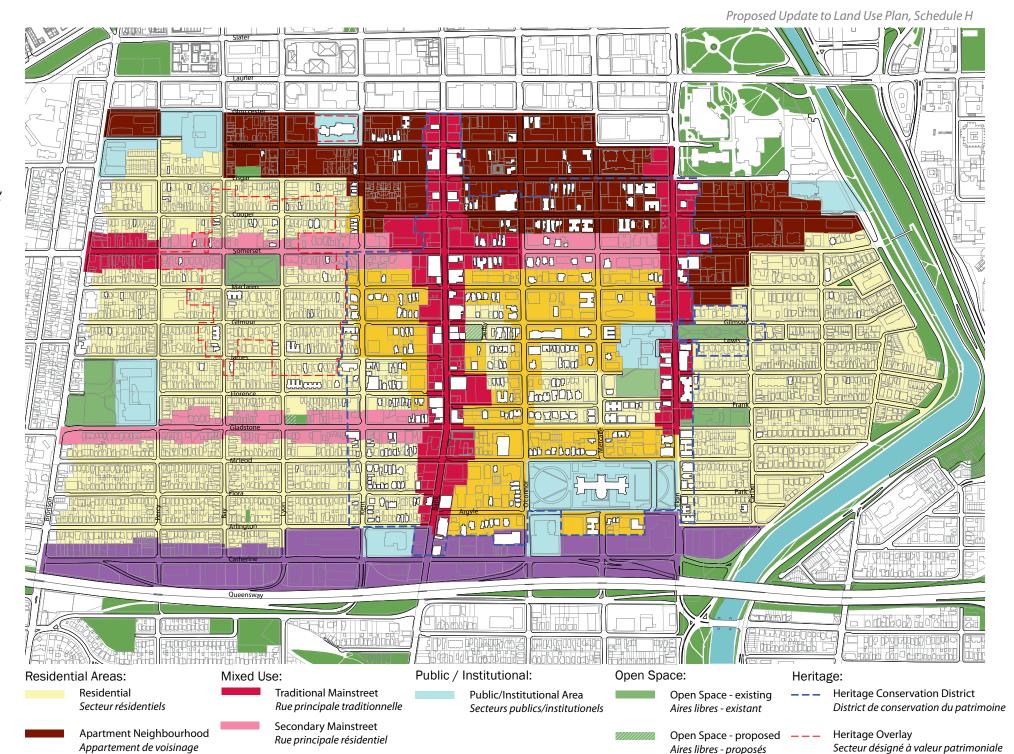
(For a full list of Category 1-3 Buildings, see Appendix-A Heritage Reference List)

Bâtiment du patrimoine

catégories 1 ou 2

In addition to the above, it is recommended that the new Land Use Plan and definitions reflect more accurately reflect current and future land uses. The proposed Land Use Plan is presented to the right and reflects the following:

- Modify the Low Profile Residential Areas, as currently presented on Schedule H and their related policies.
- To better represent existing conditions and direct future growth, expand the boundary of what is currently identified as High Profile Residential Area. Redesignate this area as 'Apartment Neighbourhood,' retaining many of the applicable existing 'High Profile Residential Area' policies under the new designation.
- Delete the existing designation of 'Residential Area Heritage' and 'Commercial Area Heritage' and 'Public/Institutional Heritage', as they are built form condition and not a land use. As such, they should be controlled through zoning and the existing Heritage Conservation District.
- Remove 'Parking' as a land use designation.
- Introduce 'Catherine Street Mixed Use' designation to reflect existing conditions and anticipated conditions along this corridor, recognizing the diversity of its character and function.
- Absorb portions of the existing, fragmented Medium Profile Residential Areas and Heritage Commercial Areas into the new designation called Residential Mixed Use.
- Permit small scale office and minor commercial uses (including retail) in Residential Mixed Use Areas. Limit the range of uses and floor area in the Zoning By-law.
- Identify both Bank Street and Elgin Street, as well as portions of Somerset Street as Traditional Mainstreets. This would replace the current split land use designations on Bank Street (of 'Commercial Area District' and 'Commercial Area Residential Office') with a single designation extending its entire length.
- Include portions of Gladstone Avenue and Somerset Street as a Secondary Mainstreet designation to recognize them as mixed-use streets able to accommodate some commercial uses, but not limiting the range of uses permitted at grade (including residential).
- Update definitions of the proposed land use designations, as defined in Section 6.1.



Catherine Street Mixed Use

Utilisation résidentiel polyvalente

Residential Mixed Use

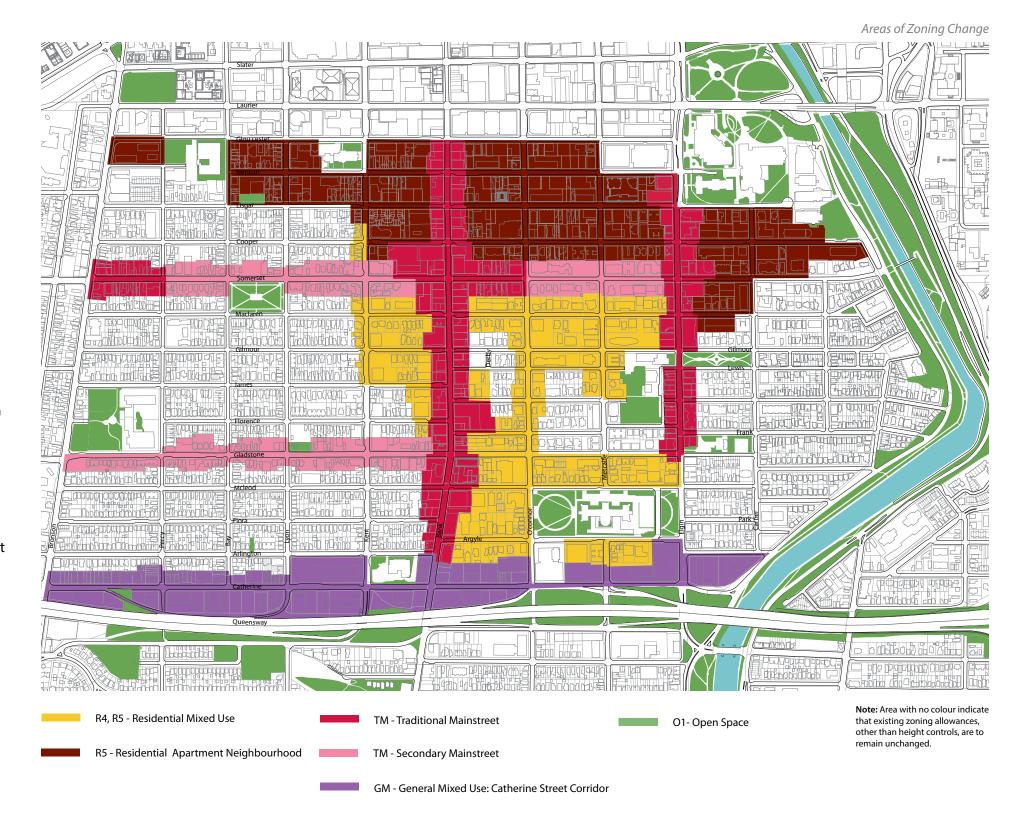
Utilisation polyvalente secteur rue Catherine

7.1.2 City of Ottawa Zoning By-law

Some of Centretown's existing zoning controls are not in keeping with Secondary Plan land use designations. For those locations where future change is expected to occur (and be directed towards), zoning should be updated and brought in line with the City's policy directions. However, maximum building heights will be subject to the general approach for a zoning update set out below. It is recommended that those areas not anticipating significant changes and those areas not identified as appropriate for significant intensification retain their existing zoning controls.

The general approach for a zoning update is as follows:

- As a priority, remove floor space index requirements (FSI suffixes) and replace with height and setback requirements to provide more certainty regarding the location and massing of buildings.
- No parcel should be downzoned from its current height and density permissions. Any parcel supporting a greater as-of-right height permission than that shown on the 'Proposed Zoning Approach' plan, should be retained.
- existing zoning permissions relating to height should be retained. If additional height is sought, a rezoning is required, triggering a Section 37 process (once established), refer to Section 7.2.1. Such rezoning applications will be considered to the maximum heights as set out in this CDP. If additional height is sought above the maximum heights set out in this CDP, the rezoning will in addition trigger a Tall Landmark Building process (refer to section 7.2.2).
- Maximum height allowances are subject to transition to adjacent zones (refer to Section 6.2.1). Maximum height permissions are subject to proposals being compatible with adjacent buildings, meeting design guidelines and making a positive contribution to the urban landscape.
- Continue to regulate the low rise neighbourhood areas west of Kent and east of Elgin Streets (identified as predominantly Residential Fourth Density zones) as per the existing Zoning By-law. Restrict the predominant uses in these areas to residential and limit height to a maximum of four storeys (11m to 14.5m in height).
- Recognize that the central portion of Centretown is already a mixeduse area and that this role should continue. Although many of the R4 controls would be retained, some land use restrictions could be relaxed to allow limited institutional, commercial uses, including retail and office uses (in those areas identified as Residential Mixed Use).



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Considerations' plan should be retained.

- Reinforce Bank Street, Elgin Street and portions of Somerset Street as
 important local and regional destinations. This requires introducing more
 rigorous controls for active uses on the ground floor (retail, commercial,
 community or institutional) as well as supporting design requirements. It
 is recommended that the height controls on Bank and Somerset Streets
 be brought in line with Mid-Rise definitions (up to nine storeys), while
 Elgin Street could retain its current height limit, as per a 2005 zoning
 study.
- Bank Street is appropriate as a mid-rise area subject to the retention of the existing scale, streetscape and heritage character of this Traditional Mainstreet (refer to section 6.4) by setting back taller building elements from the existing street wall.
- Reinforce Metcalfe Street from Nepean to the Museum of Nature as an important civic street. This requires introducing specific design guidelines including more generous setbacks and stepbacks (refer to section 6.4).
- Based on the quantifiable guidelines contained within this study, introduce stronger design controls specific to the various intensification zones (refer to Section 6.4).
- Prepare an area specific zoning bylaw amendment for the area illustrated to the right. Amendments are required to the existing TM, R4, R5 and GM3 classifications to reflect the recommendations presented below.

The location of each proposed zone is shown on the plan on page 110 and described below:

R5 - Residential Apartment Neighbourhood

Within this area, many of the controls included in the R5 zone remain appropriate, however, it is recommended that the following provisions be added to the existing R5 exceptions:

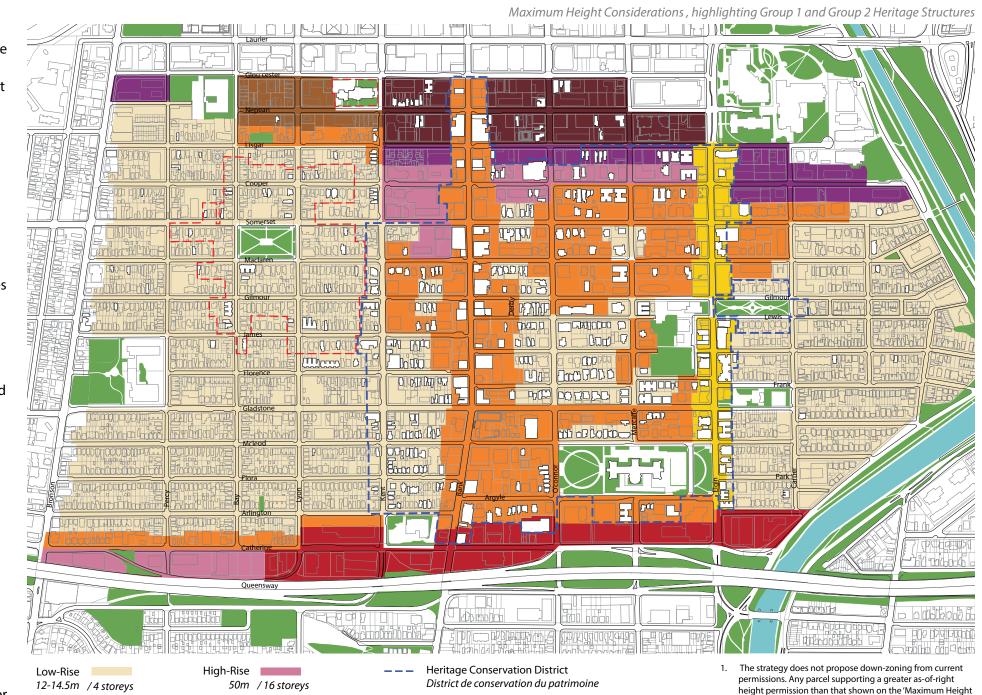
- Remove floor space index requirements. Replace with a height limit reflective of their zone.
- Continue to require residential as a the dominant use in a building (minimum of 50 per cent of gross floor area), but relax exclusion of institutional and commercial uses to allow for a more mixed-use residential district. This includes permitting institutional, office and minor retail uses. Commercial uses should be limited to first two floors and never more than 50% of a buildings gross floor area.

Mid-Rise

17m /5 storeys

30m /9 storeys

Allow community uses, as listed in GM classifications.



Heritage Overlay

catégories 1 ou 2

Secteur désigné à valeur patrimoniale

(For a full list of Category 1-3 Buildings,

see Appendix-A Heritage Reference List)

Heritage Building Group 1 or 2

Bâtiment du patrimoine

55m /18 storevs

65m /21 storeys

77m / 25 storeys

83m /27 storeys

- Appropriate maximum heights would be considered through a rezoning, up to 83 metres, as set out in Section 6.2, with appropriate building separation and transition to adjacent zones.
- To ensure appropriate transition and integration with adjacent residential areas, design guidelines that can be quantified in Section 6.4.4 should be incorporated into zoning provisions.

R4, R5 - Residential Mixed Use

The proposed designation of Residential Mixed Use not only presents a more accurate representation of the area's current and planned condition, but also reflects the recommended Official Plan changes from above.

Residential Mixed Use would be based on the R5, R4 and GM classifications that currently exist. Within this area, many of the controls included in the R4 and R5 remain appropriate; however, the following amendments are recommended:

- Add to the existing R4 exceptions to permit mid-rise apartment buildings. Height will be controlled by the zone provisions. This may require a new definition for *Apartment Dwelling Mid Rise* be introduced as an R4 permission.
- Within the R4 Residential Mixed Use area, continue to require residential as the dominant use in a building, but permit commercial uses (including limited retail uses). Building floorplate and massing controls should be established to ensure compatible fit with Residential Mixed Use Areas.
- Continue to require residential as a the dominant use in a building (minimum of 50 per cent of gross floor area), but relax exclusion of uses to allow for a more mixed-use residential district. This includes:
 - allowing office and minor retail uses. Commercial uses should be limited to first 2 floors and not more than 50% of a buildings GFA.
 - allowing community uses, as specified under existing GM.
- Consider restricting on-site parking for commercial uses. Introduce a maximum restricted parking standard for small scale office uses/ professional services. No front yard parking permitted.
- A spectrum of appropriate maximum height would be considered between 19 and 30 metres (up to 9 storeys), as set out in Section

- 6.2. Different sub-areas would support different height permissions that take into consideration the existing and proposed character and function. Appropriate building separation and transition to adjacent zones is required.
- To ensure transition and integration with adjacent uses, include quantifiable standards as presented in the Mid-Rise Built Form Guidelines from Section 6.4.2 and Section 6.4.3.

GM - General Mixed Use: Catherine Street Corridor

This classification is based on the GM3 classifications currently present. Within this area, many of the provisions included in the General Mixed Use Zone would remain appropriate; however, the following amendments are recommended:

- Expand GM area to reflect boundaries of Catherine Street Corridor, as presented in Section 6.2.
- Existing school sites currently zoned as I1A should remain.
- Remove floor space index requirements. Replace with land use classification and height limit that is reflective of their presence in a high-rise zone as set out in Section 6.2.
- Appropriate maximum heights would be considered between 50 and 77 metres (16 to 25 storeys), as set out in Section 6.2, with appropriate building separation and transition to adjacent zones. Tallest building permissions should be between Kent and Cartier.
- Permit a wide range of uses to promote activity on the street.
- To ensure transition and integration with adjacent residential areas, quantifiable design guidelines presented in Section 6.4.4 should be incorporated into zoning provisions.
- Public surface parking lots are not permitted.

TM - Traditional Mainstreet

This classification is based on the existing TM classification, which could remain generally intact, but be modified slightly to respond to local conditions. The classification would continue to be applied to Bank Street, Elgin Street and portions of Somerset Street. To strengthen the role of these important Mainstreets as commercial destinations, the following are recommended:

- Require active commercial uses at grade. Retail uses are preferable.
- Residential uses should not be allowed at grade.
- Include portions of Somerset as a Traditional Mainstreet (east of Percy and between Bank and O'Connor Streets).
- To support retail uses and allow for flexible design, the height of the first floor should be 4.5 metres. This applies to new developments only.
- As set out in Section 6.2, relax height restrictions on Bank Street to bring them in line with the City's Official Plan (Schedule H) of mid-rise building permissions (up to nine storeys).
- Allow 17m height permissions on Elgin Street to accommodate 5 storeys.
- Any mid-rise areas abutting a low-rise area are subject to the guidelines presented in Section 6.4.3.
- Quantified design guidelines presented in Section 6.4.2 and 6.4.3 should be incorporated into zoning provisions.

TM - Secondary Mainstreet

In support of the evolving nature and future opportunity of Gladstone Avenue and the less developed portions of Somerset Street, a new TM subzone should be introduced ('Secondary Mainstreet').

- Encourage active uses at grade along Secondary Mainstreets, but do not require retail uses. Commercial, institutional and residential should also be allowed at grade.
- Maintain existing height limits within the low-rise neighbourhood areas
- Along those areas that support more generous height permissions require a ground floor height of 4.5 metres on new build/infill developments.
- Along those portions of Somerset Street that support a 30m /9 storey height control, new buildings must reflect design guidelines presented in Section 6.4.3.
- Any mid-rise areas abutting a low-rise area or heritage area are subject to the quantifiable guidelines presented in Section 6.4.3 and Section 6.5.1.

7.2 Delivering Community Benefit

Over the past decade Centretown has attracted significant residential development interest and it is expected that this interest will continue well into the future. As a growing urban neighbourhood, Centretown is well positioned to capitalize on this enduring development interest through the utilization of a planning tool called 'Section 37'.

Under Section 37 of the Planning Act, the City is allowed to authorize increases in permitted height and/or density beyond existing permissions in return for 'community benefits', provided that there are related Official Plan policies in place. Typically community benefits are cash contributions, but they may also be in the form of physical facilities or infrastructure improvements. Section 37 is a valuable tool for developing partnerships with the private sector to deliver a wide range of city-building projects to the local community

Ottawa's Official Plan already contains the requisite policy to allow for increases in height and density in return for the provision of such benefits as public cultural facilities; building design and public art; heritage conservation; rental housing replacement; green technologies; etc. Although this list is significant, there are additions that should be considered, including:

- parkland acquisition
- improvements to affordable housing
- heritage adaptive re-use
- physical and programmatic improvements to parks and open spaces
- funding for arts, community, cultural or institutional facilities
- streetscape improvements (public realm)
- transportation related items (transit facilities, cycling facilities, etc.)
- pedestrian connections
- land for municipal purposes, including public recreation facilities
- child care facilities
- funding for the urban forest

Critically, the existing enabling policy in the Official Plan provides for the use of Section 37 for any local improvements identified in Community Design Plans. This means that any initiative presented in this plan is eligible to

receive funding collected through Section 37 negotiations. Consequently, many of the priority items for the Centretown Community Design Plan could all 'exchanged' for increases in height and density, including initiatives

- park repair of Jack Purcell Park, Dundonald Park or McNabb Park
- open space acquisition for smaller park spaces across Centretown
- the redesign of Metcalfe Street and its public realm
- streetscape improvements along Elgin Street (furniture, planting, paving, signage, lighting)
- traffic calming on all arterials
- intersection treatments to increase pedestrian safety
- the enhancement of cultural and community facilities
- new cycling infrastructure

It is worthwhile noting that although this mechanism is intended to apply for rezonings, the same principle could apply to Committee of Adjustment applications. As the zoning variances would likely be smaller than in a rezoning, the level of contribution could be correspondingly smaller.

7.2.1 Implementing Section 37

Ottawa's Official Plan already contains the requisite policy to allow for increases in height and density in return for the provision of community benefits. In 2012, the City completed a protocol for negotiating Section 37 Community Benefits. The protocol deals with the process by which community benefits are negotiated by City Planning staff, with the involvement of the Ward Councillor and with community consultation. This includes the thresholds for when Section 37 can be negotiated (how large a development needs to be) as well as the specific type of projects funding can be used for.

It is recommended that community benefits resulting from Section 37 be negotiated for those developments that exceed the existing zoning of a site. To realize the greatest potential benefits through Section 37, current as-ofrights height permissions should be retained. The City should establish a maximum height regime (as presented above in Section 7.1) that can only be achieved through site specific rezoning.

It is important to appreciate that not all sites are suitable for tall or mid-rise buildings. Any development proposal accessing additional height beyond the as-of-right will be required to be good planning, provide public benefit and meet the design regulations for mid- or high-rise buildings. A detailed study of the site's properties and the development proposals fit with adjacent context should be undertaken to ensure appropriateness. In some cases, some sites may be found to be unsuitable. As a planning control, these tests should be undertaken as part of the City's rezoning process. New developments must respond to the policy directions provided in this CDP.

To guide decision making around appropriate contribution levels, a schedule relating a unit of increased density to defined quantities of specified community benefits is being created by the City. As with the requirements governing the use of Section 37, a reasonable planning relationship must exist between the tall building and the benefits provided. Over time, land values and construction costs can diverge over what they were when the schedule was originally established, so the schedule may need a mechanism for updating cost assumptions.

7.2.2 Tall Landmark Building

In addition to negotiated increases in permitted height and/or density beyond existing permissions through Section 37 in return for community benefits, the City may also permit buildings, in very specific locations and under special conditions, to exceed the maximum height limits set out in this CDP by triggering a Tall Landmark Building process as presented in Section 6.2 of this plan.

A Tall Landmark Building will be subject to the provisions of Section 37 of the Planning Act in accordance with the Council- approved Section 37 Guidelines for determining value uplift.

The intent is to ensure any proposed taller buildings are true civic or national landmarks that make both significant and exceptional contributions to the public realm and overall identity of Centretown. They may depart from the built form parameters established for Centretown, but in this regard they will not set precedents for other development, and to be different they must be special.

The City should formalize the Tall Landmark Building process to negociate additional community benefits. To be considered for additional height and/density, Tall landmark buildings shall:

- only be permitted on large lots with frontage on three streets, except in the Southern Character Area, where frontage on two streets is required;
- only be considered in the Residential Mixed Use designation on properties fronting O'Connor, Metcalfe and Kent Streets and only if the proposed development along with any park/public open space component is massed to those streets
- not be permitted in Residential, Traditional or Secondary Main Street designations
- provide and deliver a substantial, publicly accessible and publicly functioning open space and/or a significant public institutional use, such as a cultural or community facility, on the site. Additional residential and/or commercial density alone shall not be considered for Tall Landmark Buildings. Where an institutional use is not proposed, the open space shall comprise a contiguous area that is a minimum of approximately 40% of the area of the subject site and have frontage on at least two streets
- public open space components will be in addition to cash-in-lieu of parkland required under the city's parkland dedication by-law
- not result in a new net shadow impact on an existing public open space greater than that which would be created by the base height condition;
- conform to the built form policies of this plan applicable to tall buildings
- not require the demolition of a designated heritage building and shall retain, restore and integrate any significant heritage features on the site;
- demonstrate leadership and advances in sustainable design and energy efficiency
- be subject to an architectural design competition and/or, at the City's discretion, be subject to review by a Council-appointed design review panel

- Fully respect the requirements of the Visual Integrity and Symbolic Primacy of the Parliament Buildings and Other National Symbols guidelines related to building height restrictions. The provision is not intended to introduce tall buildings, at a scale not found elsewhere in the plan without a specific review and analysis of the implications. The specific context of the location of a proposal will form part of this review and be taken into account when determining building heights.

7.2.3 Development Permit System

An alternative method for collecting Section 37 benefits is through the *Development Permit System*. A Development Permit by-law allows municipalities to streamline the approvals process by providing a "onestop" planning service that combines zoning, site plan, and minor variance processes into one development permit application. Implementation of the development permit system would require the inclusion of enabling provisions in the Official Plan, as well as the drafting of a development permit by-law with the relevant zoning and design criteria included.

Under a Development Permit System, the City would require that all properties in Centretown be assigned as-of-right heights, as well as specific conditions under which additional height may be awarded. The quantum and type of benefit would be set out in advance (i.e. as-of-right) as opposed to the site-by-site negotiations that currently occur with Section 37 negotiations. This approach is arguably more transparent and affords owners/developers, the City, and the community a degree of certainty with respect to the "cost" of additional height permissions. As articulated in the City's Official Plan, affordable and appropriate housing for all residents is the fundamental building block of a healthy, livable community. Providing and protecting an adequate and affordable supply of housing is an essential ingredient in any sustainable neighbourhood.

7.2.4 Protecting Future Housing Choices

Today, Centretown enjoys a broad diversity of housing choice. This diversity of housing type and tenure makes Centretown unique in the Ottawa context and contributes to the social richness of the community. Protecting this richness is an important priority. To help protect the existing stock of rental housing as well as support and promote the introduction of other forms of affordable housing, the City has two policy directions in their Official Plan. Rental Housing protection is addressed in Section 4.5, while promotion of Affordable Housing is presented in Section 2.5.2.

Strengthening Rental Housing Protection

Although policies are present in the City's Official Plan that restrict the demolition or conversion of rental housing, there are opportunities to further strengthen these policies:

Demolition Policy: Although the current demolition control requires a replacement of dwellings, it does not specify the tenure of replacement unit required. Consequently, there are no controls in place over demolition of a rental building and replacing it with a condominium, it is recommended that the City study the affect of requiring like-for-like replacement of units. This would include the following:

- assessing the impact of preventing the demolition of rental housing in the absence of its replacement;
- identification of suitable location for replacement units on-site, on an adjacent site, within walking distance to existing site, or cash in lieu;
- identify the process, expected affordability, funding/financing and administration requirements of replacement units;
- agreement of size and type of replacement units same type and size or variation permitted; and
- duration of rent controls for those tenants who choose to remain.

Conversion Policy: Policy 4.5.1 of the Official Plan prevents the conversion of rental housing to condominiums or to freehold ownership (for buildings containing five or more rental units, depending upon the city-wide vacancy rate). However, this policy excludes heritage buildings from this control. In Centretown heritage buildings represent a significant source of housing. Consequently, to protect all forms of rental housing, it is recommended that the City include heritage buildings designated under Part IV of the Ontario Heritage Act and Group 1 and Group 2 buildings designated under Part V of the Act, as part of the rental conversion policy.

Additional Considerations:

There are a number of other opportunities that the City should consider to promote the preservation and growth of its rental and affordable housing stock. These include:

- Consider deferring or exempting development charges and cash-inlieu of parkland for all types of rental buildings. At present, only nonprofit and charitable housing providers are exempt from planning fees and development charges. How to ensure that such buildings remain as rental requires further consideration.
- Enter into discussions with CMHC to take control of Homeowner Residential Rehabilitation Assistance Program (RRAP) funding, which could then in turn be used to support the restoration and/or renovation of residential/rental heritage buildings.
- Waive administrative costs such as application fees for the development of all types of rental buildings.
- Study the potential to create a dedicated 'Centretown Affordable Housing Fund' funded through Section 37 contributions in addition to a representative portion of the Development Charge Reserve Fund.
- Ensure that Section 37 funds can be allocated to the acquisition of private market units, land acquisition for affordable housing development and maintenance of existing rental / affordable housing.
- Work with private developers to introduce Home Ownership programs.
- More rigorous enforcement of property standards.

Explore the opportunities for tax relief for rental housing as per the provisions of the Municipal Act Capital Facilities By-law, and equalization of rental housing tax rates with condominium rates.

Providing Family Housing Opportunities

To help ensure that Centretown remains a destination for all types of residents, including families, a diversity of housing types is required. Today in Centretown the primary form of new housing being developed is condominiums. As most new condominium developments comprise of relatively small units consisting primarily of one and two bedrooms, there is a concern that units suited for larger families are no longer being developed and housing choice is becoming increasingly limited. A greater variety in unit type and more flexibility in design are needed to ensure a range of housing opportunities is provided for Centretown's current and future households.

To help meet this challenge, it is suggested that the following be considered as a possible Section 37 benefit:

- > new developments containing more than 100 units offer up to 10 percent of units as three or more bedrooms (appropriate for families). The design of units should allow for changeable floor plans through knock-out panels or movable walls to allow units to be adapted for different household sizes over time; and
- require amenities specifically suited to children, such as indoor and outdoor play areas and equipment.

Affordable Housing

The City currently has strong policies around the provision of affordable housing. Affordable housing is defined by the City as housing, either ownership or rental, for which a low or moderate income household pays no more than 30 per cent of its gross annual income. Policy 2.5.2 sets a target of 25 per cent of the total new units in all development projects as affordable housing, of which 15 per cent will be targeted to households up to the 30th income percentile and the remainder of the 25 per cent targeted to households up to the 40th income percentile.

Policies in the Official Plan promote the achievement of these targets through incentives and other initiatives, such as the use of municipal property, development of air rights at transit stations, and financial incentives such as grants, property tax relief, and exemption from development charges and fees. The City should also use the inclusionary housing provisions of the Planning Act when the provincial regulations come into effect.

7.3 Delivering Projects: Phasing & Priority Initiatives

Realizing the vision that has been presented in this document will require a long-term commitment, entailing both private and public interventions. Early initiatives should include a number of enabling projects, such as the Official Plan and Zoning By-law amendments, partnership building and formalization of the guidelines for the use of Section 37 and the Tall Landmark Building process. Early phases of improvements should focus on the priority pedestrian streets and the priority open space improvements, as presented in Chapter 4 and Chapter 5.

The following presents a summary of those interventions which should be undertaken as a priority:

Enabling Projects:

Policy Framework Updates:

- > Update of Policy Framework for Centretown (zoning and Official Plan). Prepare an Official Plan Amendment to update the Centretown Secondary Plan policies to reflect the vision presented. This should include recommendations around rental housing protection, family housing, land use designations and definitions and the future function and character of Centretown districts.
- > Update Zoning By-law to accommodate new controls around land use permissions and built form qualities.

Section 37:

- > Formalization of guidelines and protocol for the use of Section 37.
- > Augment list of eligible Section 37 benefits and confirm the community's priorities for benefits to be delivered through future contributions.

Tall Landmark Buildings:

 Formalization of considerations, guidelines, protocol and list of eligible benefits for the use of the Tall Landmark Building process.

Parks & Open Space Expansion:

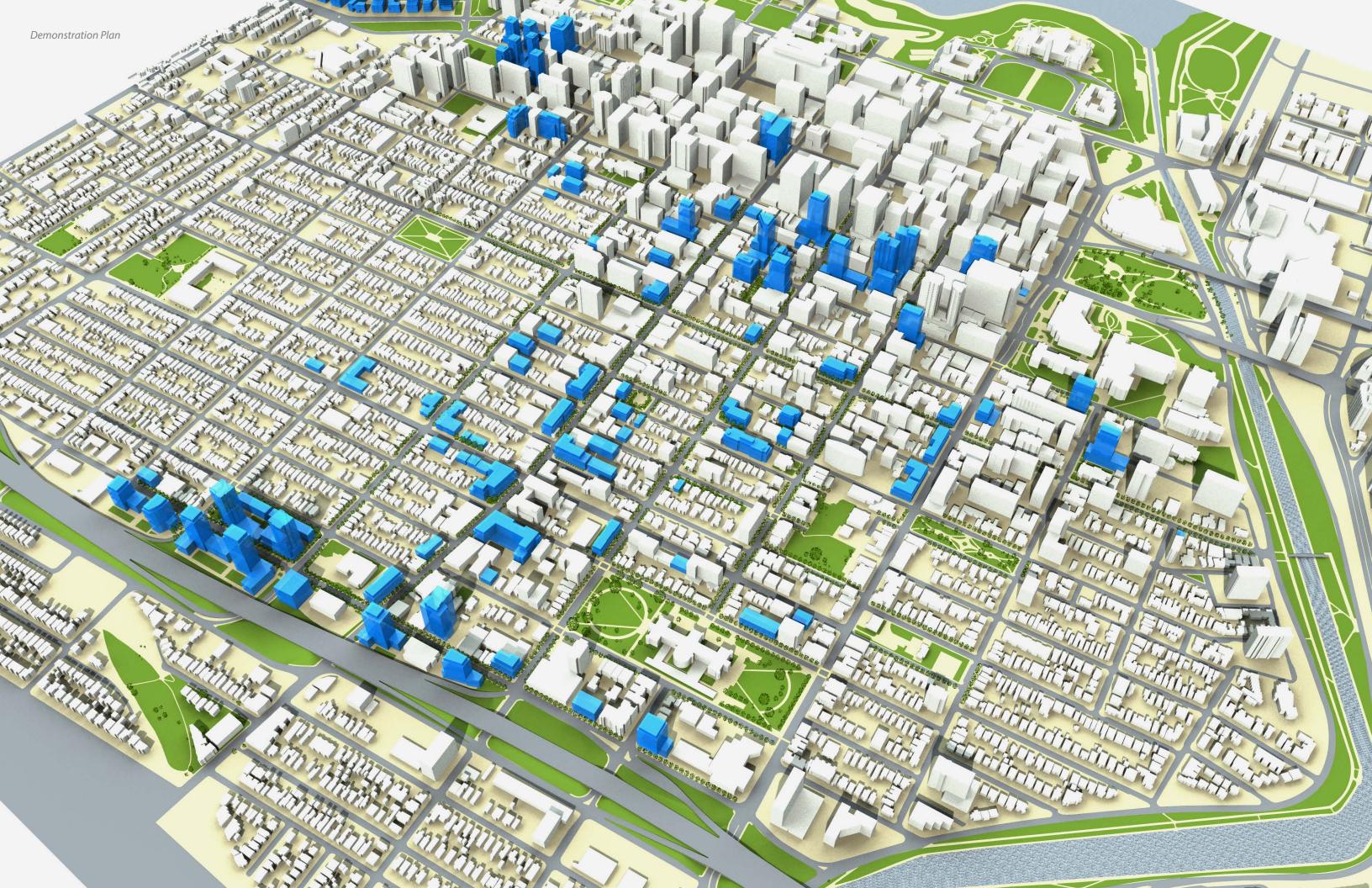
> Implement Park Space Acquisition programme /fund specific to Centretown.

Capital Projects:

- > Park repair and upgrade programme: Museum of Nature East and West Lawns and Jack Purcell Park as priorities.
- > Determine a protocol for reclaiming public ROW when encroached on by parking.
- > Undertake streetscape enhancements to Elgin Street as a first priority, followed by Catherine Street.
- > Initiate a 'Safe Crossing Project': Signalized pedestrian crossing should be introduced at intersections along arterial routes, in coordination with the outcome of the Downtown Ottawa Mobility Study. Identify intersections for improvements.
- > Expand cycle network across Centretown with on-street cycle routes and/or facilities along Bank Street, Metcalfe Street, Somerset Street and Gladstone Avenue.
- > Pedestrian comfort improvements should be pursued as a priority on Metcalfe, Elgin, Bay, Somerset Streets.
- > Two way conversion of Metcalfe as pilot study.
- > Metcalfe reinvented as a green boulevard and street grid street around Museum fully restored. Includes related East Lawn upgrade.

Additional Studies:

- > Update of existing Centretown Heritage Conservation District Study, including review of existing classification system.
- > Bronson Avenue Community Design Plan
- > Study the effect of requiring a like-for-like replacement of rental units as part of the Demolition Control By-law. This will require community and industry consultation.



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252 BANK Grade 3 V	
254 BANK Grade 3 V	
256 BANK Grade 3 V	
258 BANK Grade 3 V	
260 BANK Grade 2 IV	
294 BANK Grade 2 V	
296 BANK Grade 1 V	
301 BANK Grade 1 V	
303 BANK Grade 1 V	
305 BANK Grade 1 V	
311 BANK Grade 2 V	
312 BANK Grade 1 V	
313 BANK Grade 2 V	
314 BANK Grade 1 V	
315 BANK Grade 2 V	
316 BANK Grade 2 V	
318 BANK Grade 2 V	
323 BANK Grade 2 V	
327 BANK Grade 2 V	
329 BANK Grade 2 V	
363 BANK Grade 1 V	
365 BANK Grade 2 V	
366 BANK Grade 1 V	
367 BANK Grade 2 V	
368 BANK Grade 1 V	
369 BANK Grade 2 V	
370 BANK Grade 2 V	
370 BANK Grade 2 V	
372 BANK Grade 2 V	
374 BANK Grade 2 V	
375 BANK Grade 2 V	
376 BANK Grade 3 V	
378 BANK Grade 2 V	
380 BANK Grade 2 V	
399 BANK Grade 2 V	
403 BANK Grade 2 V	
406 BANK Grade 2 V	
408 BANK Grade 2 V	
410 BANK Grade 2 V	
422 BANK Grade 2 V	
424 BANK Grade 2 V	
425 BANK Grade 2 V	
426 BANK Grade 2 V	
427 BANK Grade 1 V	

Address #	Road Name	Group	Designation
430	BANK	Grade 1	V
434	BANK	Grade 2	V
453	BANK	Grade 3	V
473	BANK	Grade 3	V
480	BANK	Grade 2	V
488	BANK	Grade 3	V
502	BANK	Grade 3	V
502	BANK	Grade 3	V
504	BANK	Grade 3	V
504	BANK	Grade 3	V
506	BANK	Grade 3	V
506	BANK	Grade 2	V
507	BANK	Grade 3	V
508	BANK	Grade 3	V
508	BANK	Grade 3	V
510	BANK	Grade 3	V
510	BANK	Grade 2	V
511	BANK	Grade 3	V
515	BANK	Grade 2	V
519	BANK	Grade 2	V
519	BANK		V
		Grade 2	
523	BANK	Grade 2	V
525	BANK	Grade 2	V
527	BANK	Grade 2	V
529	BAY	Grade 3	
293	BAY	Grade 3	
295	BAY	Grade 3	
297	BAY	Grade 3	
299	BAY	Grade 3	
300	BAY	Grade 3	
301	BAY	Grade 3	
302	BAY	Grade 3	
303	BAY	Grade 3	
304	BAY	Grade 3	
304			
	BAY	Grade 3	
305	BAY	Grade 3	
307	BAY	Grade 3	
308	BAY	Grade 3	
309	BAY	Grade 2	
310	BAY	Grade 2	
312	BAY	Grade 3	
313	BAY	Grade 3	
314	BAY	Grade 3	
315	BAY	Grade 3	
316	BAY	Grade 3	
350	BAY	Grade 3	
372	BAY	Grade 2	
403	BAY	Grade 3	
	BAY		
404	-	Grade 3	
405	BAY	Grade 3	
406	BAY	Grade 2	
416	BAY	Grade 3	
417	BAY	Grade 2	
418	BAY	Grade 3	
419	BAY	Grade 2	
420	BAY	Grade 2	<u> </u>
422	BAY	Grade 1	IV
	L		

Address #	Road Name	Group	Designation
429	BAY	Grade 1	IV
431	BAY	Grade 2	
436	BAY	Grade 2	
438	BAY	Grade 3	
442	BAY	Grade 3	
444	BAY	Grade 3	
446	BAY	Grade 3	
448	BAY	Grade 3	
450	BAY	Grade 3	
520	+		
	BAY	Grade 3	
563	BAY	Grade 3	
563	BRONSON	Grade 2	
213	BRONSON	Grade 2	
249	BRONSON	Grade 2	
251	BRONSON	Grade 3	
253	BRONSON	Grade 3	
299	BRONSON	Grade 3	
305	BRONSON	Grade 3	
307	BRONSON	Grade 3	
343	BRONSON	Grade 3	
355	BRONSON	Grade 3	
371	BRONSON	Grade 2	
373	BRONSON	Grade 2	
375	BRONSON	Grade 2	
377	BRONSON	Grade 3	
499	CARTIER	Grade 3	
123	CARTIER	Grade 3	
123	CARTIER	Grade 2	
135	CARTIER	Grade 2	
194	CARTIER	Grade 3	
195	CARTIER	Grade 2	
196	CARTIER	Grade 3	
197	CARTIER	Grade 2	
198	CARTIER	Grade 3	IV
	1		I V
46	CARTIER	Grade 3	
53	CARTIER	Grade 3	.,
63	CARTIER	Grade 3	V
85	CARTIER	Grade 3	V
87	CARTIER	Grade 3	V
91	CATHERINE	Grade 3	
135	CATHERINE	Grade 3	
137	CATHERINE	Grade 3	
141	CATHERINE	Grade 3	
203	CATHERINE	Grade 2	V
217	CATHERINE	Grade 3	
317	CATHERINE	Grade 3	
319	CATHERINE	Grade 3	
327	CATHERINE	Grade 3	
331	CENTRAL	Grade 3	
28	COOPER	Grade 1	V
201	COOPER	Grade 3	V
215	COOPER	Grade 3	V
216	COOPER	Grade 2	IV
224	COOPER	Grade 2	V
235	COOPER	Grade 2	V
240	COOPER	Grade 2	V
250	COOPER	Grade 2	V
230	COOLLIN	Grauc Z	٧

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Address #	Road Name	Group	Designation
251	COOPER	Grade 2	V
254	COOPER	Grade 2	V
295	COOPER	Grade 4	V
297	COOPER	Grade 1	IV
300	COOPER	Grade 4	V
309	COOPER	Grade 2	IV
310	COOPER	Grade 2	V
312	COOPER	Grade 1	V
315	COOPER	Grade 1	V
317	COOPER	Grade 2	V
318	COOPER	Grade 2	V
320	COOPER	Grade 2	V
322	COOPER	Grade 2	V
325			V
	COOPER	Grade 1	
330	COOPER	Grade 3	V
340	COOPER	Grade 1	V
354	COOPER	Grade 1	V
355	COOPER	Grade 2	V
356	COOPER	Grade 3	V
373	COOPER	Grade 2	V
379	COOPER	Grade 2	V
381	COOPER	Grade 2	V
389	COOPER	Grade 3	V
409	COOPER	Grade 3	V
411	COOPER	Grade 3	
470	COOPER	Grade 3	
472	COOPER	Grade 3	
474	COOPER	Grade 3	
484	COOPER	Grade 3	
487	COOPER	Grade 3	
488	COOPER	Grade 3	
489	COOPER	Grade 3	
489	COOPER	Grade 2	
490	COOPER	Grade 3	
491	COOPER	Grade 2	
492	COOPER	Grade 2	
496	COOPER	Grade 3	
497	COOPER	Grade 3	
498	COOPER	Grade 2	
499	COOPER	Grade 3	
502	COOPER	Grade 3	
503	COOPER	Grade 3	
504	COOPER	Grade 3	
505	COOPER	Grade 3	
506	COOPER	Grade 2	
507	COOPER	Grade 2	
510	COOPER	Grade 3	
511	COOPER	Grade 3	
512	COOPER	Grade 3	
513	COOPER	Grade 3	
514	COOPER	Grade 3	
515	COOPER	Grade 2	
610	COOPER	Grade 3	
611	COOPER	Grade 2	
612	COOPER	Grade 3	
613	COOPER	Grade 3	
615	COOPER	Grade 3	
015	COOLEN	G.aac J	1

Address #	Road Name	Group	Designation
616	COOPER	Grade 3	
617	COOPER	Grade 3	
618	COOPER	Grade 3	
619	COOPER	Grade 3	
620	COOPER	Grade 3	
622	COOPER	Grade 3	
624	COOPER	Grade 3	
644	COOPER	Grade 3	
668	COOPER	Grade 2	
670	COOPER	Grade 3	
673	COOPER	Grade 3	
674	COOPER	Grade 3	
675	COOPER	Grade 3	
679	COOPER	Grade 3	
685	COOPER	Grade 3	
701	COOPER	Grade 3	
712	COOPER	Grade 3	
714	COOPER	Grade 3	
720	COOPER	Grade 2	
726	COOPER	Grade 3	
727	DELAWARE	Grade 3	
7	ELGIN	Grade 3	V
216	ELGIN	Grade 3	V
220	ELGIN	Grade 1	V
227	ELGIN	Grade 3	V
228	ELGIN	Grade 3	V
230	ELGIN	Grade 1	V
275	ELGIN	Grade 3	V
325	ELGIN	Grade 2	V
327	ELGIN	Grade 2	V
329	ELGIN	Grade 2	V
331	ELGIN	Grade 2	V
333	ELGIN	Grade 3	V
335	ELGIN	Grade 2	V
337	ELGIN	Grade 2	V
339	ELGIN	Grade 2	V
340	ELGIN	Grade 2	V
341	ELGIN	Grade 2	V
342	ELGIN	Grade 2	V
343	ELGIN	Grade 2	V
345	ELGIN	Grade 2	V
346	ELGIN	Grade 2	V
348	ELGIN	Grade 2	V
349	ELGIN	Grade 2	V
350	ELGIN	Grade 2	V
351	ELGIN	Grade 2	V
351	ELGIN	Grade 2	V
353	ELGIN	Grade 2	V
354	ELGIN	Grade 2	V
355	ELGIN	Grade 2	V
356	ELGIN	Grade 2	V
357	ELGIN	Grade 2	V
358	ELGIN	Grade 2	V
359	ELGIN	Grade 2	V
360	ELGIN	Grade 2	V
361	ELGIN	Grade 2	V

ELGIN

Address #	Road Name	Group	Designation
372	ELGIN	Grade 3	V
388	ELGIN	Grade 2	V
404	ELGIN	Grade 2	V
405	FLORA	Grade 2	V
100	FLORA	Grade 2	V
101	FLORA	Grade 2	V
103	FLORA	Grade 2	V
105	FLORA	Grade 2	V
107	FLORA	Grade 2	V
109	FLORA	Grade 2	V
110	FLORA		V
		Grade 3	
120	FLORA	Grade 3	
253	FLORA	Grade 3	
261	FLORA	Grade 3	
263	FLORA	Grade 3	V
37	FLORA	Grade 2	V
43	FLORA	Grade 2	V
64	FLORA	Grade 2	V
66	FLORA	Grade 2	V
72	FLORA	Grade 3	V
76	FLORA	Grade 3	V
80	FLORA	Grade 3	V
88	FLORA	Grade 2	V
90	FLORA	Grade 2	V
91	FLORA	Grade 2	V
92	FLORA	Grade 2	V
93	FLORA	Grade 2	V
94	FLORA	Grade 2	V
95	FLORA	Grade 2	V
96	FLORA	Grade 2	V
98	FLORENCE	Grade 3	- V
100	FLORENCE	Grade 2	
		Grade 2	
101 103	FLORENCE		
	FLORENCE	Grade 2	
105	FLORENCE	Grade 2	
106	FLORENCE	Grade 2	
107	FLORENCE	Grade 2	
108	FLORENCE	Grade 2	V
11	FLORENCE	Grade 2	V
11	FLORENCE	Grade 2	
111	FLORENCE	Grade 3	
112	FLORENCE	Grade 2	
113	FLORENCE	Grade 3	
120	FLORENCE	Grade 3	
140	FLORENCE	Grade 3	
140	FLORENCE	Grade 3	
150	FLORENCE	Grade 3	
152	FLORENCE	Grade 3	
154	FLORENCE	Grade 3	
158	FLORENCE	Grade 3	
161	FLORENCE	Grade 3	
163	FLORENCE	Grade 3	
165	FLORENCE	Grade 3	
168	FLORENCE	Grade 3	
169	FLORENCE	Grade 3	+
170	FLORENCE	Grade 3	+
171	FLORENCE	Grade 3	+
1/1	I LONLINCE	Grade 3	

174	FLORENCE	Grade 3	
174	FLORENCE	Grade 3	
178	FLORENCE	Grade 1	V
18	FLORENCE	Grade 3	V
180	FLORENCE	Grade 3	+
		Grade 3	
182	FLORENCE		
184	FLORENCE	Grade 3	
186	FLORENCE	Grade 3	
187	FLORENCE	Grade 3	.,
189	FLORENCE	Grade 2	V
19	FLORENCE	Grade 3	
190	FLORENCE	Grade 3	
191	FLORENCE	Grade 3	
192	FLORENCE	Grade 3	
193	FLORENCE	Grade 3	
194	FLORENCE	Grade 3	
195	FLORENCE	Grade 3	
196	FLORENCE	Grade 3	
197	FLORENCE	Grade 3	
198	FLORENCE	Grade 3	
199	FLORENCE	Grade 1	V
20	FLORENCE	Grade 3	
200	FLORENCE	Grade 3	
201	FLORENCE	Grade 3	
203	FLORENCE	Grade 3	
205	FLORENCE	Grade 3	
207	FLORENCE	Grade 3	
21	FLORENCE	Grade 3	
211	FLORENCE	Grade 2	V
218	FLORENCE	Grade 3	•
221	FLORENCE	Grade 3	
226	FLORENCE	Grade 3	
234	FLORENCE	Grade 3	V
236	FLORENCE	Grade 2	V
24	FLORENCE	Grade 2	V
31	FLORENCE	Grade 2	V
34	FLORENCE	Grade 2	V
35	FLORENCE	Grade 3	V
36	FLORENCE	Grade 2	V
40	FLORENCE	Grade 2	V
41	FLORENCE	Grade 2	V
42	FLORENCE	Grade 2	V
43	FLORENCE	Grade 2	V
45	FLORENCE	Grade 2	V
46	FLORENCE	Grade 2	V
48	FLORENCE	Grade 3	V
5	FLORENCE	Grade 3	V
50	FLORENCE	Grade 2	V
54	FLORENCE	Grade 2	V
55	FLORENCE	Grade 2	V
62	FLORENCE	Grade 2	
77	FLORENCE	Grade 3	
80	FLORENCE	Grade 3	
81	FLORENCE	Grade 2	
83	FLORENCE	Grade 2	
84	FLORENCE	Grade 2	
85	FLORENCE	Grade 2	

Address #	Road Name	Category	Designation
86	FLORENCE	Grade 3	
87	FLORENCE	Grade 2	
88	FLORENCE	Grade 2	V
89	FLORENCE	Grade 3	
9	FLORENCE	Grade 3	
90	FLORENCE	Grade 3	
92	FRANK	Grade 2	V
321	FRANK	Grade 2	V
322	FRANK	Grade 2	V
323	FRANK	Grade 2	V
325	FRANK	Grade 2	V
327	FRANK	Grade 2	V
328	FRANK	Grade 2	V
329	FRANK	Grade 2	V
342	FRANK	Grade 2	V
344	FRANK	Grade 2	V
346	FRANK	Grade 2	V
349	FRANK	Grade 1	V
352	FRANK	Grade 2	V
360	FRANK	Grade 3	
47	FRANK	Grade 3	
50	FRANK	Grade 3	
51	FRANK	Grade 3	
53	FRANK	Grade 3	
55	FRANK	Grade 3	
57	FRANK	Grade 3	
59	FRANK	Grade 3	
61	FRANK	Grade 3	
81	FRANK	Grade 3	
84	FRANK	Grade 3	
87	FRANK	Grade 3	
88	FRANK	Grade 3	
90	FRANK	Grade 3	

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GILMOUR

Address #	Road Name	Group	Designation
347	GILMOUR	Grade 2	V
350	GILMOUR	Grade 2	V
355	GILMOUR	Grade 3	V
356	GILMOUR	Grade 2	V
359	GILMOUR	Grade 2	V
371	GILMOUR	Grade 2	V
40	GILMOUR	Grade 2	V
404	GILMOUR	Grade 2	V
408	GILMOUR	Grade 2	V
420	GILMOUR	Grade 2	V
421	GILMOUR	Grade 2	V
426	GILMOUR	Grade 2	V
427	GILMOUR		IV
428	GILMOUR	Grade 2	V
43	GILMOUR	Grade 2	V
430	GILMOUR	Grade 2	V
431	GILMOUR	Grade 2	V
436	GILMOUR	Grade 2	V
44	GILMOUR	Grade 2	
446	GILMOUR	Grade 2	V
46	GILMOUR	Grade 2	V
471	GILMOUR	Grade 2	V
472	GILMOUR	Grade 2	V
473	GILMOUR	Grade 2	V
474	GILMOUR	Grade 2	V
475	GILMOUR	Grade 3	•
476	GILMOUR	Grade 2	V
477	GILMOUR	Grade 2	V
478	GILMOUR	Grade 2	V
480	GILMOUR	Grade 3	V
484	GILMOUR	Grade 3	
486	GILMOUR	Grade 3	
487	GILMOUR	Grade 3	
488	GILMOUR	Grade 3	+
490	GILMOUR	Grade 3	
490	GILMOUR	Grade 3	+
	GILMOUR		+
495		Grade 3	
499	GILMOUR GILMOUR	Grade 3	
500	GILMOUR	Grade 3 Grade 3	
501			
507	GILMOUR	Grade 3	
508 511	GILMOUR	Grade 3	
511	GILMOUR GILMOUR	Grade 3 Grade 2	
514	GILMOUR	Grade 3	
517	GILMOUR	Grade 2	
518	GILMOUR GILMOUR	Grade 3	
519	GILMOUR	Grade 3 Grade 3	
520 522	GILMOUR		
		Grade 3	
523	GILMOUR	Grade 3	
524	GILMOUR	Grade 3	
526	GILMOUR	Grade 3	
527	GILMOUR	Grade 3	
528	GILMOUR	Grade 3	
529	GILMOUR	Grade 3	

Address #	Road Name	Group	Designation
533	GILMOUR	Grade 3	
537	GILMOUR	Grade 3	
539	GILMOUR	Grade 3	
540	GILMOUR	Grade 3	
541	GILMOUR	Grade 3	
543	GILMOUR	Grade 3	
544	GILMOUR	Grade 3	
547	GILMOUR	Grade 3	
548	GILMOUR		
		Grade 3	
55	GILMOUR	Grade 3	
550	GILMOUR	Grade 3	
552	GILMOUR	Grade 3	
554	GILMOUR	Grade 3	
558	GILMOUR	Grade 3	
559	GILMOUR	Grade 3	
561	GILMOUR	Grade 3	
563	GILMOUR	Grade 3	
565	GILMOUR	Grade 3	
57	GILMOUR	Grade 3	+
590	GILMOUR	Grade 3	
590	GILMOUR	Grade 3	
591	GILMOUR	Grade 3	
599	GILMOUR	Grade 2	
601	GILMOUR	Grade 3	
604	GILMOUR	Grade 3	
607	GILMOUR	Grade 3	
612	GILMOUR	Grade 3	
613	GILMOUR	Grade 3	
620	GILMOUR	Grade 3	
624	GILMOUR	Grade 3	
630	GILMOUR	Grade 3	
	GILMOUR	Grade 3	
634			
636	GILMOUR	Grade 3	
638	GILMOUR	Grade 3	
640	GILMOUR	Grade 3	
643	GILMOUR	Grade 3	
644	GILMOUR	Grade 3	
646	GILMOUR	Grade 3	
650	GILMOUR	Grade 3	
651	GILMOUR	Grade 2	
652	GILMOUR	Grade 3	
653	GILMOUR	Grade 3	
655	GILMOUR	Grade 3	
658	GILMOUR	Grade 3	
659	GILMOUR	Grade 3	
660	GILMOUR	Grade 3	
661	GILMOUR	Grade 3	
662	GILMOUR	Grade 3	
663	GILMOUR	Grade 3	
664	GILMOUR	Grade 3	
665	GILMOUR	Grade 2	
667	GILMOUR	Grade 3	
668	GILMOUR	Grade 3	
670	GILMOUR	Grade 3	
672	GILMOUR	Grade 3	
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673	GILMOUR	Grade 3	
675	GILMOUR	Grade 3	

Address #	Road Name	Group	Designation
676	GILMOUR	Grade 3	
678	GILMOUR	Grade 3	
69	GILMOUR	Grade 3	
703	GILMOUR	Grade 3	
706	GILMOUR	Grade 3	
708	GILMOUR	Grade 3	
71	GILMOUR	Grade 3	
710	GILMOUR	Grade 3	
712	GILMOUR	Grade 3	
73	GILMOUR	Grade 3	
86	GILMOUR	Grade 3	
87	GILMOUR	Grade 3	
88	GILMOUR	Grade 3	
89	GILMOUR	Grade 3	
90	GILMOUR	Grade 3	
91	GILMOUR	Grade 3	
92	GILMOUR	Grade 3	
93	GILMOUR	Grade 3	
94	GILMOUR	Grade 3	
95	GLADSTONE	Grade 3	V
186	GLADSTONE	Grade 2	V
210	GLADSTONE	Grade 2	V
215	GLADSTONE	Grade 2	V
221	GLADSTONE	Grade 2	V
222	GLADSTONE	Grade 2	V
224	GLADSTONE	Grade 3	V
280	GLADSTONE	Grade 3	V
340	GLADSTONE	Grade 1	V
360	GLADSTONE	Grade 2	V
377	GLADSTONE	Grade 2	V
387	GLADSTONE	Grade 2	V
390	GLADSTONE	Grade 2	V
391	GLADSTONE	Grade 2	V
395	GLADSTONE	Grade 2	V
417	GLADSTONE	Grade 2	V
420	GLADSTONE	Grade 3	V
426	GLADSTONE	Grade 2	V
435	GLADSTONE	Grade 2	V
440	GLADSTONE	Grade 2	V
444	GLADSTONE	Grade 2	V
446	GLADSTONE	Grade 2	V
449	GLADSTONE	Grade 2	V
450	GLADSTONE	Grade 3	V
452	GLADSTONE	Grade 3	V
455	GLADSTONE	Grade 3	
456	GLADSTONE	Grade 3	
458	GLADSTONE	Grade 3	
460	GLADSTONE	Grade 3	
464	GLADSTONE	Grade 3	
496	GLADSTONE	Grade 3	
506	GLADSTONE	Grade 3	
520	GLOUCESTER	Grade 2	
644	GLOUCESTER	Grade 2	
110	GLOUCESTER	Grade 3	
150	GLOUCESTER	Grade 2	
176	JAMES	Grade 3	
8	JAMES	Grade 3	

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101	JAMES	Grade 1	IV
102	JAMES	Grade 1	IV
103	JAMES	Grade 1	IV
105	JAMES	Grade 1	IV
107	JAMES	Grade 1	IV
109	JAMES	Grade 1	IV
111	JAMES	Grade 3	
113	JAMES	Grade 3	
138	JAMES	Grade 3	
140	JAMES	Grade 3	
142	JAMES	Grade 3	
143	JAMES	Grade 3	
144	JAMES	Grade 3	
145	JAMES	Grade 3	
145	JAMES	Grade 3	
146	JAMES	Grade 3	
148	JAMES	Grade 3	
150	JAMES	Grade 3	
152	JAMES	Grade 3	
157	JAMES	Grade 3	
159	JAMES	Grade 3	
160	JAMES	Grade 3	
162	JAMES	Grade 3	
164	JAMES	Grade 1	IV
174	JAMES	Grade 3	
178	JAMES	Grade 3	
183	JAMES	Grade 3	
184	JAMES	Grade 3	
185	JAMES	Grade 3	
190	JAMES	Grade 3	
191	JAMES	Grade 3	
192	JAMES	Grade 3	
197	JAMES	Grade 3	
198	JAMES	Grade 3	
20	JAMES	Grade 3	
200	JAMES	Grade 3	
201	JAMES	Grade 3	
21	JAMES	Grade 3	
212	JAMES	Grade 3	
214	JAMES	Grade 2	V
216	JAMES	Grade 2	V
25	JAMES	Grade 2	V
27	JAMES	Grade 2	V
299	JAMES	Grade 3	
303	JAMES	Grade 3	
319	JAMES	Grade 3	
331	JAMES	Grade 3	
333	JAMES	Grade 3	V
336	JAMES	Grade 2	V
35	JAMES	Grade 2	V
38	JAMES	Grade 2	V
40	JAMES	Grade 2	V
46	JAMES	Grade 1	V
46	JAMES	Grade 2	V
50	JAMES	Grade 2	V
58	JAMES	Grade 2	V

Address #	Road Name	Group	Designation
62	JAMES	Grade 2	V
64	JAMES	Grade 2	V
66	JAMES	Grade 1	V
70	JAMES	Grade 3	
77	JAMES	Grade 3	
79	JAMES	Grade 3	
80	JAMES	Grade 3	
81	JAMES	Grade 3	
82	JAMES	Grade 3	
83	JAMES	Grade 3	
84	JAMES	Grade 3	
85	JAMES	Grade 3	
86	JAMES	Grade 3	
87	JAMES	Grade 2	
89	JAMES	Grade 3	
90	JAMES	Grade 3	
92	JAMES	Grade 3	
	JAMES		
93		Grade 3	
94	JAMES	Grade 2	
95	JAMES	Grade 2	
96	JAMES	Grade 3	
97	JAMES	Grade 3	
98	KENT	Grade 1	IV
215	KENT	Grade 2	
225	KENT	Grade 1	IV
235	KENT	Grade 2	
240	KENT	Grade 2	
246	KENT	Grade 2	
248	KENT	Grade 2	
251	KENT	Grade 2	
256	KENT	Grade 3	
258	KENT	Grade 2	
260	KENT	Grade 2	
262	KENT	Grade 2	
282	KENT	Grade 1	
282	KENT	Grade 1	
286	KENT	Grade 1	
288	KENT	Grade 2	
290	KENT	Grade 2	V
330	KENT	Grade 2	V
332	KENT	Grade 2	٧
334	KENT	Grade 2	V
334	KENT	Grade 2	V
338	KENT	Grade 2	V
381	KENT	Grade 2	V
388	KENT	Grade 2	V
390	KENT	Grade 2	V
393	KENT	Grade 1	V
396	KENT	Grade 2	V
441	KENT	Grade 2	V
443	KENT	Grade 2	٧
444	KENT	Grade 2	V
446	KENT	Grade 2	V
447	KENT	Grade 2	V
448	KENT	Grade 2	V
466	KENT	Grade 2	V
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KENT

Address #	Road Name	Group	Designation
473	KENT	Grade 2	V
473	KENT	Grade 2	V
475	KENT	Grade 2	V
490	KENT	Grade 2	V
504	KENT	Grade 2	V
505	KENT	Grade 1	V
505	KENT	Grade 2	V
506	KENT	Grade 1	V
507	KENT	Grade 1	V
509	KENT	Grade 1	V
510	LEWIS		V
		Grade 3	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
512	LEWIS	Grade 3	V
10	LEWIS	Grade 3	V
102	LEWIS	Grade 3	V
104	LEWIS	Grade 3	V
118	LEWIS	Grade 3	V
120	LEWIS	Grade 3	V
122	LEWIS	Grade 3	V
124	LEWIS	Grade 3	V
126	LEWIS	Grade 3	V
128	LEWIS	Grade 3	V
130	LEWIS	Grade 3	V
136	LEWIS	Grade 3	V
138	LEWIS	Grade 3	V
140	LEWIS	Grade 3	
28	LEWIS	Grade 2	V
36	LEWIS	Grade 2	V
370	LEWIS	Grade 2	V
372	LEWIS	Grade 2	V
374	LEWIS	Grade 2	V
376	LEWIS	Grade 2	V
378	LEWIS	Grade 2	V
380	LEWIS	Grade 2	V
382	LEWIS	Grade 2	V
			<u> </u>
408	LEWIS	Grade 2	V
410	LEWIS	Grade 2	V
412	LEWIS	Grade 2	V
438	LEWIS	Grade 2	V
444	LEWIS	Grade 2	V
452	LEWIS	Grade 2	V
456	LEWIS	Grade 2	V
472	LISGAR	Grade 1	V
112	LISGAR	Grade 2	V
120	LISGAR	Grade 1	IV
180	LISGAR	Grade 1	IV
182	LISGAR	Grade 2	V
184	LISGAR	Grade 2	V
188	LISGAR	Grade 2	V
196	LISGAR	Grade 2	
230	LISGAR	Grade 2	V
231	LISGAR	Grade 2	V
232	LISGAR	Grade 2	V
234	LISGAR	Grade 2	V
250	LISGAR	Grade 2	
252	LISGAR	Grade 3	
281	LISGAR	Grade 3	+
293	LISGAR	Grade 3	
273	LIJOAN	Grade 3	

Signature Sign	Address #	Road Name	Group	Designation
315	309	LISGAR	Grade 2	
STATE	311			V
STATE	315			V
375 LISGAR Grade 2 381 LISGAR Grade 2 383 LISGAR Grade 3 405 LISGAR Grade 3 414 LISGAR Grade 3 417 LISGAR Grade 3 417 LISGAR Grade 3 421 LISGAR Grade 3 434 LISGAR Grade 3 436 LISGAR Grade 3 437 LISGAR Grade 3 457 LISGAR Grade 3 470 LISGAR Grade 3 473 LISGAR Grade 3 490 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 509 LISGAR Grade 3 535 LISGAR Grade 3 540 LISGAR Grade 3 541 LISGAR Grade 3 542 LISGAR Grade 3 544 LISGAR Grade 3 <td>319</td> <td>LISGAR</td> <td>Grade 2</td> <td></td>	319	LISGAR	Grade 2	
375 LISGAR Grade 2 381 LISGAR Grade 2 383 LISGAR Grade 2 389 LISGAR Grade 3 405 LISGAR Grade 3 414 LISGAR Grade 3 417 LISGAR Grade 3 417 LISGAR Grade 3 421 LISGAR Grade 3 438 LISGAR Grade 3 431 LISGAR Grade 3 432 LISGAR Grade 3 433 LISGAR Grade 3 434 LISGAR Grade 3 435 LISGAR Grade 3 447 LISGAR Grade 3 457 LISGAR Grade 3 470 LISGAR Grade 3 490 LISGAR Grade 3 490 LISGAR Grade 3 507 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 509 LISGAR Grade 3 539 LISGAR Grade 3 540 LISGAR Grade 3 541 LISGAR Grade 3 542 LISGAR Grade 3 544 LISGAR Grade 3 554 LISGAR Grade 3 555 LISGAR Grade 3 556 LISGAR Grade 3 557 LISGAR Grade 3 558 LISGAR Grade 3 559 LISGAR Grade 3 550 LISGAR Grade 3 551 LISGAR Grade 3 552 LISGAR Grade 3 553 LISGAR Grade 3 554 LISGAR Grade 3 555 LISGAR Grade 3 556 LISGAR Grade 3 557 LISGAR Grade 3 558 LISGAR Grade 3 559 LISGAR Grade 3 550 LISGAR Grade 3 551 LISGAR Grade 3 552 LISGAR Grade 3 553 LISGAR Grade 3 554 LISGAR Grade 3 555 LISGAR Grade 3 556 LISGAR Grade 3 557 LISGAR Grade 3 558 LISGAR Grade 3 559 LISGAR Grade 3 550 LISGAR Grade 3	335			
381 LISGAR Grade 2 383 LISGAR Grade 3 405 LISGAR Grade 3 414 LISGAR Grade 3 417 LISGAR Grade 3 421 LISGAR Grade 3 434 LISGAR Grade 3 436 LISGAR Grade 3 438 LISGAR Grade 3 457 LISGAR Grade 3 457 LISGAR Grade 3 470 LISGAR Grade 3 473 LISGAR Grade 3 490 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 535 LISGAR Grade 3 540 LISGAR Grade 3 541 LISGAR Grade 3 542 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 <td>375</td> <td></td> <td>Grade 2</td> <td></td>	375		Grade 2	
Section	381		Grade 2	
Section	383			
414 LISGAR Grade 3 417 LISGAR Grade 3 421 LISGAR Grade 3 434 LISGAR Grade 2 436 LISGAR Grade 3 438 LISGAR Grade 3 457 LISGAR Grade 3 470 LISGAR Grade 3 473 LISGAR Grade 3 490 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 535 LISGAR Grade 3 539 LISGAR Grade 3 540 LISGAR Grade 3 541 LISGAR Grade 3 542 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 552 LISGAR Grade 3 <td>389</td> <td></td> <td>Grade 3</td> <td></td>	389		Grade 3	
417 LISGAR Grade 3 421 LISGAR Grade 3 434 LISGAR Grade 2 436 LISGAR Grade 3 437 LISGAR Grade 3 457 LISGAR Grade 3 470 LISGAR Grade 3 470 LISGAR Grade 3 490 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 535 LISGAR Grade 3 540 LISGAR Grade 3 540 LISGAR Grade 3 541 LISGAR Grade 3 542 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 <td>405</td> <td>LISGAR</td> <td>Grade 3</td> <td></td>	405	LISGAR	Grade 3	
421 LISGAR Grade 2 434 LISGAR Grade 2 436 LISGAR Grade 3 438 LISGAR Grade 3 457 LISGAR Grade 3 470 LISGAR Grade 3 470 LISGAR Grade 3 473 LISGAR Grade 3 490 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 539 LISGAR Grade 3 540 LISGAR Grade 3 541 LISGAR Grade 3 542 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 552 LISGAR Grade 3 561 LISGAR Grade 3 580 LISGAR Grade 3 <td>414</td> <td>LISGAR</td> <td>Grade 3</td> <td></td>	414	LISGAR	Grade 3	
434 LISGAR Grade 2 436 LISGAR Grade 3 438 LISGAR Grade 3 457 LISGAR Grade 3 470 LISGAR Grade 3 490 LISGAR Grade 3 490 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 535 LISGAR Grade 3 540 LISGAR Grade 3 540 LISGAR Grade 3 541 LISGAR Grade 3 542 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 580 LISGAR Grade 3 582 LISGAR Grade 3 <td>417</td> <td>LISGAR</td> <td>Grade 3</td> <td></td>	417	LISGAR	Grade 3	
436 LISGAR Grade 3 438 LISGAR Grade 3 457 LISGAR Grade 3 470 LISGAR Grade 3 473 LISGAR Grade 3 490 LISGAR Grade 2 494 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 509 LISGAR Grade 3 535 LISGAR Grade 3 540 LISGAR Grade 3 541 LISGAR Grade 3 542 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 <td>421</td> <td>LISGAR</td> <td>Grade 3</td> <td></td>	421	LISGAR	Grade 3	
438 LISGAR Grade 3 457 LISGAR Grade 3 470 LISGAR Grade 3 473 LISGAR Grade 2 490 LISGAR Grade 2 494 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 535 LISGAR Grade 3 539 LISGAR Grade 3 540 LISGAR Grade 3 541 LISGAR Grade 3 542 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 <td>434</td> <td>LISGAR</td> <td>Grade 2</td> <td></td>	434	LISGAR	Grade 2	
457 LISGAR Grade 3 470 LISGAR Grade 3 473 LISGAR Grade 3 490 LISGAR Grade 2 494 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 539 LISGAR Grade 3 540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 2 561 LISGAR Grade 2 561 LISGAR Grade 3 580 LISGAR Grade 3 580 LISGAR Grade 3 584 LISGAR Grade 3 585 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3	436	LISGAR	Grade 3	
470 LISGAR Grade 3 473 LISGAR Grade 3 490 LISGAR Grade 2 494 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 535 LISGAR Grade 3 539 LISGAR Grade 3 540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 2 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 2 551 LISGAR Grade 3 552 LISGAR Grade 3 561 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 588 LYON Grade 3	438	LISGAR	Grade 3	
473 LISGAR Grade 3 490 LISGAR Grade 2 494 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 539 LISGAR Grade 3 540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 588 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 <				
473 LISGAR Grade 3 490 LISGAR Grade 2 494 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 508 LISGAR Grade 3 539 LISGAR Grade 3 540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 588 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 <				
490 LISGAR Grade 2 494 LISGAR Grade 3 507 LISGAR Grade 3 508 LISGAR Grade 3 535 LISGAR Grade 2 539 LISGAR Grade 3 540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 588 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 <	473		Grade 3	
507 LISGAR Grade 3 508 LISGAR Grade 3 535 LISGAR Grade 2 539 LISGAR Grade 3 540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 3 <tr< td=""><td>490</td><td></td><td>Grade 2</td><td></td></tr<>	490		Grade 2	
508 LISGAR Grade 3 535 LISGAR Grade 2 539 LISGAR Grade 3 540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 2 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 2 562 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 287 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 294 LYON Grade 2 <tr< td=""><td>494</td><td>LISGAR</td><td>Grade 3</td><td></td></tr<>	494	LISGAR	Grade 3	
535 LISGAR Grade 2 539 LISGAR Grade 3 540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 2 562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3	507	LISGAR	Grade 3	
535 LISGAR Grade 2 539 LISGAR Grade 3 540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 3 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 2 562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3	508	LISGAR	Grade 3	
540 LISGAR Grade 3 543 LISGAR Grade 3 544 LISGAR Grade 2 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 3 294 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 3	535		Grade 2	
543 LISGAR Grade 3 544 LISGAR Grade 2 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 581 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 270 LYON Grade 3 286 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 3 293 LYON Grade 2 293 LYON Grade 3 320 LYON Grade 2 322 LYON Grade 3	539	LISGAR	Grade 3	
544 LISGAR Grade 2 545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 2 552 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 270 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 3 294 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 3 320 LYON Grade 2 322 LYON Grade 3 326 LYON Grade 3 <t< td=""><td>540</td><td>LISGAR</td><td>Grade 3</td><td></td></t<>	540	LISGAR	Grade 3	
545 LISGAR Grade 3 546 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3	543	LISGAR	Grade 3	
546 LISGAR Grade 3 547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 3 562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 33	544	LISGAR	Grade 2	
547 LISGAR Grade 3 552 LISGAR Grade 2 561 LISGAR Grade 2 562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 3	545	LISGAR	Grade 3	
552 LISGAR Grade 2 561 LISGAR Grade 2 562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 3 294 LYON Grade 2 294 LYON Grade 3 320 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 3	546	LISGAR	Grade 3	
561 LISGAR Grade 2 562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 3 294 LYON Grade 2 294 LYON Grade 3 320 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	547	LISGAR	Grade 3	
562 LISGAR Grade 3 563 LISGAR Grade 3 580 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 2 294 LYON Grade 3 320 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	552	LISGAR	Grade 2	
563 LISGAR Grade 3 580 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 270 LYON Grade 3 286 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 3 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	561	LISGAR	Grade 2	
580 LISGAR Grade 3 582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 3 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	562	LISGAR	Grade 3	
582 LISGAR Grade 3 584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 270 LYON Grade 3 286 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 3 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	563	LISGAR	Grade 3	
584 LISGAR Grade 3 586 LISGAR Grade 3 588 LYON Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 3 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	580	LISGAR	Grade 3	
586 LISGAR Grade 3 588 LYON Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	582	LISGAR	Grade 3	
588 LYON Grade 3 270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	584	LISGAR	Grade 3	
270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 2 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	586	LISGAR	Grade 3	
270 LYON Grade 3 286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 3 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	588	LYON	Grade 3	
286 LYON Grade 3 287 LYON Grade 3 291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 2 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2		LYON		
291 LYON Grade 3 292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 2 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	286			
292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 2 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	287	LYON	Grade 3	
292 LYON Grade 2 293 LYON Grade 3 294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 2 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	291	LYON	Grade 3	
294 LYON Grade 2 317 LYON Grade 3 320 LYON Grade 2 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	292		Grade 2	
317 LYON Grade 3 320 LYON Grade 2 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	293	LYON	Grade 3	
320 LYON Grade 2 322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	294	LYON	Grade 2	
322 LYON Grade 3 326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	317	LYON	Grade 3	
326 LYON Grade 3 335 LYON Grade 3 337 LYON Grade 2	320	LYON	Grade 2	
335 LYON Grade 3 337 LYON Grade 2	322	LYON	Grade 3	
337 LYON Grade 2	326	LYON	Grade 3	
337 LYON Grade 2	335	LYON	Grade 3	
DEE IVON Curilia	337	LYON		
533 LTOIN Grade 3	355	LYON	Grade 3	
370 LYON Grade 3	370	LYON	Grade 3	
371 LYON Grade 3	371	LYON	Grade 3	
373 LYON Grade 3	373	LYON	Grade 3	

Address #	Road Name	Category	Designation
376	LYON	Grade 3	
377	LYON	Grade 3	
379	LYON	Grade 2	
381	LYON	Grade 3	
396	LYON	Grade 3	
398	MACLAREN	Grade 3	
76	MACLAREN	Grade 3	
102	MACLAREN	Grade 2	V
155	MACLAREN	Grade 1	V
190	MACLAREN	Grade 2	V
200	MACLAREN	Grade 2	V
201	MACLAREN	Grade 2	V
203	MACLAREN	Grade 3	V
222	MACLAREN	Grade 3	·
225	MACLAREN	Grade 3	V
263	MACLAREN	Grade 3	V
268	MACLAREN	Grade 2	IV
270	MACLAREN	Grade 3	V
	MACLAREN	Grade 1	IV
287			
293	MACLAREN	Grade 3	V
320	MACLAREN	Grade 2	
331	MACLAREN	Grade 2	V
335	MACLAREN	Grade 3	
336	MACLAREN	Grade 3	
34	MACLAREN	Grade 2	V
34	MACLAREN	Grade 2	
341	MACLAREN	Grade 2	V
349	MACLAREN	Grade 2	V
352	MACLAREN	Grade 3	
356	MACLAREN	Grade 3	
37	MACLAREN	Grade 2	V
38	MACLAREN	Grade 2	V
384	MACLAREN	Grade 2	V
395	MACLAREN	Grade 3	
397	MACLAREN	Grade 3	
40	MACLAREN	Grade 2	V
40	MACLAREN	Grade 2	V
400	MACLAREN	Grade 3	V
404	MACLAREN	Grade 3	
408	MACLAREN	Grade 2	V
41	MACLAREN	Grade 3	V
415	MACLAREN	Grade 2	V
422	MACLAREN	Grade 3	
429	MACLAREN	Grade 2	V
43	MACLAREN	Grade 2	V
430	MACLAREN	Grade 2	V
441	MACLAREN	Grade 2	V
444	MACLAREN	Grade 3	
458	MACLAREN	Grade 3	
46	MACLAREN	Grade 2	
465	MACLAREN	Grade 3	
466	MACLAREN	Grade 3	
467	MACLAREN	Grade 3	
470	MACLAREN	Grade 2	
472	MACLAREN	Grade 3	
480	MACLAREN	Grade 3	
483	MACLAREN	Grade 3	
	I		1

Address #	Road Name	Group	Designation
484	MACLAREN	Grade 3	
488	MACLAREN	Grade 3	
489	MACLAREN	Grade 2	
490	MACLAREN	Grade 3	
50	MACLAREN	Grade 3	
503	MACLAREN	Grade 3	
507	MACLAREN	Grade 3	
508	MACLAREN	Grade 3	
510	MACLAREN	Grade 3	
512	MACLAREN	Grade 3	
518	MACLAREN	Grade 3	
52	MACLAREN	Grade 3	
520	MACLAREN	Grade 2	
524	MACLAREN	Grade 3	
53	MACLAREN	Grade 3	
538	MACLAREN	Grade 3	+
542	MACLAREN	Grade 3	
548	MACLAREN	Grade 3	
550	MACLAREN	Grade 3	
552			
	MACLAREN	Grade 3 Grade 2	
556	MACLAREN		
558	MACLAREN	Grade 2	
560	MACLAREN	Grade 2	
562	MACLAREN	Grade 2	
564	MACLAREN	Grade 2	
566	MACLAREN	Grade 2	
568	MACLAREN	Grade 3	
576	MACLAREN	Grade 3	
581	MACLAREN	Grade 3	
587	MACLAREN	Grade 3	
59	MACLAREN	Grade 2	
591	MACLAREN	Grade 2	
593	MACLAREN	Grade 3	
596	MACLAREN	Grade 3	
603	MACLAREN	Grade 3	
605	MACLAREN	Grade 3	
645	MACLAREN	Grade 3	
649	MACLAREN	Grade 3	
651	MACLAREN	Grade 2	
653	MACLAREN	Grade 3	
654	MACLAREN	Grade 3	
658	MACLAREN	Grade 3	
660	MACLAREN	Grade 2	
661	MACLAREN	Grade 3	
673	MACLAREN	Grade 3	
675	MACLAREN	Grade 3	
677	MACLAREN	Grade 3	
72	MACLAREN	Grade 3	+
77	MCLEOD	Grade 3	
128	MCLEOD	Grade 3	
131	MCLEOD	Grade 3	
132	MCLEOD	Grade 3	+
133	MCLEOD	Grade 3	
134	MCLEOD	_	+
		Grade 3	
135	MCLEOD	Grade 3	
136	MCLEOD	Grade 3	

MCLEOD

Address #	Road Name	Group	Designation
154	MCLEOD	Grade 2	V
156	MCLEOD	Grade 3	V
215	MCLEOD	Grade 3	V
223	MCLEOD	Grade 1	IV
231	MCLEOD	Grade 2	V
240	MCLEOD	Grade 2	V
			-
243	MCLEOD	Grade 2	V
25	MCLEOD	Grade 2	V
253	MCLEOD	Grade 2	V
259	MCLEOD	Grade 2	V
263	MCLEOD	Grade 2	V
269	MCLEOD	Grade 2	V
269	MCLEOD	Grade 2	V
269	MCLEOD	Grade 2	V
275	MCLEOD	Grade 2	V
283	MCLEOD	Grade 2	V
285	MCLEOD	Grade 2	V
285	MCLEOD	Grade 2	V
287	MCLEOD	Grade 2	V
289	MCLEOD	Grade 3	V
320	MCLEOD	Grade 3	V
			V
321	MCLEOD	Grade 2	V
323	MCLEOD	Grade 3	-
330	MCLEOD	Grade 3	V
340	MCLEOD	Grade 2	V
383	MCLEOD	Grade 2	V
385	MCLEOD	Grade 2	V
391	MCLEOD	Grade 3	V
393	MCLEOD	Grade 2	V
395	MCLEOD	Grade 2	V
397	MCLEOD	Grade 2	V
40	MCLEOD	Grade 2	V
401	MCLEOD	Grade 2	V
402	MCLEOD	Grade 1	V
403	MCLEOD	Grade 2	V
404	MCLEOD	Grade 2	V
41	MCLEOD	Grade 2	V
410	MCLEOD	Grade 1	V
412			V
414	MCLEOD MCLEOD	Grade 2	V
		Grade 1	<u> </u>
415	MCLEOD	Grade 3	V
416	MCLEOD	Grade 2	V
419	MCLEOD	Grade 2	V
422	MCLEOD	Grade 2	V
423	MCLEOD	Grade 2	V
426	MCLEOD	Grade 3	
433	MCLEOD	Grade 3	
438	MCLEOD	Grade 2	
460	MCLEOD	Grade 3	
466	MCLEOD	Grade 3	
505	MCLEOD	Grade 3	
508	MCLEOD	Grade 3	
510	MCLEOD	Grade 3	+
517	MCLEOD	Grade 3	+
			+
526 7	METCALFE	Grade 3	+
<u> </u>	METCALFE	Grade 3	
160	METCALFE	Grade 2	

Address #	Road Name	Group	Designation
162	METCALFE	Grade 3	V
180	METCALFE	Grade 2	V
196	METCALFE	Grade 3	V
200	METCALFE	Grade 3	V
201	METCALFE	Grade 2	IV
214	METCALFE	Grade 1	IV
225	METCALFE	Grade 2	V
236	METCALFE	Grade 1	IV
245	METCALFE	Grade 3	V
252	METCALFE	Grade 2	V
255	METCALFE	Grade 2	V
280	METCALFE	Grade 1	V
285	METCALFE	Grade 2	V
295	METCALFE	Grade 2	IV
296	METCALFE	Grade 1	IV
305	METCALFE	Grade 2	V
330	METCALFE	Grade 2	V
331	METCALFE	Grade 2	V
333	METCALFE	Grade 2	V
335	METCALFE	Grade 3	V
370	METCALFE	Grade 2	V
375	METCALFE	Grade 2	V
377	METCALFE	Grade 3	V
378	NEPEAN	Grade 3	V
457	NEPEAN	Grade 3	
142	NEPEAN	Grade 3	
144	NEPEAN	Grade 2	
148	NEPEAN	Grade 3	
152	NEPEAN	Grade 3	
171	NEPEAN	Grade 2	
171	NEPEAN	Grade 1	V
176	NEPEAN	Grade 2	V
178	NEPEAN	Grade 3	
203	NEPEAN	Grade 3	
221	NEPEAN	Grade 2	
223	NEPEAN	Grade 1	
226	NEPEAN	Grade 1	
227	NEPEAN	Grade 3	
230	NEPEAN	Grade 2	
233	NEPEAN		
		Grade 3	
234	NEPEAN	Grade 2	
234	NEPEAN	Grade 2	
236	NEPEAN	Grade 2	
237	NEPEAN	Grade 2	
239	NEPEAN	Grade 2	
242	NEPEAN	Grade 1	IV
244	NEPEAN	Grade 2	
245	NEPEAN	Grade 2	IV
246	NEPEAN	Grade 2	IV
247	NEPEAN	Grade 2	IV
249	NEPEAN	Grade 2	
251	NEPEAN	Grade 2	
255	NEPEAN	Grade 3	
256	NEPEAN	Grade 1	IV
274	NEPEAN	Grade 1	IV
277	NEPEAN	Grade 1	1 V
337	NEPEAN	Grade 2	

	Road Name	'	Designation
357	O'CONNOR	Grade 2	
88	O'CONNOR	Grade 2	
155	O'CONNOR	Grade 2	
172	O'CONNOR	Grade 3	
196	O'CONNOR	Grade 3	V
198	O'CONNOR	Grade 2	V
231	O'CONNOR	Grade 3	V
234	O'CONNOR	Grade 3	V
236	O'CONNOR	Grade 1	IV
250	O'CONNOR	Grade 1	IV
261	O'CONNOR	Grade 1	IV
263	O'CONNOR	Grade 2	V
267	O'CONNOR	Grade 2	V
278	O'CONNOR	Grade 3	
280	O'CONNOR	Grade 3	V
312	O'CONNOR	Grade 3	V
314	O'CONNOR	Grade 2	V
316	O'CONNOR	Grade 2	V
381	O'CONNOR	Grade 2	V
400	O'CONNOR	Grade 2	V
402	O'CONNOR	Grade 2	V
404	O'CONNOR	Grade 2	V
406	O'CONNOR	Grade 2	V
420	PARK	Grade 3	v
440	PARK	Grade 3	
30	PARK	Grade 3	
52	PERCY	Grade 2	
80	PERCY	Grade 3	
126	PERCY	Grade 3	
126	PERCY	Grade 3	
141	PERCY		
141		Grade 3	
	PERCY	Grade 3	
144	PERCY	Grade 3	
147	PERCY	Grade 3	
155	PERCY	Grade 3	
157	PERCY	Grade 3	
159	PERCY	Grade 3	
171	PERCY	Grade 3	
173	PERCY	Grade 3	
175	PERCY	Grade 3	
185	QED*	Grade 3	
217	QED	Grade 3	
57	QED	Grade 3	
59	QED	Grade 3	
104	QED	Grade 3	
108	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	

Address #	Road Name	Group	Designation
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	QED	Grade 3	
130	SOMERSET	Grade 3	
63	SOMERSET	Grade 3	
65	SOMERSET	Grade 3	
6	SOMERSET	Grade 2	IV
10	SOMERSET	Grade 3	
12	SOMERSET	Grade 3	
149	SOMERSET	Grade 3	V
210	SOMERSET	Grade 1	V
222	SOMERSET	Grade 1	V
223	SOMERSET	Grade 1	V
258	SOMERSET	Grade 1	V
260	SOMERSET	Grade 1	V
261	SOMERSET	Grade 1	V
263	SOMERSET	Grade 1	V
265	SOMERSET	Grade 1	V
265	SOMERSET	Grade 1	V
265	SOMERSET	Grade 3	
265	SOMERSET	Grade 1	V
267	SOMERSET	Grade 1	V
27	SOMERSET	Grade 1	V
270	SOMERSET	Grade 1	V
271	SOMERSET	Grade 1	V
273	SOMERSET	Grade 1	V
275	SOMERSET	Grade 2	V
277	SOMERSET	Grade 1	V
279	SOMERSET	Grade 1	V
281	SOMERSET	Grade 1	V
282	SOMERSET	Grade 3	IV
283	SOMERSET	Grade 2	V
285	SOMERSET	Grade 1	V
287	SOMERSET	Grade 1	V
29	SOMERSET	Grade 1	V
292	SOMERSET	Grade 2	V
293	SOMERSET	Grade 1	V
294	SOMERSET	Grade 2	V
295	SOMERSET	Grade 2	V
300	SOMERSET	Grade 2	V
310	SOMERSET	Grade 1	IV
311	SOMERSET	Grade 1	IV
315	SOMERSET	Grade 2	
323	SOMERSET	Grade 1	IV
324	SOMERSET	Grade 3	1
326	SOMERSET	Grade 2	V
327	SOMERSET	Grade 2	V
328	SOMERSET	Grade 2	V
33	SOMERSET	Grade 2	V
331	SOMERSET	Grade 2	V
332	SOMERSET	Grade 2	V
337	SOMERSET	Grade 2	V
338	SOMERSET	Grade 2	

Address #	Road Name	Group	Designation
343	SOMERSET	Grade 1	V
346	SOMERSET	Grade 3	
348	SOMERSET	Grade 2	
35	SOMERSET	Grade 2	V
375	SOMERSET	Grade 3	
393	SOMERSET	Grade 3	
395	SOMERSET	Grade 3	V
403	SOMERSET	Grade 2	
416	SOMERSET	Grade 3	
429	SOMERSET	Grade 3	
449	SOMERSET	Grade 2	
453	SOMERSET	Grade 3	
457	SOMERSET	Grade 3	
460	SOMERSET	Grade 3	
464	SOMERSET	Grade 3	
47	SOMERSET	Grade 3	
474	SOMERSET	Grade 3	
475	SOMERSET	Grade 3	
480	SOMERSET	Grade 3	
49	SOMERSET	Grade 3	+
491	SOMERSET	Grade 3	+
492	SOMERSET	Grade 3	
494	SOMERSET	Grade 3	+
495	SOMERSET		+
496	SOMERSET	Grade 3 Grade 3	+
			+
497	SOMERSET	Grade 3	
500	SOMERSET	Grade 3	
502	SOMERSET	Grade 3	
511	SOMERSET	Grade 3	+
54	SOMERSET	Grade 2	
543	SOMERSET	Grade 3	
551	SOMERSET	Grade 3	
555	SOMERSET	Grade 3	
561	SOMERSET	Grade 3	
562	SOMERSET	Grade 3	
566	SOMERSET	Grade 3	
568	SOMERSET	Grade 3	
571	SOMERSET	Grade 2	1
572	SOMERSET	Grade 3	1
574	SOMERSET	Grade 2	1
575	SOMERSET	Grade 3	
577	SOMERSET	Grade 3	
580	SOMERSET	Grade 3	
584	SOMERSET	Grade 3	
6	SOMERSET	Grade 3	
604	SOMERSET	Grade 3	
606	SOMERSET	Grade 3	
622	SOMERSET	Grade 3	
625	SOMERSET	Grade 3	
633	SOMERSET	Grade 3	
634	SOMERSET	Grade 3	
636	SOMERSET	Grade 3	
638	SOMERSET	Grade 3	
640	SOMERSET	Grade 3	
646	SOMERSET	Grade 3	
651	SOMERSET	Grade 3	
653	WAVERLEY	Grade 2	

Address #	Road Name	Group	Designation
121	WAVERLEY	Grade 2	
123	WAVERLEY	Grade 3	
167	WAVERLEY	Grade 3	
168	WAVERLEY	Grade 2	V
175	WAVERLEY	Grade 2	V
177	WAVERLEY	Grade 3	V
181	WAVERLEY	Grade 3	V
23	WAVERLEY	Grade 3	V
28	WAVERLEY	Grade 2	V
296	WAVERLEY	Grade 2	V
298	WAVERLEY	Grade 2	V
300	WAVERLEY	Grade 2	V
301	WAVERLEY	Grade 2	V
302	WAVERLEY	Grade 1	V
303	WAVERLEY	Grade 2	V
305	WAVERLEY	Grade 3	V
315	WAVERLEY	Grade 3	V
318	WAVERLEY	Grade 2	V
321	WAVERLEY	Grade 2	V
322	WAVERLEY	Grade 3	V
329	WAVERLEY	Grade 1	V
344	WAVERLEY	Grade 1	V
346	WAVERLEY	Grade 1	V
348	WAVERLEY	Grade 1	V
35	WAVERLEY	Grade 3	V
353	WAVERLEY	Grade 2	V
354	WAVERLEY	Grade 2	V
355	WAVERLEY	Grade 2	V
361	WAVERLEY	Grade 2	V
362	WAVERLEY	Grade 3	V
371	WAVERLEY	Grade 3	
39	WAVERLEY	Grade 3	
47	WAVERLEY	Grade 3	
49	WAVERLEY	Grade 3	
51	WAVERLEY	Grade 3	
59	WAVERLEY	Grade 3	
63	WAVERLEY	Grade 2	
68	WAVERLEY	Grade 3	
84	WAVERLEY	Grade 2	
		2.346 2	

